

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	TEXAS	
COUNTY:	Galveston	
FOR NPS USE ONLY		
ENTRY NUMBER	DATE	
70-142- <del>5016</del> 0001	1/26/70	

**1. NAME**

COMMON: The Strand Historic District

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER: Bounded on the North by Ave. A, on the East by 20th St., on the South by the alley btwn. Avenues C & D, and the West by

CITY OR TOWN: Passenger Depot, North to Ave A, incl. lots 5,6,7 of blk. 685 btwn. Ave. A and New Strand Street, Galveston

STATE	CODE	COUNTY:	CODE
Texas	042	Galveston	167

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____

**4. OWNER OF PROPERTY**

OWNER'S NAME:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE

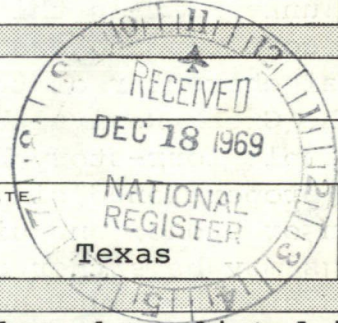
**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Galveston County Courthouse

STREET AND NUMBER: 722 21st Street

CITY OR TOWN: Galveston STATE: CODE 042



**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY: Many, but not all buildings, have been listed in: Historic American Buildings Survey

DATE OF SURVEY: 1966  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS: Library of Congress

STREET AND NUMBER:

CITY OR TOWN: Washington STATE: District of Columbia CODE 08

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE: FOR NPS USE ONLY

1/26/70

7. DESCRIPTION

CONDITION	(Check One)				
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
	(Check One)			(Check One)	
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Strand District of Galveston was a thriving, energetic, and prosperous business area close to the shipping channel. It was particularly active during the seventies and eighties of the last century. The blocks between Mechanic and Strand and 20th and 26th streets (see map) contain at least forty-five buildings of architectural interest as representative illustrations of the types of commercial structures used and preferred in their era. It is their preservation en masse that is of real architectural significance as a still extant visual segment of the business life of the latter third of the nineteenth century.

The buildings show the span of popular architectural styles from the Greek Revival to the Beaux Arts with the bulk representative of the Gothic, High Victorian, French and Italianate styles in their vernacular and usually modest expressions. The frequent arcades at the first floor level are still generally apparent and relatively unaltered. The common materials are stuccoed brick or red brick with cast iron or stone details. The buildings are often handsome with nice proportions.

At the time when the area was at its most active the street level was four to five feet lower than it is at present, permitting drays and wagons to load and unload at the level of the raised sidewalks. After the tremendous devastation of the September 8, 1900 hurricane the whole island was raised with fill and the street is now almost flush with the first story entrances. The hurricane also ripped off a very large number of the cast iron cornices and this destruction probably also accounts for the removal of many of the flat canopies that were originally nearly universal in this sunny southern climate. However, enough cornices and canopies still remain to demonstrate the original character of the street.

The Greek Revival buildings that remain are generally handsome simple four-story brick structures with brick cornices, nicely proportioned six over six windows with cap-molded lintels of iron or stone, and sills with end brackets. The first floor openings may be either arched or trabeated, and piers rather than columns are the usual supports in the facade. These may be ornamented with cast iron applied capitals. The Washington Hotel at 2218-22 Mechanic has fine paneled French doors with fan lights in its arches.

Several fires in the seventies razed whole blocks of commercial structures, many of frame but many also probably of the Greek Revival type. New buildings were begun at once and it is modest versions of the Victorian styles of the seventies that now are the predominant types in this district. The first story

SEE INSTRUCTIONS

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(Continuation Sheet)

STATE	
TEXAS	
COUNTY	
Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
70-142- <del>245</del> 0001	1/24/70

(Number all entries)

7. (cont'd)

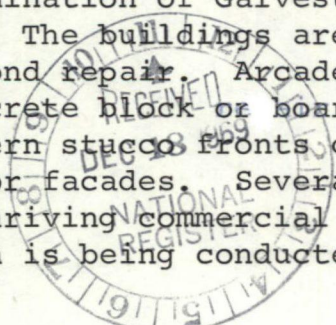
was usually designed as an arcade (not the French type with deep openings forming a walkway, but just a flat series of arched openings). Most of the buildings still retain their cast iron one-story fronts. Many still have their double doors. Piers with large rectangular areas of glass between them were sometimes used. Hood moldings were the principal choice for decorating the upper story windows, although there is also frequent use of a continuous molding strip forming gothic arches above segmental arched windows. Rusticated pilasters were often used to give vertical organization to the facades, The standard treatment of the brick was a stucco covering frequently scored to resemble ashlar masonry. Unfortunately the original cast iron cornice is now usually missing and some of these buildings once had elaborate mansard roofs that are now gone also.

Several buildings designed by the Galveston architect Nicholas J. Clayton are a much stronger statement of the same general style. His buildings of the seventies and eighties are usually exposed red brick, often laid in patterns, and with contrasting trim. Considerable movement in what is essentially a flat facade is created by the use of brick pilasters and panelling. Clayton used high relief cast iron details, most cast in Galveston, and the cornices are still intact on some of his work.

By the middle of the eighties the influence of Richardson shows up in a few buildings with their facades organized by monumental applied arches and Romanesque motifs in the small arcade windows of the upper story and also in some use of granite. One commercial structure with rich Beaux Arts detail completes the styles represented in the Strand District and signals the termination of Galveston's most prosperous days.

The buildings are generally in a run down condition but not beyond repair. Arcade openings are occasionally filled with concrete block or boarded. The cornices are frequently missing. Modern stucco fronts cover a few buildings or portions of first floor facades. Several of the buildings are vacant. It is not a thriving commercial area at this time, however an investigation is being conducted to revitalize the area.

by Roxanne Williamson  
Architectural Historian  
TSHSC



**B. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known) approximately 1850's to 1890's

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input checked="" type="checkbox"/> Political      | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____                                    |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____                                    |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  | _____                                    |
| <input type="checkbox"/> Conservation            |   |  | _____                                    |

STATEMENT OF SIGNIFICANCE

The principal commercial area in Galveston from the 1850's to the early 1900's was called The Strand. Located near the wharf on Galveston Bay, The Strand District included the businesses of the most prominent, prosperous, and influential men in Texas. Such men as John Henry Hutchings, J. J. Hendley, Henry Rosenberg, and John Sealy were well established entrepreneurs by the late 1850's. They accumulated fortunes and exerted commercial and political control over much of Texas through their financial ties with northern business interests and local harbor and transportation facilities as well as through their political connections in the state legislature.

Representative of the commercial houses on The Strand in the 1850's was the Hendley Company, founded by William and Captain J. J. Hendley along with John Sleight and Philip Gildersleeve. The firm was a cotton and commission house. By 1858, the year in which construction on the Hendley Building began, it was the leading company in Galveston. "The Hendley Building enjoys the distinction not only of being the first pretentious business building in Galveston," said Howard Barnstone in his book The Galveston That Was, "but also (of) having been constructed at a greater proportionate cost than any other building in the city."<sup>1</sup> The brick in the building was imported from Boston via the Hendley line vessels.

The Hendley Building was guaranteed a place in history during the Civil War when the first shot in the Battle of Galveston, January 1, 1863, was fired from a cannon on its roof. A large hole in the cornice on the 20th Street side caused by a cannonball from a Federal gunboat left signs of the Battle. The result of that conflict was that Southern forces regained control of Galveston Island for the remainder of the war. The Hendley Company was one of several firms forced out of Galveston by the War, but it was moved back from Houston and reestablished when the Federal blockade ended.<sup>2</sup>

<sup>1</sup>Barnstone, Howard. The Galveston That Was, p. 35, *paren. mine.*

<sup>2</sup>Ibid

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Barnstone, Howard. The Galveston That Was, New York: The MacMillan Co., 1966.  
 Fornell, Earl Wesley. The Galveston Era. Austin: The University of Texas Press, 1961.  
The Galveston Daily News, Sec. B, Friday morning, August 1, 1969 "Historic Districts Viewed as Preservation Solution" by Jerry Cooper, p. 1.  
The Galveston Daily News, Tempo Magazine section, April 27, 1969, "The Strand: A New Lease on Life or Gone with the Wind" pp. 20-26

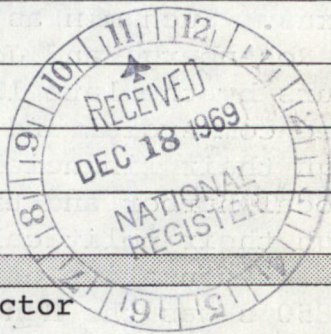
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	94° 47' 53"	229° 18' 32"		° ' "	° ' "	
NE	94° 47' 24"	29° 18' 32"		° ' "	° ' "	
SE	94° 47' 24"	29° 18' 17"		° ' "	° ' "	
SW	94° 47' 53"	29° 18' 17"		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: approximately 45 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



11. FORM PREPARED BY

NAME AND TITLE: **M. Wayne Bell, Project Director**  
**Larry J. Kennedy, Historian**

ORGANIZATION: **Texas State Historical Survey Committee** DATE: **12/12/69**

STREET AND NUMBER: **108 W. 15th Street**

CITY OR TOWN: **Austin** STATE: **Texas** CODE: **042**

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name: *Paul Latimer*  
 Title: State Liaison Officer  
 Date: December 12, 1969

I hereby certify that this property is included in the National Register.

*Ernest Allen Cunniff*  
 Chief, Office of Archeology and Historic Preservation

Date: JAN 26 1970

ATTEST:  
*William J. Swartz*  
 Keeper of The National Register

Date: JAN 14 1970

UTM SW 15/325420  
 3242900  
 NW 15/325420  
 3242900  
 SE 15/326130  
 3242900  
 SEE INSTRUCTIONS  
 HL

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE TEXAS	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 20142-016 001	DATE 1/20/70

(Number all entries)

8. (cont'd)

Hendley, like Henry Rosenberg, John Sealy and other Galveston businessmen, got his start in capitalism during the 1850's while transportation facilities, principally ports and railroads, were inadequate to meet bustling Galveston's needs. He became a director of the Galveston Brazos Navigation Company in 1850 and then began to acquire his own shipping line. Rosenberg and Sealy also secured part of the water passage profits for themselves as part owners of The Galveston Wharf and Cotton Press Company. Even though great amounts of money were made during the decade before the Civil War, the buildings which testify to that wealth and signify the prominence of The Strand did not appear until after the War.

Compared to the rest of the South, Galveston recovered rapidly from the Civil War. In the 1870's, following the Civil War, Galveston found itself in the midst of prosperous times as indicated by the construction activity on The Strand. Because of numerous fires in that post-Civil War decade it is not known just how much building was accomplished in the previous two decades. By the 1870's Galveston had become the Gulf terminal of two great continental railroad systems, the Missouri Pacific and the Achison, Topeka, and Santa Fe.<sup>3</sup> With this economic expansion almost two dozen buildings arose to symbolize the prosperity of the times. Henry Rosenberg, businessman and benefactor, and J. S. Brown, son of hardware wholesaler J. M. Brown, were typical of the men who then built along The Strand. Rosenberg erected a store at the southwest corner of 20th and Strand in 1875 after he had developed, by the 1850's, the largest dry goods store in Texas. J. S. Brown built the second Brown Building in 1878. A fire in 1877 had destroyed most of the 2100 block of Strand Street, including the old Brown and Lang Building at 2111 Strand; there J. S. Brown erected his new structure, called the J. S. Brown Building.

The vigorous building during the seventh decade of the 19th century waned in the eighth. Although the depression of the 1870's drained part of Galveston's vitality, such prestigious Galvestonians as W. L. Moody and John Sealy continued building along The Strand well into the 1890's. Colonel W. L. Moody, cotton broker, banker, and one-time state legislator, was representative of the undaunted entrepreneur. When a fire in 1882 razed the original Moody Building, erected in 1872, Moody commissioned the noted architect, Nicholas J. Clayton to design a new building to be built on the same site. Before the end of 1882, Moody had moved into his new structure at

<sup>3</sup>Ibid. p. 36

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
TEXAS	
COUNTY	
Galveston	
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ENTRY NUMBER	DATE
70-142-1246 0001	1/26/70

(Number all entries)

8. (cont'd 2)

2202 Strand Street. In 1895 Clayton was also the architect for the Hutchings, Sealy and Company Building, one of the few buildings erected on The Strand in the 1890's. Sealy, who died in 1884, never saw his new building which then was considered to be "of the most modern design."

The hurricane of 1900 caused much destruction along The Strand, but it was the development of the Houston Ship Channel and the lack of development in Galveston's harbor which brought an end to both Galveston's prosperity and the prominence of The Strand. Business stagnation, in Galveston's case, meant preservation of the past. As compared to their prosperous and eminent owners, most of the buildings on The Strand are not particularly distinguished. However, they exhibit the standard commercial tastes of the late 19th century and therefore retain for Galveston a reflection of the past often denied to many so-called "progressive" cities.

Only a few of the buildings along The Strand have been designated as historic Texas landmarks by the Texas State Historical Survey Committee; however, the Galveston Historical Foundation is in the process of establishing its own historic district in the area with the aid of a grant from the Moody Foundation. The buildings in the district are being restored not only to preserve them but to put them into use in an effort to revitalize economic activity in downtown Galveston. In an effort to define a district and terminate this important street, the Santa Fe Railroad Office Building on 25th Street has been included within the boundaries.







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 624

(Type all entries - attach to or enclose with photograph)<sup>8,9</sup>

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-142-0016	DATE 1/26/70

SEE INSTRUCTIONS

1. NAME

COMMON: Clarke and Courts Building  
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 2406 Mechanic

CITY OR TOWN: Galveston

STATE: Texas	CODE: 042	COUNTY: Galveston	CODE: 167
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3. PHOTO REFERENCE

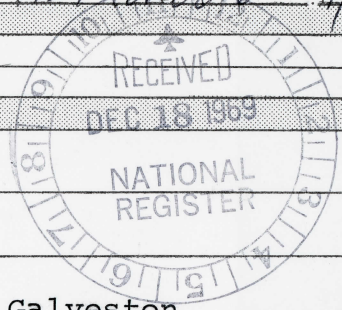
PHOTO CREDIT: Texas State Historical Survey Committee

DATE OF PHOTO: March 19, 1969

NEGATIVE FILED AT: Texas State Historical Survey Committee  
108 W. 15th. Street, Austin, Texas

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. Front and side facades--Southeast elevation of a five story brick commercial structure showing the influence of Richardson and Sullivan bays are formed by colossal pilasters joined by arches at the fifth floor, each bay three windows wide with proportional large openings than were used in Galveston.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

STATE Texas	
COUNTY Galveston	
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ENTRY NUMBER 70-142-0016	DATE 1/26/70

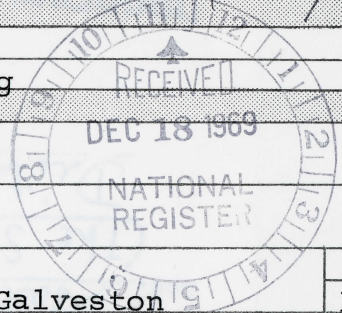
NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 683

(Type all entries - attach to or enclose with photograph) p12, 13, 14

SEE INSTRUCTIONS

1. NAME			
COMMON: Old Sealy Building			
AND/OR HISTORIC: Hutchings, Sealy & Co. Building			
2. LOCATION			
STREET AND NUMBER: 2326-2328 Strand			
CITY OR TOWN: Galveston			
STATE: Texas	CODE: 042	COUNTY: Galveston	CODE: 167
3. PHOTO REFERENCE			
PHOTO CREDIT: Texas State Historical Survey Committee			
DATE OF PHOTO: March 19, 1969			
NEGATIVE FILED AT: Texas State Historical Survey Committee			
108 W. 15th. Street, Austin, Texas			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			



Front and side facade--Southwest elevation of a fine Post-Columbian exposition Classic revival building. The first floor of this three story building is made of rusticated granite with the other two floors constructed of brick and stone. There is rich detail in the moldings, capitals, bases, cornices and pediments.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

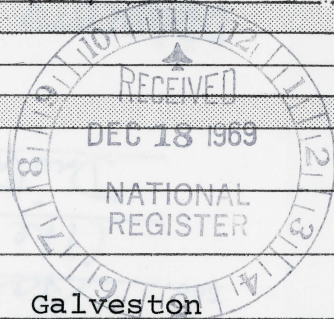
PROPERTY PHOTOGRAPH FORM GaG 623

(Type all entries - attach to or enclose with photograph) <sup>6,7</sup>

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-1-42-0316	DATE 7/26/70

SEE INSTRUCTIONS

1. NAME			
COMMON: Focke, Wilkens & Lange Building			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 2301-2307 Strand			
CITY OR TOWN: Galveston			
STATE: Texas	CODE: 042	COUNTY: Galveston	CODE: 167
3. PHOTO REFERENCE			
PHOTO CREDIT: Texas State Historical Survey Committee			
DATE OF PHOTO: March 19, 1969			
NEGATIVE FILED AT: Texas State Historical Survey Committee 108 W. 15th. Street, Austin, Texas			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Front and side facades--Northeast elevation of a three story stuccoed brick with cast iron front on the ground floor and cast iron/wood molds and sills. Cornice now altered.			





UNITED STATES DEPARTMENT OF THE INTERIOR  
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NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 621

(Type all entries - attach to or enclose with photograph)

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-142-0016	DATE 1/26/70

SEE INSTRUCTIONS

1. NAME

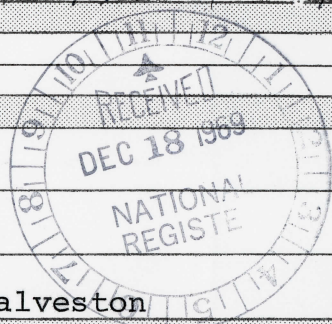
COMMON: Stewart Title Co. Building  
AND/OR HISTORIC: Kauffman and Range Building

2. LOCATION

STREET AND NUMBER: 220-222 Twenty-second St.

CITY OR TOWN: Galveston

STATE: Texas	CODE 042	COUNTY: Galveston	CODE 167
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3. PHOTO REFERENCE

PHOTO CREDIT: Texas State Historical Survey Committee

DATE OF PHOTO: March 19, 1969

NEGATIVE FILED AT: Texas State Historical Survey Committee

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. Front and side facades--Southwest elevation of a four story red brick building with white keystones, capitals, and bands. The original cornice and roof are missing, otherwise the building is unchanged. The excellent carved woodwork of some of the doors is notable.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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PROPERTY PHOTOGRAPH FORM GaG 621

(Type all entries - attach to or enclose with photograph) <sup>13, 14</sup>

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-142-0016	DATE 1/26/70

SEE INSTRUCTIONS

1. NAME

COMMON: Stewart Title Co. Building

AND/OR HISTORIC: Kauffman and Range Building

2. LOCATION

STREET AND NUMBER: 220-222 Twenty-second Street

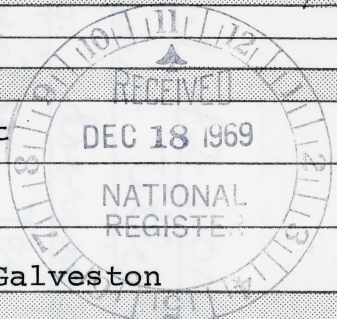
CITY OR TOWN: Galveston

STATE: Texas

CODE  
042

COUNTY: Galveston

CODE  
167



3. PHOTO REFERENCE

PHOTO CREDIT: Texas State Historical Survey Committee

DATE OF PHOTO: March 19, 1969

NEGATIVE FILED AT: Texas State Historical Survey Committee

108 W. 15th. Street, Austin, Texas

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Front facade--West elevation detail showing ~~carved~~ wood door recessed in brick and stuccoed columns and arch.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

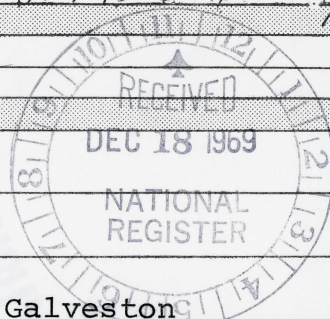
PROPERTY PHOTOGRAPH FORM GaG 623

(Type all entries - attach to or enclose with photograph)

STATE <b>Texas</b>	
COUNTY <b>Galveston</b>	
FOR NPS USE ONLY	
ENTRY NUMBER <b>70-142-0016</b>	DATE <b>1/26/70</b>

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: <b>Merchants Mutual Ins. Co.</b>			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER: <b>2313-2319 Strand St.</b>			
CITY OR TOWN: <b>Galveston</b>			
STATE: <b>Texas</b>	CODE: <b>042</b>	COUNTY: <b>Galveston</b>	CODE: <b>167</b>
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: <b>Texas State Historical Survey Committee</b>			
DATE OF PHOTO: <b>March 19, 1969</b>			
NEGATIVE FILED AT: <b>Texas State Historical Survey Committee 108 W. 15th. Street, Austin, Texas</b>			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. <b>Front facade--North elevation of a three story brick and cast iron commercial structure with a Mansard roof and an attic dormer. There is a fine Renaissance revival cast iron front at the street level with roundels, keystones, brackets, and two pediments. The cast iron cornice, drip stone mouldings and other decorations have been removed.</b>			





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 622

(Type all entries - attach to or enclose with photograph)

STATE

Texas

COUNTY

Galveston

FOR NPS USE ONLY

ENTRY NUMBER

DATE

70-142-0010

1/26/70

SEE INSTRUCTIONS

1. NAME

COMMON: Washington Hotel

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 2218-2222 Mechanic St.

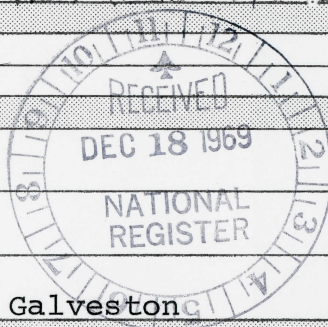
CITY OR TOWN: Galveston

STATE: Texas

CODE 042

COUNTY: Galveston

CODE 167



3. PHOTO REFERENCE

PHOTO CREDIT: Texas State Historical Survey Committee

DATE OF PHOTO: March 19, 1969

NEGATIVE FILED AT: Texas State Historical Survey Committee

108 W. 15th. Street, Austin, Texas

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. Front and side facades--Southwest elevation of a four story stuccoed brick Greek Revival commercial building with simple classic detail, simple brick cornice.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 682

(Type all entries - attach to or enclose with photograph)

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-142-0016	DATE 1/26/70

SEE INSTRUCTIONS

1. NAME

COMMON: W. L. Moody Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

2202-2206 Strand

CITY OR TOWN:

Galveston

STATE:

Texas

CODE

042

COUNTY:

Galveston

CODE

167

3. PHOTO REFERENCE

PHOTO CREDIT:

Texas State Historical Survey Committee

DATE OF PHOTO:

March 19, 1969

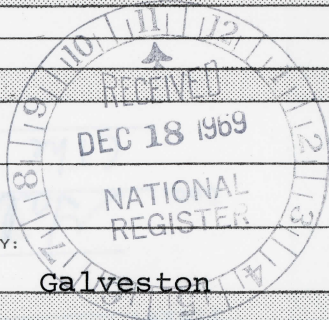
NEGATIVE FILED AT:

Texas State Historical Survey Committee  
108 W. 15th. Street, Austin, Texas

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Front and side facades--Southeast elevation of a three story pressed brick and terracotta building with the facade divided into bays by grouped flat moldings and pilasters. There are flat lintels throughout with the first floor supports made of cast iron columns in combination with brick piers.







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

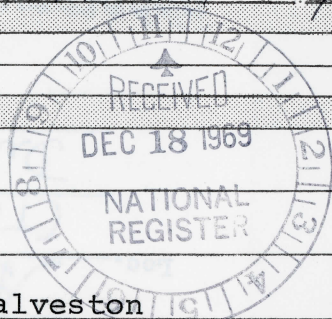
PROPERTY PHOTOGRAPH FORM GaG 620

(Type all entries - attach to or enclose with photograph) 05.6.7

STATE <b>Texas</b>	
COUNTY <b>Galveston</b>	
FOR NPS USE ONLY	
ENTRY NUMBER <b>70-142-0016</b>	DATE <b>1/26/70</b>

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: <b>Henry Posenberg Building</b>			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER: <b>2005-2011 Strand Street</b>			
CITY OR TOWN: <b>Galveston</b>			
STATE:	CODE	COUNTY:	CODE
<b>Texas</b>	<b>042</b>	<b>Galveston</b>	<b>167</b>
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: <b>Texas State Historical Survey Committee</b>			
DATE OF PHOTO: <b>March 19, 1969</b>			
NEGATIVE FILED AT: <b>Texas State Historical Survey Committee</b>			
<b>108 W. 15th. Street, Austin, Texas</b>			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. <b>Front and side facades--Northeast elevation of a two story brick building with three windows to a bay on the shorter (four bays) side and two windows to a bay (six bays) on the longer side. It has simple detailing with an arcade formed by the first floor arched opening and square piers.</b>			





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

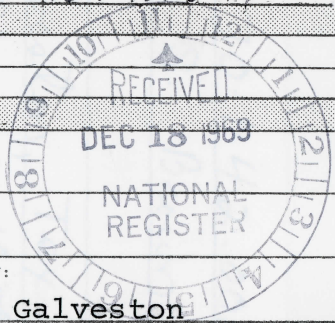
PROPERTY PHOTOGRAPH FORM GaG 621

(Type all entries - attach to or enclose with photograph)<sup>p4</sup>

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-42-0016	DATE 1/26/70

SEE INSTRUCTIONS

1. NAME			
COMMON: J. S. Brown Building			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 2111 Strand St.			
CITY OR TOWN: Galveston			
STATE: Texas	CODE 042	COUNTY: Galveston	CODE 167
3. PHOTO REFERENCE			
PHOTO CREDIT: Texas State Historical Survey Committee			
DATE OF PHOTO: March 19, 1969			
NEGATIVE FILED AT: Texas State Historical Survey Committee 108 W. 15th. Street, Austin, Texas			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Front facade--North elevation of a two story brick and iron structure divided into two bays with two windows per bay. The first floor has a cast iron front with slender pilasters. The second floor is exposed brick with cast iron hood moulds above the windows.			





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

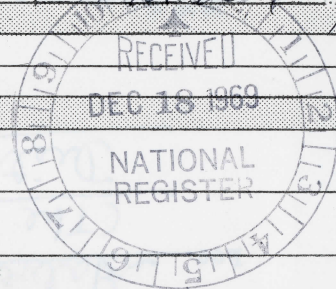
PROPERTY PHOTOGRAPH FORM GaG 561

(Type all entries - attach to or enclose with photograph)  
6.7

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-42-1016	DATE 1/24/70

SEE INSTRUCTIONS

1. NAME			
COMMON: Heidenheimer Building			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 2101-2107 Mechanic Street			
CITY OR TOWN: Galveston			
STATE: Texas	CODE: 042	COUNTY: Galveston	CODE: 167
3. PHOTO REFERENCE			
PHOTO CREDIT: Texas State Historical Survey Committee			
DATE OF PHOTO: March 19, 1969			
NEGATIVE FILED AT: Texas State Historical Survey Committee 108 W. 15th. Street, Austin, Texas			
4. IDENTIFICATION			



DESCRIBE VIEW, DIRECTION, ETC. Front and side facades--Northeast elevation of a Victorian style two story stucco covered brick building. The first floor openings form an arcade with ogee or "Moorish" arches. A central pavilion is created with rusticated pilasters and slightly raised cornice. Segmental arched second floor windows are emphasized by an ornamental string course. The names "Suderman & Dolson" and date 1904 inscribed above main entrance.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM GaG 621

(Type all entries - attach to or enclose with photograph)

SEE INSTRUCTIONS

STATE Texas	
COUNTY Galveston	
FOR NPS USE ONLY	
ENTRY NUMBER 70-142-0016	DATE 1/26/70

1. NAME

COMMON: First National Bank

AND/OR HISTORIC: First Hutchings Sealy National Bank

2. LOCATION

STREET AND NUMBER: 2127 Strand Street

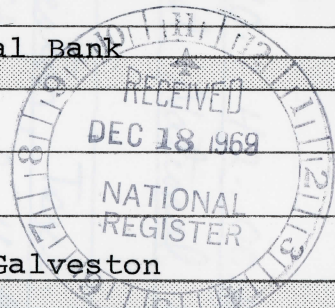
CITY OR TOWN: Galveston

STATE: Texas

CODE  
042

COUNTY: Galveston

CODE  
167



3. PHOTO REFERENCE

PHOTO CREDIT: Texas State Historical Survey Committee

DATE OF PHOTO: March 19, 1969

NEGATIVE FILED AT: Texas State Historical Survey Committee

108 W. 15th. St., Austin, Texas

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. Front and side facade--Northwest elevation of a two story brick structure with cast iron columns, doorway, and entablature on the first floor, window molds and sills and elaborate pressed tin cornice. The detailing on the main entrance is nearly Georgian in character although Victorian in its verticality and decoration.

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	TEXAS
COUNTY	Galveston
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
70-142- <del>5216</del> 0001	1/26/70

SEE INSTRUCTIONS

1. NAME

COMMON: The Strand Historic District  
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Bounded on the North by Ave. A, on the East by 20th st.  
on the South by the alley btwn. Avenues C & D, and the West by  
CITY OR TOWN: Passenger Depot, North to Ave A, incl. lots 5,6,7 of blk. 6  
685 btwn. Ave. A and New Strand St., Galveston

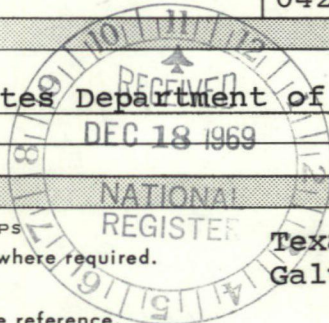
STATE:	Texas	CODE	042	COUNTY:	Galveston	CODE	167
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3. MAP REFERENCE

SOURCE: United States Department of the Interior Geological Survey  
SCALE: 1:24000  
DATE: 1954  
DEC 18 1969

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS  
1. Property boundaries where required.  
2. North arrow.  
3. Latitude and longitude reference.  
Texas Map Reference #2994-231  
Galveston, Texas

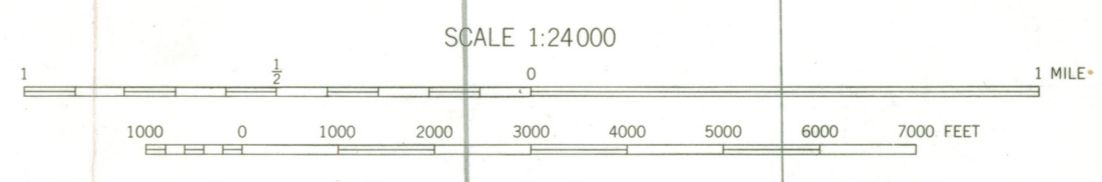
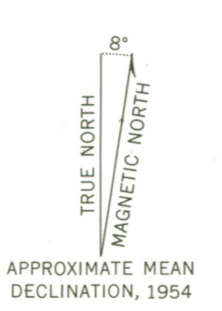




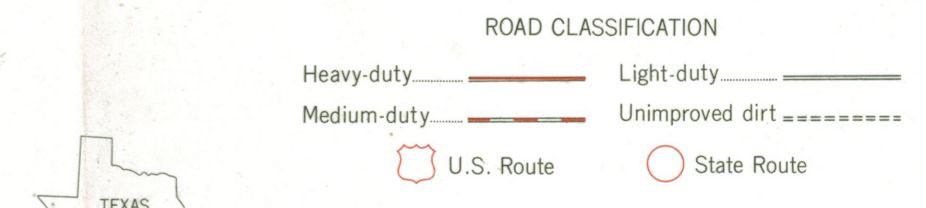


UTM  
NE 151326160  
3243350  
SE 151326130  
3242900  
SW 151325420  
3242900  
NW 151325420  
3243360  
HL

Mapped by the Army Map Service  
Published for civil use by the Geological Survey  
Control by USC&GS, USCE and TVA  
Topography from aerial photographs by multiplex methods  
and by planetable surveys 1943. Revised by photogrammetric  
methods from aerial photographs taken 1952. Field check 1954  
Hydrography compiled from USC&GS charts 520, 886  
and 1282 (1953)  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Texas coordinate system,  
south central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Red tint indicates area in which only  
landmark buildings are shown



CONTOUR INTERVAL 5 FEET  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1 FOOT



GALVESTON, TEX.  
N2915-W9445/7.5

2994-231

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 2, COLORADO OR WASHINGTON 25, D.C.  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NOV 18 1968

The Strand Historic District

(Resource Name)

70000748

(Reference Number[s])

1 / 1  
(Date form completed)

Galveston County

(County)

Texas

(State)

(Completed by)

STATUS:

1. MISSING \_\_\_ 2. REMOVED/ DEMOLISHED \_\_\_ 3. NHL  4. TR \_\_\_ 5. MRA \_\_\_ 6. OVER-SIZED \_\_\_ 7. NPS - UNDOCUMENTED \_\_\_ 8. DOE - OWNER OBJECTION \_\_\_ 9. RESTRICTED \_\_\_

EXPLANATION:

1. Missing Status: Entire Folder ( ); Nomination ( ); Map(s) ( ); Photos ( )  
Available on: Microfiche ( ); Optical Disk ( )

2. \_\_\_\_\_  
(Cause for removal)

1 / 1  
(Date Removed)

3. \_\_\_\_\_  
(NHL Name, if different than NRHP Name)

1 / 1  
(Date Designated)

4. \_\_\_\_\_  
(If multi-state/county TR, state/county where filed and location)

\_\_\_\_\_  
(TR or MRA Name)

5. \_\_\_\_\_  
(If multi-state/county MRA, state/county where filed and location)

6. \_\_\_\_\_  
(Location of oversize file)

7. \_\_\_\_\_  
(Current source of partial documentation)

1 / 1  
(Target Date)

COMMENTS:

\_\_\_\_\_  
(Where found, or source of replacement)

1 / 1  
(Date Found/Replaced)

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

**1. Name of Property**

Historic Name: The Strand Historic District (Period of Significance Amendment)  
Other name/site number: NA  
Name of related multiple property listing: NA

**2. Location**

Street & number: Bounded by Avenue A (Harborside), 20<sup>th</sup> St., the alley between Avenues C and D (Mechanic St. and Market St.), and on the west by (and including) the Santa Fe Building, including lots 5-7 of Block 685 between Avenue A and New Strand

City or town: Galveston                      State: Texas                      County: Galveston

Not for publication:                       Vicinity:

**3. State/Federal Agency Certification**

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

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

Applicable National Register Criteria:     A     B     C     D

Mark Wolfe                      State Historic Preservation Officer                      1/28/19  
Signature of certifying official / Title                      Date  
Texas Historical Commission  
State or Federal agency / bureau or Tribal Government

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

**4. National Park Service Certification**

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

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

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

## 5. Classification

**Ownership of Property:** Private; Public-Local

**Category of Property:** District

**Number of Resources within Property** (not specified in 1970 NR nomination nor 1976 NHL nomination)

Contributing	Noncontributing	
25	15	buildings
0	2	sites
1	2	structures
1	1	objects
27	20	total

Number of contributing resources previously listed in the National Register: 45

## 6. Function or Use

**Historic Functions:** COMMERCE / business, financial institution, department store, specialty store, warehouse  
AGRICULTURE / storage  
TRANSPORTATION / rail-related  
DOMESTIC / hotel

**Current Functions:** COMMERCE / specialty store, restaurant, business  
DOMESTIC / multiple dwelling  
LANDSCAPE / park, parking lot

## 7. Description

### Architectural Classification:

MID-19<sup>th</sup> CENTURY / Greek Revival  
LATE VICTORIAN / Italian Renaissance; Romanesque; Italianate; Gothic; Second Empire  
LATE 19<sup>TH</sup> and 20<sup>TH</sup> CENTURY REVIVALS / Spanish Colonial Revival  
LATE 19<sup>TH</sup> and 20<sup>TH</sup> AMERICAN MOVEMENTS / Commercial Style; Skyscraper  
MODERN MOVEMENT / Art Deco; Moderne

**Principal Exterior Materials:** BRICK; CONCRETE; STONE / Granite; STUCCO; TERRA COTTA;  
METAL / Cast iron; CERAMIC TILE

**Narrative Description** (see continuation sheets 8 through 34)

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

## 8. Statement of Significance

**Applicable National Register Criteria:** A, C (not specified in original)

**Criteria Considerations:** NA

**Areas of Significance:** Architecture, Commerce, Transportation, Politics/Government (unchanged from original nomination)

**Period of Significance:** 1859-1949 (1800-1899 indicated in original nomination)

**Significant Dates:** 1859, 1870, 1877, 1900

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

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

**Architect/Builder:** Clayton, Nicholas J.; Moser, John; Bulger, Charles William; Tobey, Nathaniel; Comegys, P.M.; Heiner, Eugene T.; Fraser, Andrew; Harrison, Edward Alfred; Hamilton, Benjamin O.

**Narrative Statement of Significance** (see continuation sheets 35 through 54)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheets 55-60)

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

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register (
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # TX-3296
- recorded by Historic American Engineering Record #

**Primary location of additional data:**

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

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

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

## 10. Geographical Data

**Acreege of Property:** approximately 36.4 acres (inaccurately "approximately 45 acres" in original)

### Coordinates

#### Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. 29.307219° -94.797590°
2. 29.308849° -94.791318°
3. 29.306681° -94.790701°
4. 29.305269° -94.796168°
5. 29.306058° -94.797190°

**Verbal Boundary Description:** (See page 61)

**Boundary Justification:** (See page 61)

## 11. Form Prepared By

Name/title: Matthew Pelz  
Organization: Galveston Historical Foundation  
Street & number: 2228 Broadway  
City or Town: Galveston State: Texas Zip Code: 77550  
Email: matthew.pelz@galvestonhistory.org  
Telephone: 409.765.7834  
Date: June 1, 2018

## Additional Documentation

**Maps** (see continuation sheets 62-63)

**Additional items** NA

**Photographs** (see continuation sheets 64-80)

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

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

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

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## Photograph Log

The Strand Historic District  
Galveston, Galveston County, Texas  
Photographed by Jami Durham, June 2018

### Photo 1

Harborside (Avenue A) looking southwest from 20<sup>th</sup> Street. The rear of Hendley Row, the Galveston Ice and Cold Storage Company Smokestack, and the Galveston Ice and Cold Storage Building are visible.

### Photo 2

View of Harborside (Avenue A) looking southwest at the intersection with 23<sup>rd</sup> Streets. The Smith and Crosby Building (left) and the J. Mayrant Smith buildings (center-right, arcaded) were constructed in proximity to the first Santa Fe railroad station, which was demolished and replaced by the Armour and Company Building (center).

### Photo 3

View of Strand (Avenue B) looking west. The 1877 Rosenberg Building (left) and Hendley Row (right) stand in the foreground. At the end of the street, the Santa Fe Building provides the district's terminus.

### Photo 4

Hendley Row (2002-16 Strand), looking northwest.

### Photo 5

Buildings on the south side of the 2100 block of Strand, all constructed after the fire of June 1877. From left: the Ball, Hutchings and Company Building, the Clara Lang Building (2109 Strand), the J.S. Brown Building, the Oppermann Building, the Marx and Kempner Building, the Clara Lang Building (2119 Strand), and the First National Bank Building.

### Photo 6

The First National Bank Building (2127 Strand), looking southeast. The Trueheart and Company Building and the Kauffman and Runge Building are visible farther down 22<sup>nd</sup> Street. The Strand Clock stands in the foreground.

### Photo 7

The Mensing Brothers and Company Building (2120 Strand), looking northeast.

### Photo 8

The Moody Building (2202 Strand), looking northwest.

### Photo 9

South side of the 2200 block of Strand, looking west.

### Photo 10

The south side of the 2300 block of Strand, looking west. The buildings in the foreground were constructed after the 1870 fire. From left: the T.J. League Building, the 1870 Rosenberg Building, the J.F. Magale Building, and the Merchants Mutual Insurance Company Building.

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

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**Photo 11**

Corner of the Strand and 24<sup>th</sup> Street, looking northeast. The Hutchings-Sealy buildings (left) and the Greenlevel-Block Building (right) standing on the north side of Strand.

**Photo 12**

The Strand, between 24<sup>th</sup> and 25<sup>th</sup> streets, looking west. The Wallis, Landes and Company Building (left) and the Fadden Building (right) are visible in the foreground. The Santa Fe Building stands at the end of the block.

**Photo 13**

The Panama Hotel at 206 25<sup>th</sup> Street, looking southeast.

**Photo 14**

The Santa Fe Building at 123 25<sup>th</sup> Street, looking northwest.

**Photo 15**

Medical Arts Building at 302 21<sup>st</sup> Street, looking southeast.

**Photo 16**

The Heidenheimer and Company Building at 303 21<sup>st</sup> Street, looking southwest.

**Photo 17**

The Galveston Cotton Exchange Building at 2102 Mechanic, looking northwest. The Galveston News Building is visible farther down Mechanic.

**Photo 18**

The Galveston News Building at 2110 Mechanic, looking north.

**Photo 19**

The Kauffman and Runge Building at 220 22<sup>nd</sup> Street, looking northeast.

**Photo 20**

The Trueheart and Company Building at 212 22<sup>nd</sup> Street, looking east.

**Photo 21**

Mechanic and 22<sup>nd</sup> Street, looking west. The First National Bank Building (left) stands opposite the block of nineteenth century buildings on the north side of Mechanic.

**Photo 22**

The Rice and Baulard buildings on 23<sup>rd</sup> Street between Strand and Mechanic, looking northwest.

**Photo 23**

The south side of the 2300 block of Mechanic, looking west. The Berlocher buildings (left) and the Marx and Blum Building (right) embody significant investments along Mechanic Street between 1859 and 1905.

**Photo 24**

The Leon and H. Blum Building, looking northwest. Now the Tremont House.



The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

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**Photo 25**

The Clarke and Courts Building, looking northwest.

**Photo 26**

The Clarke and Courts Building and the adjoining C.W. Bulger addition, looking northeast.

**Photo 27**

25<sup>th</sup> Street between Mechanic and Market, looking north. The Santa Fe Building (left) stands in the background. On the east side of the street, (from left) the Panama Hotel, the Sergeant Building, and the Munson Building are visible.

**Photo 28**

Mardi Gras Arch at Mechanic and 24<sup>th</sup>, looking east.

**Photo 29**

23<sup>rd</sup> Street at the intersection with Mechanic, looking north.

**Photo 30**

21<sup>st</sup> Street and Strand, looking north. From left: the Adoue-Lobit Bank Building, the Isaac Heffron Building, the Galveston Ice and Cold Storage Building, and Hendley Green. The brick paving of this portion of 21<sup>st</sup> Street is visible.

The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

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### Statement of Purpose for this Nomination Amendment

The purpose of this document is to amend the 1970 National Register nomination for The Strand Historic District. The district was designated as a National Historic Landmark in 1976, but neither nomination meets current documentation standards. The NRHP nomination had no inventory, no district map, no clearly defined period of significance (other than the 19<sup>th</sup> century), and a limited bibliography. Additionally, numerous buildings not fifty years old at the time of the listing are now eligible to be included. The original boundary remains the same, although the south boundary bisects a 1972 skyscraper (indicated as noncontributing on the inventory).

The 1976 NHL nomination form outlines the district's areas of significance but lacks a comprehensive inventory of resources and does not precisely define the period of significance. The additional information provided here is intended to (1) identify the contributing resources within the district, and (2) establish a period of significance beginning with the 1859 completion of Hendley Row, the district's oldest existing buildings, and ending in 1949. Few substantial developments occurred in the district between 1949 and the early 1970s.

Over the next ten to twenty years, modifications related to Strand revitalization efforts of the 1970s and 1980s will become eligible for the National Register. Many of those resources will merit consideration for inclusion in the Strand District given the transformative success of those efforts. It is beyond the scope of this nomination amendment to outline the significance of such a district, but a partial list of items that could eventually be listed as contributing to the district would include: the Hendley Row western stairwall; the Richard Hass murals in the 2100 block of Strand; the Adickes Cornet; the Mardi Gras Arch at 24<sup>th</sup> and Mechanic; elements related to the projects of the Galveston Historical Foundation's Revolving Fund; and the various architectural modifications constructed by George and Cynthia Mitchell during their rehabilitation projects.

### Description

The Strand Historic District consists of 85 buildings and two parks along The Strand (Avenue B) and Mechanic Street (Avenue C) in downtown Galveston, Texas. The district includes 70 contributing buildings, one (1) contributing structure, one (1) contributing object, 15 non-contributing buildings, two (2) non-contributing sites, two (2) non-contributing structures, and one (1) non-contributing object. The non-contributing resources were either constructed after the district's period of significance or subject to substantial alterations. The most common building type is the Late Victorian, brick commercial building of two-to-three stories, often featuring cast-iron ornamentation. Renaissance Revival examples are particularly prevalent. The earliest buildings are typically Greek Revival. Later buildings from the early twentieth-century developments introduced noteworthy examples from the American and Modern movements. Through its architectural integrity and aesthetic cohesiveness, the district conveys its historic significance as a center of local, regional, and national commercial development between 1859 and 1949.

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The Strand Historic District lies in the core of the late nineteenth-and early twentieth-century commercial district in Galveston, Texas. The city of Galveston occupies Galveston Island in the southeastern corner of Galveston County. The island is about 27 miles long with an average width of about two miles. The district occupies approximately 38 acres near the northern edge of the island's eastern half. Streets and lots in the district adhere to the urban grid plan laid out in 1845. All subsequent property divisions resulted in rectangular lots.

Galveston Harbor lies immediately to the north of the district. While most areas along the harbor are industrial in character, the segment adjacent to the district consists of properties related to hospitality and attractions. The Texas Seaport Museum, featuring the 1877 Tallship *Elissa* (NR 1978, NHL 1990, #78002930), is located at Pier 22 (corresponding to 22<sup>nd</sup> Street) outside the district. Cruise ship terminals stand between Piers 23 and 26. Facilities to the east of 20<sup>th</sup> Street and to the west of 26<sup>th</sup> Street are primarily related to port industrial activities.

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The East End Historical District (NR 1975, NHL 1976, #75001979) lies to the east, with irregular boundaries extending as far west as 19<sup>th</sup> Street, 11<sup>th</sup> Street to the east, Mechanic (Avenue C) to the north, and Broadway (Avenue J) to the south. The East End is primarily residential in character with most houses dating to the Late Victorian period but also including significant Greek Revival examples and a few notable twentieth-century infill projects.

Galveston's central business district (1984 multiple property submission, 64000182) extends southwards to Broadway (Avenue J). As Ellen Beasley explained in the MPS form:

The CBD... is a mixed-use area. Residential structures are evident outside the commercial core and serve as visual transitions to the adjoining residential neighborhoods. Several blocks are dominated by a church or church-related structures. Five denominations—Presbyterian, Lutheran, Episcopalian, Catholic, and Baptist—have major complexes in the CBD. Large and small office buildings, rooming houses, apartment buildings, bars, restaurants, service-related businesses, and fraternal institutions are found in the area.

There is a considerable amount of open space, much of it created by the demolition of structures, particularly west of 23<sup>rd</sup> Street. There always has been, however, a degree of open space due to the mixture of uses and the subsequent relationship of different types of buildings.<sup>1</sup>

While downtown reinvestment has continued since the 1980s, her description remains accurate. Two large office buildings—the Bank of America Building and the 23-story One Moody Plaza—are fixtures of the Galveston skyline. A concentration of surface parking and parking structures at the north edge of the CBD, from the alley between Mechanic and Market (Avenue D) to Postoffice (Avenue E), helps to define the southern boundary of the Strand District.

The area to the west of the Strand District, called the Factory District, developed during the late nineteenth and early twentieth centuries as a high-density, working-class neighborhood and an industrial area with several cotton compress facilities, manufacturing, and freight depots. The architectural integrity of this area has suffered due to maintenance problems and government-led demolition campaigns.

The Strand district includes buildings along three east-west avenues: Harborside Drive (Avenue A), the Strand (Avenue B), and Mechanic (“Ship’s Mechanic Row,” Avenue C). Most roads have asphalt paving. Exceptions include brick crosswalks at the intersections of Strand and numbered streets except for 20<sup>th</sup> Street, brick-paved 21st Street north of Strand, and brick pavers between trolley tracks in few locations. Concrete-paved sidewalks line the north and south sides of the street, intermittently shaded by one-story canopies. The longest stretch of continuous canopy coverage is on the north side of the 2100 block of Strand. Curb heights along the Strand are greater than those along Mechanic and Harborside. The concrete sidewalks of Mechanic are shaded only intermittently by canopy. Harborside, which is the most heavily trafficked of the district’s roadways, has a concrete sidewalk on its south side. None of the Harborside buildings have canopies, though ground-story arcades extend over the sidewalk in some areas.

A few open spaces line each of the avenues. The Strand has two designed parks—Saengerfest Park (2302 Strand, 1994) and Hendley Green (2028 Strand, 2015)—and both occupy large corner lots. Unimproved lots along Harborside and Mechanic are more prevalent and more typically used for surface parking.

Of the three avenues in the district, the Strand developed the earliest as a commercial hub. By 1877, investors had constructed a building on every Strand lot between 20<sup>th</sup> and 25<sup>th</sup> streets. Wholesalers, grocers, and cotton merchants were the most typical occupants. The blocks between 21<sup>st</sup> and 24<sup>th</sup> streets had the highest density, and the 22<sup>nd</sup> Street

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<sup>1</sup> “Historic Resources of the Galveston Central Business District” section. 7, page 1.

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intersection, with four-story buildings on the northeastern and northwestern corners in 1877, was the heart of the district.

Numerous hurricanes and fires in the district limited the lifespan of most of its first-generation buildings. On the south side of the Strand, nearly every building between 21<sup>st</sup> and 24<sup>th</sup> streets dates to the 1870s and corresponds to post-fire construction efforts. The highest concentration of existing pre-1870 resources on the Strand are located peripherally in the 2000 block: Hendley Row (2002-2016 Strand, 1859), the Nichols Building (2021 Strand, 1860), and the Jockusch Building (2025 Strand, 1866). In contrast, several of the district's most recent architectural highlights are in the western portion: the Hutchings-Sealy Buildings (2326-2328 Strand, 1895), the Fadden Building (2410 Strand, 1898), the Santa Fe Building (123 25<sup>th</sup> Street, 1913 and 1932).

Compared to the Strand, Mechanic originally had less density and a greater concentration of businesses associated with trades. At the western edge of the district, two properties developed for the blacksmith shops of brothers Hugh and Walter Bennison reflect this era (2002 and 2010 Mechanic, c.1870). Eventually, the street became more commercial and professional in its use, mimicking the activities of the Strand. Many of the earliest surviving buildings are associated with two active real estate investors, John Berlocher (2311-2315 Mechanic, 1859; 2317 Mechanic, 1870), Sampson Heidenheimer (303 21<sup>st</sup> St., 1875 and 1877; 306 22<sup>nd</sup> St., 1878). The four-story Kauffman and Runge Building (220-222 22<sup>nd</sup> St., 1882 and 1905) serves as an anchor for Mechanic and contributes to the sustained eminence of the 22<sup>nd</sup> Street intersections.

Harborside, originally known as "Water Street" or "Avenue A," developed more slowly than Mechanic and was more intensely industrial. Water from the harbor regularly inundated Avenue A, making adjacent lots ill-suited for development. Late-nineteenth-century land reclamation projects made for safer investments. During the 1870s, a commercial core developed around a since-demolished Texas Express passenger depot at the corner of Avenue A and 23<sup>rd</sup> Street. Three existing buildings reflect this development: the J. Mayrant Smith buildings (2307 and 2309 Harborside, 1877) and the Smith and Crosby Building (102 23<sup>rd</sup> Street, 1877). An industrial character is more pronounced in buildings constructed after the depot's closure, including the Galveston Ice and Cold Storage Building (102 21<sup>st</sup>, 1913). Compared to those along the Strand and Mechanic, Harborside buildings bear more substantial alterations to their historic appearance.

Most buildings in the district have a frontage along one of the east-west avenues. Noteworthy exceptions include the Rice and Baulard Buildings (213 and 217 23<sup>rd</sup> St., 1870) and the H.M. Trueheart and Company Building (212 22<sup>nd</sup> St., 1882).

Monumental early-twentieth-century construction efforts confined the downtown district laterally, and their visual impact remains in effect. To the east, the American National Insurance Company (ANICO) constructed two 11-story buildings, by far the tallest structures in the district at the time, along 21<sup>st</sup> Street. The 1913 ANICO Building was demolished in 1972, but the Medical Arts Building (302 21<sup>st</sup> St., 1929) remains standing as Mechanic Street's dominant edifice. To the west, the Santa Fe Building stands at the Strand's terminus. With its 1932 expansion, the Santa Fe Building matched the height of the ANICO complex, but with its eight-story wings surpassed its massing and reinforced the Strand's supremacy.

### **Notes on Resource Counting**

National Park Service guidance from the National Register Bulletin "How to Complete the National Register Form" is used to determine the number of resources in the district. Buildings with additions, such as resources #51 (First National Bank Building) and #78 (Galveston Daily News Building), are counted as single properties. In several instances, assessing the property count requires understanding of a property's historic development. In some cases,

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adjoined buildings present a continuous façade but were not originally interconnected. Such is the case in regards to #5 and #6 (J. Mayrant Smith Buildings), #21 and #22 (Dargan and Tobyn Building and Frosh Building), #66 and #70 (Leon and H. Blum Building and McConnell Building), and #46, #47, #48, and #49 (the four buildings that now comprise the Blum Hardware Company Building, also known as “Old Galveston Square”). Resources #31, #32, and #33 (Hendley Row) present a complicated case. Hendley Row includes four buildings constructed at the same time and presenting a continuous façade. The western two buildings (#31 and #32) did not have any interconnections between them. The eastern two buildings (#33), however, were interconnected upon their construction, and are thus counted here as a single resource.

Individual Resource Descriptions

(Information on development history including construction dates, property owners, and architects compiled from Insurance records, Sanborn Fire Insurance Maps, *Galveston Architecture Guidebook* (1996, Ellen Beasley and Stephen Fox), the HABS Survey Strand Historic District (1969, John C. Garner, Jr.), the Strand/Mechanic Street Historic District Survey (1988, Ellen Beasley), and various articles in the *Galveston Daily News*, the *Galveston Tribune*, and *Flake’s Daily Bulletin*. Construction dates correspond to year of completion.

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|-----------------------|-----------------|
| 1. Cooperage Building | c.1915          |
| 2504 New Strand       | Lot 5 Block 685 |
| Contributing building |                 |

This one-story, brick, early-twentieth-century commercial building is located at the northwestern corner of the district. The north façade, addressing Harborside, has two shuttered-windows flanking a central, segmentally arched doorway that has corrugated metal infill. The New Strand frontage has two small windows, though distinctions in the masonry suggest that the configurations of openings previously matched that of the north façade. Small windows along the west façade are also infilled. The roof is flat. The building, accessible from a parking lot on the adjacent lot to the west, is now used for storage and parking.

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|--|--------------------|
| 2. Waters-Pierce Oil Company Warehouse | 1880, 1895         |
| 115 25 <sup>th</sup> Street            | Lots 6-7 Block 685 |
| Contributing building                  | Victorian          |

Located at the southwest corner of Harborside Drive and 25<sup>th</sup> Street, this office and warehouse building represents the industrial character that prevails along Harborside. The two-story, two-bay office section stands at the southeast corner of the building and the rest of the building is one-story warehouse space. The stuccoed-brick facades along Harborside and 25<sup>th</sup> Street lack detailing except for corbeling at the cornice. The north elevation has three small, modern, metal-framed windows. The east façade has two similar windows and two modern, overhead garage doors. The two-story office section has a four-over-four, metal-sash window and a modern plate-glass door on the ground story. The roof is flat. The Waters-Pierce Oil Company of St. Louis built the warehouse in 1880 and rebuilt the office portion in a two-story configuration in 1895.

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|--------------------------------------|--------------------|
| 3. Shearn Moody Plaza Parking Garage | 1981, 1982, 2016   |
| 2429 Harborside                      | Lots 1-7 Block 684 |
| Non-contributing structure           |                    |

This three-story concrete-slab structure extends from 24<sup>th</sup> Street to 25<sup>th</sup> Street. A cantilevered awning extends from the western façade, shading a wall of tinted, single-pane, aluminum-frame windows. A walkway extends from the third level of the parking deck, across Harborside Drive, to the Pier 25 cruise ship terminal. The city constructed

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the garage in 1981 and the elevated walkway was added the following year. The city council named the building after Shearn Moody in recognition of the Moody Foundation's donation of the land for the project. In 2016, the Port of Galveston renovated the garage and connected it to a newly-constructed downtown transit terminal at the corner of the Strand and 25<sup>th</sup> Street.

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| 4. J. Mayrant Smith Building and addition<br>2309 Harborside<br>Contributing building | c.1880<br>Lot 7 Block 683<br>Victorian  |
| 5. J. Mayrant Smith Building<br>2307 Harborside<br>Contributing building              | c.1877<br>Lots 8 Block 683<br>Victorian |

Collectively known as the *Butterowe Building*

These two adjoined buildings present a unified façade along Harborside Drive. They are two stories in height and have stuccoed brick facades. They mimic each other in the details of their Victorian design. Both have two-bay north elevation, with a full-length, continuous sidewalk arcade with segmental arches above squared supports. The upper stories of both buildings have two segmentally arched windows in each bay. The windows have plain hood molds. The parapet of the western building retains historic details while those of the eastern building were removed prior to 1969. A one-story brick addition on the west side of the building dates to the late 1940s. The five-bay Harborside facade, with five nine-over-nine metal sash windows and a plain, squared parapet wall lined with modern lighting fixtures, serves as the building's principal frontage despite lacking an entrance. Access to the interior is provided from the east side via the parking lot. George and Cynthia Mitchell purchased the buildings in 1988 and hired Ford, Powell and Carson to complete a rehabilitation project.

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| 6. Armour and Company Building<br>111 23 <sup>rd</sup> Street<br>Contributing building | 1916 (R.C. Clark), 1995 (Eubanks/Bohnn)<br>Lots 9-10 Block 683<br>Commercial Style |
|--|--|

This two-story, brick, Commercial-Style building occupying the southwest corner of Harborside and 23<sup>rd</sup> Street is primarily accessible from the south via Saengerfest Park on the Strand. The six-bay east façade, addressing 23<sup>rd</sup> Street, is characterized by the canvas awnings covering each of the eight one-over-one sash windows positioned in couplets on the ground story. The façade has two entrances, the southernmost of which exhibits neoclassical entablature. Armour and Company architect R.C. Clark completed the original design to replace an earlier plant which was destroyed by fire in 1915. In 1995, George and Cynthia Mitchell hired Eubanks/Bohnn Associates to expand the building with a rooftop addition, which opens onto a rooftop terrace.

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|--|---|
| 7. Smith and Crosby Building<br>102 23 <sup>rd</sup> Street<br>Contributing building | 1877 (Nathaniel Tobey), 1992 (Hall Merriman)<br>Lots 1-2 Block 682<br>Renaissance Revival |
|--|---|

This two-story, stuccoed-brick, Renaissance Revival building stands at the southeast corner of Harborside and 23<sup>rd</sup> Street. The six-bay western façade addresses 23<sup>rd</sup> Street. A canopy with a railed balcony shades the first story, which has two round-arched doorways in each bay. The second story has two segmentally arched windows per bay and the windows access the balcony. The corbeled cornice is one of the few surviving original cornices in the district. The roof is flat. In 1992, George and Cynthia Mitchell purchased the building and hired architectural firm

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Hall Merriman to design a rehabilitation, which included the addition of a sidewalk arcade on the northern side of the building.

8. Commercial building 2003  
102 22<sup>nd</sup> Street Lots 1-5 Block 681  
Non-contributing building
9. Commercial building 2012  
2111 Harborside Lots 1-5 Block 681  
Non-contributing building

These raised one-story buildings, opposite the harbor-related attractions across Harborside, are typical of early 21<sup>st</sup>-century commercial architecture designed to complement characteristics of historic Galveston buildings. GPM, Inc, an interest of George P. Mitchell, constructed the western building in 2003 and coordinated a long-term lease with a national coffee chain to operate from the site. The second building was constructed in 2012 and was occupied by a national sandwich restaurant chain. A surface parking lot lies on the south side of the building.

10. Heffron Building 1906 (Charles W. Bulger), 1907, 1915  
AKA United States Appraiser's Stores Building  
101 21<sup>st</sup> Street Lots 6-7 Block 681  
Contributing building Victorian

This two-story, Commercial-Style, brick building stands at the southwestern corner of Harborside and 21<sup>st</sup> Street. The ten-bay, canopied façade addressing 21<sup>st</sup> Street is the primary elevation. The ground story has three entrances and the second story has segmentally arched, four-over-four wooden sash windows in each bay. Each window has a plain hood-mold. On the north and east elevations, signage in a centrally-positioned, corbeled, triangular pediment extends above the parapet, reading "U.S. APPRAISER'S STORES." The roof is flat with skylights. Concrete and plumbing contractor Isaac Heffron built the first two sections of the building in 1906 and 1907 to serve as a warehouse. U.S. Appraiser's Stores added the third section in 1915 after purchasing the building from Heffron.

11. Galveston Ice and Cold Storage Company Building 1910 (Widman and Walsh)  
102 21<sup>st</sup> Street Lots 1-3 Block 680  
Non-contributing building Commercial Style (altered)

Standing at the southeast corner of Harborside and 21<sup>st</sup> Street, this three-story building is a portion of the Galveston Ice and Cold Storage Plant which formerly took up the rest up of the block. The building has a reinforced concrete structure with brick facades on all sides. The primary entrance is on 21<sup>st</sup> Street, centrally located in a seven-bay façade. The south six bays have a canopy with a railed balcony accessible from second-story windows. The six-bay northern and southern facades mirror one another. A rectangular parapet extends above the flat roof. St. Louis architecture firm Widman and Walsh provided the Victorian design for the complex, which included a smokestack that still stands. The fixed, 18-light windows are the result of a late-twentieth-century renovation. The building is non-contributing due to the window replacement.

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12. Galveston Ice and Cold Storage Company Smokestack      1913 (Widman and Walsh)  
Harborside      Lot 4 Block 680  
Contributing structure

This free-standing, brick and tile smokestack stands along Harborside Drive in the middle of the 2100 block. The smokestack and the Galveston Ice and Storage Company Building (See item #8) represent the remaining portions of the Galveston Ice and Storage Company Plant, which formerly encompassed the northern half of block 680. A brick wall along Harborside Drive connects the two portions, but the smokestack is structurally independent. The surrounding space is utilized for surface parking. Galveston Historical Foundation owns and maintains the smokestack.

13. Santa Fe Building      1913 (Dalbert Simpson), 1932 (E.A. Harrison)  
Alias Shearn Moody Plaza  
123 25<sup>th</sup> Street      Lots 8-10 and part of 11-14 Block 685  
Contributing building      Art Deco

Located at the western edge of the district, the Santa Fe Building is noticeably off-center from the Strand, which terminates at the station's front entrance. The steel-framed Art Deco building has three segments: an 11-story, three-bay central tower and two eight-story, five-bay lateral wings. The three portions comprise a voluminous white terra-cotta façade with rectangular windows and modernistic details. The central portion is topped by a ziggurat. The wings have flat roofs. The Gulf, Colorado and Santa Fe Railway constructed the buildings to serve as its primary passenger station. The oldest segment is the southern wing, built in 1913 as an addition to an 1897 Romanesque-style station. In 1932, the railway company demolished and replaced the 1897 portion, revamped the southern addition, and added the northern wing. Corporate architect E.A. Harrison designed the project and Robert McKee Construction Company of El Paso served as contractor. The railroad relocated its offices in 1960. In 1981, the building reopened as Shearn Moody Plaza after its acquisition by the Moody Foundation and a rehabilitation led by Ford, Powell and Carson.

14. Downtown Transit Terminal      2016 (Powers Brown Architecture)  
2418 Strand      Lots 11-14 Block 684  
Non-contributing building

The four-story building includes retail space, a bus terminal, and three levels of parking. Mitchell Historic Properties contributed land for the building, and selected Powers Brown Architecture to provide the design. The Board of Trustees of the Galveston Wharves revised the project to include connections to the neighboring Shearn Moody Plaza Parking Garage.

15. James Fadden Building      1898 (Nicholas J. Clayton)  
2410 Strand      Lot 10 Block 684  
Contributing building      Second Renaissance Revival

Located at the western end of a row of adjoined commercial buildings, the three-bay, two-and-a-half-story Fadden Building is the latest of Nicholas Clayton's buildings inside the district. Textured brickwork at the parapet level punctuates the tan brick body. The second story extends upwards to give the impression of a full third story, though the loss of upper stories in neighboring buildings following the 1900 Hurricane mitigates the effect. Above the first-story cast-iron front shaded by a canopy, large arched openings dominate each bay. The roof is flat. James Fadden constructed the building to house the wholesale wine, liquor, and cigar business that he operated with his



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wife Rosa. Unlike its neighbors, the Fadden Building retained its top story during the 1900 Hurricane, but it did lose an original cornice.

16. P.J. Willis and Brothers Building                      1869, c.1975  
2402 Strand    Lots 8-9 Block 684  
Non-contributing building

This one-story building occupies the northwest corner of The Strand and 24<sup>th</sup> Street. Stucco covers the brick-and-concrete-block building. A canopy supported by steel columns shades the four-bay south façade. Stuccoed pilasters delineate the nine bays of the eastern façade. A short, hip-roofed rectangular cupola at the southeast corner of the building provides additional light to indoor spaces. Otherwise, the roof is flat. The cotton factor and dry goods firm P.J. Willis and Brothers constructed a three-story building on the site in 1869 and added a northern addition around 1880. A 1965 renovation resulted in the reduction in height from three stories to one. In 1975, a rear addition dating to 1880 burned. As part of ensuing rehabilitation project, the south façade was rebuilt using concrete masonry units. The existing canopy and cupola were added during a late-twentieth-century rehabilitation. The building is non-contributing due to the loss of historic materials everywhere but portions of the east façade.

17. Hutchings, Sealy and Company buildings            1896 (Clayton)  
2326-28 Strand    Lots 18-20 Block 683  
Contributing building                                      Second Renaissance Revival

At the northeastern corner of The Strand and 24<sup>th</sup> Street, the three-story building commonly known as the Hutchings, Sealy and Company Building has two distinct structures designed concurrently with matching materials in their continuous façade. The buildings served as an interconnected office space. The western building has three bays and the eastern building has seven. Both buildings have steel frames, multitonned exteriors of granite and pressed yellow brick, and terra-cotta decoration. Brick pilasters extend upwards to the intricate cornice with a Lone Star motif. The buildings have flat roofs. Clayton provided the Second Renaissance Revival design, which was a noteworthy departure from his numerous earlier Victorian examples. J.H. Hutchings and George Sealy, partners of the firm Ball, Hutchings and Company (shortly afterwards reorganized as Hutchings, Sealy and Company), with business in dry goods, cotton, and banking, built the buildings to replace a pair of earlier office buildings constructed in 1856 and 1870. In 1987, George and Cynthia Mitchell hired Ford, Powell and Carson to complete a rehabilitation project.

18. Greenleve, Block and Company Building            1882 (Clayton)  
2314 Strand    Lots 15-17 Block 683  
Contributing building                                      High Victorian

To the east of the Hutchings, Sealy and Company Building, this three-story, nine-bay Philadelphia pressed brick building has a cast-iron front characterized by thin cylindrical columns projecting out from the door frames. The three central bays are recessed and peripheral bays form a ground-story arcade. The building has a flat roof. Clayton provided the High Victorian design. The building bears the names of Abraham Greenleve and Louis Block. Together with Louis Michel and Leopold Oppenheimer, they constructed the building to house a wholesale dry goods business. The building once had four stories and a heavy cornice, but those features have been lost.

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19. Saengerfest Park 1994 (Eubanks/Bohnn)  
2302 Strand Lots 11-14 Block 683  
Non-contributing site

Located at the northwest corner of the Strand and 23<sup>rd</sup>, Saengerfest Park was the first designed public space in the district. In 1994, George and Cynthia Mitchell transformed the corner, which had previously served as surface parking after the demolition of Victorian commercial buildings, into an open plaza.

20. Dargan and Tobyn Building 1870  
Alias J.S. Brown Hardware Company Building  
2228 Strand Lot 14 Block 682  
Contributing building Victorian

This three-story building stands on the northeast corner of the Strand and 23<sup>rd</sup> Street opposite Saengerfest Park. Stucco covers the brick structure. The style is Victorian. The south façade features a ground-story arcade with cast-iron columns, heavy hoods on the segmentally arched upper-story windows, and a highly decorative cornice. A less ornate arcade runs along the ground story of the western façade. A continuous canopy extends along the south and west sides. The roof is flat. The grocery firm owned by Phil Dargan and David Tobyn constructed the building in 1870. In 1992, George and Cynthia Mitchell hired Gotsdinger Architects to complete an exterior rehabilitation.

21. Frosh Building 1870  
2226 Strand Lot 13 Block 682  
Contributing building Victorian

This three-story building stands immediately to the east of the Dargan and Tobyn Building, which it mimics in scale, materials, and Victorian character. Both the ground-story arcade and canopy continue over from the neighboring building, as do the hooded upper-story four-over-four wooden sash windows. This building lacks the cornice details found next door. The roof is flat. Simultaneous with the rehabilitation of 2228 Strand, the George and Cynthia Mitchell hired Gotsdinger Architects to rehabilitate the exterior of the Frosh Building in 1992.

22. Black Hardware Company Building 1949  
2214 Strand Lot 11 and part of 12 Block 682  
Non-contributing building

This one-story building with a second-story addition sits in the middle of the 2200 block of the Strand, immediately east of a vacant half lot. The hollow-tile building has a stucco finish. The four-bay southern façade has an irregular configuration of openings. On the ground story, covered by a canopy with a railed balcony that runs continuously across the building immediately to the east, has a series of connected wooden doorways with transoms. The second level windows access the canopy. The roof is flat. The Black Hardware Company constructed the building in 1949. The building is non-contributing due to the second-story addition, which dates to the late twentieth century.

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23. Jockusch, Davison and Company Building 1897, 1898, 1946  
Alias Jules Lauve Building  
2210 Strand Lot 10 and part of 9 Block 682  
Contributing building Victorian

This one-story building sits to the west of the W.L. Moody Building. Stucco covers the brick structure. The three-bay façade has three large openings, two of which have rectangular frames and the third is segmentally arched. A canopy with a railed balcony extends the full length of the south façade and continues westward across the building at 2214 Strand. The building has a flat roof. Jockusch, Davison and Company constructed the building as hay and feed store in phases in 1897 and 1898. The building may have been damaged during the 1943 hurricane. In 1946, Jules Lauve remodeled the building as the location of his sign company.

24. W.L. Moody Building 1884 (Clayton), 1900 (Clayton)  
2202 Strand Lot 8 and part of 9 Block 682  
Contributing building Renaissance Revival

At the northwest corner of the Strand and 22<sup>nd</sup> Street, the Moody Building is an anchor at the center of the district. The eight-bay, three-story building has a bold, dark-red pressed-brick body layered with projecting brick piers and window surrounds. The storefront along the east and west sides retain their cast-iron columns but have lost their capitals. The building has a flat roof. Clayton provided the Renaissance Revival design on behalf of Colonel William L. Moody, who constructed the building to house his cotton and banking businesses. The building replaced the 1872 version destroyed by fire in January 1882. The building originally featured four stories and a heavy cornice. After the 1900 Hurricane destroyed the top story, Moody contracted Clayton to complete repairs though he chose not to replace the fourth story. In 2015, Keith and Genette Bassett began a comprehensive rehabilitation project.

25. Mensing Brothers and Company Building 1882  
Alias Moore, Stratton and Company Building Block 681 Lots 12-14  
2120 Strand Lots 12-14 Block 681  
Contributing building Renaissance Revival

At the northeast corner of the Strand and 22<sup>nd</sup> Street, this expansive two-story brick building is covered in stucco to simulate stone. Window moldings and a continuous ground-floor arcades along the west and south sides signify the building's Renaissance Revival influences. The arches on the ground story are semicircular and those of the second story have assorted shapes. A one-story canopy, which replaced an original two-story version, shades the arcade. The roof pitches are hidden behind a parapet. Moore, Stratton and Company began constructing the building 1882. The same year, the firm merged with cotton factor firm Mensing Brothers to form Mensing Brothers and Company. In addition to the two-story canopy, the building has also lost its original bracketed cornice.

26. Mallory Building 1882  
Alias Produce Building  
2112 Strand Lot 10-11 Block 681  
Contributing building Victorian

The Mallory Building stands between the Mensing Brothers Building to the east and a courtyard to the west. Stucco covers the two-story, 12-bay brick building. On the first story, an unornamented cast-iron storefront lies beneath a canopy with a railed balcony. A green awning shapes the segmentally-arched windows of the second

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story. The building has a pitched roof hidden behind a parapet. Clyde Mallory constructed the building in 1882 to replace an earlier building destroyed by fire. Commission merchant firm Focke, Wilkens and Lange maintained a presence in the building through 1900. Bill H. Fullen purchased the building in 1974 as the location for his store, the Old Strand Emporium. Fullen's investment marked a critical point as one of the first businesses of the 1970s redevelopment of the Strand.

27. Water Wall Restaurant Building 1984  
2110 Strand Lot 9 Block 681  
Non-contributing building

This one-story brick building is setback from the Strand and surrounded by a brick-walled courtyard. In 1984, Bill Fullen developed the property as an open-air restaurant with a water wall terrace.

28. Adoue-Lobit Bank Building 1890 (Clayton), 1921  
Alias Commerce Building  
2102 Strand Lot 8 Block 681  
Contributing building Renaissance Revival with Commercial Style alterations

This four-story building stands at the northwest corner of the Strand and 21<sup>st</sup> Street, opposite Hendley Green to the east. Stucco covers the brick building with vertical effects provided by simple, thin, rectangular pilasters. The three-bay south façade and the nine-bay east façade each have ground-story entrances. The entrance of the east façade is accessible via a concrete ramp and staircase. The south façade has cast-iron columns in front of an otherwise modern-style storefront system, all shaded by a canopy. The building has a flat roof. Bankers Bertrand Adoue and Joseph Lobit hired Clayton for their bank building in 1890. In 1920-21, the J.H.W. Steele Company altered the building to give it a Commercial-Style appearance.

29. Hendley Green 2015 (Lauren Griffith Associates)  
2028 Strand Lots 13-14 and part of 12 Block 680  
Non-contributing site

Hendley Green is a public space at the northeast corner of the Strand and 21<sup>st</sup> Street. The two-story 1884 Prince Building stood on the lot until its demolition in 1966. Afterwards, Jack and Sally Wallace acquired the lots and opened for parking and a "pocket park" which opened in 1977. The Wallace family donated the lot to Galveston Historical Foundation, which hired Houston landscape architect Lauren Griffith to design the park. Hendley Green opened in 2015.

30. Hendley Building #1 1859, 1979 (Taft Architects)  
2016 Strand Lot 11 Block 680  
Contributing building Greek Revival

31. Hendley Building #2 1859  
2010 Strand Lot 10 Block 680  
Contributing building Greek Revival

32. Hendley Building #3 1859  
2002-08 Strand Lot 8-9 Block 680  
Contributing building Greek Revival

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Hendley Row, standing at the eastern end of the district, is comprised of four three-story Greek Revival buildings with matching proportions and materials. The eastern two buildings were interconnected upon their construction and are listed here as one building. Each red-brick building has six bays separated on the ground story by gray granite columns. The columns of the westernmost building were replaced with a composite material, conspicuous in its white finish, in 1993. Gray granite is also found in façade details including window sills and lintels, as well as the rusticated quoins that define the boundaries of each building. The windows have double-hung wooden sashes. Those of the second story have six-over-nine light configurations while those of the third story are six-over-six. The roofs of buildings 2, 3, and 4 are hipped. The roof of #1 is flat. Comprised of the four oldest buildings on the Strand, Hendley Row is named for merchants William and Joseph Hendley who partnered with John Sleight and Phillip Gildersleeve to develop the property. The row originally shared a since-demolished continuous balcony with cast-iron rails along the east and south sides. The granite columns of building #1 were cracked in a c.1900 fire and subsequently replaced with brick. During a late-twentieth-century rehabilitation, the brick was replaced with a cementitious material. Jack and Sally B. Wallace purchased #1 and #2 in 1968. They opened the store "Hendley Market" in #2 and donated #1 to Galveston Historical Foundation for use as office space. In 1979, GHF hired Taft Architects to design a stair wall to support the row's western end. Mitchell Historic Properties completed a rehabilitation of #3 and #4 in 2017.

33. Panama Hotel 1913 (Lewis Sterling Green/Joseph Finger)  
206 25<sup>th</sup> Street Lots 1-2 and part of 3 Block 624  
Contributing building Commercial Style

This four-story brick and reinforced concrete building stands at the corner of the Strand and 25<sup>th</sup> Street, opposite and facing the Santa Fe Building. The six-bay west façade and the three-bay north façade have brown-red bricks separating large window banks in each bay of the upper stories. The ground story has double-door entrance assemblies with single-pane transoms and sidelights. The center two bays of the west façade have heavy, bracketed portico. The roof is flat. Decorative flourishes come in the form of green-and-yellow tile spandrels. Lewis Sterling Green and Joseph Finger designed the building and described the style as "Spanish." W.L. Avery developed the property. He named the business to insinuate an association with the newly opened Panama Canal.

34. Isidore LeClere Building 1872, substantial repairs 1900  
2417 Strand part of Lot 3 Block 624  
Contributing building Victorian

This small, one-story building is located near the intersection of the Strand and 25<sup>th</sup> Street. The brick building has a stucco finish. The two-bay north façade has a six-over-six sash window and a wood-panel-and 15-light door. Both openings are segmentally arched. The roof is flat. Isidore LeClere constructed the building in 1872.

35. Commercial building c.2000  
2415 Strand Lot 4 Block 624  
Non-contributing building

Located in the middle of the 2400 block of Strand, this stuccoed, one-story building with a flat roof was constructed early in the twenty-first century. The five-bay north façade is shaded by a canopy.

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36. Wallis, Landes, and Company Building      1877 (Clayton and Michael L. Lynch)  
2411 Strand      Lot 5 Block 684  
Contributing building      Victorian Gothic

Located opposite the Downtown Transit Terminal and the Fadden Building, this one-story, stuccoed-brick building has a Victorian Gothic arcade shaded by a canopy. Clayton and his early-career partner Michael L. Lynch designed the original three-story version of the building in 1877 for the firm of J.E. Wallis and H.A. Landes, active in wholesale groceries, cotton, and tobacco. A 1941 hurricane destroyed the two upper stories.

37. Commercial building      c.2000  
2401 Strand      Lots 6-7 Block 684  
Non-contributing building

Located the southwest corner of the Strand and 24<sup>th</sup> Street, this stuccoed one-story building was constructed early in the twenty-first century. The site was previously used for surface parking. The six-bay north façade is shaded by a canopy. The roof is flat.

38. The Phoenix Building      1870, c.1947  
2325 Strand      Lot 1 Block 623  
Non-contributing building      Victorian (altered)

This one-story brick building stands near the southeast corner of the Strand and 24<sup>th</sup> Street. The north façade is stuccoed, but the brick of the west façade is exposed. A one-story addition, patio, and stairs extend off of the western wall. The stuccoed north façade has a window bank with five single-pane, modern windows. The roof is flat. The building, constructed by Brian M. McDonell in 1870, originally had two stories and a cast-iron front. It took heavy damage during the 1941 Hurricane. The building is non-contributing due to the loss of historic elements in the north façade.

39. Bolton Estate Building      1877 (Clayton and Lynch)  
2323 Strand      Lot 2 Block 623  
Contributing building      Victorian

This three-story, stuccoed-brick building is located near the southeastern corner of the Strand and 24<sup>th</sup> Street. The four-bay ground story is shaded by a canopy. The three-bay upper stories have two four-over-four wooden sash windows in each bay. All windows are segmentally-arched with hoodmolds. The cornice has simple details executed in stucco, including around-arched parapet in the center bay. The roof is flat. Clayton and Lynch provided the Victorian commercial design. During the twentieth century, the building lost cornice details and a first-story cast-iron front. In 1976, La King's Confectionary rehabilitated the building, adding the canopy in the process.

40. Merchants Mutual Insurance Co. Building      1870 (P.M. Comegys/B.O. Hamilton)  
2319 Strand      Lot 3 Block 623  
Contributing building      Second Empire

Located in the center of the 2400 block of the Strand, this four-story brick building is recognized for its Mansard roof. The north façade has six bays. The ground story has a cast-iron arcade with gable pediments over the peripheral bays. The upper stories have two-over-two windows in each bay. At the cornice, heavy dentils and a bracketed, broadly overhanging eave underscore the dormer and its pedimented central dormer. The roof is flat.

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P.M. Comegys provided the Second Empire design on behalf of the Merchants Mutual Insurance Company in 1869. The building burned that December and architect B.O. Hamilton supervised the construction of an exact reproduction the following year. The cornice was lost during the twentieth century but restored in 1978.

41. J.F. Magale Building 1870 (B.O. Hamilton)  
2313 Strand Lot 4 Block 623  
Contributing building Victorian

The three-story Magale Building stands to the west of the Rosenberg Building (2309 Strand), which it closely resembles. The five-bay north façade has a cast-iron ground story arcade and exposed-brick on the upper stories. The two-over-two wooden sash windows of the upper stories have segmentally-arched tops and plain hoodmolds. The plain cornice is stripped of its detail. The roof is flat. B.O. Hamilton is credited for the Victorian design. The firm of liquor merchant J.F. Magale owned the building throughout the 1870s and 1880s. An original cast-iron cornice has been lost.

42. Rosenberg Building 1870 (P.M. Comegys)  
2309 Strand Lot 5 Block 623  
Contributing building Victorian

The Rosenberg Building mimics its western neighbor, the J.F. Magale Building, in design and materials. The three-story Victorian building has an exposed brick façade with a cast-iron first-story arcade. The roof is flat. However, architect P.M. Comegys managed to squeeze in an extra column of openings into the six-bay façade. Henry Rosenberg constructed the building in 1870. In 1977, Robert L.K. Lynch hired Taft Architects to rehabilitate the building.

43. Thomas Jefferson League Building 1872  
2301 Strand Lot 6-7 Block 623  
Contributing building Victorian

The three-story T.J. League Building stands at the southwestern corner of the Strand and 23<sup>rd</sup> Street. Both the 11-bay north façade and the 16-bay east façade have stuccoed-brick upper stories and cast-iron ground-story arcades. The four-over-four wooden sash windows, arranged in a regular configuration on the upper stories, have segmental arches and cast-iron hoods. The pitched roof is hidden by a parapet. League constructed the Victorian building in 1872. In 1976, George and Cynthia Mitchell purchased the building from Galveston Historical Foundation and completed a rehabilitation.

44. Adickes Cornet 1986  
The Strand and 23<sup>rd</sup> Street Lot 1 Block 622  
Non-contributing object

This white cornet sculpture with a steel skeleton is located at the southeast corner of the Strand and 23<sup>rd</sup> Street. Houston-based sculpture David Adickes created the cornet for the 1984 Louisiana World Exposition. In 1986, it was installed at the present location by George and Cynthia Mitchell.

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| 45. Berlocher Building<br>2221 Strand<br>Contributing building   | 1871<br>Lot 2 Block 622<br>Victorian   |
| 46. Henry Runge Building<br>2219 Strand<br>Contributing building | 1871<br>Lot 3 Block 622<br>Victorian   |
| 47. T.W. House Building<br>2213 Strand<br>Contributing building  | 1871<br>Lot 4 Block 622<br>Victorian   |
| 48. E. S. Wood Building<br>2209 Strand<br>Contributing building  | 1859<br>Lot 5 Block 622<br>Victorian (likely Greek Revival when constructed) |

Collectively known as the *Blum Hardware Company Building* or *Old Galveston Square*

These four brick buildings are located on the south side of the 2200 block of the Strand. The Berlocher, Runge, and House buildings were built in 1871 to replace buildings lost in the fire of February 1870. The E.S. Wood Building was built in 1859 and survived the fire. In about 1910, the Blum Hardware Company expanded from the House Building into three adjacent buildings. Now, the buildings present a unified six-bay, three-story façade. The ground story has a cast iron arcade covered by a canopy with a railed balcony shading the Runge and House portions, and part of the Wood portion. The upper stories have two-over-two wooden sash windows with segmental arches and plain hoodmolds. The parapet and cornice have simple details executed in stucco. The 1859 Wood Building lacks the cast-iron arcade found in the ground-stories elsewhere and its windows, though matching in materials and details, are more widely spaced. The roofs of the Runge and House portions are pitched and elsewhere the roof is flat. Houston real estate developer J.R. McConnell hired Melton Henry Architects in 1986 to rehabilitate the buildings as a shopping center called "Old Galveston Square." George and Cynthia Mitchell acquired the property the following year and completed a renovation of their own, designed by Eubanks/Bohnn Associates.

49. Strand Clock  
The Strand and 22<sup>nd</sup> Street  
Contributing object

This 17-foot-tall clock stands at the southeast corner of Strand and 22<sup>nd</sup> Street, in front of the First National Bank Building. The timepiece, measuring four feet in diameter, sits atop a fluted metal stand. The base, stand, and frame are painted green. The clock dates to roughly 1900. John and Gerald Sullivan located the clock in a San Antonio warehouse in 1989 and hired Bill Young of Dallas to restore it. The Sullivans donated the operational clock to Galveston Historical Foundation for permanent display at its present location.



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50. First National Bank Building and addition 1877  
Alias Galveston Arts Center  
2127 Strand part of Lots 1-2 Block 621  
Contributing building High Victorian Italianate

Standing at the southeast corner of the Strand and 22<sup>nd</sup> Street, this two-story brick and cast-iron building was the headquarters of the oldest chartered bank in Texas. The north façade, addressing the Strand, has cast-iron Corinthian columns and a concrete staircase leading to its raised front entrance. Cast-iron ornamentation also appears at the side entrance on 22<sup>nd</sup> Street, in elaborate hoodmolds, and at the cornice. The first story of the west façade has one-over-one wooden sash windows with arched transoms. Both elevations have arched two-over-two wooden sash windows on the second story. The roof is flat. The architect of the Victorian Italianate building is unknown. The building replaced an earlier banking house that was destroyed in the 1877 fire. In 1921, the bank added a one-story eastern addition, which was increased to two stories at some point after 1947. In 1969, the Junior League of Galveston County purchased the building and rehabilitated it as the Galveston Arts Center.

51. H.M. Trueheart and Company Building 1882 (Clayton)  
Alias Trueheart-Adriance Building  
212 22<sup>nd</sup> Street part of Lot 1 Block 621  
Contributing building High Victorian

Description taken from 1971 National Register nomination (#71000933) by Wayne Bell and Roxanne Williamson:

The Trueheart-Adriance Building... is a three-story red brick High Victorian commercial structure with profuse eclectic detail. The building is rectangular with a twenty-six foot wide façade. It is situated roughly in the middle of a short block with an alley at each side, and flanked by larger red brick buildings.

The façade is divided vertically into three principal bays, the center bay being twice the width of the side bays. The first story of the façade has four evenly spaced openings between the corner pilasters marked by semi-engaged castiron columns with Corinthian-derived capitals beneath fanciful elongated cushion capitals. A one-over-ove double-hung sash window with turned upper corners fill the space between the three columns... Beautiful glazed and carved double doors fill the remaining two side bays...

The brick pilasters flanking the façade... have inset panels, themselves ornamented with raised bricks. The capitals of the pilasters at the first story are Victorian versions of the Ionic and are repeated above only two of the three castiron columns, in an abbreviated version.

The second story has three large two-over-two double hung sash windows; the center window of the three is flanked by narrow one-over-one sash windows forming a group, or a side-light effect. The four pilasters have Ionic-dervied capitals. The third story has small arcaded one-over-one sash-type windows in a two, four, and two arrangement and are somewhat Romanesque in derivation.

The Trueheart-Adriance Building retains its handsome pressed metal cornice (unusual because of the general destruction of cornices by the 1900 hurricane). The deep eaves have four massive brackets above the pilasters and dentillated entablature. There is a pediment above the central bay with ornamental terracotta cartouche in the tympanum. Large terracotta antefixes cap the two corner pilasters.

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Clayton designed the building for H.M. Trueheart's real estate company in 1882. The Junior League of Galveston rehabilitated the building in 1971.

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| 52. Clara Lang Building<br>2121 Strand<br>Contributing building       | 1878 (John Moser), 1976 mural (Richard Haas)<br>part of Lot 2 Block 621<br>High Victorian |
| 53. Marx and Kempner Building<br>2117 Strand<br>Contributing building | 1878 (John Moser), 1976 mural (Richard Haas)<br>Lot 3 Block 621<br>High Victorian         |

These buildings stand in the 2100 block of Strand. The stuccoed-brick of the two-bay north façades are painted in a trompe l'oeil style to mimic lost Victorian details. The Lang building has three stories and Marc and Kempner Building has two. The ground stories have transomed entrances—one in each building—and two-over-two sash windows. None of the fixtures in the openings are original. The first stories are shaded by a canopy with a railed balcony that extends across the facades of both buildings. The second and third stories have two-over-two wooden sash windows. The roofs are flat. Marks Marx and Isaac H. Kempner constructed the eastern building and Clara Lang the western building after the June 1877 fire. They both used designs provided by John Moser. The buildings lost many of their original details during the twentieth century. In 1976, Galveston Historical Foundation hired New York mural artist Richard Haas to paint Victorian character on the façades. Taft Architects designed a rehabilitation of the interiors in 1982 on behalf of Robert L. K. Lynch.

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| 54. Oppermann Building<br>2115 Strand<br>Contributing building | 1878 (John Moser)<br>part of Lot 4 Block 621<br>High Victorian |
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Located at the western end of a row of narrow two-story buildings constructed after the 1877 fire, the four-bay Oppermann Building has a cast-iron ground story and a stuccoed-brick second story. The ground story retains its original doorframes in the central two bays and newer storefront windows in the two peripheral bays. A rounded awning extends over each bay. The second story has four two-over-two wooden sash windows. The roof is flat. Gustav Oppermann constructed the building in 1878 as an investment property. He hired architect John Moser. A detailed cornice has been lost.

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| 55. J.S. Brown Building<br>2111 Strand<br>Contributing building | 1877 (Clayton and Lynch)<br>part of Lots 4-5 Block 621<br>High Victorian |
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This two-story, four-bay building stands in the middle of a row of four narrow facades of buildings constructed after the June 1877 fire. The first-story has a cast-iron front and the second story is exposed brick, ornamented with plain hoodmolds and paneling. Each bay of the first story has a trabeated entrance. The second story has four-over-four wooden sash windows. The roof is hipped. In 1872, James Moreau Brown constructed a building on a neighboring lot to house the Brown Hardware Store. As J.M. Brown transferred control in the store to his son, the company reformed as the J.S. Brown Company. After the fire of 1877 destroyed the earlier building, the company hired Nicholas Clayton to design this replacement in the fall of 1877. The building originally had three stories, but the 1900 Hurricane destroyed the top floor.

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56. Clara Lang Building 1878 (John Moser)  
2109 Strand part of Lot 5 Block 621  
Contributing building High Victorian

The easternmost building in a row of narrow facades constructed after the June 1877 fire, this two-story building has a cast-iron front on the ground story and a paneled-brick and-stone second story. The façade has four bays, with recessed entryways in each bay at ground level and four-over-four wooden sash windows on the second story. The roof is flat. This is one of two buildings in the 2100 block that Clara Lang contracted John Moser to design following the fire. Lang used both as investment properties. Originally, the building had four stories, but the upper two were lost in the 1900 Hurricane. The existing entrance doors are replacements of the original materials.

57. Ball, Hutchings, and Co. Building 1878 (Clayton and Lynch)  
Alias George Schneider and Co. Building  
2101 Strand Lots 6-7 Block 621  
Contributing building High Victorian Gothic

This two-story building stands at the southwest corner of the Strand and 21<sup>st</sup> Street. The 12-bay north façade retains its ground-story arcade, unusual in the district for its Gothic features including pointed arches and elongated windows. Only two of the bays retain their double-leaf doors; the others have modern, single-pane window infills. The ground story of the east façade has been heavily modified. The tall second-story windows, located on both facades, have Gothic-style moldings. The cornice has projected and recessed brick panels. The roof is flat. Ball, Hutchings, and Company constructed the building as an investment following the 1877 fire.

58. Jockusch Building 1866, 1947  
2027 Strand Lot 1 and part of 2 Block 620  
Contributing building

The three-story Jockusch Building stands at the southeast corner of the Strand and 21<sup>st</sup> Street. The stuccoed brick building has a canopy with a railed balcony that runs continuously around the four-bay north façade and the ten-bay east façade. Each ground-story bay has an encased entryway. The upper stories have eight-over-eight sash windows. The roof is hipped. J.W. Jockusch constructed the building shortly after the Civil War. It lost its architectural details during a 1946-47 remodeling project. The late-twentieth century construction of the canopy and the reintroduction of detailing at the entrances was an attempt to compensate for the loss of original character.

59. Nichols Building c.1860  
2025 Strand part of Lot 2 Block 620  
Contributing building Greek Revival

Located to the east of the Jockusch Building, this three-story brick building was also effaced during the twentieth century. However, it retains more of its original Victorian elements, including molded architraves of the first-story opening and the horizontal belt course near the cornice. The five-bay, stucco-covered north façade has modern, glass entrances in each bay of the ground story and six-over-six sash windows in each bay of the upper stories. The roof is hipped. Cotton factor and commissioner merchant Ebenezer Nichols constructed the building in 1860.

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60. Rogers Building 1894  
2015 Strand Lots 3-4 Block 620  
Contributing building Victorian

The two-story, brick Rogers Building is located on two lots in the middle of the 2000 block of the Strand. The stuccoed 12-bay north façade has a ground-story, semicircular, arcade shaded by a canopy with a railed balcony. The second story has segmentally arched windows. The flat roof has a skylight. J.D. Rogers constructed the Victorian building in 1894, and his initials and the year of construction are rendered in stucco in two triangular parapets. Austin architects Sinclair Black and Simon Atkinson purchased and rehabilitated the building in 1982.

61. Rosenberg Building 1876 (Tobey)  
2005 Strand Lots 5-6 Block 620  
Contributing building Victorian

The two-story Rosenberg Building stands at the eastern end of the district, opposite Hendley Row. A continuous canopy wraps around the four-bay north façade and the six-bay east façade. Each bay has three sets of double-lead doors on the ground story and three sash windows on the second story. Architectural details are carried over between the Strand and 20<sup>th</sup> Street frontages. The ground story has a semicircular arcade with brick piers. The second-story windows have a four-over-four light configuration, segmental arches, and plain hoodmolds. The roof is flat. Nathaniel Tobey designed the building in 1876 on behalf of merchant, banker, and philanthropist Henry Rosenberg.

62. Sergeant Building c.1874  
2428 Mechanic Lots 13-14 Block 624  
Contributing building Renaissance Revival

The two-story Sergeant Building stands on the northeast corner of the Mechanic and 25<sup>th</sup> Street. The Renaissance Revival building has a brick structure covered with stucco. A continuous canopy with a railed balcony wraps around both street frontages. The ground-story has been altered at the corner with a glass masonry unit storefront, but the original segmental arcade is in place on portions of both sides. The second story has arched two-over-two windows with brick belt courses and corbeling. The roof is flat.

63. Clarke and Courts Building 1890 (Clayton), 1904 addition (Bulger)  
2400 Mechanic Lots 8-12 Block 624  
Contributing building Renaissance/Romanesque Revival

The five-story, brick-and timber-frame Clarke and Courts Building gives weight to the western end of Mechanic. The four-bay frontages along Mechanic and 24<sup>th</sup> streets are nearly identical. Robert Clarke and George M. Courts hired Clayton to design the building, his most massive downtown project, in 1890. Clayton responded with Renaissance Revival design with more simplistic details than his other downtown buildings. The semi-circular arches in each bay of the top story stand out. The roof is flat. A stuccoed, six-bay, one-story wing extends to the west. Robert M. Hutchings purchased a controlling interest in the business three years later. He hired Bulger to design a six-bay, one-story western addition in 1904. Bulger's brick addition was rendered as the base level for a proposed five-story building that was never constructed. At an unknown date, the western two bays of the Bulger addition were modified. The printing business remained in operation from this building until 1989. A 1993 renovation converted the interior for use as apartments.

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64. Mardi Gras Arch 1986 (Boone Powell)  
Mechanic and 24<sup>th</sup>  
Non-contributing structure

This decorative arch crosses over Mechanic at the 24<sup>th</sup> Street intersection. To celebrate the re-commencement of Mardi Gras festivities in Galveston, George and Cynthia Mitchell invited eight notable architects—Eugene Aubry, Michael Graves, Helmut Jahn, Charles Moore, Cesar Pelli, Boone Powell, Aldo Rossi, and Stanley Tigerman—to design arches placed at intersections throughout the district. Powell’s arch is the only one that remains.

65. Leon and H. Blum Building 1879 (Eugene T. Heiner), 1882 (Heiner),  
Alias the Tremont House 1985 (Ford, Powell, and Carson)  
2310-28 Mechanic Lots 10-14 Block 623  
Contributing building Renaissance Revival

The four-story, stuccoed-brick Leon and H. Blum Building takes up most of the north side of the 2300 block of Mechanic. A ground-story segmental arcade along Mechanic and 24<sup>th</sup> is interrupted at the center of the Mechanic façade, which breaks up the pattern with wider entrances. A modern awning identifies the primary entrance. The second and third levels have arched two-over-two wooden sash windows. The mansard roof has a string of two-over-two wooden sash windows. The roofline is defined by a bracketed iron cornice and, on the Mechanic side, a central frontispiece. Dry goods merchants Leon and Hyman Blum hired to Eugene T. Heiner to design a three-story Renaissance Revival building after their earlier building Strand burned in the 1877 fire. They invited Heiner to return in 1882 to add an eastern addition. He also proposed a mansard roof, but that addition was not constructed until the early 1980s, when George and Cynthia Mitchell hired Ford, Powell, and Carson to renovate the building as the Tremont House.

66. Rice, Baulard and Company Building 1870  
213 23<sup>rd</sup> Street part of Lots 8-9 Block 623  
Contributing building Victorian
67. Rice, Baulard and Company Building 1870  
215 23<sup>rd</sup> Street part of Lots 8-9 Block 623  
Contributing building Victorian
68. Rice, Baulard and Company Building 1870  
217 23<sup>rd</sup> Street part of Lots 8-9 Block 623  
Contributing building Victorian

These three three-story buildings stand on the west side of 23<sup>rd</sup> Street between the Strand and Mechanic. They are rare examples of buildings in the district that do not have a frontage on any of the three avenues. The buildings match one another in design, scale, and ornamentation, but they are distinguished by the stucco that is present on 213 and 215 but missing on 217. The three-bay 213 building is adjacent to the alley. The building adjoins to the south, followed by the 217 building. The ground-stories have cast iron fronts with double-leaf doors in each bay. The upper stories have arched two-over-two wooden sash windows with hoodmolds. The arches of the second story are semicircular while those of the third story are segmental. Other than a paneled pediment, the cornice lacks detailing. The buildings have flat roofs. Paint merchant Joseph Rice and Victor Baulard constructed the buildings in 1870. Emily Whiteside hired Ford, Powell, and Carson to rehabilitate 217 23<sup>rd</sup> Street for use as flats in 1975. Taft Architects rehabilitated the other two buildings on behalf of Daniel K. Thorne in 1978.

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69. McDonnell Building 1873, 1907 (Donald N. McKenzie)  
2302 Mechanic part of Lots 8-9 Block 623  
Contributing building Victorian

This stuccoed, four-story building stands at the northwest corner of Mechanic and 24<sup>th</sup> Street. The nine-bay east façade has a ground-story with trabeated arches and double-leaf false doors. The primary entrance, shaded by an octagonal, cantilevered awning, faces the corner. The upper stories have two-over-two sash windows with segmental arches and plain hoodmolds in each bay. The six-bay north façade lacks the arcade but shares the window type and ornamentation. Above the third story, a cornice defines the building's original roofline. In 1907, Donald N. McKenzie designed the fourth story addition, which features two-over-two sash windows lacking hoodmolds. The roof is flat. Further rooftop additions were removed during a 1990 rehabilitation project design by Ford, Powell, and Caron on behalf of George and Cynthia Mitchell.

70. Washington Building 1987 (Ford, Powell, and Carson)  
2226 Mechanic Lots 13-14 Block 622  
Non-contributing building

This four-story reinforced-concrete building at the northeast corner of Mechanic and 23<sup>rd</sup> Street has eight-bay facades on both its south and west frontages. The ground story has entrances topped with semicircular arches in each bay. A continuous canopy extends the full length of both frontages. On the upper stories, each bay contains a six-over-six rectangular-hooded window. Simple cornice details ornament the otherwise plain stucco body of the building. The roof is flat. George and Cynthia Mitchell constructed the building in 1987 to replace the 1873 Cosmopolitan Hotel, also known as the Washington Hotel, which burned during Hurricane Alicia of 1983. Ford, Powell, and Carson designed the building to match the exterior appearance of the 1873 building.

71. J.P. Davie Building c.1860  
2220 Mechanic Lot 12 Block 622  
Contributing building Greek Revival

This four-story building is located to the east of the Washington Building, which is an exterior facsimile of the 1873 Cosmopolitan Hotel. The two buildings share some details, including the size and configuration of window openings, cornice details including dentils and belt courses, and floor heights. Here, however, the face brick is exposed on the upper stories and the windows have cast iron sills and labels. The ground story retains cast iron details including modified Corinthian pilaster capitals. The roof is flat. Hardware merchant John Parker Davie constructed the Greek Revival building around 1860.

72. George Sealy Building 1873  
2216 Mechanic Lot 11 Block 622  
Contributing building Victorian

This three-story Victorian building stands in the middle of the 2200 block of Mechanic, across from the towering Bank of America Building. Stucco covers the four-bay south facade. On the ground floor, each bay contains a double-doored opening topped by a transom. The upper stories have six-over-six wooden sash windows in each bay. The segmentally arched windows have stucco hood molds. The roof is flat. In 1949, architect Ben Milam designed a renovation project to adapt the building for use as a restaurant.

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73. Smith and Joyce Printing Building c.1945  
2212 Mechanic Lot 10 Block 622  
Contributing building

This two-story, exposed-brick building stands to the west of the J. Reymershoffer's Sons Building at the corner of Mechanic and 22<sup>nd</sup> Street. The four-bay building has two entrances and two four-light display windows on the ground story. The second story has eight one-over-one metal sash windows arranged in couplets. The building was constructed by the Smith and Joyce Printing Company in 1944. A 1983 fire, which destroyed the neighboring Washington Hotel, also damaged this building. The existing windows and entrance materials are replacement dating to the second half of the twentieth century.

74. Commercial building c.1877, 1920s, 1954  
211 22<sup>nd</sup> Street part of Lots 8 and 9 Block 622  
Non-contributing building

This one-story building stands between the Strand and Mechanic, facing 22<sup>nd</sup> Street. The east façade has a modern appearance with single-plane, tinted-glass openings and a canopy installed in the 2010s. The current condition is the result of a series of alterations to two buildings that stood on the site by 1877. Some of the changes likely related to the hurricanes of 1941, 1945, and 1947. The northern building stood three-stories in height until 1954. The other building has always had one story. The building is non-contributing due to the substantial alterations that occurred during the twentieth century.

75. J. Reymershoffer's Sons Building 1877 (Duhamel and Lawler), c.1961  
2208 Mechanic part of Lots 8 and 9 Block 622  
Contributing building Victorian

This two-story commercial building stands at the northwest corner of Mechanic and 22<sup>nd</sup> Street. The three-story east façade and four-story south façade share a continuous canopy with a railed balcony. Varying shades of the stucco covering the brick emphasize the pilasters that embody the building's minimal remaining ornamentation. The roof is flat. Hurricane Carla of 1961 substantially damaged the building. Soon afterwards, the third story and multi-gable roof were removed, the windows replaced, and the exterior coated with stucco. A 2010 rehabilitation project included the re-installation of full-size storefront windows, wooden entrance doors, and the canopy.

76. Kauffman and Runge Building 1882 (Eugene T. Heiner), 1905 (Charles W. Bulger)  
Alias Stewart Title Building  
220-222 22<sup>nd</sup> Street Lots 13 and 14 Block 621  
Contributing building High Victorian/Italian Renaissance Revival

The Kauffman and Runge Building stands at the northeast corner of Mechanic and 22<sup>nd</sup> Street, serving as a central landmark in a manner analogous to the role played by the W.L. Moody Building on the Strand. The four-story building has ten bays on its southern elevation addressing Mechanic and 14 bays on its western elevation facing 22<sup>nd</sup>. Both elevations display painted-brick bodies with first-story arched entryways and arched four-over-four wooden sash windows in each bay of the upper stories. The gable roof is hidden by a parapet. To design the building, merchants Julius Kauffman and Julius Runge hired architect Eugene T. Heiner, who employed a modernized Victorian version of the Italian Renaissance style for which he is commonly known. The building lost its original cornice in the 1900 Hurricane. In 1905, Maco Stewart purchased the building to serve as headquarters for the Stewart Title Company. He hired architect C.W. Bulger to create a renovation plan. At some point in the

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twentieth century, the exterior bricks were painted red. In 1977, Stewart Title hired architect David V. Barker to repair the building and restore the pre-1900 cornice.

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| 77. Galveston News Building and addition<br>2110 Mechanic<br>Contributing building | 1884 (Nicholas J. Clayton), 1911<br>Lots 10-11 and part of 9 Block 621<br>Romanesque Revival |
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The Galveston News Building occupies the lots between the Kauffman and Runge Building and the Galveston Cotton Exchange, which stand at opposite ends of the block. The four-bay, three-story building has an iron frame and pressed-brick walls. The south façade features pressed brick and cast stone in a Romanesque design that is one of Clayton’s most impressive works. Each floor contains arched openings of various proportions and depths. Clayton’s design included a cornice lost in the 1900 Hurricane. The roof is flat. The building originally housed offices of the *Galveston News*, a newspaper published by A.H. Belo who later founded the *Dallas Morning News*. The *News* added a one-story addition on the adjoining lot to the west in 1911. The addition was remodeled in 1n 1949. In 1963, the newspaper relocated its operations, and the Galveston News Building became a warehouse. In 1970, the front façade was refaced with plain concrete panels. John and Judy Saracco purchased the building and restored the façade in 1995.

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| 78. Galveston Cotton Exchange Building<br>2102 Mechanic<br>Contributing building | 1941 (Ben Milam)<br>Lots 8 and part of 9 Block 621<br>Modernistic |
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Located the northwestern corner of Mechanic and 21<sup>st</sup> Street, the three-story Galveston Cotton Exchange Building is recognizable by its white façade and the box-like symmetry of its east and south street-frontages. The east façade has 11 bays and the south façade has five. In both cases, polished granite framing the centrally-positioned entrances were removed in the years after Hurricane Ike of 2008. The granite banding remains in place at the base of both elevations. Rectangular windows with fixed solar gray glass occupy each bay on all three stories, with the exception of the central entrances. The roof is flat. Architect Ben Milam designed the building in a modernistic style to replace an 1879 Cotton Exchange Building on the same site. Charles L. Zwiener simplified the designed by adding the solar glass to the windows.

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| 79. Auto sales and garage<br>2020 Mechanic<br>Contributing building | c.1920<br>Lot 12 Block 620<br>Spanish Colonial Revival |
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This two-bay, one-and-a-half story building is located adjacent to a surface parking lot at the southeast corner of Mechanic and 21<sup>st</sup> Street. The stucco-covered south façade has four segmentally-arched openings, including two small, fixed, nine-pane windows in the half-story and fixed window on ground level. All three windows have wooden shutters. The fourth opening is a garage entrance with an awning and a fixed transom. The building was constructed around 1920 as an auto sales office for an adjoining garage.

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| 80. Walter Bennison Building<br>2010 Mechanic<br>Non-contributing building | c.1870<br>Lots 10-11 Block 620<br>Victorian |
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This one-story building stands the middle of the 2000 block of Mechanic, across from the Medical Arts Building and the surface parking that dominate block 560. Stucco covers the brick building. The 12-bay south façade bears concrete masonry units and glass-masonry units that infilled the historic storefront. The only remaining features of



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the building's original Victorian facade are the round arches supported by iron columns. The original arched brick roof structure also remains in place. Blacksmith Walter Bennison constructed the building to serve as his shop prior to May 1874. The building is non-contributing due to the installation of concrete masonry units in the north facade.

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| 81. Hugh Bennison Building | 1871            |
| 2002 Mechanic              | Lot 9 Block 620 |
| Contributing building      | Victorian       |

The two-story, stuccoed brick Bennison Building stands at the northwest corner of Mechanic and 20<sup>th</sup> Street, at the district's eastern boundary. A four-bay south facade addresses Mechanic and a ten-bay eastern facade address 20<sup>th</sup> Street. The style is Victorian. Each bay of the south elevation contains a set of unpainted double doors with glass lights and molded panels, Transoms are located above each doorway. On the second story, six-over-six, double-hung, wood sash windows are situated directly above the entrances. The two elevations share a continuous cornice with dentils. The roof is hipped. Built as a grocery store by Hugh Bennison, the building was rehabilitated in 1978 for use as a Seaman's Center.

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|-----------------------------|--------------------|
| 82. Munson Building         | 1915               |
| 302 25 <sup>th</sup> Street | Lots 1-2 Block 564 |
| Contributing building       | Commercial Style   |

This two-story building, located at the southeast corner of Mechanic and 25<sup>th</sup> Street, has a nine-bay west facade and a six-bay north facade. The ground story has a mixture of three-panel entryways and two-over-two sash windows. The upper story has two-over-two sash windows and doors that access the railed balcony of the canopy that shades the sidewalk on both street frontages. The building, constructed around 1915, initially operated as a saloon and boarding house. For much of the twentieth century, it was a hotel.

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|---------------------------|-----------------|
| 83. Garage building       | 1915            |
| 2419 Mechanic             | Lot 3 Block 564 |
| Non-contributing building |                 |

This one-story brick building stands two lots in from the corner of Mechanic and 25<sup>th</sup>. Segmental arches above the cornice and banding at the level of the cornice ornament the exposed brick of the north facade. Brick infill replaced the original windows at an unknown date. Additionally, a modern, overhead garage door has replaced the original door. The building is also accessible via a gate in a concrete-masonry-unit wall between the building and the neighboring building to the east. The roof is flat. The building is non-contributing due to the infill of windows and replacement of the garage door on the south facade.

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|-------------------------|-----------------|
| 84. Hanretta Building   | c.1874          |
| Alias Advocate Building |                 |
| 2413 Mechanic           | Lot 4 Block 564 |
| Contributing building   | Victorian       |

Located in the middle of the 2400 block on the south side of Mechanic, this two-story Victorian building stands out as one story taller than both of its neighboring buildings. The six-bay north facade features round-arch entryways in each bay of the first story, covered by a canopy with a railed balcony. Each entryway has a set of wooden double doors with a single-light upper section above and a molded panel below. Walk-through wooden sash windows with six-over-six light configurations provide access to the balcony. The windows have segmental

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arches and plain hood-molds. The pitched roof is hidden by a parapet. Taft Architects rehabilitated the building in 1985.

85. Commercial building c.1900, 1940  
2411 Mechanic Lot 5 Block 564  
Non-contributing building

This one-story brick building stands in the middle portion of the 2400 block of Mechanic, immediately to the west of a corner parking lot and across the street from the Clarke and Courts Building. Stucco covers the the brick of the three-bay north façade. Five fixed, single-pane windows are recent replacements. The roof is flat. The building non-contributing due to the modern, plate-glass windows on the south façade.

86. Marx and Blum Building 1890 (Nicholas J. Clayton), 1904 (Charles W. Bulger)  
2325 Mechanic Lots 1-2 Block 563  
Contributing building Renaissance Revival

Standing at the southeast corner of Mechanic and 24<sup>th</sup> Street, the two-story, brick Marx and Blum Building has five bays on its west elevations and six bays on its north elevation. Clayton designed the portion of the building standing on the corner in 1890 with Neo Grec details, but much of the character of that original four-story version was lost in the 1900 Hurricane. Most of the first-story openings of Clayton's building have subtly rounded corners in their frames, though a few windows have segmentally arched hoods. C.W. Bulger repaired the building in 1904 on behalf of dry goods merchants Mistrot Brothers and Company and he constructed the eastern portion of the building at that point. Bulger made his section subservient to Clayton's, with less ornamentation at the cornice level and the use of rectangular frames on the ground story. A canopy with a railed balcony extends across the full north façade and wraps around the western façade. The building has a flat roof. George and Cynthia Mitchell hired the firm Merriman Holt to rehabilitate the building in 1995. It serves as supplemental space for the Tremont House, which stands on the opposite side of Mechanic Street.

87. Berlocher Building 1870 (P.M. Comegys), 1993 (Ford, Powell, and Carson)  
2317 Mechanic Lot 3 Block 563  
Contributing building Victorian

The westernmost of a row of three buildings bearing the name of John Berlocher, a commission merchant and active downtown real estate developer during the 1850s-1870s, this two-story Victorian building has four bays. The first story has double-door entrances framed by segmentally arched openings in each bay. The second story has four-over-four wooden sash windows with arched hoods. The roof is flat. In 1993, Ford, Powell and Carson designed an addition adjoining the building to the Marx and Blum building to the west. The architects used the added floor space to reconfigure the building for use as a theater.

88. Berlocher buildings 1859  
2311-15 Mechanic part of Lot 3-4 Block 563  
Contributing building Greek Revival

These two buildings, developed by Berlocher during the late 1850s, present a unified façade along their Mechanic Street frontage. They were interconnected upon their construction. The most extensive ornamentation is found on the Mechanic Street side where the buildings have a combined 12 bays with entrances in each bay of the ground floor and rectangular sash windows in each bay of the upper stories. The entrances have double doors and transoms. The second stories are notable for the 16-over-16 light configuration of the windows. The roof is flat.

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James M. Brown served as contractor for the two buildings. In 1985, George and Cynthia Mitchell hired Ford, Powell and Carson to restore the exterior of the western building. Architect David Watson followed with a restoration of the exterior of the eastern building in 1993.

89. First Hutchings-Sealy National Bank                      1972 (Caudill Rowlett Scott, with Thomas M. Price)  
    Alias Bank of America Building  
    2200 Market    Lots 1-7 Block 562  
    Non-contributing building

The massive First Hutchings-Sealy National Bank Building (later known as the Bank of America Building) stands at the center of block 562, surrounded by surface parking. The architectural firm Caudill Rowlett Scott designed the ten-story, concrete-slab building to serve as offices for the First-Hutchings Sealy Bank, which had previously operated from a 1935 building at the corner of Market and 22<sup>nd</sup> Street. The project included the demolition of all other buildings on the block and the placement of the building in the center of the block in a manner not found elsewhere in the district.

90. Heidenheimer-Hunter Building                              1878 (John Moser)  
    Alias H. Marwitz and Co. Building  
    306 22<sup>nd</sup> Street    Lot 1 and part of 2 Block 561  
    Contributing building    High Victorian Italianate

The Heidenheimer-Hunter Building stands across Mechanic from the Kauffman and Runge Building. The three-story brick building has a four-bay north elevation facing Mechanic and an 11-bay western elevation facing 22<sup>nd</sup> Street. On both elevations, stuccoed pilasters divide the bays on the upper stories. The first story, with segmentally arched openings in each bay, has a canopy on both sides. The roof is flat. Merchant Sampson Heidenheimer constructed the building as a real estate investment. His first tenant was the wholesale and retail grocers and ship stores firm H. Marwitz and Company. He hired architect John Moser, who created the building's High Victorian Italianate design.

91. Heidenheimer and Company Building                      1875, 1877 (Nathaniel W. Tobey, Jr.)  
    Alias Marine Building  
    303 21<sup>st</sup> Street    Lots 6-7 Block 561  
    Contributing building    Victorian Gothic

Located at the eastern end of the 2100 block of Mechanic, the Heidenheimer Building stands opposite the Galveston News Building and the Galveston Cotton Exchange Building. The two-story stuccoed-brick building has an eight-bay northern façade addressing Mechanic and a 13-bay eastern façade addressing 21<sup>st</sup> Street. A ground-story arcade with ogee arches runs along both street-front elevations. On the 21<sup>st</sup> Street side, a decagonal parapet caps the central three bays. The roof is flat. Heidenheimer hired Nathaniel Tobey to complete the design. Two years later, he hired John Moser to design a since-demolished three-story annex on the south side of the building. In 1984, George and Cynthia Mitchell hired Ford, Powell and Carson to complete a rehabilitation project.

92. Medical Arts Building    1928, 1929 (Andrew Fraser)  
    302 21<sup>st</sup> Street    Lots 1-2 and part of 3 Block 560  
    Contributing building    Early Skyscraper/Modernistic

The 11-story, brick Medical Arts Building stands at the southeast corner of the district, matching the height of the Santa Fe Building at the opposite end. The building has two sections: the 11-story section (completed 1929) on the

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corner of Mechanic and 21<sup>st</sup> and a six-story section (completed 1928) standing to the east and addressing Mechanic. With the completion of construction in 1929, the two buildings became functionally related and interconnected with openings on each floor. The planar facades have light brown tapestry brick. The east elevation of the 11-story section has seven bays, each containing two rectangular, one-over-one wooden sash windows on the upper stories and a storefront opening on the ground level. Stucco pilasters with stylized vertical decoration divide the bays. On the north elevation, the 11-story section has three bays with openings configured to match the east elevation, and the six-story building has two bays with warehouse-style windows in the upper stories. The roofs of both sections are flat. Architect Andrew Fraser designed the building as an early skyscraper with modernistic details in style he termed "American Gothic." The building was an office annex to the 11-story ANICO Building that stood to the south until its demolition in 1972. Viaducts connected the two buildings at the third, fourth, and tenth floors.

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### Statement of Significance

The Strand Historic District was listed in the National Register in 1970 for its significance at the local, state, and national levels under Criterion A in the areas of Commerce, Transportation, and Politics/Government and under Criterion C in the area of Architecture. The district's significance in Architecture owes to its concentration of late nineteenth-and early twentieth-century commercial buildings. Late Victorian styles predominate due to the district's active development during the final three decades of the nineteenth century. Buildings from that era comprise one of the nation's most intact collections of cast-iron architecture. Examples of Greek Revival, Classical Revival, Commercial Style, and Modern subtypes are less common. The range of styles present in the district demonstrate the evolution of the design and scale of commercial architecture over the period of significance. The district's significance in Commerce comes from its role as a hub of economic activity linking Texas and the western United States to the financial centers in the east. Initially, the cotton industry drove the growth of the region and the development of the Strand. During the late nineteenth and early twentieth centuries, banks and insurance companies emerged and became principal forces of later growth in the district. The district is significant in the area of Transportation because advances in the railroad and jetty construction nourished the Strand's development. The Santa Fe Building, the district's largest building, represents a substantial investment that spurred activity in the district during the early twentieth century.

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During the period between the Texas Revolution and the American Civil War, Galveston emerged as the principal port of the Republic and subsequently the state.<sup>2</sup> As early Texan commerce relied primarily on maritime trade networks, the success of the port made Galveston the state's largest economic hub.<sup>3</sup> In their association with the westward expansion of the United States, Texas ports were generally "mutually exclusive and territorial," with Galveston focused on areas north and east of the Colorado River and other towns like Matagorda, Port Lavaca, and Indianola serving areas farther south.<sup>4</sup> Texas ports connected these more remote inland areas with eastern cities via sea-rail trade routes. For Galveston, the most important business partners were in New Orleans and New York.<sup>5</sup>

The growth of the Galveston port and the western expansion of railroads were manifestations of the cotton trade. High demand for cotton for much of the nineteenth century drove settlers farther into central and west Texas, necessitating the extension of railroads which in turn allowed for more settlements.<sup>6</sup> In 1849, Texas produced 58,073 bales. By 1900, the total had grown to 3.5 million bales, 2,278,000 of which shipped from Galveston.<sup>7</sup>

The growth of the cotton trade necessitated the construction of warehouses, commercial buildings, and houses to sustain the port activity. The Galveston City Company, under the leadership of Michel B. Menard, organized the development of the city. At the company's behest, William H. Sandusky followed with a plan in 1845 and John D. Groesbeck completed survey of the island in 1847.<sup>8</sup> Very early in the city's history, the Strand was established as the center of commercial activity due to its proximity to the port and its distance from the less protected southern coast. In

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

<sup>3</sup> Baughman, James P. "The Evolution of Rail-Water Systems of Transportation in the Gulf Southwest, 1836-1890," *The Journal of Southern History*. Volume 34, Number 3, August 1968, p.358.

<sup>4</sup> Baughman, "The Evolution of Rail-Water Systems," 358.

<sup>5</sup> Baughman, "The Evolution of Rail-Water Systems," 362-64.

<sup>6</sup> Waller, J.L. "The Overland Movement of Cotton, 1866-1886," *The Southwestern Historical Quarterly*; Volume 35, Number 2. October 1931, p.137; Ellis, L. Tuffly. "The Revolutionizing of the Texas Cotton Trade, 1865-1885," *The Southwestern Historical Quarterly*; Volume 73, Number 4. April 1970, p.487.

<sup>7</sup> Britton, Karen Gerhardt, Fred C. Elliott, and E.A. Miller. "Cotton Culture," *Handbook of Texas Online*; McComb, David G. *Galveston: A History*. Austin: University of Texas Press, 1986, 47.

<sup>8</sup> Harwood, Frances and Francis Harwood. "Colonel Amasa Turner's Reminiscences of Galveston," *The Quarterly of the Texas State Historical Association*; Volume 3, Number 1, July 1899, 46.

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1836, the city company set aside Strand property between 23<sup>rd</sup> and 24<sup>th</sup> streets for construction of a custom house.<sup>9</sup> According to early settler and investor Amasa Turner, the custom house was completed but “the keys were delivered to the collector two days before the great storm of 1837, which blew it down and, it is supposed, washed it out to sea, as no vestige of it was ever found.”<sup>10</sup>

Commercial development of the Strand continued at slow pace during the 1840s. In addition to the threat of hurricanes, sanitation and routine flooding were causes of concern. Pigs roamed freely through the city until 1869 and the city’s first public waste system was still decades away.<sup>11</sup> The Strand, at one of the island’s lowest points, became a malodorous marsh during summer months. Initially, the existing curbs aligned with wagon beds for efficient loading and unloading.<sup>12</sup> A Board of Health, created in the 1850s, required Strand property owners to fill in low-lying portions of the street with “clean sand.” In 1857, they added sand to raise the level of the street by three feet.<sup>13</sup> The resulting improvement in conditions coincided with the opening of new cotton enterprises during the 1850s.

Significance in Commerce (Criterion A)

The construction of the four adjoined buildings of Hendley Row (2002-2016 Strand), completed in stages between 1855 and 1859, marks a turning point in the maturation of the Strand as a commercial center. Whereas early buildings typically had wood frames resting atop pilings,<sup>14</sup> the Hendley buildings had brick foundations and walls made with material shipped in from Boston. Though each of the four buildings had a separate owner, they are collectively named after the Hendley Company, which was the city’s leading cotton firm and commission house prior to the Civil War. Howard Barnstone called Hendley Row “the first pretentious business building in Galveston”<sup>15</sup> Unsurprisingly given their robust construction, they are the oldest existing buildings in the district. The list of other existing pre-Civil War buildings in the district includes the 1859 E.S. Wood Building (2213 Strand), the 1859 John Berlocher buildings (2211-15 Mechanic), the heavily-altered 1860 Nichols Building (2021 Strand), and the 1860 J.P. Davie Building (2220 Mechanic).

At the outset of the Civil War, the Hendley brothers and other merchants temporarily relocated their businesses to Houston. No new businesses opened on the Strand during the war, and the momentum of the 1850s effectively ceased.<sup>16</sup> The war left a physical imprint on the Strand during the Battle of Galveston on January 1, 1863, when artillery from a Union gunboat lodged a cannonball into the cornice on the 20<sup>th</sup> Street façade of Hendley Row.<sup>17</sup>

The fitful growth of the Strand prior to 1865 appears meager in comparison to the boom that occurred afterwards. After the Civil War, the increasing population of western settlements and aggressive railroad construction allowed the merchants of the city to take greater advantage of its superior natural harbor.<sup>18</sup> Business in the district returned to high levels of activity almost immediately. By the end of the year, at least twenty-six firms with businesses directly related

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<sup>9</sup> Dyer, Joseph Osterman. *The Early History of Galveston*. Galveston: Oscar Springer, 1916, 16.

<sup>10</sup> Harwood and Harwood, “Colonel Amasa Turner’s Reminiscences of Galveston,” 46.

<sup>11</sup> McComb, *Galveston: A History*, 99.

<sup>12</sup> Pitts, Carolyn. “National Register of Historic Places Inventory – Nomination Form, The Strand Historic District.” Galveston, Galveston County, Texas. National Register #70000748. February 1976, 156.

<sup>13</sup> Burns, Chester R. and Heather Campbell. “Sanitizing Galveston: Politics, Policies, and Practices before 1915.” *The Houston Review*, Volume 19, Number 1, 1997, 6.

<sup>14</sup> Eisenhour, Virginia. *The Strand of Galveston*. Published by Author, 1973, 2.

<sup>15</sup> Barnstone, Howard. *The Galveston That Was*. New York: The MacMillan Company, 1966.

<sup>16</sup> “Historic American Buildings Survey, Strand Historic District.” HABS Number TX-3296. Historical data by John C. Garner, Jr. (date unknown), photographs by Allen Stross (1967), edited by Kent R. Newell (1980).

<sup>17</sup> Barnstone, *The Galveston That Was*, 24.

<sup>18</sup> Young, Earle B. *Galveston and the Great West*. College Station: Texas A&M Press, 1997, 4.

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to cotton had offices on the Strand and the First National Bank of Galveston was chartered and began operating from the Strand and 24<sup>th</sup> Street.<sup>19</sup> Most of the merchants who had relocated to Houston returned,<sup>20</sup> joined by new entrepreneurs. Among the latter group were Harris Kempner and William L. Moody, Sr., who in 1866 established a cotton company with offices in Hendley Row.<sup>21</sup>

Twenty-four of the district's 87 existing buildings date to the decade following the Civil War. Most of them were built after fires in 1869 and 1871 destroyed several blocks of buildings.<sup>22</sup> On the Strand, an assortment of dry goods and specialty wholesale enterprises sprouted to supply western settlement efforts. Phil Dargan and David Tobyn operated a wholesale grocery store from a three-story building constructed in 1870 at the northeast corner of 23<sup>rd</sup> Street (2228 Strand). The same year, Joseph Rice and Victor Baulard constructed two buildings on 23<sup>rd</sup> Street between the Strand and Mechanic to house their paint supply store (213-217 23<sup>rd</sup>).<sup>23</sup> In 1872, William Moody partnered with E.S. Jemison to build his first Strand building at the corner of 22<sup>nd</sup> Street.<sup>24</sup>

Similar wholesale supply businesses appeared on Mechanic (Avenue C), which was previously associated primarily with tradesmen.<sup>25</sup> As opposed to the Strand, where buildings were more often owner-occupied, Mechanic's property owners constructed buildings as lease properties. The largest of these buildings that remains standing is the 1875-1877 Heidenheimer and Company Building at 303 21<sup>st</sup> Street. Sampson Heidenheimer constructed the first segment of the building in 1875. At the east edge of the district, 2002 and 2010 Mechanic represent later trade-related developments. Brothers Hugh and Walter Bennison constructed these buildings around 1870 for their blacksmith shop.

A row of buildings, constructed on the south side of the Strand after the fire of December 1869, is associated with Galveston's first significant insurance-related businesses. In a November 1870 article, the *Galveston Daily News* referred to the block between 23<sup>rd</sup> and 24<sup>th</sup> streets as "Insurance Square."<sup>26</sup> Included in this group are the 1870 Merchants Mutual Insurance Company Building (2319 Strand), the 1870 J.F. Magale Building (2313 Strand), the 1870 Rosenberg Building (2309 Strand), and the 1872 Thomas Jefferson League Building (2301 Strand).

By 1871, the city paved roads in the business area with oyster shells. In that year, they switched to tarred heart-cypress blocks. Sidewalks remained in poor shape for a few more years. Beginning in 1873, the city mandated that sidewalks be elevated and paved with brick, concrete, or asphalt and that curbs be composed of pressed brick.<sup>27</sup>

Three events of the mid-1870s slowed development. First, the Panic of 1873 essentially halted commercial progress throughout the United States. Second, a hurricane struck the Texas coast in September 1875. Galveston withstood heavy damage while rival port town Indianola was destroyed.<sup>28</sup> This event, closely following another severe hurricane in 1867,<sup>29</sup> nourished Galveston's reputation as a risky investment. Lastly, an 1877 fire destroyed buildings in the 2100

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<sup>19</sup> "Galveston Business Directory," *Galveston Daily News*; 17 December 1865.

<sup>20</sup> Garner, "HABS, Strand Historic District."

<sup>21</sup> Wienczek, Henry. *The Moodys of Galveston and their Mansion*. College Station: Texas A&M Press, 2010, 7.

<sup>22</sup> "Destructive Fire," *Flake's Daily Bulletin*; Saturday, 4 December 1869; "The Fire," *Galveston Daily News*; Sunday, 5 December 1869; Eisenhour, *The Strand of Galveston*, 21.

<sup>23</sup> Beasley, Ellen and Stephen Fox. *Galveston Architecture Guidebook*. Houston and Galveston: Rice University Press and Galveston Historical Foundation, 1996.

<sup>24</sup> "Local News," *Flake's Daily Bulletin*; Friday, 28 June 1872.

<sup>25</sup> "Galveston Business Directory," 17 December 1865.

<sup>26</sup> "Insurance Square," *Galveston Daily News*; Sunday, 6 November 1870.

<sup>27</sup> McComb, *Galveston: A History*, 104; Gillmore, Quincy Adams. *Galveston*. New York: Scribner's Sons, 1879, 9.

<sup>28</sup> Young, *Galveston and the Great West*, 67.

<sup>29</sup> Eisenhour, *The Strand of Galveston*, 6.

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block of both the Strand and Mechanic.<sup>30</sup> Several 1878 buildings, including the Marx and Kempner Building (2117 Strand), the Clara Lang buildings (2109 and 2119 Strand), the J.S. Brown and Company Building (2111 Strand), the Oppermann Building (2115 Strand), the Ball, Hutchings and Company Building (2101 Strand), and the Heidenheimer-Hunter Building (306 22<sup>nd</sup> Street), were built in areas destroyed by the fire.<sup>31</sup>

In total, between 1870 and 1880 Galveston's population increased from 13,898 to 22,348, and annual trade totals grew from \$18.3 million to \$30 million. By the end of the decade, most downtown properties along the Strand and Mechanic were devoted to wholesale business.<sup>32</sup> Despite another fire in January 1882, which destroyed the Moody and Jemison building at the Strand and 22<sup>nd</sup> Street,<sup>33</sup> growth accelerated tremendously at the beginning of the 1880s. Population reached 40,000 and trade totals hit \$47 million in 1885.<sup>34</sup>

Galveston entrepreneurs recognized the importance of cotton with the construction of the 1879 Galveston Cotton Exchange Building (2102 Mechanic, demolished 1938). The three-and-a-half story building was the city's first to be featured a national architecture magazine.<sup>35</sup> Nonetheless, by the early 1880s commerce began to diversify. The rapid growth of the period was spurred by specialized goods merchants and financial service firms. At the corner of Mechanic and 22<sup>nd</sup> Street, Julius Kauffman and Julius Runge built a four-story "business palace," in the words of Howard Barnstone. Kauffman and Runge were the city's largest merchants during the 1880s. Most widely known for coffee, the firm was also active in liquor, grocery, and cotton.<sup>36</sup>

An increase in the size and number of banks also advanced the growth of the district. The corner of the Strand and 22<sup>nd</sup> Street was the center of financial activity. The First National Bank of Galveston (2127 Strand) occupied a building constructed after the 1877 fire. Moody added a four-story building (2202 Strand) on the opposite corner in 1883. From these offices, he added banking interests to his financial empire, including the National Bank of Texas (later the W.L. Moody Bank). Elsewhere on the Strand, Ball, Hutchings and Company, operating from their headquarters at the corner of the Strand and 24<sup>th</sup> Street, became "the most notable private bank in the South" after its banking interests overshadowed earlier cotton-based activities. Henry Rosenberg, with offices in his 1876 building at the corner of the Strand and 20<sup>th</sup> Street (2005 Strand), operated the Galveston Banking and Trust Company. The bank of Bertrand Adoue and Joseph Lobit relocated to Galveston in 1873, and eventually settled into a building at the corner of the Strand and 21<sup>st</sup> Street.<sup>37</sup>

The growth of banking sector coincided with new developments that reduce the scope of Galveston's involvement in the cotton trade. First, in the "overland movement" of cotton, railroad connections between Texas farmers and northern cities like St. Louis and Kansas City allowed out-of-state merchants a route bypassing Galveston. During the 1870s, St. Louis businessmen built warehouses and compresses with a capacity matching that of any of the port cities of the South. The city's cotton factors formed an association in 1871 and organized a cotton exchange in 1874. Meanwhile, railroad connections continued to increase, and cotton receipts grew.<sup>38</sup> Second, investors built compresses in Dallas and Denison, breaking Galveston's Texas monopoly of that aspect of the cotton trade. In November 1874, Dallas

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<sup>30</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 24, 30, 34.

<sup>31</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 23-24.

<sup>32</sup> Gillmore, Quincy Adams. *Galveston*. New York: C. Scribner's Sons, 1879, 8.

<sup>33</sup> Wienczek, *The Moodys of Galveston and their Mansion*, 11; McComb, *Galveston: A History*, 101.

<sup>34</sup> Morgan, Andrew. *The Port of Galveston and the State of Texas*. St. Louis and Galveston: GW Engelhardt and Co., 1890, 16.

<sup>35</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 34.

<sup>36</sup> Barnstone, *The Galveston That Was*, 88, 103.

<sup>37</sup> Beasley and Fox, *Galveston Architecture Guidebook*; Barnstone, *The Galveston That Was*, 112; Morgan, *The Port of Galveston and the State of Texas*, 40-47.

<sup>38</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 483-485; Waller, "The Overland Movement of Cotton," 143-44.



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shipped 5772 bales in total. Only 350 bales went to Galveston.<sup>39</sup> By the 1880s, Galveston's factors became largely unnecessary because inland cities could process, store, and market cotton independently.<sup>40</sup> In the 1890s, the development of new gins with the ability to compress cotton at high densities further weakened Galveston's position in the cotton trade.<sup>41</sup>

Galveston no longer served as the driver of the cotton trade, but it remained an important conduit. The same railroad networks of the interior that allowed inland farmers and northern cities to circumvent Galveston's factors brought greater quantities of cotton and other goods to through the city. Improvements in the port infrastructure during the late 1880s positioned Galveston businesses to take advantage and led to unprecedented levels of activity. Annual cotton exports rose to \$35 million in 1887, and then doubled over the course of the 1890s.<sup>42</sup>

In *The Port of Galveston and the State of Texas*, author Andrew Morgan describes the appearance of the business district in 1890, by which point the population had surpassed 50,000.

Our passenger by train is deposited here in the midst of the business quarter, which, with its salient of water front piers and causeway, is projected over the area of at least a hundred squares. The wholesale district covers, compactly, twenty-five of these. Imposing magasins of trade, here, in one instance extending the full length of a block, give to this part of the city a decidedly metropolitan character, and it is easy to credit the statement, in view of the show the warehouses make, that three of the jobbing houses of the city do a business aggregating \$6,500,000 a year.<sup>43</sup>

Morgan describes Strand businesses operating in cotton, steamship lines, importing, banking, insurance, and other financial concerns. The Strand was "well built up and little of it for sale."<sup>44</sup> The city experimented with using bricks to pave downtown streets during the 1890s, but wooden blocks remained the preferred option.<sup>45</sup>

Buildings constructed during the 1890s demonstrate continued success in commerce. On Mechanic, the 1890 Clark and Courts Building (2400 Mechanic) and the 1890 Marx and Blum Building (2325 Mechanic) added substantial commercial investments at the corner of 24<sup>th</sup> Street. The Clarke and Courts Building housed the printing and stationary business of Robert Clarke and George M. Courts and the Marx and Blum building housed the wholesale boots, shoes, and hats operation of Marks Marx and Aaron Blum. On the Strand, two buildings represent the continued growth in banking. Adoue and Lobit constructed their own building at the corner of 21<sup>st</sup> Street in 1890 (2102 Strand). In a sign of their firm's preeminence, in 1896 J.H. Hutchins and George Sealy constructed a pair of buildings that were unprecedented in the scale and modernity (2326-2328 Strand). The Spanish-American War slowed building progress at the end of the decade.<sup>46</sup> The last building constructed in the district before the 1900 Hurricane was the 1898 Fadden Building (2410 Strand).

On September 8, 1900, an immensely powerful hurricane made landfall in Galveston with enormous damages in casualties and property losses. Nervous investors had long worried about Galveston's vulnerability, but few imagined the scale of the 1900 Hurricane. To that point, it was the most destructive storm to hit the United States, and it remains

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<sup>39</sup> Ellis, "The Revolutionizing of the Texas Cotton Trade," 502-504.

<sup>40</sup> Woodman, Harold D. "The Decline of Cotton Factorage after the Civil War," *The American Historical Review*; Volume 71, Number 4. July 1966, pp.1223-1224.

<sup>41</sup> Ellis, L. Tuffly. "Cotton-Compress Industry," *Handbook of Texas Online*.

<sup>42</sup> Morgan, *The Port of Galveston and the State of Texas*, 1; *Souvenir of Greater Galveston*. Galveston, Texas, 1904.

<sup>43</sup> *Ibid*.

<sup>44</sup> Morgan, *The Port of Galveston and the State of Texas*, 7, 51.

<sup>45</sup> McComb, *Galveston: A History*, 104.

<sup>46</sup> "Building Progress," *Galveston Daily News*; Thursday, 1 September 1898.

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the deadliest natural disaster in the nation's history. Along the Strand and Mechanic, buildings took damage despite the protection supposedly afforded by their location on the island's northern edge. Almost universally, buildings lost their cornices and canopies.

In response to the storm, Galveston leaders organized the construction of a seawall along the Gulf coast and they raised the grade of the southern portion of the island. These projects did not have immediate impacts on properties in the Strand district, but a few significant repair projects date to the same period and represent the same sense of commitment to the city's survival. After the Moody Building (2202) lost its fourth story and cornice, Moody repaired it as a three-story version. Marx and Blum made substantial repairs to their building (2325 Mechanic). In 1905, Maco Stewart purchased the Kauffman and Runge Building (220-222 22<sup>nd</sup> Street) to house the offices of the Security Building Company (later reformed as the Stewart Title Company) and he completed a thorough renovation project.<sup>47</sup>

Commercial activity continued amidst recovery projects. The city quickly regained its status as a nationally important shipping hub. In 1903 and 1904, it was the nation's leading cotton port, with exports accounting for over one-third of the national total.<sup>48</sup> Along Avenue A, closest to the railroad tracks and the port, warehouses and industrial facilities exemplify this era of development. Cement contractor Isaac Heffron built a warehouse (101 21<sup>st</sup> Street) in 1906-1907. Across 21<sup>st</sup> Street, the Galveston Ice and Cold Storage Company built a plant in phases during the 1910s. Remaining portions of the plant include a 1910 building (102 21<sup>st</sup> Street), which has been altered, and a freestanding brick smokestack.

Moody and his successor William L. Moody, Jr. were responsible much of the downtown growth during the early twentieth century. Moody Jr. partnered with Isaac H. Kempner to acquire the American National Insurance Company (ANICO) in 1903-04. The Kempner-Moody partnership dissolved under disputed circumstances, and Moody Jr. gained sole ownership of ANICO by 1910. Initially, the company operated from the third story of the Moody headquarters at 22<sup>nd</sup> and the Strand. In 1913, Moody Jr. constructed an 11-story building at the corner of 21<sup>st</sup> and Market (demolished in 1972).<sup>49</sup>

The same year, Sealy Hutchings, John Sealy, and George Sealy incorporated their own insurance operation, the American Indemnity Company, with headquarters in the Hutchings, Sealy and Company Buildings at 24<sup>th</sup> and the Strand. Within ten years, they created two more companies—the Texas Indemnity Company and the American Fire and Marine Insurance Company—and both operated from the Strand building.<sup>50</sup> Members of the Kempner and Seinsheimer families were among the boards of directors for these companies.<sup>51</sup> Insurance companies were active and profitable during the 1920s. By the end of the decade, the island was home to the headquarters of five insurance companies—all located on the Strand or Mechanic—and thirty branch offices for national organizations. The city termed itself “The Hartford of the South,”<sup>52</sup> though other cities also claimed this title.

The Moodys remained the city's leading commercial force. W.L. Moody, Jr. continued to build their insurance business after the 1920 death of W.L. Moody, Sr. The Security National Fire Insurance Company was founded in 1924 with Shearn Moody, the son of Moody, Jr., serving as president.<sup>53</sup> Four years later, they spun off the ANICO printing

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<sup>47</sup> Barnstone, *The Galveston That Was*, 103, 112; GAG.

<sup>48</sup> *Souvenir of Greater Galveston*, 32, 37.

<sup>49</sup> McComb, *Galveston: A History*, 171-172; Wienczek, *The Moodys of Galveston and their Mansion*, 41-44; Barnstone, *The Galveston That Was*, 116.

<sup>50</sup> “Galveston Becoming Insurance Center of the State,” *Galveston Daily News*; Wednesday, October 1, 1924.

<sup>51</sup> “Galveston Known Throughout Nation as Important Insurance Center,” *Galveston Tribune*; Thursday, 26 November 1929.

<sup>52</sup> “Galveston Known Throughout Nation as Important Insurance Center,” *Galveston Tribune*; Thursday, 26 November 1929.

<sup>53</sup> “Galveston Known Throughout Nation as Important Insurance Center,” *Galveston Tribune*; Thursday, 26 November 1929.

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department as the American Printing Company and constructed a six-story building on the north side of Mechanic between 20<sup>th</sup> and 21<sup>st</sup> streets to house new machinery for the business.<sup>54</sup> The following year, they added the 11-story Medical Arts Building (302 21<sup>st</sup> Street) on the adjoining lot to the west. The new building was connected to the six-story American Printing Building by doorways on each level and to the 1913 ANICO Building through viaducts at the third and tenth stories.<sup>55</sup>

The Medical Arts Building offered additional office space to the growing insurance empire. The year the building was opened, ANICO calculated that it had over \$568 million worth of insurance in force and more than 1,000,000 policy holders. These figures made it the largest insurance company in the South and the fifth largest in the nation.<sup>56</sup> Moody Jr., with his conservative financial strategy, is credited with keeping ANICO profitable throughout the Great Depression.<sup>57</sup> The company operated from its campus between 20<sup>th</sup> and 21<sup>st</sup> streets until 1972, when it demolished the 1913 ANICO Building and relocated to One Moody Plaza at 1902 Market.

As insurance businesses expanded, the city's role in the cotton trade continued to decline during the first half of the century. In 1938, the Galveston Cotton Exchange elected to demolish their elaborate, three story 1879 building at the corner of 21<sup>st</sup> and Mechanic and construct a smaller facility in its place.<sup>58</sup>

#### Significance in Transportation (Criterion A)

During the 1860s and 1870s, Houston businesses gained a strategic advantage over those in Galveston. First, they fought to ensure that any new railroad in the area passed through Houston. Later, they improved navigability of the Houston Ship Channel, opening the possibility of bypassing Galveston altogether.<sup>59</sup> Galveston tried to compete with Houston's railroad dominance. Backed by French and English investors, a group chartered the Galveston, Henderson and Houston Railroad in 1853. Construction began within a few years and the GH&H reached existing tracks in Houston in December 1859.<sup>60</sup> However, during the following decades, Houstonians resisted efforts of the GH&H to expand the railroad farther into the Texas hinterland.<sup>61</sup>

The Gulf, Colorado, and Santa Fe (GCSF), chartered 1873, represented an effort by Galveston business leaders to circumvent Houston's bottleneck. George Sealy, who had previous experience in railroad building before coming to Galveston, was an early leader of the effort and he eventually purchased control of the railroad. He installed his brother John as president and business associate George Ball as treasurer.<sup>62</sup> The GCSF planned to build a line from Galveston to Fort Worth and then westward to Santa Fe, New Mexico. The company finished a new bridge connecting Galveston to the mainland in 1875. From the bridge, tracks ran along the north end of the island to the port and the downtown commercial area.<sup>63</sup>

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<sup>54</sup> "American Printing Company to Open Here on Wednesday," *Galveston Daily News*; Sunday, 19 February 1928.

<sup>55</sup> "Insurance Firms Advertise City," *Galveston Daily News*; Tuesday, 1 October 1929.

<sup>56</sup> "Insurance Firms Advertise City," *Galveston Daily News*; Tuesday, 1 October 1929; "Galveston Known Throughout Nation as Important Insurance Center," *Galveston Daily News*; Thursday, 26 November 1929.

<sup>57</sup> Wiencek, *The Moodys of Galveston and their Mansion*, 51.

<sup>58</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 34.

<sup>59</sup> Baughman, "The Evolution of Rail-Water Systems," 362-64.

<sup>60</sup> Muir, "Railroads Come to Houston," 51; Potts, "Railroad Transportation in Texas," 29.

<sup>61</sup> McComb, *Galveston: A History*, 51.

<sup>62</sup> Dugas, "A Duel with Railroads," 124.

<sup>63</sup> Dugas, "A Duel with Railroads," 119-120; Potts, "Railroad Transportation in Texas," 30.

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Their first passenger station (since demolished), located at the corner of Avenue A and 23<sup>rd</sup> Street, was completed in 1876.<sup>64</sup> Construction of the three-story station quickly spurred development in the vicinity. Origin dates for the c.1877 J. Mayrant Smith buildings (2307-2309 Harborside) and the 1877 Smith and Crosby Building (102 23<sup>rd</sup> Street) coincide with the appearance of the station.<sup>65</sup> However, the depot's Avenue A location conflicted with freight traffic, which ran closely to the north. In 1897, the railroad (now reorganized as the Atchison, Topeka and Santa Fe Railway) constructed a four-story, castellated Union Station at the Strand and 25<sup>th</sup> Street (demolished). Considering the growth of the Santa Fe Railway and advances in port capacity, historian Earle B. Young contends that "between 1865 and 1900, when Galveston was transformed from a small port with an obstructed harbor into a transportation center for the western United States."<sup>66</sup>

The Santa Fe Railway company continued to grow after the 1900 Hurricane, necessitating the construction of an eight-story annex on property to the south in 1913. The same year, the Panama Hotel opened in a new building (206 25<sup>th</sup> Street) across the street catering to business travelers.<sup>67</sup> The growth continued in 1932 with the construction of the Santa Fe Building (123 25<sup>th</sup> Street). The company demolished the 1897 building and incorporated the 1913 annex as the southern wing of a vast, tripartite building that formed a monumental western terminus of the Strand. The 11-story center component was positioned slightly off axis from the street. On the north side, another eight-story portion balanced the 1913 section.<sup>68</sup> After its construction, the *Galveston Daily News* speculated that it was the "most spacious office structure in Texas"<sup>69</sup> The building remained in operation as the company's passenger station until 1967.<sup>70</sup>

Between 1873 and 1932, the Santa Fe Railway Company reinvested in downtown Galveston about every twenty years. Each iteration of the depot was larger than the previous one, culminating in the present 1932 building, the district's largest. The company's regular investment promoted new development in proximal areas and its daily passenger train service was an important means for bringing business travelers and other visitors to the stores and offices on the Strand and Mechanic.

In spite of hindrances from weather and war, activity on the Galveston port increased steadily until about 1920. At that point, Galveston was the nation's second busiest port. Afterwards, the continued development of Houston, Port Arthur, Beaumont, and Corpus Christi increasingly attracted ships and diverted commerce from the island.<sup>71</sup>

### Significance in Architecture (Criterion C)

The buildings of the Strand Historic District, as defined by the boundaries described here, comprise a historically significant and distinct architectural collection. The 64 contributing buildings have construction dates between 1859 and 1940, and multiple styles of commercial architecture associated with that period are represented. Victorian subtypes are most common, including highlight examples of Second Empire, High Victorian Gothic, High Victorian Italianate, Renaissance Revival, Romanesque, and Second Renaissance Revival. Most of the pre-Civil War buildings in the district burned during the nineteenth century, but a few examples of Greek Revival survive. During the early twentieth century, as Galveston's leading business figures dedicated more of their attention to banking and insurance,

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<sup>64</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 18; Historic Marker Application, Santa Fe Union Station. March 1983. Texas Historical Commission.

<sup>65</sup> "Resurgan," *Galveston Daily News*; Wednesday, 13 June 1877.

<sup>66</sup> Young, *Galveston and the Great West*, 4.

<sup>67</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 18, 29.

<sup>68</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 18; "Lookin' Ahead," *Galveston Tribune*; Wednesday, 5 March 1930.

<sup>69</sup> "Public is Invited to Open House Today..." *Galveston Daily News*; Friday, 20 May 1932; "Santa Fe's Office Building is of Unsurpassed Beauty," Friday, 20 May 1932.

<sup>70</sup> Historic Marker Application, Santa Fe Union Station.

<sup>71</sup> Chapman, John. "Galveston," *Southwest Review*, Volume 15, Number 2. Winter 1929, 162.

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they invested in the Strand area with substantial building projects that define the district's boundaries. The buildings retain sufficient integrity to demonstrate the architectural details and methods of construction of the styles they represent and to convey the district's significance as local, state, and national commercial center for cotton, general and specialty supplies, banking, and insurance.

The first generation of buildings constructed along the building now known as the Strand were wood-framed. One of the first buildings constructed was the 1837 Texas custom house, which a hurricane destroyed just two days after its completion.<sup>72</sup> Afterwards, a local carpenter convinced customs agent Gail Borden, Jr. to build the next customhouse on wooden pilings.<sup>73</sup> Other builders followed suit, and this form of construction predominated in the years before the Civil War.<sup>74</sup>

#### *Greek Revival (1855-60)*

Due to the fires of the 1860s and 1870s and resulting safety concerns, none of the district's early wooden buildings remain standing. Galveston's surviving residential buildings from this period, including the 1838 Michel B. Menard House (NR 1976, #76002031) and the 1839 Samuel May Williams House (NR 1971, #71000934), suggest that Greek Revival was the prevailing architectural trend, and the district's oldest existing resources support the claim. The four buildings of Hendley Row (2002-2016 Strand), the two 1859 Berlocher buildings (2311-2315 Mechanic), the J.P. Davie Building (2220 Mechanic), and the Nichols Building (2025 Strand), all dating to 1859-60, are Greek Revival examples. Each is constructed of brick, indicating the beginning of a transition away from wood buildings in the downtown area. Research has not linked any of the buildings to architects, but hardware merchant and contractor James Moreau Brown has been identified as the contractor for the Berlocher buildings.<sup>75</sup> Brown is most famously linked to the construction of his own brick residence, the 1859 Ashton Villa (NR 1969, #69000204), by modifying a plan from a Samuel Sloan pattern book.

Excepting Nichols Building, which lost much of its original material, all the buildings have denticulated cornices with wide belt courses and a plain frieze. All have three stories. The scrolled, cast-iron lintels of the Berlocher buildings are more nuanced than the plain rectangles found elsewhere, and the cast-iron, squared, Corinthian columns of the Davie Building make it an exception, as the other buildings have pier supports.

The most noted of the district's Greek Revival buildings are those of Hendley Row. The stature of the Hendley buildings is a reflection of the financial success of their builders and an embodiment of cotton's supremacy during the Galveston's early development. A history of the buildings published in the *Galveston Daily News* in 1908 reported that the building was "not only the first pretentious building to have been built in Galveston, but...constructed at a greater proportionate cost than any building in the city."<sup>76</sup> Barnstone, citing the building as a simple, Greek Revival business block, inserts the caveat that "the elaborate cornice...suggests the mid-century Gothic extravagances already popular in Paris, London, and New York."<sup>77</sup> Fox and Beasley add that the row "constituted one of the largest and most substantial business houses built in Texas in the 1850s."<sup>78</sup>

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<sup>72</sup> Harwood and Harwood, "Colonel Amasa Turner's Reminiscences of Galveston," 46.

<sup>73</sup> McComb, *Galveston: A History*, 51.

<sup>74</sup> Eisenhour, *The Strand of Galveston*, 6.

<sup>75</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 31.

<sup>76</sup> "A Bit of History of Hendley Building," *Galveston Daily News*; Sunday, 6 September 1908.

<sup>77</sup> Barnstone, *The Galveston That Was*, 23.

<sup>78</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 25.

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The Hendleys and their partners communicated their status not only through the row's architectural sophistication, but through its immovability as well. The 1908 article describes the methods for building the foundation, which began in 1855:

The sand was excavated to a considerable depth as the primary step, piling of great length were then driven (in an effort, it is said, to reach a firm foundation) and huge granite blocks were placed upon the ground and piling. Over the granite a mixture of concrete and San Jacinto sand was poured. Upon this the construction of the building began.<sup>79</sup>

The buildings took four years to complete. Much of the material came from Boston. The article relates a common opinion that, fifty years after its construction, the building remains "the strongest and most substantial in Galveston."<sup>80</sup> The building's endurance through fires and hurricanes that have destroyed or altered most of its pre-war contemporaries suggests that the statement has a degree of truth.

*The Civil War and fire concerns (1861-69)*

Construction slowed during the Civil War as buildings materials, scarce on the island under the best circumstances, were diverted elsewhere. None of the existing buildings in the district date to the war period. Despite the commercial activity of the late 1860s, construction remained slow due to the lack of building materials. An 1866 article reports that the city was "destitute" for building material and that planned improvement projects on the Strand would have to rely upon out-of-state contractors and suppliers or work would "have to be postponed to another year, or perhaps indefinitely." The article estimated that planned projects on the island would require twenty million bricks and that Galveston's brickmakers could have no hope of meeting the demand.<sup>81</sup>

*Victorian and P.M. Comegys (1870-73)*

Despite the material shortages, a few noteworthy buildings were completed during the late 1860s. At the southeast corner of the Strand and 22<sup>nd</sup> Street, architect P.M. Comegys designed the original First National Bank Building (burned 1877). James M. Brown served as masonry contractor, Joseph Rice and Victor Baulard were the paint contractors. Pressed brick and a cast-iron first-story came from Baltimore. Farther east on the same block, Brown built his own hardware store (burned 1877).<sup>82</sup> The only existing building from this period is the Jockusch Building (2027 Strand), though its original details were altered by mid-twentieth-century renovations. These projects occurred amidst a movement to replace wood with bricks to protect against fire. By 1879, the use of wood construction in the business district was prohibited and most of the buildings had been converted to brick.<sup>83</sup>

Existing buildings from the first decade after the war suggest that P.M. Comegys was the city's most prolific and skilled architect during the period. In addition to the original First National Bank Building, he designed the 1870 Berlocher Building (2317 Mechanic), the 1870 Rosenberg Building (2309 Strand), and, his most outstanding work, the 1870 Merchants Mutual Insurance Company Building (2319 Strand). He actually designed the Merchants building in 1869, but despite the city's efforts to minimize fire damage through conscientious construction, that building burned in an 1870 fire. However, Comegys' design survives because builder-architect Benjamin O. Hamilton supervised an

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<sup>79</sup> "A Bit of History of Hendley Building," *Galveston Daily News*; Sunday, 6 September 1908.

<sup>80</sup> "A Bit of History of Hendley Building," *Galveston Daily News*; Sunday, 6 September 1908.

<sup>81</sup> "The City," *Galveston Daily News*; 18 April 1866.

<sup>82</sup> Notes on the Strand, *Flake's Daily Bulletin*; Saturday, 17 March 1867.

<sup>83</sup> "City Improvements," *Galveston Daily News*; 5 June 1869; Gillmore, Quincy Adams. *Galveston*. New York: C. Scribner's Sons, 1879, 10.

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effort to reconstruct the building using the original drawings. The result is the district's sole surviving example of Second Empire architecture. The 1872 Moody Building has a Mansard roof,<sup>84</sup> but that building burned in the early 1880s. Upon the completion of the second version of the Merchants building in 1870, the *Galveston Daily News* said it had "the finest Mansard roof in the city" and called it "as fine as any in the State."<sup>85</sup>

The Merchants building stands at the western end of a block of buildings dating to the early 1870s and providing the district's earliest intact examples of Victorian commercial buildings. The JF Magale Building (2313 Strand), the Rosenberg Building (2309 Strand), the T.J. League Building (2301 Strand), and the Rice and Baulard buildings (213-217 23<sup>rd</sup> Street) date to a period when bricks became more widely available on the island.<sup>86</sup> Once again, business leaders hoped that better construction methods and materials would protect the downtown area from fire damage.<sup>87</sup> They also hoped to distinguish themselves with more sophisticated architecture representing Galveston's diversifying commercial interests and expanding supply lines. The buildings share a common form, materials, and details. Though cast-iron fronts first appeared on the island in 1857,<sup>88</sup> several of the oldest existing examples are concentrated in this area, where each building has an arcaded, cast-iron ground story. Except for the T.J. League Building, which was constructed two years after the others, all the buildings originally had exposed pressed brick on the upper stories. Windows and many of the ground-story openings have segmental arches. Detailed cornices, which once ran nearly continuously across the Strand block, have been lost. The Strand block was called "elegant and substantial" upon its construction.<sup>89</sup>

The district includes 31 buildings categorized as intact or altered versions of Victorian. In several of these building, mid-twentieth-century projects erased the original details. In these cases, the term *Victorian* is used broadly. Fifteen buildings dating to 1870-73 stand as intact examples of the architectural style described above. The 1876 Rosenberg Building (2005 Strand) stands as a notable late example.

*Victorian Gothic and Nathaniel W. Tobey, Jr. (1875-77)*

When construction slowed with the Panic of 1873, Comegys and other architects of the post-war period left the city. When financial conditions improved, a new group of architects rose to prominence. Initially, the most successful was Nathaniel W. Tobey, Jr., whose design for the 1875 and 1877 Heidenheimer & Company Building (303 21<sup>st</sup> Street) is the district's most outstanding Victorian Gothic example. The building features stucco embellishments applied to the facades, providing "a particularly good example of how stucco surfaces can be manipulated to produce rich light-and-shadow effects in Galveston's strong sunlight," in the words of Beasley and Fox.<sup>90</sup> Gothic influences are asserted by the building's full-length ogee arcade. The district has two other Victorian Gothic examples with ogee arcades, the Wallis, Landes and Company Building (2411 Strand) and the Ball, Hutchings and Company Building (2101 Strand). Both date to 1877-78, demonstrating a trend in the district. The other two Gothic buildings, designed by Nicholas J. Clayton and altered during the twentieth century, lack the elegance of Tobey's work on the Heidenheimer building. Tobey's 1876 work on behalf of wealthy merchant Henry Rosenberg (2005 Strand), which is a less ornate Victorian edifice, demonstrates his ascendancy within the city's architectural profession during the late 1870s.

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<sup>84</sup> "Local News," *Flake's Daily Bulletin*; Friday, 28 June 1872.

<sup>85</sup> "Insurance Square," *Galveston Daily News*; Sunday, 6 November 1870.

<sup>86</sup> "Local News," *Flake's Daily Bulletin*; Friday, 18 March 1870.

<sup>87</sup> "Local News," *Flake's Daily Bulletin*; Friday, 6 May 1870.

<sup>88</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 25.

<sup>89</sup> "Insurance Square," *Galveston Daily News*; Sunday, 6 November 1870.

<sup>90</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 35.

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By the end of 1877, the brief infatuation with Victorian Gothic ended. The building constructed to replace those lost in the fire of June 1877 exemplify the High Victorian commercial block that evolved from the 1870 rebuilding of the 2300 block. For this group, John Moser took a leading role. He designed two buildings for Clara Lang (2109 and 2119 Strand), and one each for Gustav Oppermann (2113 Strand), the firm of Marx and Kempner (2173 Strand), and Sampson Heidenheimer (306 22<sup>nd</sup> Street), all completed in 1878. On the Strand buildings, Moser applied brick, stone, and cast iron in paneled layers, introducing new kinds of texture effects. The impact of his original designs are weakened by the loss of top stories and cornices and by the twentieth-century effacement of the facades at 2117 and 2119 Strand, but the survival of cast-iron arcades with Corinthian columns—squared on 2109 and rounded on 2113—is significant in demonstrating the evolution of Victorian commercial buildings. Moser's Heidenheimer-Hunter Building and the First National Bank Building (2127 Strand), designed by an unidentified architect, are the district's two truest examples of High Victorian Italianate. The Bank building is distinguished by the integrity of its cast-iron features: the elevated first-story front with Corinthian capitals, the rounded and scrolled cast-iron window hoods, and the elaborate cast-iron cornice. The Corinthian motif is carried over to the Heidenheimer-Hunter Building, located one block to the south, where second-story pilasters provide deep relief effects to the second story.

*High Victorian and John Moser (1877-78)*

Moser's most substantial project—and the district's most celebrated building during the 1880s—was the 1878 Galveston Cotton Exchange Building (demolished 1938). Writing in 1890, Andrew Morgan observed

Galveston, as yet, makes little pretention to the monumental in architecture. It has some types, however, distinctive among its public edifices, for a certain strength of design and simple effectiveness, if not also of grace and originality. The Cotton Exchange is one of these, and is also a building becoming the rank of the port in the trade.<sup>91</sup>

Moser's three-and-a-half story design featured red pressed brick with limestone trim. In its contrasting colors and rows of upper-story arcades, the building was precedent for Eugene T. Heiner's 1882 design of the Kauffman and Runge Building at the other end of the block, though Heiner's version was less ornate. The impacts of the overland movement cotton, which would ultimately make Galveston's factors largely obsolete, had begun to take hold by the late 1870s. In constructing the Exchange building in such an ostentatious manner, however, Galveston merchants consecrated cotton's central role in the city's commercial development.

The district features ten buildings categorized here as High Victorian, including a few with Italianate and Renaissance influences (see below). Seven of these buildings date to 1877-78 and the remaining three date to 1882.

*Renaissance influences, Eugene T. Heiner and Nicholas J. Clayton (1879-1884)*

At the beginning of the 1880s, Galveston's commercial activity and continued diversification fostered architectural development in style and scale. In the 1879 and 1882 Leon and H. Blum Building (2310-28 Mechanic) and the 1882 Kauffman and Runge Building (220-222 22<sup>nd</sup> Street), Houston architect Eugene T. Heiner introduced two of the district's most massive buildings, each demonstrating Renaissance Revival influences. The buildings are distinguished by their dense configurations of arched openings, which give the impression of stacked arcades of various shapes. The Blum building has segmental arches on the first story, basket arches on the second, and semicircular on the third. At the Kauffman and Runge building, the first story has large, elliptical arches and the upper stories have flat, basket,

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<sup>91</sup> Morgan, *The Port of Galveston and the State of Texas*, 9.



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segmental, and rounded arches. Both buildings were constructed to demonstrate the rapidly expanding wealth of their respective firms.<sup>92</sup>

Howard Barnstone characterized the Kauffman and Runge Building as “straightforward,” “standard,” and “something rushed through to completion,” befitting the circumstances of its construction, in which booming commercial meant that any efficiencies in design would result in lost business opportunity.<sup>93</sup> Nonetheless, Heiner managed to instill traces of the Italian Renaissance through flourishes of white stone and pressed brick of multiple colors.<sup>94</sup> However, these polychromatic effects, weakened by the twentieth century application of red paint to the exterior brick, paled in comparison to those that Nicholas Clayton incorporated in the neighboring 1882 Trueheart and Company Building (212 22<sup>nd</sup> Street). Perhaps the smallest building that Clayton designed in the district, the Trueheart building is saturated with ornamentation. In the west façade, Barnstone saw “applied décor from a thousand years of varied architectural sources.”<sup>95</sup> Author Geoffrey Leavenworth concurs, citing Corinthian capitals and Greek-inspired cornice details displayed against Romanesque third-story windows and calling the building “the best example of polychromatic brick architecture on the island.”<sup>96</sup> Contemporary views, while positive, were not so inclined to the superlative. Upon the building’s completion, the *Galveston Daily News* called it “a typical building of the polychromatic architecture, practiced today in England the Northern States, and borrowed from the Italian cities of Central Italy—in idea at least...”<sup>97</sup>

Notwithstanding the tepid response to the Trueheart Building, the authors of the *Daily News* could not ignore the immense talent Clayton demonstrated beginning in the early 1880s. “Among the buildings erected during the past year,” it wrote, “those executed from the designs of N.J. Clayton, architect, are particularly noticeable.”<sup>98</sup> Two years later, Clayton cemented his position as the city’s leading architect with his design of the W.L. Moody Building (2202 Strand). Just as Rosenberg’s 1877 selection of Nathaniel Tobey to design 2005 Strand signified Tobey’s position as the city’s leading commercial architect, Moody’s choice of Clayton in 1884 amounted to a definitive endorsement. Clayton responded with a four-story building rich with texture through its stuccoed pilasters, deeply-relieved window frames of various arch shapes, and paneled red brick. Roof gables centrally-located on both street frontages afforded the opportunity for accentuated cornice details. Barnstone saw the Moody Building as a continued exploration of the themes explored in the Trueheart Building, and as a culmination of Clayton’s transition from Victorian to Renaissance Revival.<sup>99</sup>

Aside from those described above, the most outstanding Renaissance example is the 1882 Mensing Brothers and Company Building (2120 Strand), which rivals the Heidenheimer and Company Building in the sophistication of its elaborate stucco details. While shorter than the nearby Moody and Kauffman & Runge buildings, its tightly-positioned arcade openings and assorted arch shapes confirm its Renaissance influence. The building’s architect is unknown.

Eight buildings in the district are categorized Renaissance Revival style. Six of them date to 1882-1890. The other two, the 1877 Smith and Crosby Building (111 23<sup>rd</sup> Street) and the 1874 Sergeant Building (2428 Mechanic), were likely altered during the 1880s.

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<sup>92</sup> Barnstone, *The Galveston That Was*, 88; “City Architecture,” *Galveston Daily News*; 2 January 1882.

<sup>93</sup> Barnstone, *The Galveston That Was*, 103.

<sup>94</sup> Payne, Richard and Geoffrey Leavenworth. *Historic Galveston*. Houston: Herring Press, Inc., 1985, 85.

<sup>95</sup> Barnstone, *The Galveston That Was*, 105.

<sup>96</sup> Payne and Leavenworth, *Historic Galveston*, 85.

<sup>97</sup> “City Architecture,” *Galveston Daily News*; 2 January 1882.

<sup>98</sup> *Ibid.*

<sup>99</sup> Barnstone, *The Galveston That Was*, 116.

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*Romanesque Revival (1884-1890)*

In 1882, the *Galveston Daily News* felt comfortable comparing the city's architecture to that of any "progressive cities in the north and west."<sup>100</sup> Such confidence could not be sustained through the mid-1880s had the city not offered up worthy examples of Romanesque. Among the succession of Victorian modes, the Romanesque had particular importance for American architects because it was the first to arise in America and find proponents in Europe. Leading figure Henry Hobson Richardson was imitated throughout the country by 1890.<sup>101</sup> Generally, Romanesque Revival and the Richardsonian subtype were popular in Texas between the mid 1880s and the mid 1890s

The Strand district's great Romanesque example is the 1884 Galveston News Building (2110 Mechanic), designed by Nicholas Clayton. The façade features a series of cascading round arches, executed in pressed brick and cast stone. Beasley and Fox call it "one of Clayton's masterpieces" for its "counterplay of line and rhythm" and its display of Clayton's "ornamental repertoire, carried out in molded brick, tile, and cast stone." This was the building that truly set him apart from his contemporaries.<sup>102</sup> In a sign of Galveston's robust and varied commercial environment, the Galveston News Building was one of the first in the country constructed specifically for newspaper publishing operations.<sup>103</sup>

In comparison to the Trueheart Building, the News Building met with more immediate appreciation. When Andrew Morgan surveyed the city's commercial architecture in 1890, he identified the News Building alongside Moser's Cotton Exchange Building as the most noteworthy buildings. In comparison to the faint praise Morgan offered the city's supposedly ordinary architectural fabric, his remark that Clayton's building had "a decidedly ornate façade" was a full-throated affirmation.<sup>104</sup>

In 1890, Clayton revisited Romanesque stylistic elements through the large, rounded arched at the top story of the Clark and Courts Building (2400 Mechanic). Given the otherwise sparse ornamentation and the tightly-spaced windows of stories two through four, the building is best characterized as Renaissance Revival with Romanesque influences.

*Second Renaissance Revival (1895-1898)*

In the early 1890s, architects like Charles McKim, Stanford White, and Daniel Burnham revisited classical architectural types to find alternatives to the Romanesque. Burnham's 1893 Columbian Exposition in Chicago marked the return of classicism to American architecture. The event's influence was generally felt across the country within two years.<sup>105</sup> In Galveston, once again Nicholas Clayton was responsible for demonstrating that the city was up-to-date. He designed three Second Renaissance buildings, though two of them are presented as a unified façade in the 1895 Hutchings-Sealy buildings (2326-2328 Strand).

The Hutchings-Sealy buildings demonstrate one aspect of the motivation to return to Renaissance forms: the desire for ample natural light in commercial spaces.<sup>106</sup> This movement is actually apparent in Clayton's Clarke and Courts

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<sup>100</sup> "City Architecture," *Galveston Daily News*; 2 January 1882.

<sup>101</sup> Henry, Jay C. *Architecture in Texas, 1895-1945*. Austin: University of Texas Press, 1993, 13.

<sup>102</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 34.

<sup>103</sup> Barnstone, *The Galveston That Was*, 128; Zwiener, Douglas and Elisabeth Darst. *A Guide to Historic Galveston*. Published by Authors, 1966, 9.

<sup>104</sup> Morgan, *The Port of Galveston and the State of Texas*, 55.

<sup>105</sup> Henry, *Architecture in Texas, 1895-1945*, 16.

<sup>106</sup> Henry, *Architecture in Texas, 1895-1945*, 26-27.

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Building, completed five years earlier, though that building lacks the classical ornamentation and layered composition that identifies the Hutchings-Sealy Building as Second Renaissance. Beasley and Fox cite the buildings as evidence that Clayton was “one of the first Texas architects whose work reflected the return to the classical order,” however they agree with historian Jay Henry in recognizing that Clayton’s zealous use of multi-toned masonry materials compromised the classical order.<sup>107</sup> Still, the architect’s concessions to his Victorian background do not diminish the buildings’ impact. In their unified presentation, the buildings stand as the most imposing presence in the western blocks of the Strand. They are significant as an early example of steel-framed construction and, in the words of Beasley and Fox, as Clayton’s “principal essay on monumental classicism.”<sup>108</sup>

Clayton produced a smaller, less classically-inspired late Renaissance example in the 1898 James Fadden Building (2410 Strand). Though the design owes more to the 1890 Clarke and Courts Building than to the Hutchings-Sealy buildings, the capitals of the second story, the intricate workmanship of the corbeling, and the date of construction merit its categorization as Second Renaissance. Shortly after the completion of the Fadden Building, the outset of the Spanish-American War led to the postponement or cancelation of all architectural contracts in the city.<sup>109</sup>

*Post-hurricane alterations and Charles W. Bulger (1900-1907)*

The 1900 Galveston Hurricane did not end Galveston’s commercial and architectural development, but it did drastically alter the course of the city’s evolution and change development patterns along Strand and Mechanic. Previous concerns of demonstrating architectural skill and originality no longer took priority as business leaders instead focused on stabilizing their commercial capacity and demonstrating that the city would continue to grow.

The first concern was the repair of damaged buildings. Given the storm’s intensity, all buildings likely required work but only the most substantial projects are readily documented. Clayton returned to the Moody Building, which lost its top story and cornice, to create a three-story version of his original vision. Clayton installed simpler details in the new cornice, and though the building sacrificed much of monumentality, it remains standing as a respectable example of Clayton’s work.

Financial issues and a controversy surrounding a bid for the Galveston County Courthouse led to Clayton’s professional decline during the 1900s. His fall left room for new architects to assert themselves and no one to greater advantage than Charles W. Bulger, who secured the three most substantial post-storm renovation and addition projects in the downtown area. In its relation to the district’s commercial development, the most significant project was the 1905 renovation of the Heiner’s Kauffman and Runge Building after its acquisition by Maco Stewart. Bulger reconfigured the interior spaces to serve as offices for the Stewart Title Company, which has retained offices in the building for over one hundred years.

Two of Bulger’s projects involved additions for buildings designed by Clayton. At the 1890 Marx and Blum Building (2325 Mechanic), Bulger completed repairs and added a two-story eastern addition. He showed deference to Clayton’s work, retaining its character and ensuring that new segments were subservient in their details. To the Clarke and Courts Building, Bulger added a one-story, six-bay addition to the west. With its stuccoed capitals and belt courses, the addition offers a variation the theme presented by Clayton in the base of the Clarke and Courts Building. Structurally and architecturally, Bulger designed the addition with the anticipation that a future project would extend it upwards to match the height of Clayton’s building. That project never took place, but nonetheless a contemporary *Galveston Daily News* article reported that “no architect deserves more credit for the high standard of Galveston architecture than

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<sup>107</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 19; Henry, *Architecture in Texas, 1895-1945*, 26-27.

<sup>108</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 19.

<sup>109</sup> “Building Progress,” Thursday, 1 September 1898.

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Bulger.<sup>110</sup> Bulger designed one existing building in the district, a 1905-07 warehouse on Avenue A on behalf of cement contractor Isaac Heffron (101 21<sup>st</sup> Street).

*Commercial Style (1910-1921)*

During the second decade of the twentieth century, development in the district concentrated in two areas. First, warehouses and plants arose along Avenue A. These buildings tended to have designs created by out-of-state, corporate architects. The two best examples of this trend, the 1910 Galveston Ice and Cold Storage Company Building (102 21<sup>st</sup> Street) and the Armour and Company Building (111 23<sup>rd</sup> Street), were subjected to exterior alterations during late-twentieth-century adaptive use projects. Nonetheless, the original designs of the buildings remain discernable. Both were characterized by rectangular forms with exposed-brick facades and ample ground-story fenestration, and both have stuccoed belt courses in otherwise simple cornices. The cornice of the Armour and Company Building is denticulated.

The second type of Commercial-Style development in the district related to the 1913 addition to the old Santa Fe Building. Seeking to capitalize on the growing transit station, separate developers constructed hotels at 206 and 302 25<sup>th</sup> Street. The Panama Hotel (206 25<sup>th</sup> Street) is the more significant of the two. Designed by Lewis Sterling Green and Joseph Finger, the building is the district's best embodiment of the rectangular, window-laden construction that defines the Commercial Style. The building's original manager explained that the building was designed in the "Spanish style,"<sup>111</sup> indicating the influence of Eclecticism on its façade ornamentation.

*Modern movements (1928-1941)*

The character of Galveston's commercial development continued to evolve over the first decades of the twentieth century. By the 1920s, activity was largely driven by a few large interests looking to broaden their reach and update the district's hierarchy through the construction of imposing, modern office buildings. Foremost of this group were the Moody businesses, now under the leadership of W.L. Moody, Jr. He built the since-demolished, 11-story ANICO Building just outside the district's boundaries in 1913 and used the expanded facility to grow the business into one of the nation's largest insurance companies. Ten years later, he acquired the *Galveston News* and its building on Mechanic.<sup>112</sup>

His Mechanic-street empire grew again in 1927 when ANICO spun off its printing department as the American Printing Company and constructed a six-story facility on the north side of the street's 2000 block. The building connected to the ANICO headquarters to the south via corridors, but a more formal set of connections was put in place in 1928-29 during construction of the 11-story Medical Arts Building (302 21<sup>st</sup> Street). The building served as an annex to the 1913 building, which the company had already outgrown. All three buildings were connected through viaducts, corridors, and openings in shared walls, resulting in the formation of a sort of business campus.

As he did elsewhere on the island during the late 1920s, Moody chose Scottish-born architect Andrew Fraser to provide the design. Moody termed his style as "American Gothic perpendicular" and "new American Gothic." His attempts to relate his building to Tobey's Victorian Gothic Heidenheimer Building across 21<sup>st</sup> Street are evident, despite the disparity in scale. His triangular parapets and modernistic pilaster details serve as an update of Tobey's centrally-located, decagonal parapet flanked by scored-stucco pilasters. Fraser also reintroduced the ground-story

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<sup>110</sup> "Galveston Improvements," *Galveston Daily News*; Thursday, 1 September 1904; "Charles W. Bulger," *Galveston Daily News*; Thursday, 24 November 1904.

<sup>111</sup> "Galveston's New Downtown Hotel," *Galveston Daily News*; Sunday 19 December 1912.

<sup>112</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 34.

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arcade, albeit in a modern, rectangular version. In an interview with the *Galveston Daily News*, Fraser admitted his Victorian influences while at the same time emphasizing the underlying functionalist approach that defines the Medical Arts Building as early-twentieth-century office building:

Like all art, good architecture portrays the truth of the structure and its function, whether a residence or commercial building...Architects of international fame have dropped the toga of Roman and Greek classicism and are now executing their own independent designs through freedom of study of the functions of buildings.<sup>113</sup>

The second monumental modernist office building in the district is the 1932 Santa Fe Building, designed by Edward A. Harrison, corporate architect for the Santa Fe Railway Company. Like ANICO, the railway company followed a steep upwards trajectory in business development over the first decades of the century. The company quickly outgrew the eight-story addition constructed in 1913, and the scale of the 1932 building shows their desire to preempt the need for future expansion projects.

The ziggurat-topped central segment of the building relates well to another Harrison-designed office building in Amarillo dating to the same period. The wings of the Galveston building, however, distinguish it. As Jay Henry explains, because the building was not a vertically-oriented skyscraper, "Harrison therefore was free to deploy the horizontally proportioned structural bay as the primary generator of formal pattern." While confronting the same functionalist priorities that guided Fraser's work in the Medical Arts Building, Harrison had a greater opportunity to incorporate modernistic details. He took greatest advantage in designing the center penthouse, where he played with fenestration patterns and ensured that, despite its squat dimensions, the building carried a vertical presence.<sup>114</sup>

The district includes one more modernist building in the 1941 Galveston Cotton Exchange Building (2102 Mechanic) designed by Ben Milam.

### **Biographical Notes on Architects**

#### *Nicholas J. Clayton*

Clayton was by far the district's most prolific architect, and no other designer or builder comes close to matching the number of his contributions. Fifteen buildings in the district, constructed between 1877 and 1900, are credited to him, including several of the district's architectural highlights. His highlight buildings display proficiency in a range of architectural styles, including Renaissance Revival (1884 Moody Building at 2202 Strand), Romanesque Revival (1884 Galveston News Building at 2108 Mechanic), and Second Renaissance Revival (1896 Hutchings, Sealy and Company buildings at 2326-2328 Strand). His work ranges in scale from the Trueheart Building (212 22<sup>nd</sup> Street), one of the district's smallest two-story buildings, to the massive, five-story 1890 Clarks and Courts Building (2400 Mechanic).

Clayton was born 1840 in Ireland. He immigrated with his mother in 1848 and settled in Cincinnati. As a young man, he worked in building trades in the cities along the Ohio and Mississippi rivers. He arrived in Galveston in 1872 to work as a supervising architect for the construction of the First Presbyterian Church (NR 1979, #79002942), foreshadowing his extensive work designing religious buildings, including St. Mary's Cathedral (NR 1977, #73001981), Eaton Memorial Chapel (NR 1979, #79002946, and Temple B'Nai Israel in Galveston. During the final

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<sup>113</sup> Architectural Beauty of New Hotel is Admired by Many; Renaissance Motif," *Galveston Daily News*; Sunday, 10 October 1927.

<sup>114</sup> Henry, *Architecture in Texas, 1895-1945*, 226-227.

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decades of the nineteenth century, he authored several of Galveston's most recognizable landmarks, including residential designs like the Walter Gresham House (NR 1970, #70000746) and institutional buildings like the Ashbel Smith Building at the University of Texas Medical Branch. (NR 1969, #69000203). As understood by Stephen Fox and Robert Nesbitt, "what made Clayton so distinctive in late nineteenth-century Texas was the underlying compositional and proportional order with which he structured the display of picturesque shapes and rich ornament."<sup>115</sup>

*John Moser*

Moser was born 1832 in Mannheim, Germany, and he received architectural training there. He immigrated to the U.S. in 1848 and practiced architecture in Ohio and Canada for some time. He arrived in Galveston by 1878, the year in which he designed the Heidenheimer-Hunter Building (306 22<sup>nd</sup> Street) and four buildings to replace those lost in the 1877 fire: the Marx and Kempner Building (2117 Strand), the Oppermann Building (2113 Strand), and the two Clara Lang buildings (2121 and 2109 Strand). His greatest Galveston building, the 1878 Galveston Cotton Exchange Building, was demolished in 1938. By 1882, he had relocated to Anniston, Alabama. In 1883, he won first prize in a contest held by the American Institute of Architects. In 1890, he relocated to Washington D.C. to serve as the chief designer under Supervising Architect Mifflin E. Bell. He died in Atlanta in 1904. Despite his post-Galveston activity, his since-demolished 1874 Galveston Cotton Exchange Building was the only project specifically mentioned in his AIA obituary.<sup>116</sup>

*Charles William Bulger*

C.W. Bulger was born in Carroll County, Indiana on August 1, 1851. He attended Wabash College in Crawfordsville, Indiana and then worked with partner Isaac Hamilton Rapp in Kansas and Trinidad, Colorado between 1886 and 1891. He and Rapp designed the Zion's German Lutheran Church in Trinidad (NR 2006, #06000950). Bulger came to Galveston in 1891 and his first major commissions were for the design of a since-demolished Y.M.C.A. Building at the corner of 23<sup>rd</sup> Street and Winnie (Avenue G) and for the 1896 E.S. Levy Building at 2221 Market (Avenue D). He also completed several residential projects now listed on the National Register as part of the East End Historic District: the William Cooke Skinner House at 1318 Sealy (Avenue I), the Isaac Heffron House at 503 17<sup>th</sup> Street, and Isaac H. Kempner House at 1502 Broadway.<sup>117</sup>

Bulger is credited with contributing to four buildings in the district: the Marx and Blum Building (2325 Mechanic), the Clarks and Courts Building (2402 Mechanic), the Kauffman and Runge Building (220 22<sup>nd</sup> Street), and the Heffron Building (101 21<sup>st</sup> Street). In three of these projects, he designed major post-1900 repairs and additions for existing buildings along Mechanic. Fox and Beasley credit him for his respectful approach to modifying the designs of the original architects, Clayton and Heiner. Bulger was the most active architect in during the period of recovery from the 1900 Hurricane. By the end of the decade, however, he relocated his architectural practice to Dallas.<sup>118</sup>

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<sup>115</sup> Fox, Stephen and Robert A. Nesbitt. "Clayton Nicholas Joseph," *Handbook of Texas Online*; Barnstone, *The Galveston That Was*.

<sup>116</sup> "Death of John Moser, Architect," *The Inland Architect and News Record*; "Volume 44, Number 2. September 1904; "One of the most sincerely earnest men..." *The American Architect and Building News*; Volume 86, Number 1301, Saturday, 1 October 1904; Beasley and Fox, *Galveston Architecture Guidebook*, 23-24.

<sup>117</sup> Davis, Brian. *Lost Galveston*, Charleston, Chicago, Portsmouth, and San Francisco: Arcadia Publishing, 2010, p. 11; Beasley and Fox, *Galveston Architecture Guidebook*, 38, 105; "Historic Marker Application, William Cooke Skinner House." November 2016. Texas Historical Commission.

<sup>118</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 41.

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*Nathaniel W. Tobey, Jr.*

The details of Tobey's training and career outside of Galveston are not well known. He left an impact on the district through his Victorian designs for the 1877 Heidenheimer and Company Building 1877 Smith and Crosby Building (102 23<sup>rd</sup> Street) and the 1876 Rosenberg Building (2005 Strand). Beasley and Fox suspect that he may have also been responsible for the design of the First National Bank Building (2127 Strand). In 1887, he left to establish a practice in Dallas, but returned to Galveston and remained in practice there until at least the late 1890s.<sup>119</sup>

*P.M. Comegys*

Architectural historians Ellen Beasley and Stephen Fox describe P.M. Comegys as "one of a number of architect-builders who had short-lived practices in Galveston just before the Panic of 1873, then disappeared. He is credited with the design of three buildings in the district: the 1870 Berlocher Building (2317 Mechanic), the 1870 Rosenberg Building (2309 Strand), and the 1870 Merchants Mutual Insurance Company Building (2319 Strand). In the last case, the existing building is a facsimile of the one Comegys designed in 1869 only to see burned shortly thereafter. Comegys' strongest impression on the district is the Second Empire Merchants Mutual building. The building's Mansard roof stands out in the row of 1870s buildings on the south side of Strand. Comegys submitted an unsuccessful bid to design a courthouse in Paris County, Texas in 1874. Other than that brief detail, nothing is known about Comegys' career outside of Galveston."<sup>120</sup>

*Eugene T. Heiner*

Born 1852 in New York, Heiner trained in Chicago before relocating to Texas in 1877. He settled in Houston in 1878, but designed several noteworthy buildings in Galveston County. He won competitions to design the 1878 Galveston County Jail and the 1881 expansion of the Galveston County Courthouse. His contributions to the district are the 1879 Leon and H. Blum Building (2310-28 Mechanic) and the 1882 Kauffman and Runge Building (220-222 22<sup>nd</sup> Street). Both buildings are example of High Victorian Renaissance Revival.<sup>121</sup>

*Andrew Fraser*

Andrew Fraser was born 1881 in Inverness, Scotland. He received educated at the Inverness Institute of Technology and the Herriot and Watt College of Engineering and Architecture at the University of Edinburgh. Afterwards, he worked for civil engineer Sir John Fowler, 1<sup>st</sup> Baronet. He immigrated to the U.S. in 1909. Prior to moving to Galveston in 1926, he worked in North Dakota and later had an office in Austin, Texas where he planned and supervised construction of the Alamo Hotel (demolished). He was a favorite architect of the Moody family, designing the 1927 Jean Lafitte Hotel at 2105 Church (Avenue F), the 1929 Buccaneer Hotel at 2228 Seawall, and the 1929 Medical Arts Building (201 21<sup>st</sup> Street). These three early skyscraper buildings share a similar appearance, with light brown tapestry brick walls, planar street facades, and cast-stone ornamental details. He mixed modernistic and classical details in a style he called "American Gothic." He had architectural offices in the Medical Arts Building and he remained in Galveston until his death in 1977, though he completed his famous projects before 1930.<sup>122</sup>

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<sup>119</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 23, 25, 28.

<sup>120</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 20; Payne, Richard and Geoffrey Leavenworth. *Historic Galveston*. Houston: Herring Press, Inc., 1985; *Historic Paris and Lamar County, Texas: An Illustrated History*. San Antonio: Historical Publishing Network, 2007, 39.

<sup>121</sup> Fox, Stephen. "Heiner, Eugene T.," *Handbook of Texas Online*; Beasley and Fox, *Galveston Architecture Guidebook*, 30-32.

<sup>122</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 35, 48, 233; "Membership File—Andrew Fraser." *Historical Directory of American Architects*. American Institute of Architects; "Architectural Beauty of New Hotel is Admired by Many; Renaissance

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*Edward Alfred Harrison*

The Chicago-based Harrison was the chief architect for the Santa Fe Railway company. He is credited as the architect for the 1932 expansion of the Santa Fe Building (123 25<sup>th</sup> Street). In its scale and white terra cotta finish, the building relates to Harrison's 1930 Santa Fe Building in Amarillo, Texas (NR 1996, #96000939).<sup>123</sup>

*Benjamin O. Hamilton*

Hamilton was born in Miami County, Ohio in 1823. He arrived in Texas in 1866 and settled in Galveston by 1870. He is credited with supervising the reconstruction of the 1870 Merchants Mutual Insurance Company Building (2319 Strand), using Comegys' original plans, and with the design of the 1870 J.F. Magale Building (2313 Strand). Like Comegys, Hamilton was an architect-builder active in the district prior to the Panic of 1873. As his design work does not show the sophistication demonstrated by Comegys, Hamilton was likely more closely associated with contracting work. He remained in Galveston until his death in 1897, continuing to work as a builder.<sup>124</sup>

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Motif," *Galveston Daily News*; Sunday, 10 October 1927; "Andrew Fraser," Monday Morning, *Galveston Daily News*; 7 March 1977.

<sup>123</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 18; Tyson, Lueise. "National Register of Historic Places Inventory – Nomination Form, Santa Fe Building." Amarillo, Potter County, Texas. National Register #96000939. August 1996.

<sup>124</sup> Beasley and Fox, *Galveston Architecture Guidebook*, 20; "Benjamin O' Hamilton Dead," *Galveston Daily News*; Sunday, May 23, 1897.



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- “A Bit of History of Hendley Building,” Sunday, 6 September 1908.
- “A New Pocket Park,” Tuesday Morning, 12 July 1977.
- “A.N.I. Annex Permit Issued,” Thursday, 29 November 1928.
- “Activity Building Throughout the City,” Sunday, 1 December 1912.
- “Activity in Building Shows No Abatement,” Tuesday, 1, April 1913.
- “American Printing Company to Open Here on Wednesday,” Sunday, 19 February 1928.
- “Andrew Fraser,” Monday Morning, 7 March 1977.
- “Another Heavy Fire, Tuesday, 1 November 1881.
- “Architectural Beauty of New Hotel is Admired by Many; Renaissance Motif,” Sunday, 10 October 1927.
- “Armour Building Nears Completion,” Wednesday, 16 February 1916.
- “Benjamin O’ Hamilton Dead,” Sunday, May 23, 1897.
- “Bids are Invited for A.N.I. Annex,” Friday, 19 October 1928.
- “Bids on Proposed Building to Be Opened Tomorrow,” Sunday, 20 August 1939.
- “Building for Week Swelled by Chapel,” Sunday, 4 August 1929.
- “Building Progress,” Thursday, 1 September 1898.
- “Café Operators Accept Bid for Modern Building,” Friday, 21 January 1949.
- “Charles W. Bulger,” Thursday, 24 November 1904.
- “City Architecture,” 2 January 1882.
- “City Improvements,” 5 June 1869.
- “Cotton Exchange Building is 87 Percent Complete,” Wednesday, 20 November 1940.
- “Cotton Exchange Building Work to Start Soon,” Wednesday, 28 February 1940.

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- “Cotton Exchange Will Be Ready Jan. 2,” Wednesday, 4 December 1940.
- “Deal that would open Starbucks Coffee almost done,” Tuesday, 3 December 2002.
- “Death of Captain J.J. Hendley,” Thursday, 15 September 1887.
- Descriptions of various Strand businesses, 2 January 1882.
- “Distinctive clock brightens corner on isle’s Strand,” 3 December 1989.
- “Expect to Finish Building in April,” Wednesday, 12 December 1928.
- “Fire Erupts in Historic Part of Isle,” Saturday Morning, 27 August 1983.
- “For Sale Miscellaneous,” Thursday, 10 February 1898.
- “Galveston Becoming Insurance Center of the State,” Wednesday, 1 October 1924.
- “Galveston Building Sets New High Trade Year Record,” Tuesday, 1 October 1929.
- “Galveston Business Directory,” 17 December 1865.
- “Galveston Improvements,” Thursday, 1 September 1904.
- “Galveston Port Handles Vast Traffic,” 17 March 1932.
- “Galveston’s New Downtown Hotel,” Sunday 19 December 1912.
- “Garage to Get Moody Name,” Thursday Morning, 30 April 1981.
- “GHF moves into new quarters,” Monday Morning, 1 October 1979.
- “Hendley Row restoration draws more support,” Wednesday Morning, 4 July 1979.
- “Hendley’s Block Once Main Commercial Area,” Sunday Morning, 23 February 1969.
- “Historical Sketch of the Port of Galveston in 1874,” Sunday, 13 September 1908.
- “Insurance Firms Advertise City,” Tuesday, 1 October 1929.
- “Insurance Square,” Sunday, 6 November 1870.
- “New Brick Buildings, Friday, 1 September 1876.
- “New Building Constructed For,” Thursday, 21 September 1876
- “New Buildings Here Include Homes and Business Plants,” Monday, 1 October 1928.

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- “Offices of Andrew Fraser are Moved to Anico Building,” November 11, 1945.
- “Pair of new restaurants to add new culinary flair to isle downtown,” Monday, 28 April 2003.
- “Perusina Café Owners Purchase New Mechanic Street Site for \$31,000,” Tuesday, 31 August 1949.
- “Public is Invited to Open House Today...” Friday, 20 May 1932.
- “Raising of Cotton Exchange Will Start Monday, Saturday, 28 October 1939.
- “Renovations close GHF visitor’s center,” Thursday Morning, 7 January 1993.
- “Resort and Downtown Building Projects to Be Started Here Soon,” Saturday, 17 December 1927.
- “Resurgan,” Wednesday, 13 June 1877.
- “Sale of Valuable Property,” Thursday, 1 April 1880.
- “Santa Fe’s Office Building is of Unsurpassed Beauty,” Friday, 20 May 1932.
- “Strand Brewery,” Friday 25 September 1998.
- “The City,” 18 April 1866.
- “The Fire,” Sunday, 5 December 1869.
- “The Fire,” Wednesday, 2 August 1876.
- “To Erect Building Shortly,” Friday, 19 November 1915.
- “Work Start Monday on Building,” Sunday, 12 December 1915.

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- “Destructive Fire,” Saturday, 4 December 1869.
- “Improvements,” Tuesday, 4 January 1870.
- “Local News,” Friday, 18 March 1870.
- “Local News,” Friday, 25 March 1870.
- “Local News,” Friday, 28 June 1872.
- “Local News,” Friday, 6 May 1870.
- Notes on the Strand, Saturday 17 March 1867.

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## Section 10: Geographical Data

**Acreage of Property:** approximately 36.4 acres (inaccurately “approximately 45 acres” in original)

### Coordinates

#### Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. 29.307219° -94.797590°
2. 29.308849° -94.791318°
3. 29.306681° -94.790701°
4. 29.305269° -94.796168°
5. 29.306058° -94.797190°

### Verbal Boundary Description:

(boundary unchanged from original nomination. Description revised for precision)

The district is bounded on the north by Avenue A (Harborside Drive), on the east by 20<sup>th</sup> Street, on the south by the alley between Avenues C (Mechanic Street) and D (Market Street), and the west by (and including) the Santa Fe Passenger Depot, and including lots 5, 6, and 7 of block 685 between Avenue A and New Strand Street.

**Boundary Justification:** The National Register boundary for the Strand Historic District includes properties that are historically associated with Galveston’s downtown commercial core during the district’s period of significance (1859-1941) and retain sufficient integrity to convey their significance in Commerce, Transportation, Politics/Government, and/or Architecture. The boundaries match those outlined the 1976 NHL nomination document, which included the 1932 Santa Fe Building and the 1929 Medical Arts Building, both located at the periphery of the district, despite indicating a period of significance of “1800-1899.” The 1976 nomination includes a note explaining that the Santa Fe Building was included, “in an effort to define a district and terminate this important street.”

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Source: Google Earth (accessed January 9, 2019)



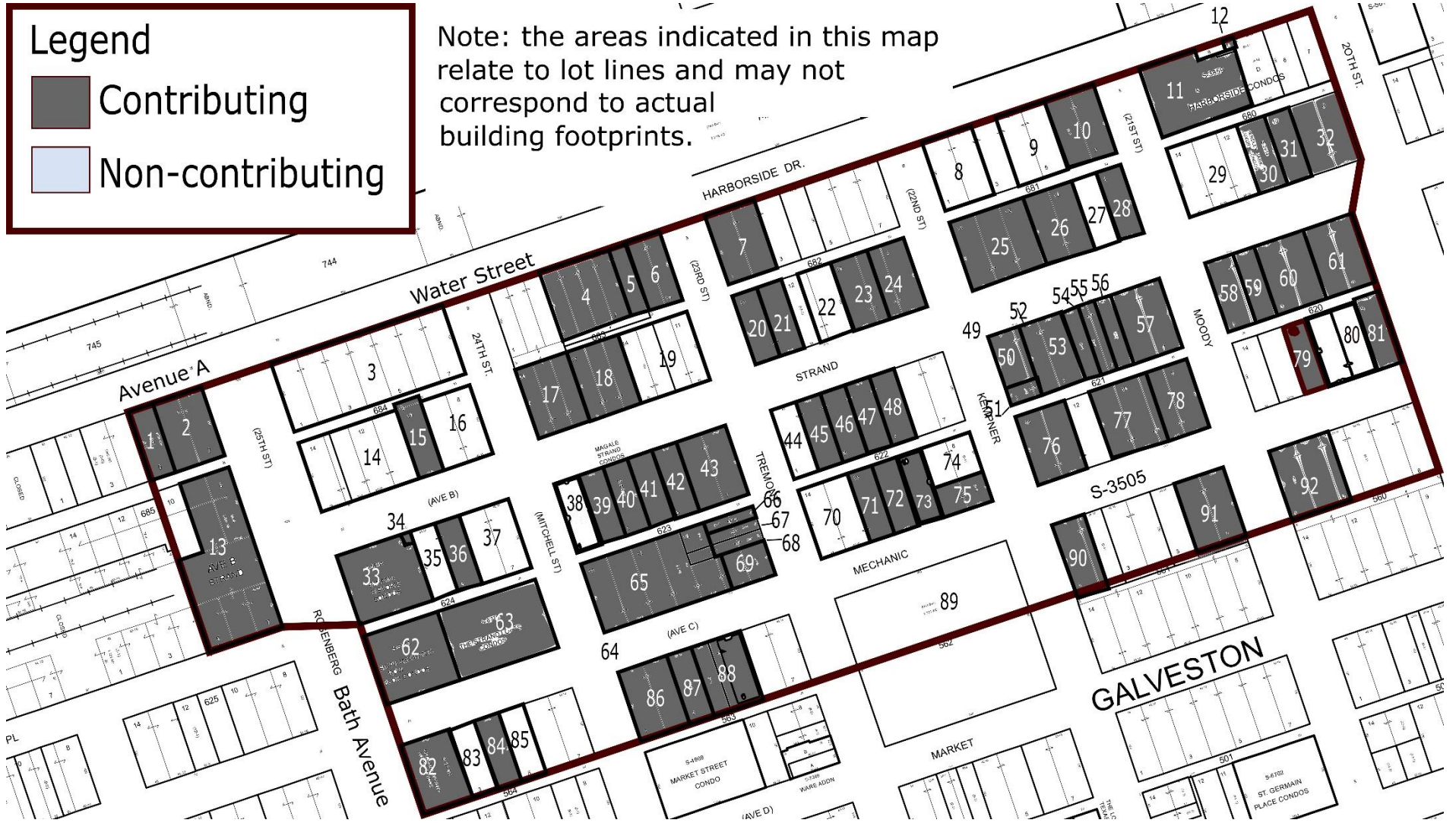


The Strand Historic District (Period of Significance Amendment), Galveston, Galveston County, Texas

**Legend**

-  Contributing
-  Non-contributing

Note: the areas indicated in this map relate to lot lines and may not correspond to actual building footprints.



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**Photographs**

**Photo 1** Harborside (Avenue A) looking southwest from 20<sup>th</sup> Street. The rear of Hendley Row, the Galveston Ice and Cold Storage Company Smokestack, and the Galveston Ice and Cold Storage Building are visible.



**Photo 2** View of Harborside (Avenue A) looking southwest at the intersection with 23<sup>rd</sup> Streets. The Smith and Crosby Building (left) and the J. Mayrant Smith buildings (center-right, arcaded) were constructed in proximity to the first Santa Fe railroad station, which was demolished and replaced by the Armour and Company Building (center).



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**Photo 3** View of Strand (Avenue B) looking west. The 1877 Rosenberg Building (left) and Hendley Row (right) stand in the foreground. At the end of the street, the Santa Fe Building provides the district's terminus.



**Photo 4** Hendley Row (2002-16 Strand), looking northwest.



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**Photo 5** Buildings on the south side of the 2100 block of Strand, all constructed after the fire of June 1877. From left: the Ball, Hutchings and Company Building, the Clara Lang Building (2109 Strand), the J.S. Brown Building, the Oppermann Building, the Marx and Kempner Building, the Clara Lang Building (2119 Strand), and the First National Bank Building.



**Photo 6** The First National Bank Building (2127 Strand), looking southeast. The Trueheart and Company Building and the Kauffman and Runge Building are visible farther down 22<sup>nd</sup> Street. The Strand Clock stands in the foreground.



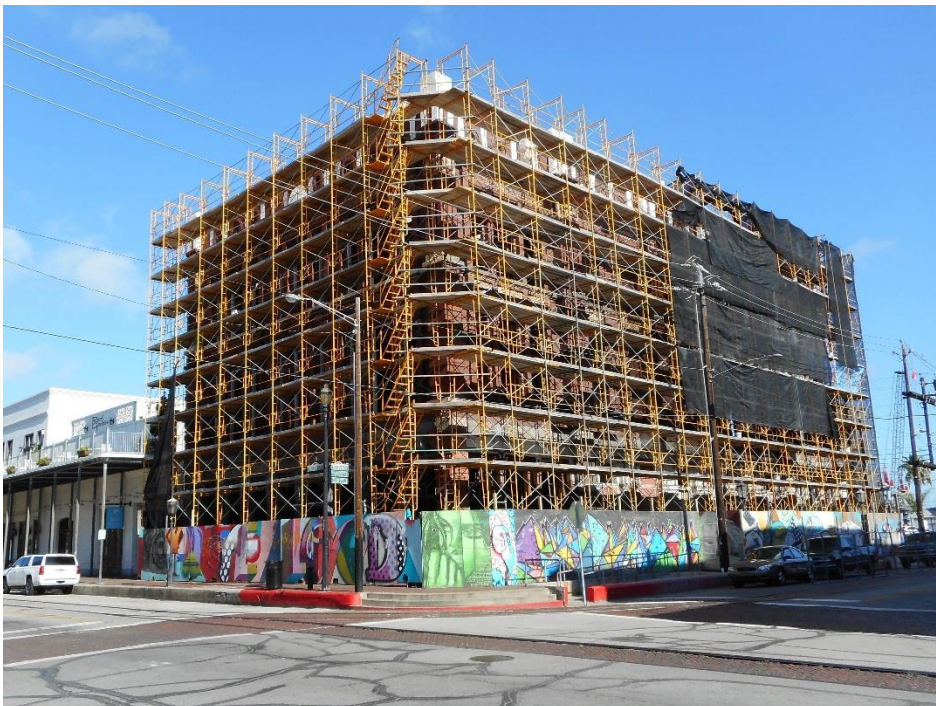
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**Photo 7** The Mensing Brothers and Company Building (2120 Strand), looking northeast.



**Photo 8** The Moody Building (2202 Strand), looking northwest.



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**Photo 9** The south side of the 2200 block of Strand, looking west. In 1910, this row of nineteenth-century buildings was consolidated as the Blum Hardware Company building.



**Photo 10** The south side of the 2300 block of Strand, looking west. The buildings in the foreground were constructed after the 1870 fire. From left: the T.J. League Building, the 1870 Rosenberg Building, the J.F. Magale Building, and the Merchants Mutual Insurance Company Building.



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**Photo 11** Corner of the Strand and 24<sup>th</sup> Street, looking northeast. The Hutchings-Sealy buildings (left) and the Greenleve-Block Building (right) standing on the north side of Strand.



**Photo 12** The Strand, between 24<sup>th</sup> and 25<sup>th</sup> streets, looking west. The Wallis, Landes and Company Building (left) and the Fadden Building (right) are visible in the foreground. The Santa Fe Building stands at the end of the block.



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**Photo 13** The Panama Hotel at 206 25<sup>th</sup> Street, looking southeast.



**Photo 14** The Santa Fe Building at 123 25<sup>th</sup> Street, looking northwest.





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**Photo 15** Medical Arts Building at 302 21<sup>st</sup> Street, looking southeast.



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**Photo 16** The Heidenheimer and Company Building at 303 21<sup>st</sup> Street, looking southwest.



**Photo 17** The Galveston Cotton Exchange Building at 2102 Mechanic, looking northwest. The Galveston News Building is visible farther down Mechanic.



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**Photo 18** The Galveston News Building at 2110 Mechanic, looking north.



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**Photo 19** The Kauffman and Runge Building at 220 22<sup>nd</sup> Street, looking northeast.



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**Photo 20** The Trueheart and Company Building at 212 22<sup>nd</sup> Street, looking east.



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**Photo 21** Mechanic and 22<sup>nd</sup> Street, looking west. The First National Bank Building (left) stands opposite the block of nineteenth century buildings on the north side of Mechanic.



**Photo 22** The Rice and Baulard buildings on 23<sup>rd</sup> Street between Strand and Mechanic, looking northwest.



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**Photo 23** The south side of the 2300 block of Mechanic, looking west. The Berlocher buildings (left) and the Marx and Blum Building (right) embody significant investments along Mechanic Street between 1859 and 1905.



**Photo 24** The Leon and H. Blum Building, looking northwest. Now the Tremont House.



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**Photo 25** The Clarke and Courts Building, looking northwest.



**Photo 26** The Clarke and Courts Building and the adjoining C.W. Bulger addition, looking northeast.





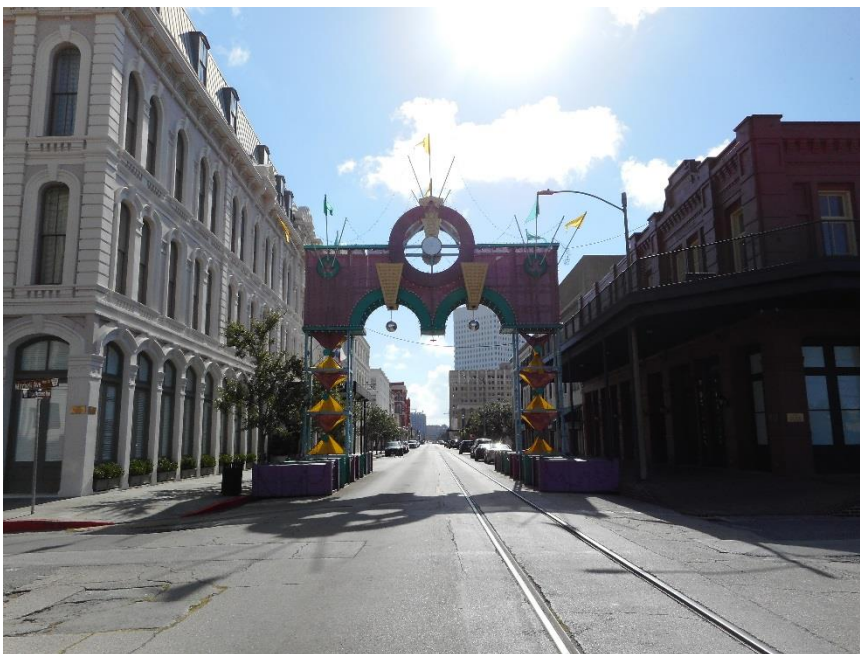
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**Photo 27** 25<sup>th</sup> Street between Mechanic and Market, looking north. The Santa Fe Building (left) stands in the background. On the east side of the street, (from left) the Panama Hotel, the Sergeant Building, and the Munson Building are visible.



**Photo 28** Mardi Gras Arch at Mechanic and 24<sup>th</sup>, looking east.



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**Photo 29** 23<sup>rd</sup> Street at the intersection with Mechanic, looking north.



**Photo 30** 21<sup>st</sup> Street and Strand, looking north. From left: Adoue-Lobit Bank Building, the Isaac Heffron Building, the Galveston Ice and Cold Storage Building, and Hendley Green. The brick paving of this portion of 21<sup>st</sup> Street is visible.



- end -