

A History of Jefferson County, Texas

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Jefferson County history is centered on several pivotal events that figured prominently in its growth. Chief among these are the Texas Revolution, the Civil War, and the Spindletop oil boom(s) along with the subsequent growth of the petrochemical industry.

Southeast Texas before the Texas Revolution

The area of the Texas Gulf Coast that would become Jefferson County was originally inhabited by several Native American tribes. Atakapas were found east of the lower Neches River, and two subgroups of the Atakapas (the Dedoses and the Akokisas) lived west of the lower Neches. These peoples had lived as hunter-gatherers in the area for several thousands of years before the arrival of Europeans. Fur trading within this area was a significant activity for the Native Americans. They traded with both Spanish and French explorers and trappers early on and with trappers from St. Louis here in the early 1800s. The Native Americans suffered extremely from this contact. Their numbers dwindled rapidly from perhaps 3,500 at the end of the 17th century to fewer than ten individuals at the beginning of the 20th century. Diseases for which the Native Americans had no immunity were the primary cause of their demise.

The French controlled Louisiana from 1682 to 1762; during that time Spain's primary interest in East Texas was as a buffer to prevent French incursions. When Spain took over Louisiana, that pressure was off and the Spanish presence in Southeast Texas around Atascocita was pulled back to San Antonio. An early activity in this area involved Spanish cattle drives along the Atascocita Trail from the Brazos River to the Opelousas Road through Southeast Texas and on to Opelousas and beyond in Louisiana. In 1779, the governor of Spanish Louisiana requested cattle from along the San Antonio River. After receiving the king's approval, over 1,200 head of cattle were driven to Opelousas in May 1780. Another 2,000 head were delivered in July and a further 1,500 head in September. In a very few years the herds around San Antonio were depleted and the Spanish trail drives ceased. Stock-raising was to become the first major industry for this area. In the 1850s until the Civil War, herds were driven to market at New Orleans from the lower Trinity River.

Early Settlers

The Spanish and, later, the Mexican governments were unable to foster settlements in the region east of Anahuac and south of Nacogdoches. Although many large parcels of land were granted to various individuals, this did not ensure that these grantees would or could entice many people to settle there in any organized fashion. ([Click here to see the 1835 Map of Texas](#), which shows early land grants.) Even when major empresarios, such as Steven F. Austin or Sterling C. Robertson, sought to establish colonies, they did so further west. One reason for this was the Mexican prohibition against colonizing within 20 leagues from an international boundary (such as the Sabine River) or within 10 leagues from the coast. Later there would be a relaxation of this restriction and, then in 1829, Lorenzo de Zavala was able to make some grants in the Sabine area. Zavala seems not to have actively pressed for colonization. As a result, many early settlers just drifted over the border from Louisiana to claim land – legally or otherwise. They, in turn, were followed by general merchants who sought to make a living by satisfying the needs of the settlers. In the later 1820s, early settlers from around the Trinity and Neches Rivers joined with other colonists to form the Municipality of Atascocita which included the land making up the current counties of Chambers, Hardin, Jasper, Jefferson, Liberty, Newton, Orange, Polk, San Jacinto, and Tyler. This municipality was self-governing until 1831 when it became the Municipality of Liberty, a part of the Department of Nacogdoches.

Noah and Nancy Tevis, who arrived in 1825, were the earliest family to settle in the Beaumont area. They later made claim to the land at Tevis Bluff in 1834. Meanwhile, more settlers arrived around the lower Neches River. Thomas F. and Joshua Lewis came in 1830, followed by Christian Hillebrandt in 1831, and James and Elizabeth McFaddin who, in 1833, moved from Moss Bluff where they had settled in 1823. Joseph Grigsby, who arrived in 1834, was an early cotton planter. Hillebrandt and McFaddin were primarily cattlemen.

A later settlement nearby was named Santa Anna in admiration of the off-and-on President of Mexico who, as a member of the Liberal-Conservative party, at that time seemed to espouse policies favorable to the settlers. When Joseph P. Pulsifer, an apothecary, arrived in Texas in July 1835, there were only twelve homes and about ninety individuals in the immediate area.

Pulsifer's partner, Henry W. Millard, a merchant, arrived in the fall of 1835 at a time when there was considerable disaffection for Santa Anna's rule.

Both Tevis Bluff and Santa Anna were included in the town site laid out by Pulsifer and Millard in 1835; this would become the town of Beaumont. Residents of the area generally favored independence from Mexico and, although there were no confrontations to that end in Jefferson County itself during the fight for independence, the citizens eagerly supported the effort politically and militarily. A military company had been formed in late July and the company named Millard a delegate to the November Consultation at San Felipe. They also sent a group of men to join the Texian army to counter threats from Mexican forces. The Consultation established a provisional government for the Mexican State of Texas – not independence. Millard was commissioned a lieutenant colonel of the First Texas Infantry. He served from December 1835 to December 1836 and would lead four companies at the Battle of San Jacinto.

Jefferson County in the Texas Republic

Several Beaumonters were among the “Old 300” who took San Antonio from the Mexicans in December 1835. There were twenty-eight men from Beaumont who responded to William Barret Travis' call for relief of the Alamo. Fortunately for them, they were unable to arrive before the fall of the Alamo on March 6, 1836, and instead they became part of the Third Company, Second Regiment of Texas Volunteers. Meanwhile, the Texas Declaration of Independence was adopted at Washington-on-the-Brazos on March 2, 1836, and signatures were affixed beginning the following day.

Other men who served the Jefferson County area at the Republic level included George A. Pattillo, a farmer from Georgia who served as Jefferson County's member of the General Council from January 13, 1836 to March 11, 1836. Claiborne West, a Tennessean came to Texas in 1831. He settled in the Municipality of Liberty and was a representative at the Convention of 1832 and the Consultation in 1835. He was a delegate from Jefferson County to the Convention of 1836 and a signer of the Declaration of Independence, a member of the Committee of Naval Affairs, and represented Jefferson County in the First Congress, 1836 – 1837. Another delegate to the Convention of 1836 and signer of the Declaration of Independence was William Bennett

Scates of Virginia. He served on the committee to devise a flag for the new republic. Scates later settled in Fayette County after the Revolution.

It took a little while for the new Republic to get everything put in order. In December, 1837, the First Congress established the county system extending to the west the Municipality of Jefferson organized in 1835 to include Beaumont which became the county seat when it was moved from the town of Old Jefferson on Cow Bayou in today's Orange County. Henry Millard was appointed Chief Justice (County Judge) of Jefferson County, but he did not actually take office; Chichester Chaplin did.

Early Travel

The geography of the area in terms of rivers and bayous impeded cross-county travel and resulted in the establishment of numerous ferries to facilitate movement. These ferries formed the nucleus of early settlements. Some examples include Marble's Ferry at Concord to cross Pine Island Bayou; McKinney's Ferry at Providence to cross Village Creek; Collier's Ferry at the northern end of present-day Pine Street in Beaumont crossing the Neches River; and Sparks' Ferry on Pavell's Island to cross Taylor Bayou. Steamboats made an early appearance and there were steamboat landings at Concord and Grigsby's Bluff (Port Neches) to serve traffic on the Neches River. (For more information on steamboats on the Neches, [click here](#).)

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19th Century Jefferson County before the Civil War

Jefferson County's political history began with its formation by the First Congress of the Republic of Texas in 1836. The county was organized in the following year and Beaumont became the seat of Jefferson County. Many of the early arrivers and Revolution veterans received Texas land grants. ([Click here to learn more about Republic of Texas Land Grants.](#))

Although there were several small settlements on the lower Neches and Sabine Rivers in the 1820s and 1830s, there was virtually no industry beyond stock-raising.

Cattle

Some early immigrants to Jefferson County succumbed to the urge to push further west in their quest for their ideal home site. Others, satisfied with their lot here, expanded their holdings. A prime example of a successful cattleman was Christian Hillebrandt, who was born in Schleswig-Holstein in 1793. He arrived in Calcasieu Parish, Louisiana, in 1820; he soon married Eurasie Blanchette and commenced raising a family. His wife inherited \$5,000 in 1828 and Hillebrandt used this legacy to purchase a small herd from Sulphur, Louisiana and move to Jefferson County in 1830.

Hillebrandt "squatted" on a bayou (to be named after him) west of the Neches and in August 1835, he filed a petition in Spanish recorded in Nacogdoches for a grant of land. He was awarded a league of land in Zavala's Colony "located on the banks of rivers named Don Taylor's and Hillebrandt, and including the house of said Hillebrandt." Hillebrandt was soon able to parlay this grant into something much larger. He paid taxes in 1839 (as shown in the 1840 Texas census) on 21,000 acres of land 36 horses, 775 head of cattle, and one slave. This distinguished him as the largest landowner and cattle-raiser in Jefferson County. At that time four other men owned herds of 500 – 600 head of cattle: William Ashworth, David Garner, David Burrell, and T. D. Yocum. Hillebrandt's holdings continued to grow and by 1850 he had accumulated 70 horses, 110 milk cows, 50 hogs, 2,000 range cattle, and 11 slaves. But he no longer had the largest herd; Aaron Ashworth owned 2,750 head of cattle and David Burrell owned 2,400 head.

When Hillebrandt died in 1859, his herds, which were scattered over Jefferson, Liberty, and Orange Counties, totaled over 9,000 head of cattle and 1,000 horses, mares, and foals. His estate was probated at \$85,381 and he could rightly be considered a cattle baron. Other cattle barons from that time and later included William McFaddin (within a generation among the largest in the state), George and David Burrell, Joseph Hebert, Joseph Gallier, Richard West, Moise and Eloi Broussard, and Jeff Chaisson.

Most other residents were subsistence farmers or merchants. This situation persisted into the 1840s with the addition of some small saw mills and shingle-making establishments. Even the 1850 Census Schedule of Manufacturing showed but \$13,810 of capital invested in industry, which employed just 25 workers and produced \$28,552 worth of products annually. These 25 employees were drawn from a population of 1,856 county residents, slave and free.

Jefferson County was certainly not a large producer of cotton. In 1850, only two bales were ginned and this grew to 84 bales in 1860. As small as this was, there were twenty Texas counties in 1860 that produced less cotton. On the other hand, twelve counties each produced in excess of 10,000 bales that year. Nevertheless, Sabine City exported significant cotton from counties to the north brought down the river systems on flatboats, keelboats, or steamboats. The county remained largely agricultural, but farmers and stock-raisers in 1860 represented 44.1 percent of the listed occupations, down from 59.3 percent in 1850.

Significantly greater investment was reported in agriculture than industry in 1850: \$48,292 in farms and another \$4,624 in farm implements and equipment. These farms constituted 1,832 acres in improved acreage and another 42,690 acres were unimproved (probably grazing lands). There were 1,876 horses associated with the farms – nearly one for each person in the county. Farmers and ranchers owned 2,348 dairy cows, 285 working oxen, and 26,476 head of “other cattle” in Jefferson County. Only Brazoria, Liberty, and Matagorda counties had more beef cattle in 1850, so Jefferson County could be considered serious cow country even then.

When Jefferson County was chartered it was much larger than it is now. Originally it included all of today’s Orange County, most of Hardin County, and some of Chambers County. [\(See the](#)

[1840 map of Jefferson County.](#)) In 1852, the legislature authorized the formation of Orange County from Jefferson County. Six years later, Hardin and Chambers Counties were formed from lands which were part of Jefferson and Liberty Counties. Because the county's size was dramatically reduced in the 1850s, the acreage in farms and the number of livestock was significantly less. Despite this reduction in area, the county's population increased. Just before the Civil War, Jefferson County had a population of 1,686 free persons and 309 slaves. As a sign of the changing times reflected in the growth of lumber and the coming of the railroads, the largest slaveholdings were those of John Stamps (26 slaves), a railroad contractor, and David Wingate (13 slaves), a steam mill operator. Wingate also had a plantation in Newton County.

Agricultural census data for 1860 may be suspect, though. For instance, in 1850, Jefferson County produced 18,900 pounds of rice (second in the state only to Newton County), but in 1860 this had dropped to only 1,529 pounds in Hardin, 600 pounds in Orange, and nothing recorded for Jefferson.

Most early settlements in Jefferson County were along the Neches River to allow for easier transport in a time of poor roads. There were settlements on Lake Sabine at Aurora (which was eventually abandoned) and at City of the Pass (which became Sabine City). The original towns included Beaumont (formerly the settlements known as Santa Anna and Tevis Bluff before the Texas Revolution), Grigsby's Bluff (now Port Neches), and Sabine City. Other towns, such as Nederland and Port Arthur, were not formed until late in the nineteenth century. A number of the smaller communities, such as China and Cheek, began as stops on railroad lines to Houston and Galveston, respectively. ([See list of Jefferson County Towns and Communities here.](#))

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Jefferson County during the Civil War

Presidential Election of 1860

As the election of 1860 approached the country was polarized into four political parties and their presidential candidates: the “traditional” Democratic Party had Stephen Douglas (of Illinois) for its candidate, the Constitutional Union Party with John Bell (from Tennessee), the newly-formed Southern Democrat Party headed by John C. Breckinridge (of Kentucky), and, of course, the recently-organized Republican Party with Abraham Lincoln (of Illinois) as its candidate. Anti-Republican sentiment prevailed in Texas and Lincoln was not even on the ballot in the state. Not surprisingly, Jefferson County voted for Breckinridge as did all but the few Texas counties that went for Bell.

Secession from the Union

When it became clear that Lincoln had won the election, the reaction across the South was quite rapid in advance of Lincoln’s March 4 inauguration. South Carolina formally seceded on December 20, 1860. Five other Deep-South states seceded in January: Mississippi, Florida, Alabama, Georgia, and Louisiana. On February 1, 1861, the Texas Legislature voted to secede by 166 to 7 – this act was then confirmed by a popular referendum on February 23 by a margin of 46,129 to 14,697. Jefferson County voted even more convincingly for secession – 256 to 15.

Jefferson County Volunteers

Many men in Jefferson County joined militia companies soon after secession. Three such companies, formed in the spring and summer of 1861, are recorded in the *Jefferson County Personal Property Records*. Their stated goal, at least in part, was to “preserve the present organization as a home company” since they were not formed at that time as part of the Texas Volunteers. The organizations as recorded in the *Personal Property Records* were:

[Sabine Pass Guards](#)

[Jefferson County Mounted Rangers](#)

[Ben McCulloch \(sic\) Coast Guards](#)

The Sabine Pass Guards would form the core of Companies A and B of Likens' Battalion of Texas Volunteers. That battalion would be mustered into Confederate service as the Eleventh Cavalry and Infantry Battalion in March of 1862. This group would become known as Spaight's Battalion after Likens was promoted out. Spaight's Battalion would later be combined with Griffin's Battalion in November 1864 to form the 21st Regiment of Texas Infantry. [Click here to see the muster rolls from the companies of the 21st Regiment.](#)

It is unlikely that either of the other two militia companies were formally inducted into a Texas regiment as intact units, but certainly many of these men individually went on to join up in companies formed in other counties. For instance, at least ten men from the Jefferson County Mounted Rangers enlisted in Company F of the Fifth Texas Infantry, which would become part of Hood's Texas Brigade, and served with Lee's Army of Northern Virginia and later in Georgia and Tennessee.

Actions in Jefferson County

Four Civil War forts were constructed in Jefferson County to prevent incursions by U.S. Navy vessels and attacks by Federal troops. [\(Click here for a brief description of these forts.\)](#)

Because of the strategic importance of Sabine Pass and Lake Sabine as a point of entry for Union forces into Texas and because there was an effort to blockade shipping through Sabine Pass, a number of military actions took place in the county or on neighboring waters. These include:

Blockade Activities

[First Battle of Sabine Pass](#) on September 24, 1862

[Small Boat Actions](#) in the fall of 1862

[Capture of the Union Schooner *Morning Light*](#) on January 21, 1863

[Incident at the Sabine Pass Lighthouse](#) on April 18, 1863

[Second Battle of Sabine Pass](#) on September 8, 1863

Blockade Activities

Early in the Civil War, one of the first actions taken by Federal navy was to establish a naval blockade of the coastal Confederate states. Gideon Welles, U.S. Secretary of the Navy, instructed naval officers in the Gulf of Mexico on June 6, 1861, to “exercise unceasing vigilance” to “exclude all commercial intercourse from the ports of the insurgent states.” Recognizing the practical limitations of a total blockade, Welles defined a set of priorities. Most critical was to ensure that no shipping went in or out of New Orleans. Next in priority was to permit no “commercial privileges at the ports of Mobile and Galveston.” All other ports, including Sabine City, must have as far as possible a “perfect nonintercourse established.” Thus, the blockade of shipping traffic at Sabine Pass was of necessity subject to trade-offs – not just in the numbers of blockading ships available, but also in terms of the types of vessels employed. Steamships were more maneuverable than sailing ships, but were dependent on the availability of coal which was often in short supply. On the other hand, sailing schooners, while not affected by fuel shortages, were vulnerable to attack when becalmed. It was just such a windless situation that led to the capture of two U.S. Schooners by Confederate steamboats in January of 1863.

Some of the blockade actions beyond the immediate Sabine Pass area included the capture by the USS *Huntsville* of a small schooner from Sabine City off the Atchafalaya Bay in August of 1861. Because there were ladies onboard, the U.S. Navy returned the passengers to Sabine City under a flag of truce; chivalry still prevailed. In October of 1862, Acting Master Frederick Crocker led a boat attack from the USS *Kensington* in Lake Calcasieu to capture the side-wheel steamboat, *Dan*. Crocker later armed the *Dan* with a 20-pounder Parrott rifle and a 12-pounder boat howitzer and placed that vessel in Union service. The U.S. Schooner *Rachel Seaman* with the *Dan* and the *Velocity*, a schooner which had also been captured by the U.S. Navy on September 30, 1862, seized the Confederate schooner *Course* from Havana on October 11, 1862, and the British schooner, *Maria*, from Belize on the following day. Both the *Course* and the *Maria* were trying to enter Sabine Pass. They were sent to Key West to determine the value of the captured ships and their cargoes in order to distribute prize money to the officers and crews of their captors. Three other British schooners (*Adventure*, *Dart*, and *West Florida*) were captured between October 1 and October 12, 1862, when they entered Sabine Pass not knowing the Pass itself was controlled by the U.S. Navy. These prize vessels were sent to Pensacola.

First Battle of Sabine Pass

In July of 1862, yellow fever had arrived at the Sabine Pass area on a blockade runner. The disease quickly spread and in four months one hundred residents of Sabine City and Beaumont had perished of yellow fever. Many more evacuated, perhaps 90 percent of Sabine City's citizens. Fort Sabine would normally have been garrisoned by 300 infantry and 100 cavalry, but most were removed to Beaumont because of the fever. As a result, the fort was garrisoned by just seventy men commanded by Captain K.D. Keith, but forty of those died of yellow fever. When the Union ships attacked on September 28, 1862, there were only sixteen men fit for duty.

Two Union schooners, the *Henry Janes* with a 13-inch mortar and two 32-pounder smoothbore cannon and the *Rachel Seaman*, also armed with two 32-pounder smoothbore cannon crossed the bar at Sabine Pass. On the morning of September 24, they commenced firing on Fort Sabine. The undermanned garrison of Fort Sabine was unable to compete with the firing from the two schooners as its two 32-pounder sea-coast cannon and two 18-pounder cannon, all smoothbores, were unable to reach the schooners. Under orders from Major J. S. Irvine that night, the gunners spiked the fort's guns to prevent their use by Union sailors. They dumped the shot and carried off 1,000 pounds of powder in cartridges. (Union sailors later claimed to have recovered 1,000 pounds of powder in cartridges, so perhaps the attempted retrieval of the cartridges was not successful.) Captain G. W. O'Bryan (he changed his name to O'Brien after the war) and Lieutenant W. A. Junker arrived with 26 men in the evening of the 24th to aid in the evacuation. Federal naval forces learned on September 26 that there might be significant CSA reinforcements (3,000 infantry and cavalry) arriving by rail. Actually, on the previous day Colonel Xavier B. Debray, Commanding at Galveston Island, had dispatched Wilson's Light Battery and Griffin's Battalion by extra train to Beaumont. He also mobilized troops from Hempstead, Houston, and Liberty. Debray stated that if the Federals had taken Fort Sabine, he would endeavor to retake it because Sabine City "has proven to be our most important seaport." These troops, however, did not arrive in time to harass the landing party, which had no intention of holding any position on land because of the presence of yellow fever.

Small Boat Actions

The extremely shallow water over the bar at Sabine Pass prevented the U.S. Navy from readily entering Sabine Lake in force. This condition would prevail throughout the war. As a result, many of the actions featured ships' boats or shallow-draft vessels. For instance, on the evening of September 27, 1862, Union sailors in three small boats rowed up Taylor Bayou to the railroad bridge which they attempted to burn and returned to their ships at Sabine Pass at 6:00 a.m. Although the sailors thought they had destroyed the bridge, the fire was put out by the bridge guard with only slight damage. On October 2, 1863, the railroad depot about a mile above Sabine City was burned down by sailors from five ships' boats. These boats had been sent to bring out two families (Davis and Kirkpatrick) who had sought Union protection. To prevent further raids, Lt. Col. A. W. Spaight requested one or more cannons to place at the mouth of Taylor Bayou. He was concerned that without artillery he could not maintain his short supply route to Sabine Pass and would be forced to travel about seven and a half miles to get supplies. He also felt the presence of artillery would make it more difficult for Union sailors to obtain beef cattle at will.

Acting Master Crocker, commanding the screw steamer, USS *Kensington*, in his October 12, 1862 report stated that the "importance of Sabine Pass to the rebels appears to have been entirely underrated by us; the quantity of goods of all kinds and munitions of war that have been run in here has been enormous, and large quantities of cotton have been exported." On October 15, 1862 Crocker prepared to attack the Eastern Texas Railroad bridge over Taylor Bayou with the steamer *Dan* towing the less maneuverable schooner *Velocity*. The *Dan* was armed with the *Rachel Seaman*'s 20-pounder Parrott rifle and a 12-pounder boat howitzer from the *Kensington*. The *Velocity* was armed with the *Kensington*'s 30-pounder Parrott rifle. However, the *Velocity* grounded on the bar entering Lake Sabine and was left behind. The *Dan*, with only 25 men, approached the Confederate cavalry stationed up the bayou and fired on them, but the steamer ran aground as they came into range. Gunfire from the *Dan* dispersed the cavalry just as a train arrived from Beaumont with reinforcements. The Parrott gun was then turned on the train, hit some of the cars, and forced the train to back out of range. Crocker sent boat crews manned by sailors from the *Kensington* and *Rachel Seaman* to burn the railroad bridge while the *Dan* provided covering fire. He reported that his boat crews entirely destroyed the railroad bridge to

prevent heavy artillery from being sent to Sabine Pass and burned all of the barracks at that location. In addition, they burned two Confederate schooners, the *Lone Star* and the *Stonewall*, and picked up the *Velocity* on their return.

Because her shallow draft enabled her to more easily navigate above Sabine Pass, the *Dan* could harass steamboat landings and vessels along Lake Sabine. On October 17, 1862, just two days after the attack on the railroad bridge over Taylor Bayou, fifty men from the *Dan* came ashore at Sabine City with their 12-pounder boat howitzer. They marched through Sabine City twice on their round trip to burn the Confederate cavalry barracks five miles west of town. As they started out, they seized the horse and cart of Kate Dorman to carry the boat howitzer. Kate, the owner of the Catfish Hotel, was tiny (just 4' 10") but fiery and berated the commander of the troops in no uncertain terms. They took her cart and horse anyway. The landing party was able to rout Captain George W. O'Bryan's Confederate troops and burned fourteen houses and stables on the bayou, along with their encampment before returning to the *Dan*. However, they made sure to return the horse and cart they had "borrowed" from Kate Dorman, at which time they demanded an apology for her insults or they would burn down the Catfish Hotel. Kate vehemently refused to apologize and the sailors returned to the *Dan* without following up on their threat.

Later in the same month the *Dan* was again involved in an action. On the night of October 29, 1862, the steamer was towing a schooner up the channel toward Sabine City when Company A of Spaight's Battalion, led by Captain Otis M. Marsh, opened fire on the vessels with their carbines at 100 yards. Lt. Col. Spaight later estimated they had inflicted from 25 to 30 Union casualties, killed or wounded. The *Dan* proceeded to shell the town without material damage. However, the following morning, a Union landing party burned David Wingate's sawmill, stockpiled lumber, and fine home as well as John Stamps' dwelling and those of others, supposedly as reprisal for being fired upon from ambush. They apparently avoided Kate Dorman's Catfish Hotel once again. Lt. Col. Spaight reported his intention to continue firing on Union vessels if the opportunity presented itself, regardless of consequences, unless ordered not to do so. (Note: According to the *Official Records for the Navy*, the *Dan* ended its days when it sank in the Mississippi River in February 1863. Another account has it that volunteers from Company A of Spaight's Battalion rowed out to the *Dan* on the night of January 8, 1863 and set

her afire with flaming pine knots; in this version, she burned to the waterline and sank at her anchorage off the Sabine lighthouse.)

Capture of the USS *Morning Light*

In early December 1862, Major General John B. Magruder sent Captain Charles Fowler to the Sabine River with the objective of selecting two or three steamboats and fitting them out as gunboats. The results of this effort were the *Josiah H. Bell* commanded by Captain Fowler and the *Uncle Ben* in charge of Captain William Johnson. Both steamers were fitted out as cotton-clads at Sabine City. The *Josiah H. Bell* was armed with an 8-inch Columbiad re-bored as a 6-inch rifled gun. The gun was served by men from the Davis Guards, commanded by Lieutenant Richard Dowling. The *Uncle Ben* had two 12-pounder cannons manned by soldiers from Captain K. D. Keith's Company B of Spaight's Battalion. However, neither 12-pounder was serviceable.

In mid-January 1863 the U.S. Navy had to alter its blockade assignments at Sabine Pass. Commodore Henry H. Bell reported to Admiral D. G. Farragut that the USS *Rachel Seaman* was leaking badly and had been sent to Pensacola for caulking. Acting Master John Dillingham of the US Schooner *Morning Light* now had principal authority for his ship and the schooner *Velocity*, which Commodore Bell characterized as "a miserable little craft, badly found, and scarcely able to keep the sea." On the morning of January 21, 1863, the *Morning Light* and *Velocity* were anchored in the Gulf of Mexico. The winds were very light.

The Confederate steamers *Josiah H. Bell* and *Uncle Ben* had new army units assigned to them as sharpshooters. Captain Noland of the 2nd Texas Mounted Rifles assumed command of the infantry on the *Josiah H. Bell*, including detachments of all companies of Pyron's Regiment and 26 men of Company A of Spaight's Battalion under Captain O. M. Marsh. Captain G. W. O'Bryan of Spaight's Battalion commanded the infantry on the *Uncle Ben*. Captain Frederick H. Odlum of the 1st Texas Heavy Artillery was the Chief of Ordnance, but Lt. Dowling still commanded the *Josiah H. Bell*'s guns. The *Josiah H. Bell* and *Uncle Ben* steamed over the bar and approached the two Union schooners *Morning Light* and *Velocity*, which attempted to make way with the light winds. The steamers approached from astern keeping clear of the schooners'

guns. Although the *Uncle Ben's* 12-pounders were useful only in bolstering morale, the steamer was able to approach close enough for her sharpshooters to dominate the *Velocity*. Meanwhile, the *Josiah H. Bell's* 6-inch rifled gun was highly effective. Its first shell registered a direct hit. But the third shell jammed in the barrel and it was only with great difficulty that it was cleared. Once cleared, it was only a matter of time before the *Morning Light* was pounded and forced to surrender. The *Velocity* soon followed suit.

Confederate losses were four killed and another four wounded. The Union forces lost one man killed, another died of wounds, and five more were severely wounded. Unfortunately for the Confederates, the *Morning Light* was too heavy to clear the bar and was set afire, sinking in sixteen feet of water. The Confederates claimed they had seized 13 heavy guns, 129 prisoners (of whom 28 were Negroes), and \$100,000 in stores, and the blockade was broken, at least temporarily. The *Velocity* was put into Confederate service. Commendation from the Confederate Congress in Richmond for this action was passed along by General Magruder on March 11, 1863.

Incident at the Sabine Pass Lighthouse

The lighthouse at Sabine Pass was located on the Louisiana side of the channel below Sabine City. It was taken out of operation during the war, however, to deprive the U.S. Navy of its use as a navigational aid. Nevertheless, blockaders would occasionally visit the lighthouse to observe Confederate activities at Sabine City. This spying did not go unnoticed. On the night of April 17, 1863, Lt. Col. William H. Griffin, commanding Griffin's Battalion, sent 30 men under 1st Lt. W. J. Jones of Company C and 2nd Lt. E. T. Wright of Company D to the lighthouse. The Texas men hid themselves within the lighthouse and in the keeper's dwelling. On the next day the Union sent a small boat from each of the two blockading screw steamers, USS *Cayuga* and the USS *New London*, to land near the lighthouse. The boats landed perhaps 400 yards apart. As the sailors from the first boat approached within a few yards of the lighthouse, the Confederate troops called upon them to surrender. Three were captured immediately and the others raced back to their boat where Lt. Cdr. D. H. McDermut of the *Cayuga* was mortally wounded and his boat and remaining crew were captured. The *New London's* boat was also attacked, but Lt. Cdr. Abner Read, with his boat crew of five sailors plus the pilot James G. Taylor, managed to

escape, although nearly all were wounded. The only Confederate casualty was Lt. Wright, who was shot in the head and died instantly.

Lt. Cdr. Read's reported objective had been to determine if there was a river steamboat at Sabine City that he could capture by small boat attack. His plan was to use that steamboat to capture perhaps seven more small steamboats on the Sabine or Neches Rivers. Using these steamers he would have been able to destroy the various ferries and landings in the area and cut off communication between western Louisiana and Texas. This action, he felt, would also make available a ready supply of beef for the Union army and navy. Perhaps more significantly, the failure at the lighthouse in April ended the Union observations and consequently resulted in a lack of intelligence about the extent of the improvements of Fort Griffin's fortifications. This ignorance may have contributed to the failure of the Union attack on Fort Griffin in September 1863.

Second Battle of Sabine Pass

Background

Lincoln's administration had sought a military presence in Texas for quite some time. France had invaded Mexico in late 1861 with the intent of setting up an empire there and, not coincidentally, forcing payment of the large debt Mexico owed France. Lincoln was concerned that the French in Mexico would interfere in the American Civil War. He felt the best way to prevent such interference was for the Union to occupy Texas or at least establish a firm foothold in the state. Although a joint Union naval/army force had captured Galveston Island in October, 1862, it was able to hold that position only to the end of the year as Confederate General John B. Magruder recaptured Galveston on January 1, 1863. When France occupied Mexico City in June 1863, the need for a foothold became still more imperative. Originally, the high-level Union strategy was to attack Mobile, Alabama, after the Mississippi was opened with the fall of Vicksburg and Port Hudson in July of 1863. But Lincoln wanted troops in south Texas, preferably along the Rio Grande; this would be a clear assertion of a Union presence. Accordingly, he deferred plans for Mobile and sought an entry into Texas. His thinking was that someplace like Brownsville or Indianola would be ideal because they were relatively close to

Mexico. However, between the Departments of State and War, their strategy for “someplace” in Texas entailed entering the state either west of Shreveport or Alexandria, Louisiana, or at Sabine Pass – as far from the Rio Grande as possible. Movement into East Texas was not much of a statement to Mexico.

When Major General Nathaniel Banks, the commander of the Union movement, received his orders from Army Headquarters, he was given far too much latitude. On August 20, 1863, General-in-Chief Henry W. Halleck directed Banks to undertake a movement against Texas “without delay.” Banks responded on August 26 with his plan. He explained that attacking Texas through Alexandria or Shreveport was out of the question at that time because of low water in the Red River and its tributaries. Instead, he outlined the benefits of attacking at Sabine Pass: first, it would execute Halleck’s order to plant the Union flag at a prominent and commanding position in Texas; second, the assault could be accomplished by water; third, the attack could be made safely by a small force without attracting the attention of the enemy until it was done; fourth, it would enable the Union to attack Galveston from the interior and destroy all naval and transport vessels between the Sabine and Colorado Rivers; and finally, the Union forces could occupy Galveston Island with a small force of 2,000 to 3,000 men and then push on to Indianola on the Rio Grande [sic] or return to the Mississippi as situations demanding immediate attention require. Halleck concurred with this approach and instructed Banks to get between Confederate Generals Magruder at Galveston and Kirby Smith in Louisiana so that they could not combine forces. He added that you “will readily perceive the object of our occupying at least some part of Texas.” Banks passed along his instructions to General William B. Franklin, who would be in overall command of the attack, on August 31, stating that there were “important reasons, in addition to those of a purely military character for the immediate occupation of some important point in the state of Texas where the Government of the United States can permanently maintain its flag.” He went on to state that a “landing, if found impracticable at the point now contemplated [Sabine Pass], should be attempted at any place in the vicinity where it may be found practicable to obtain the desired results.” Unfortunately for the Federal forces, they were stymied at step one.

The Attack

Refer to this map by the Civil War Trust to better understand the relationship of the elements in the Second Battle of Sabine Pass. General Banks claimed that Sabine City was the “very center of the circle” of enemy operations in the west. General Franklin and his XIX Corps of 15,000 men were assigned to lead the attack. Because there was a shortage of transport vessels, the first 5,000 troops boarded transports and left New Orleans on September 4, 1863 and sailed to Berwick Bay on the south Louisiana coast. From there, the troops would descend on southeast Texas in assault waves. Once this initial force was landed at Sabine Pass, the transports would return to Berwick Bay for more troops. The first wave of 5,000 infantrymen came from General Godfrey Weitzel’s 1st Division of Franklin’s corps. It was supported by three field batteries and two heavy Parrott rifle batteries. The transports left in two sections; the smaller carrying Weitzel and his advance units left on the afternoon of September 6. The majority of the transports with Franklin followed a little later. The original plan was to attack early in the morning of September 7. Because it would be dark when the ships arrived, one of the gunboats, the *Granite City*, was sent ahead to serve as a signal ship marking the entry to Sabine Pass. The *Granite City* arrived in time on September 6 and anchored, but the commander convinced himself that he had spotted the feared Confederate raider, CSS *Alabama*, and he left the vicinity to seek protection around Lake Calcasieu in Louisiana. Weitzel’s advance force thus sailed past the mouth of Sabine Pass in the dark because the *Granite City* was not there to mark the location. Having sailed almost to Galveston, they realized their error and reversed course. Again they overshot Sabine Pass in the dark and ended up near Lake Calcasieu, where they found the *Granite City*. On their return trip from Galveston, the advance group had unknowingly passed among the ships of the larger section of transports which had arrived and anchored off the Pass. Fortunately, there were no collisions. When daylight came on September 7, Franklin realized that none of the other ships were around. It took most of the day before all were gathered together.

General Banks’ original plan was for the infantry to land on the sandy Gulf beaches west of Sabine Pass from whence they would advance and storm Fort Griffin under the covering fire of the gunboats. Franklin, believing he had lost any advantage of surprise, decided against that plan. Instead he, Weitzel, and Acting Lieutenant Frederick Crocker, who was in command of the four gunboats, changed the plan on the evening of September 7 to have the relatively weak

gunboats maneuver in the restricted channels and subdue Fort Griffin, after which men from Weitzel's command would serve a mop-up role when the fort had been silenced. (It is not clear how much input Crocker could have had in this plan.) This Union plan of attack would send the gunboats under Crocker's command against Fort Griffin: the USS *Clifton*, a side-wheel New York ferry, the USS *Sachem*, a screw steamer, and the side-wheeler steamers *Granite City* and *Arizona*. These ships were all lightly armored.

The *Clifton*, under direct command of Crocker, crossed the bar, steamed up the channel to three-quarters of a mile from the fort, anchored, and fired twenty-six rounds at Fort Griffin from just below old Fort Sabine at 6:30 in the morning of September 8. Fort Griffin did not respond to this fire, even though a couple of shells made direct hits on the walls of the fort. Crocker was puzzled by the fort's silence but impressed by the sturdiness of the fortification. Nevertheless, he signaled for the rest of the assault fleet to cross the bar. Thus, by 11:00 a.m., the other three gunboats accompanied by seven troop transports had crossed over the bar; they would land their force of 1,200 infantry, twelve guns, and fifty wagons once the fort was subdued. More troops in eleven other transports waited outside the bar.

However, when Franklin learned of Crocker's up-close assessment of Fort Griffin's strength, he recommended yet another change of plans. Crocker suggested a simultaneous assault by the Army while the gunboats engaged the fort. In the late morning, the Confederate steamer *Uncle Ben* approached from Lake Sabine to make her presence known. She drew three shells from the USS *Sachem*, was not hit, and retired out of range.

The general plan now was for the gunboats to engage Fort Griffin and, nearly simultaneously, for 500 infantrymen on the transport *General Banks* to land near old Fort Sabine, to advance on Fort Griffin, and to drive the gunners away from their guns with musket fire. A large oyster bed divided the waters of the Pass into two channels, the Louisiana channel on the east and the Texas channel to the west. The actual assault began at 3:00 p.m. with the *Sachem* moving up the Louisiana channel and the *Clifton* steaming up the Texas channel. Each was to be supported by one of the other gunboats. Twenty-five sharpshooters from Weitzel's troops were aboard the *Sachem* to fire at Fort Griffin's gunners. The *Clifton* had three times that number of infantry.

The gunners at Fort Griffin were the Davis Guards from Company F of the 1st Texas Heavy Artillery. This company was under the command of Captain Frederick Odum, but the gunners were led by Lieutenant Richard Dowling. These men were from Houston and Galveston -- nearly all were Irish. This was an extremely small defense force indeed and they had been authorized from General Magruder on down simply to spike their guns and retreat if they saw fit. But Dowling had drilled his gunners well and they were proficient. Plus, they had planted range stakes in the channels so they would have accurate estimates of the range to the Union gunboats. The force at Fort Griffin determined they would stay and fight.

Fort Griffin may have been silent during the *Clifton*'s early morning probe, but that certainly was not the case when the Union gunboats approached that afternoon. When the two lead gunboats got within 1,200 yards, the fort opened fire. The *Sachem* was stopped when the third or fourth shot went through her boiler and steam scalded many of the men onboard; her commander had the white flag hoisted. The *Clifton* was disabled shortly thereafter when a shot parted her tiller rope. Unable to steer, she ended up grounding about 500 yards below the fort and was only able to bring three guns to bear. Dowling turned all of Fort Griffin's guns on the *Clifton*. After about half an hour the *Clifton* too raised a white flag. The other two gunboats offered little assistance. In fact, the *Arizona* refused the request to approach and tow the *Sachem* to safety and the *Granite City* neither fired nor was fired upon.

Dowling reported that he had boarded the *Clifton* immediately after it showed the white flag to ensure that her magazine was not endangered. It was fine. The *Uncle Ben* returned, passed a line to the *Sachem*, and it towed to the wharf at Sabine City. The *Sachem*'s magazine had already been flooded. Dowling claimed that 47 men had captured two gunboats and 350 prisoners. He expressed praise for Lieutenant N. H. Smith of the Engineer Corps and Assistant Surgeon George H. Bailey, both of whom had joined the garrison during the afternoon.

The initial landing force from the *General Banks* was supposed to come ashore in the vicinity of old Fort Sabine and advance on Fort Griffin and suppress its gunners. But the army was late and Weitzel claimed that unfortunately when the *Clifton* grounded, she was directly in the way of the landing party and so no landing was attempted. Instead, the Union force withdrew and, while

General Franklin said he contemplated a landing on the coast west of Sabine Pass and a subsequent march to Liberty, no such action was taken and the entire remaining force returned directly to the Mississippi River.

Once General Magruder learned the attack was imminent on the morning of September 8, he immediately ordered the return of men from Griffin's Battalion who had been allowed to reposition temporarily closer to their homes because of depredations by Native Americans. He also sent the 3rd Regiment, Gould's Regiment, Jones' Company of Light Artillery, Nichols' and Graham's batteries and four companies of Elmore's Regiment which were in the vicinity. The only other available troops, Buchel's Regiment, were ordered to Beaumont. None of these troops arrived in time for action, but some of Griffin's men aided in bringing in the boats and prisoners. Of course these dispositions were made before the extent of the success was known, since it was by no means certain that the Union forces would not make another attempt at Sabine Pass or elsewhere. Magruder called for men from across the state to rally at Beaumont with their guns. He asked planters and business men "to turn aside from your daily pursuits" and "meet [the enemy] like men resolved to conquer or die. Old Texans, men of the days of '36, men of the Republic, you have grasped the rifle and trusty knife before at the call of danger. Come now, and men who love you for your deeds of valor, the youths who would emulate your example, will follow you. Many comrades are in the ranks. Form with them a wall of fire and steel against which the foe will press in vain." Magruder's dramatic rhetoric might have been effective, but as it turned out, the mobilization was not required, although that was no sure thing at the time.

The end result of this brief action was the total disruption of Union plans for a direct invasion of Texas. They lost two gunboats, which were easily repaired and placed in Confederate service. Total Union casualties were estimated to be twenty-eight killed, seventy-five seriously wounded, scores with minor wounds, thirty-six missing and probably drowned, and over three hundred men captured. Against this, the Confederates had no casualties whatsoever. This was a great combination of luck and skill. Besides these direct losses, in the panic for the transports to get over the bar and leave the scene, over 200,000 uncooked rations were jettisoned and 200 mules were dropped over the side with their halters tied around their front legs so they would drown.

Aftermath

While there was jubilation among the Confederates, the Union side launched into excuses and recriminations for the failure of the expedition. General Banks in his September 13 report to Halleck threw all the blame on the Navy who “misapprehended” the Confederate strength. They believed there were only two guns. While all of the suitable vessels drawing less than six feet of water were on hand, there were only four and they were “old and decayed.” Banks went on to state that instead of two guns, it seemed the CSA had six heavy guns: three 9-inch, one 7- or 8-inch, and others on siege carriages, plus a light battery and they had two gunboats. He admitted that perhaps they should have tested the Confederate strength, but they wanted not to tip their hand. Besides, the Government wanted prompt action, and the Navy was confident in their information. Banks went on to explain that the intent was to land 500 men at Old Battery Point [old Fort Sabine] to suppress the gunners, but the *Clifton* was sunk between the troops and their landing place. With two gunboats surrendered and the *Arizona* temporarily aground, it was decided to withdraw. Halleck commiserated somewhat with Banks on September 30 when he wrote that “the failure of the attempt to land at Sabine is only another of the numerous examples of the uncertain and unreliable character of maritime descents.”

Commander Crocker of the *Clifton* was captured with his crew. He was permitted by the provost marshal general of Texas to prepare a report of the action to be sent to his superior. (It is not certain the report was actually submitted because it was found at the end of the war in the files of the District of Texas, New Mexico, and Arizona.) Crocker reported that Fort Griffin looked strong, but it did not respond to his test firing. He had seventy-five sharpshooters on board to suppress the Confederate gunners when the *Clifton* got close enough, but when she grounded she had only three guns which could bear on the fort and a shot ruptured a steam line; the steam drove the sharpshooters from the upper deck. A fire broke out onboard, gunfire disabled one of his guns and broke the lock on another, at which point he surrendered the ship. He explained that the Army was slow in getting ready and that General Franklin “failed utterly to cooperate.” Crocker pointed out that the commanders of the *Arizona* and *Granite City* failed to support him and the *Arizona* ignored the *Sachem*’s command to come up and tow her.”

Valery Sulikowski, Magruder's Chief Engineer, had issued instructions on October 5 to Major Julius Kellersberg to obstruct both channels near Fort Griffin with pilings and torpedoes to further discourage Union gunboats. He also directed that the fort be covered all around and that all mesquite in the area should be cut down and positioned to serve as abatis, an obstruction in case of infantry assault.

A month after the battle, Colonel Benjamin Allston, Assistant Inspector General to General Kirby Smith of the Trans-Mississippi Department, returned from an inspection tour of the Sabine Pass area. He reported that there were two companies stationed seven miles west of town [probably Fort Manhasset]; their Springfields and Enfields were in fair condition, their clothing and equipment were in good condition, but they were deficient in their drill. The four infantry companies at Fort Griffin graded out essentially the same. Not too surprisingly, however, Captain Odum's company of heavy artillery (the Davis Guards) was judged to be highly creditable in appearance, clothing, and drill, especially in gun drill. Allston reported that Fort Griffin was now an enclosed fortification so the gunners would no longer be exposed to small arms fire. It had been armed with two 30-pounder Parrott rifled guns, taken from the captured gunboats, along with two 32-pounders and two 24-pounders. In addition, the fort itself was strengthened and protective features were added. He noted that the system of redoubts (fortified enclosures) and redans (fortifications with two walls forming an acute angle) which constituted Fort Manhasset were well-built and should resist serious attack, in case the Union attempted another assault. He also mentioned that the *Clifton* was in good shape and that the *Sachem* and *Josiah H. Bell* were undergoing repairs.

The Confederacy's success at the Battle of Sabine Pass resulted in Union forces' forsaking efforts to establish a foothold directly in Southeast Texas. Instead, General Banks would regroup and eventually undertake an advance up the Red River in Louisiana as a means to enter Texas. Once the Union advances were made through Louisiana, there were no further actions in Jefferson County, and Confederate companies in the county remained on garrison duty until the end of the war, although some units saw action in Louisiana at Fardoche Bayou, Bayou Bourbeau, or Calcasieu Pass.

Confederate Veterans' Pension Application

At the end of the 19th century the Texas Legislature passed the Confederate Pension Law. This law granted benefits to indigent or disabled Confederate veterans or their widows, provided they had lived in Texas since 1880.

A veteran, or his widow, had to complete an application which would be considered in determining his eligibility to obtain a pension. The veteran's application package contained the veteran's name, birthplace, length of residency in Texas, address of residence, occupation, branch of service, and military unit. Some applications included additional documentation.

The Jefferson County Historical Commission office has copies of the applications which were filed within Jefferson County, including those which were rejected. These records were copied from the originals at the Texas State Library and Archives in Austin. ([For a list of the names of Confederate veterans whose applications are on file, Click Here](#))

Sabine Pass Guards

Recorded in Jefferson County Personal Property Records, Vol. C, page 59 on July 22, 1861 by James P. Likens as “an independent company of infantry” organized at Sabine Pass on April 20, 1861.

James P. Likens	Captain		
R. J. Parsons	1 st Lieutenant		
Wm. Beymon	2 nd “		
J. C. Craig	3 rd “		
J Swinford	1 st Sergeant		
H. S. Kimball	2 nd “		
H. W. Smith	3 rd “		
F. G. Cary	4 th “		
H. N. Conner	5 th “		
I. R. Burch	1 st Corporal		
E. S. James	2 nd “		
A. McClug	3 rd “		
Benj. Granger	4 th “		
Privates			
1	A. Adams	16	C. A. McDonough
2	J. H. Blount	17	J. Miller
3	John Culmell	18	Jno. E. Price
4	F. Coffin	19	J. B. Peightal
5	B. F. Cameron	20	Albert Parsons
6	W. S. Caruthers	21	N. H. Porter
7	H. V. C. Edmondson	22	George Peak
8	C. H. Gardner	23	J. P. Hotchkiss
9	Sanford Gregory	24	R. Hotchkiss
10	E. V. Hemmingway [Heminway]	25	S. J. Sweet
11	G. W. Hawley	26	N. H. Smith
12	J. E. Kelley	27	F. B. Smith
13	J. F. Klein	28	W. D. Street
14	J. W. Keith	29	E. F. Smith
15	R. J. Lord		

The Sabine Pass Guards were significantly strengthened before they were incorporated into Likens’ Battalion as Company A.

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Jefferson County Mounted Rangers

Recorded in Jefferson County Personal Property Records, Vol. C, page 51 on June 1, 1861 by Joseph Hebert in order to “preserve the present organization as a home company” organized at Beaumont. The company commander was registered on June 11, 1861.

1	Joseph Hebert	Captain
2	James Ingalls	1 st Lieutenant
3	George W. O’Bryan	2 nd “
4	Nathan Wheeler	3 rd “
5	Felix O. Yates	1 st Sergeant
6	Thomes H. Lewis	2 nd “
7	Gabriel Landrum	3 rd “
8	*Charles McCally	4 th “
9	Wilson A Junker	1 st Corporal
10	*T. J. Chaisson	2 nd “
11	Emille Andrews	3 rd “
12	W. Landrum	4 th “

Privates			
13	*R. H. Leonard	35	J. Keely
14	Wm. H. Baldwin	36	John Ogden
15	*A. N. Vaughan	37	John Avery
16	P. Dougherty	38	John T. Parker
17	Solomon Landrum	39	T. G. Williamson
18	B. Landrum	40	James McClusky
19	Cave Johnson	41	Adam Depold
20	John Dillon	42	James Brace
21	W. S. Hall	43	J. C. Kidd
22	*Sevenne Jirou	44	E. E. Chubbuck
23	Paschal Gramier	45	John Hoffman
24	Valentine Hargrave	46	Frank Schupps
25	Wm. H. Lewis	47	P. H. Glaze
26	E. Andrews	48	T. H. Cussens
27	J. G. Pipkin	49	F. Nain
28	Richard L. West	50	H. Smith
29	T. L. Cummins	51	Tom Wolverton
30	*H. L. Taylor	52	Edward Day
31	Robert Ruff	53	Alexander Furlough
32	*Wm. Schultz	54	A. A. Kidd
33	*W. A. Fletcher	55	Dernaville Broussard
34	J. M. Caswell		

* These men enlisted in Captain King Bryan’s Company F of the 5th Regiment of Texas Volunteers (Hood’s Brigade) and were listed in the muster roll of that organization in February – April 1862. (Joseph Jirou and A. B. Roberts also enlisted in the Fifth Texas from Jefferson County.)

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Ben McCulloch Coast Guards

The list below was recorded in Jefferson County Personal Property Records, Vol. C, page 62 on August 12, 1861, by James Blair as the “Ben McCullough [sic] Coast Guards.” This unit was organized at Sabine Pass on August 3, 1861.

James M. Blair		Captain	
J. A. Hudnall		1 st Lieutenant	
T. R. Jackson		2 nd “	
Jacob Garner		3 rd “	
R. E. Boltin		1 st Sergeant	
Privates			
1	W. D. Alexander	17	Ben Johnson
2	J. C. Burton	18	Uriah Johnson
3	H. L. Boltin	19	Bradley Johnson
4	James Courts	20	John Johnson
5	Thomas Courts	21	W. T. Joyner
6	B. Cowartz	22	Luis King
7	D. J. Dewees	23	Samuel Lee
8	Wesley Garner	24	John McCall
9	Joseph Gallier, Jr.	25	James McCall
10	Joseph Gallier, Sr.	26	Neal McGaffey, Jr.
11	Jacob Gallier	27	W. Maass
12	Francis Gallier	28	J. McCarty
13	J. Gibney	29	E. M. Revia
14	L. Garner	30	Albert Sparks
15	H. H. Hikok	31	Wm. Townsend
16	Levi Hargrove	32	George White

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Officers of the 21st Regiment¹

STAFF

Spaight, Ashley W.	Colonel
Griffin, William H.	Lt. Colonel
McReynolds, Felix C.	Major
Barton, Jno. F.	Surgeon
Johnson, Jno. T.	Adjutant
Trimrell, A. B.	Ensign

Rank in Batt.

Rank in Regt.

COMPANY A (formerly Co. A, Spaight's Batt.)*

Blair, James M.	Captain	Asst Surgeon
Marsh, Otis M.	1Lt, Capt.	Captain
Jackson, Thomas R.	2Lt, 1Lt.	1Lt
Bolton, R. E.	2Lt	2Lt
Jones, Jonathan E.	2Lt	2Lt

COMPANY B (formerly Co. E, Spaight's Batt.)*

O'Bryan, George W.	Captain	Captain
Herring, Jno. J.	1Lt	released 4-6-63
Junker, Wilson A.	2Lt, 1Lt	released 12-31-63
Long, James M.	2Lt, 1Lt	2Lt, 1Lt
Kent, Ambrose D.	2Lt	2Lt
O'Bryan, R. P.	2Lt	2Lt

COMPANY C (formerly Co. C, Griffin's Batt.)*

Evans, Samuel	Captain	Captain
Coltharp, Wm. H.	1Lt	released 4-9-63
Jones, Wm. J.	2Lt, 1Lt	1Lt
Douglas, Warren	2Lt	2Lt
Hayden, Jacob T.	2Lt	2Lt

COMPANY D (formerly Co. E, Griffin's Batt.)*

Deegan, James H.	Captain	Captain
Fisher, George W.	1Lt	released 2-23-63
Hill, James M.	2Lt, 1Lt	—
Magby, Jno. D.	2Lt	1Lt
Bates, F. M.	—	2Lt

¹ From *Yellowed Pages* Vol. 3, pages 181-183

Rank in Batt.

Rank in Regt.

COMPANY E (formerly Co. C, Spaight's Batt. and
J. S. Irvine's Co. Newton County Volunteers)*

Irvine, J. S.	Captain	Major 6-17-62 Dropped 11-20-64 (sick)
Price, F. P.	1Lt	dropped 6-17-62
Layton, G. B.	2Lt	dropped 6-17-62
Ramsey, J. T.	2Lt, 1Lt	1Lt
Gibbs, W. C.	Captain	Captain
Leonard, Thos.	1Lt	to Capt., Co. G in Batt
Richardson, Win. M.	2Lt	died 5-11-64
Smith, A. W.	2Lt	2Lt
Kimme, F. D.	2Lt	2Lt

COMPANY F (formerly Co. F, Spaight's Batt.
organized March, 1862 Moss Bluff Volunteers)*

Spaight, Ashley W.	Captain	Lt. Colonel
Duncan, Wm. B.	1Lt, Capt	Captain
Shelton, Amos C.	2Lt, 1Lt	1Lt
Brown, B. W.	2Lt	Asst QM
Duncan, George C.	2Lt	2Lt Died 3-19-65
Dever, H. H.	2Lt	2Lt Died 3-19-65

COMPANY G (formerly Co. B, Griffin's Batt.)*

McReynolds, Felix C.	Captain	Major
Givens, James M.	1Lt, Capt	Captain
Donathan, James W.	2Lt, 1Lt	2Lt
Clary, Enoch B.	2Lt	2Lt
Ivy, Peter	2Lt	2Lt

COMPANY H (formerly Co. D, Spaight's Batt.)*

Collier, James G.	Captain	dropped 6-17-62
Swearingen, C. R.	1Lt	dropped 6-17-62
Wallace, M. C.	2Lt	dropped 6-17-62
Spurlock, William J.	2Lt, Capt	Captain, killed
Mayo, James F.	1Lt	1Lt
Holloman, Benj.L.	2Lt, Capt	Captain
Craig, Jno. C.	2Lt	2Lt

COMPANY I (formerly Co. A, Griffin's Batt.)*

Tubbs, Jno. L.	1Lt, Capt	released 10-26-63
Layne, James P.	2Lt, 1Lt, Capt	released 3-1-64
Carson, William J.	2Lt, 1Lt, Capt	Captain
Inglehardt, Nicholas E.	2Lt	1Lt, released 3-8-65
Guthrie, Robert B.	2Lt	2Lt
Duke, R. W.	---	2Lt

Rank in Batt.

Rank in Regt.

COMPANY I (formerly Co. G, Spaight's Batt.)*

Leonard, Thomas	Capt	Captain
Spurlock, P. H.	1Lt	1Lt
Youngblood, Rich.	2Lt	2Lt
Griner, William B.	2Lt	2Lt, released 2-25-65

*The origin of the Regiment may be traced to Likens' Battalion Texas Volunteers, which was formed in Sabine Pass on November 8, 1861. This Battalion was composed of one cavalry, one artillery and two infantry companies under the command of Major James B. Likens. In March, 1862, two additional companies were added and the unit was designated the 6th Battalion Texas Infantry. At Spindle Top further reorganization took place June 17, 1862, Major Likens was replaced by Lt. Col. Ashley W. Spaight and the unit became the 11th Battalion Texas Infantry (A. W. Spaight's Battalion Texas Volunteers). Nearly all men making up the battalion were originally twelve month volunteers, enlisted for coast defense, from Liberty, Hardin, Jefferson, Orange, Chambers, Jasper, Tyler and Newton Counties. On November 20, 1864, the Battalion was broken up and combined with the 21st Battalion Texas Infantry (Griffin's Battalion), from Tarrant and Harris Counties, which had been stationed in our area since April 11, 1863. Now designated the 21st Regiment Texas Infantry under the command of Colonel Spaight, little further organizational change took place until the "breakup" May 1, 1865 in Beaumont.

The three remaining companies were consolidated with Col. Joseph Bates' 13th Texas Infantry Regiment:

Co. D Griffin's Batt. (Captain Richard V. Cook),

Co. F Spaight's Batt. (Captain Charles L. Bickley) and

Co. B Spaight's Batt. (the artillery company - Capt. K. D. Keith)

becoming Co. A, Co. K and Co. I, respectively.

Source: National Archives, Washington, D. C.; Record Group 109, Confederate Records. Compiled July 16, 1973.

NOTE: Editor, "Yellowed Pages"

"To capture the spirit of this Regiment, I don't believe I can improve on statements of Captain W. C. Gibbs of Co. E from Kountze, Texas who wrote: "With all our long, hard inarching and suffering from thirst under burning suns, our rations a small bit of lean beef and yellow corn bread, facing the winter's chilly blast, sleeping on the cold, wet ground without tents, our lonely, dark watches on pickets, without medicine in sickness and all the other privations we had to suffer, leaving out of account the bloody battles we fought, the groans and shrieks of the wounded and dying, I never heard one of the boys murmur. They continued firm in their patriotism for 'Dixie Land', and when they saw that our cause was lost; they returned to their wasted homes and dear ones determined to restore them to that happy state in which they left them."

Submitted by: J. W. McManus
2808 Lawrence Avenue
Nederland, Texas 77627

**MUSTER ROLL OF
COMPANY "A", SPAIGHT'S BATTALION**

(as of 1863, exact month unknown)

Cavalry Company A was commanded at the beginning of the Civil War by Capt. James M. Blair, who was replaced later by Capt. O. M. Marsh of Sabine Pass. Due to shortages of horses, its service was sometimes dismounted. Company A saw service in and around Sabine Pass during early days of the war, and pickets from this company fired on the Union steamer *Dan* in October, 1862, which resulted in destruction and burning of Sabine's sawmill and much of the town.

Company A was attached to Gen. Tom Green's force (Baylor's 2nd Cavalry Regt., Arizona Brigade, Major's Brigade) during fighting along the Bayou Teche, Louisiana in the fall of 1863, where it took part in the Battle of Bayou Bourbeau.

Twenty-five men of this company were aboard the *Josiah Bell* during the off-shore battle January 21, 1863, which captured the blockaders *Morning Light* and *Velocity*. Company A also saw service dismounted at the Battle of Calcasieu Pass fought on May 6, 1864 at Cameron, La. All service in the company was for the period of the war.

NAME	RANK	INDUCTED		
		When	Where	By Whom
Marsh, O. M.	Captain	Sept. 20, 1861	Sabine Pass	J. M. Blair
Jackson, T. R.	1st Lt.	" " "	" "	"
Bolton, R. E.	2nd Lt.	" " "	" "	"
Jones, Jonathan E.	"	" " "	" "	"
Conner, H. N.	1st Sgt.	" " "	" "	"
McClurg, Andrew	2nd Sgt.	" " "	" "	"
Grant, R. D.	3rd Sgt.	" " "	" "	"
Craig, Thos. C.	4th Sgt.	" " "	" "	"
Hotchkiss, Jos. P.	5th Sgt.	" " "	" "	"
Rodgers, Wm. E.	1st Corp.	" " "	" "	"
Byerly, F.	2nd Corp.	" " "	" "	"
Simmons, J. J.	3rd Corp.	Oct. 12, "	" "	"
Culmell, John	4th Corp.	Sept. 20, "	" "	"
Lewis, H. M.	Bugler	Oct. 28, "	" "	"
Lewis, W. J.	"	" " "	" "	"
Simmons, Isaac	Farrier	Oct. 2, "	" "	"
Brennan, John	Blacksmith	Sept. 20, "	" "	"
Benton, J. C.	Private	" " "	" "	"
Berg, Jacob	"	" " "	" "	"
Bolin, Wm. K.	"	" " "	" "	"
Berwick, Joseph	"	" " "	" "	"
Court, Thos. J.	"	" " "	" "	"
Cooper, T. J.	"	" " "	" "	"
Caswell, B. M.	"	" " "	" "	"
Name Illegible (8)	"	Oct. 28, "	" "	"
Name Illegible (9)	"	Sept. 20, "	" "	"
Davis, Seth	"	" " "	" "	"
Elender, J. E.	"	Oct. 7, "	" "	"
Foster, A. J.	"	Sept. 20, "	" "	"

Company A Muster Roll - continued

NAME	RANK	INDUCTED		
		When	Where	By Whom
Glennings, Patrick	Private	Sept. 20, 1861	Sabine Pass	J. M. Blair
Guy, Wm.	"	Oct. 5, "	" "	"
Gordon, David G.	"	July 1, 1862	" "	O. M. Marsh
Hall, M. J.	"	Sept. 20, 1861	" "	J. M. Blair
Hawley, Geo. W.	"	" " "	" "	"
Humble, Henry H.	"	Oct. 7, "	" "	"
Hamshire, Lovace	"	Feb. 26, 1862	" "	O. M. Marsh
Johnson, Moses	"	Sept. 20, 1861	" "	J. M. Blair
James, Sam. E.	"	" " "	" "	"
Kirkendale, R.	"	" " "	" "	"
Kellogg, Thos. P.	"	" " "	" "	"
Knodell, Moses	"	" " "	" "	"
Kowats, Bernhard	"	" " "	" "	"
Lynch, Jos. K.	"	" " "	" "	"
Lynch, Thos. K.	"	Oct. 21, "	" "	"
Mackan, J. L.	"	Sept. 20, "	" "	"
Mackan, R. E.	"	" " "	" "	"
Marshall, C. M.	"	" " "	" "	"
Illegible, Ira A.	"	May 23, 1862	" "	O. M. Marsh
Moore, Wm.	"	Sept. 20, "	" "	J. M. Blair
Norwood, James	"	Oct. 7, "	" "	"
Peightal, Jos. B.	"	Sept. 20, "	" "	"
Ratcliff, Wm. G.	"	" " "	" "	"
Ratcliff, J. V.	"	Oct. 28, "	" "	"
Ratcliff, L. E.	"	Oct. 1, 1862	" "	O. M. Marsh
Rabb, Hezekiah	"	Sept. 1, "	" "	"
Richardson, Stewart	"	Oct. 12, 1861	" "	J. M. Blair
Richardson, Amos	"	Sept. 20, "	" "	"
Richardson, John	"	July 9, 1862	" "	O. M. Marsh
Richardson, John A.	"	Dec. 1, "	" "	"
Sparks, Albert	"	Sept. 20, 1861	" "	J. M. Blair
Snow, Thomas	"	" " "	" "	S. B. Davis
Smith, D. R. S.	"	" " "	" "	"
Smith, Frost B.	"	" " "	" "	"
Strahn, Hiram A.	"	" " "	" "	"
Shea, Patrick	"	" " "	" "	"
St. Jess, Charles	"	" " "	" "	"
Salburg, Jessie	"	" " "	" "	"
Spence, Thos. H.	"	Oct. 31, "	Henderson	J. M. Blair
Thomason, John A.	"	Sept. 20, 1861	Sabine Pass	"
Toolhuehn, J. E.	"	" " "	" "	"

Company A Muster Roll - continued

NAME	RANK	INDUCTED			
		When	Where	By Whom	
Teal, Wm. D.	Private	Sept. 20, 1861	Sabine Pass	J. M. Blair	
Teal, Felix G.	"	" " "	" "	"	
Taylor, Walter B.	"	Oct. 4, "	" "	O. M. Marsh	
Vondy, James	"	Sept. 20, "	" "	J. M. Blair	
White, George	"	" " "	" "	"	
Wiess, Mark P.	"	" " "	" "	"	
Wiess, Wm. W.	"	" " "	" "	"	
Wiess, Napoleon	"	July 3, 1862	" "	O. M. Marsh	
Williams, Richard	"	Oct. 12, 1861	" "	J. M. Blair	
Williams, W. W.	"	Sept. 20, "	" "	"	
Wagnon, A. J.	"	Oct. 7, 1862	" "	O. M. Marsh	
Womack, George W.	"	Sept. 20, 1861	" "	J. M. Blair	

Transferred

Carter, J. S.	"	Oct. 21, 1861	" "	"
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Company A was at first a part of Likens' Battalion, was transferred to Col. A. W. Spaight's Battalion, June of 1862, and remained Company A at the activation of Spaight's 21st Texas Regiment in November, 1864.

MUSTER ROLL OF COMPANY "B," SPAIGHT'S BATTALION

(as of April 30, 1863)

Companies A. and B were outgrowths of the reorganization of the Sabine Pass Guards, a militia company organized (under the Act of 1858) at Sabine Pass on April 20, 1861.

Company B's first captain was Increase R. Burch, owner and captain of the steamboat *Sabine*. Ultimately, it came under the command of Kosciusko D. Keith, a partner in the Sabine Pass export firm of Craig and Keith.

It was the artillery arm of Spaight's Battalion. At various times, Company B served at Fort Griffin and at Fort Grigsby at Port Neches, but its principal assignment after January 1, 1863 was the manning of the 12-pounder artillery aboard the cotton-clad *Uncle Ben*. In this capacity, it saw service both at the Battle of Sabine Pass on September 8, 1863, and in the offshore battle of January 21, 1863.

Company B joined Major J. B. Likens' battalion late in 1861, and later became a part of Spaight's 11th Battalion in June, 1862. With the organization of the 21st Texas (Spaight's) Regiment, from units of both Spaight's and Griffin's battalions, in November, 1864, Company B was redesignated as Company I, 13th (Bates) Regiment, and ended the war at Fort Manhasset, Sabine Pass.

Commissioned Officers

Capt. K. D. Keith

1st Lt. John Goodhue

Jr. 1st Lt. Jas. Cassidy

2nd Lt. Niles H. Smith

Non-Commissioned

1st Sgt. Geo. A. Davis

2nd Sgt. Thos H. Willson

3rd Sgt. Sam Wattson

4th Sgt. T. W. Hart

5th Sgt. A. S. Adler

1st Corp. ? Hoffpauir

2nd Corp. T. Chandler

3rd Corp. L. Thomas

4th Corp. J. J. Moore

Privates

Z. LaGrange

D. T. Webster

R. Alexander

T. Broussard

B. F. Bivins

E. A. Barker

William Block

Charles Block

J. H. Bostic

Oliver Bland

Musician

Artificer

Beaumont

Port Neches

“ “

Orange County

John Carr

J. M. Courts

F. Cleveland

J. Chambles

A. Collins

W. O. Cooper

J. G. Conn

L. DeBlanc

N. Dagle

J. H. Dupuis

J. F. Dugas

B. Flowers

B. Fletcher

Wm. Gibson

Jacob Gallier

L. Gallier

H. H. Hickok

O. G. Horn

D. B. Haines

A. Harris

Wm. Herrington

J. H. Hayes

W. C. Horn

M. P. Hawthorn

James Herring

Wm. Jones

Oliver Keith

F. Kline

Taylor's Bayou

Sabine

Jefferson County

“ “

Sabine Pass

Jasper County

“ “

“ “

Jefferson County

“ “

Jasper County

Jefferson County

Sabine

“

“

Company B Muster Roll - Continued

J. Kuniff		S. T. Singletary	
J. Knight		B. Singletary	
J. H. Kimbrough		W. Stephenson	Newton County
F. M. Kidd	Jefferson County	N. Stephenson	“ “
J. L. Knighton		J. C. Sarver	
D. Kelley		Chas. Theobald	Sabine
J. H. Lee		J. Tousan	
J. Linscum		L. H. Trull	Newton County
Pat Murphy	Sabine	G. W. Trull	
R. O. Myers		Wm. Townsend	Sabine
J. Merrill		A. Trahan	
R. L. Morgan	Jasper County	J. C. Thornton	
S. W. Mellen	“ “	Wm. Willson	
Z. Mattingly	“ “	K. L. Walker	Jasper County
D. B. McNeel		F. M. Walker	“ “
W. H. McKnight		J. B. Williams	
S. F. McGeehee		L. Wingate	
J. M. McDonald	Jasper County	T. B. Wood (or Word)	
Wm. Nelson		W. Vosburg	
James Norwood		J. L. Young	
P. O'Quinn		<u>Discharged</u>	
H. A. Pierce	Newton County	W. A. Winfrey	Orange County
F. Parrell		Jasper Call	Orange
G. Petit			Co.(Prob)
George Peek	Sabine	Dr. J. G. D. Murray	Sabine
J. M. Parish		Asst. Surgeon	
A. Pevito	Jefferson County	<u>Transferred</u>	
J. A. Richardson	Jasper County	W. H. Fritz	
A. M. Rogers	“ “		
Elias T. Smith	Sabine	<u>Deserted</u>	
J. J. Smith	Jasper County	W. G. Cootz (or	
D. Y. Smith	“ “	Courtz)	
J. Q. Smith	“ “		
J. Simmoncer (sic)			

MUSTER ROLL OF COMPANY "C," SPAIGHT'S BATTALION

(as of 1863, month not known)

Company E (?) was made up principally of Newton County men with some from Jasper County as well. Its first commander was Capt. Josephus S. Irvine, who had fought at the Battle of San Jacinto, and had commanded Fort Sabine during the first Union attack at Sabine Pass on Sept. 24, 1862.

Commissioned Officers

Capt. Walter C. Gibbs
1st Lt. Thomas Leonard
2nd Lt. Jas. T. Ramsey
2nd. Lt. Wm. M. Richardson

Non-Commissioned

1st Sgt. Augustus W. Smith
2nd Sgt. Wm. G. Fuller
3rd Sgt. F. D. L. Kirmmey
4th Sgt. J. T. Whitman
5th Sgt. Cicero C. Rice
1st Corp. Wiley M. Harper
2nd Corp. Ferdinand M. Harper
3rd Corp. George Whitman
4th Corp. James B. Scott

Privates

Jos. L. P. Hardy
Jeptha McWilliams
Michael C. Berry
George S. Bevil
John Byerly
Wm. E. Bennington
Jas. P. Bennington
John P. Best
George W. Burson
Robert Cade
Alfred Cochran
Jacob Cochran
John C. Carter
+ Ezekiel Cobb
Charles B. Dougharty
Abel H. Dehart
James M. Dehart
Robert M. Dickens
Thomas England
Wm. H. Fuller
John Fuller
Henry C. Fuller
James E. Ferguson

Drummer
Fifer

J. A. Ferguson
Abner L. Harrison
Wm. S. Hines
Wm. McF. Harper
Theophilus P. Hardy
Thomas J. Hughes
C. C. Hughes
Claiborne C. Holmes
Wm. H. J. Holmes
Thomas Holmes
Joseph C. Holmes
J. W. P. Hardy
Stephen B. Harris
Edmond Hart
Jesse Kelley
William Herrin
Jas. G. Hardy
William Hall
* James P. Irvine
* Alvah F. Innan
David M. Jones
Charles L. Lucky
George W. Lewis
Asa C. Lewit
Wm. M. Lewis
John W. McMahan
Henry C. McWilliams
Argulus B. McMahan
Friend W. McMahan
Isaac J. McMahan
Geo. W. McFarland
Wm. McFarland
Robert P. Merrill
John T. Phillips
John W. Phillips
John A. Roberts
Henry Riggs
+ Jerry Rice
Samuel A. Rice
John H. Ruff
John R. Roach

Company C Muster Roll - Continued

Larkin Richardson
Cuthbert Reece
Joseph H. Reece
George W. Stamps
Enock Stamps
John W. Stephenson
Wm. P. Stone
Henry M. Smith
Labon E. Shepherd
Daniel L. Stark
Moses Stamps
Isaac E. Tanner
Thomas W. Tompkins
Pleasant T. Tanner
John A. Whitman
Benj. A. Willis
Joseph Whitman
William Wilkinson
+ Julius Watson
Wm. H. Wright
James L. Ward
William West
Stephen H. Westbrook
James M. West
Andrew J. Whitman
Byrd Williams
Henry T. Westbrook
Davis Wilson
Joshua Westbrook
Joseph L. Willis
Alfred West
Francis Wilson
Jonathan W. Young
Squirrel S. Young
John J. Youngblood

Died
Riddic Watson
Wm. A. Denman
George Swift
Thomas N. Fain
Hinton D. Dickerson
Washington Cochran

Deserted
Lorenzo D. Wheeler
Isaac Fish
Wiley B. Hargrove
James M. Richardson
Jasper G. Rutherford
Nathan L. Rogers
James C. Simmons
Wm. J. Inman

* Killed in Action
+ Wounded in Action

MUSTER ROLL OF COMPANY "D," SPAIGHT'S BATTALION

(Date of roll, about Sept. 1, 1863)

Company D of Spaight's Battalion was made up principally of Tyler County men, and was commanded by Capt. W. J. Spurlock until he was killed at the Battle of Fardoche Bayou, Louisiana. Thereafter, the company was commanded by Capt. B. E. Gentry until it was deactivated.

Company D sustained four killed and two wounded during the engagement in Louisiana on September 29, 1863. It also saw action at the Battle of Calcasieu Pass, Louisiana on May 6, 1864. This company joined Likens' Battalion at Sabine Pass in 1861, became a part of Spaight's Battalion in June, 1862, and, with the activation of the 21st Texas Infantry in November, 1864, was redesignated as Company H, Spaight's 21st Texas Regiment.

Commissioned Officers

* Capt. W. J. Spurlock
1st Lt. J. F. Mayo
+ 2nd Lt. J. M. Hollamon
2nd Lt. B. E. Gentry

Non-Commissioned

1st Sgt. W. S. Mancill
2nd Sgt. ??
3rd Sgt. John N. Coward
4th Sgt. Charles Nolen
5th Sgt. J. W. Milner
1st Corp. A. J. Poindexter
2nd Corp. F. A. Mayo
3rd Corp. E. D. Griffin
4th Corp. T. C. Jordan

Privates

L. W. Wallace
S. C. Garvin
D. J. Alison
J. Best
Wm. W. Clark
Wade Cruse
Homer Cryer
G. C. Collier
Wm. Collier
M. L. Cunningham
Wiley Cunningham
Antonio Cris
John Dillon
F. M. Drake
Julius Drake
W. B. Faircloth
Job. W. Faircloth

Musician

“

T. F. Faircloth
Charles Flowers
W. B. Fern (Fain?)
W. J. Frazier
J. W. Fuller
J. D. Gregory
H. J. W. Gregory
John Golson
Patrick Gore
George W. Griffin
___ A. Horn
W. E. Horn
Edmond Horn
W. L. Hendrix
F. M. Jernigan
J. P. Jordan
A. P. Jordan
Nathan Jordan
William Jordan
John Kirkendall
S. P. Mullins
Edgar Mullions
Richard Mayo
* Jackson Moody
* William McKinny
A. J. McMillan
Hector M. McMillan
Alfred McWilliams
James Mancill
James Milner
John G. Mayo
Phillip Nolan
James C. Nicks
James Nelson
G. W. Oglesby

Company D Muster Roll - continued

Enoch Phillips
Burris Phillips
Daniel Phillips
W. E. Phillips
Andrew Patrick
W. L. Palmer
W. G. Pate
Benjamin Powers
D. S. Price
Samuel Poindexter
Willy Roberts
James B. Rogers
R. Y. Rawls
N. B. Rawls
James Rawls
John W. Rawls
W. A. Reed
W. R. Ratcliff
Areh Richardson
B. Richardson
J. A. M. Richards
Jackson Risinger
C. E. Stewart
Joseph Spinks
L. Sermons
Sylvester Sermons
Dru Sheffield
W. W. Sheffield
M. D. L. Sheffield
W. R. Simmons
John Williford
J. I. Williford
I. D. Williams
W. D. Willson

Died

W. D. Worthy,
July 3, 1863 at Camp Vermillion, La.
J. C. Rawls,
August 2, 1863 at hospital,
New Iberia, La.

Deserted

M. R. Rawls,
Camp. Vermillion, La. Aug. 11, 1863
J. S. Caroway,
Beaumont, Texas Aug. 1863
Alf. Caroway,
Beaumont, Texas Aug. 28, 1863
L. C. Cravey,
Liberty, Texas July 18, 1863
Paul Cravey,
Liberty, Texas July 13, 1863
J. N. Phelps,
Liberty, Texas Aug. 29, 1863
B. C. Gregory,
Liberty, Texas July 31, 1863
B. D. Hart,
Liberty, Texas July 13, 1863
*** D. B. Harvill,
Beaumont, Texas Aug. 8, 1863
Eli Hall,
Beaumont, Texas Aug. 1, 1863
J. E. Mashburn,
Beaumont, Texas Aug. 12, 1863
W. R. Parker,
Beaumont, Texas Aug. 18, 1863
Kinny Richardson,
Beaumont, Texas July 14, 1863
G. Lanton,
Beaumont, Texas Aug. 14, 1863
J. L. Taylor,
Beaumont, Texas Aug. 21, 1863

Not on Muster

+ Pvt. John Boube

* Killed in Action
+ Wounded in Action
*** Harvill apparently rejoined his
company.
He was killed at Fordoche Bayou,
Louisiana September 29, 1863

MUSTER ROLL OF COMPANY "E," SPAIGHT'S BATTALION

(Taken as of August 3, 1863)

Company E, Spaight's Battalion, was organized early in 1862 under the command of Capt. George W. O'Bryan (spelling changed later to O'Brien), who had earlier seen service in the Army of Northern Virginia, and who had served as Jefferson County Clerk. It was made up principally of Beaumont and Jefferson County men.

This company first saw service Sept. 24, 1862 at the defense of Fort Sabine. It also fought Jan. 21, 1863, offshore, aboard the cottonclad *Uncle Ben* during the battle with the blockade flotilla. In the fall of 1863, it took part in a several months' campaign in Louisiana and fought at Battle of Fordoche where the company suffered three killed and five wounded. On May 6, 1864, it fought at the Battle of Calcasieu Pass, Louisiana. For its complete history, see C. K. Ragan (ed.), *Diary of Captain George W. O'Brien*.

Commissioned Officers

Capt. George W. O'Bryan
 ** 1st. Lt. Wilson A. Junker
 2nd. Lt. James M. Long
 2nd. Lt. Ambrose D. Kent

Non-Commissioned

1st Sgt. Robt. L. Gill
 2nd Sgt. Illegible
 3rd Sgt. Solomon Landrum
 4th Sgt. Emile Andrews
 5th Sgt. Wm. R. Clubb
 1st Corp. Jacob Beaumont
 2nd Corp. Patrick Daugherty
 3rd Corp. Benton Spell
 4th Corp. James A. Haney

Privates

Gabriel Landrum
 Alisha A. Harrell
 Blair Andrus
 J. M. Abbott
 Richard Adcock
 G. M. Adcock
 Dueneville Broussard
 R. P. Birdwell
 Teuben Browning
 Jules Boudreaux
 William Bozman
 T. O. Blackstock
 Henry Best
 + Robert Burrell
 + John K. Beaumont
 Thos. P. M. Brown
 John K. Bryan

Artificer
 Musician

John C. Callahan
 Thomas P. Cooper
 Alfred Carter
 S. Collier
 (Name Illegible)
 Thaddeus Clark
 Isaac T. Caid
 Charles D. Dodd
 James F. Ecles
 John H. Ford
 William Gentz
 Charles C. Gentz
 John Gibney
 James M. Gill
 Charles H. Gardner
 John A. Golden
 William Golden
 Daniel Green
 George Granger
 Levi Hargraves
 Desire Hargraves
 John Holman
 H. James Hixon
 Oscar Holst
 Oscar Hayes
 Robert M. Hatton
 Anderson M. Hudson
 Cave Johnson
 Zachariah G. Johnson
 Mathew H. Johnson
 Solomon Jones
 Nicholas Kibodeaux
 Clerville Kibodeaux
 James W. King
 Jacob Landry

Company E Muster Roll - Continued

John J. Love
Antoine Matte
Joseph Matte
Minor P. McKinney
Andrew R. McLain
Henry C. McLain
Aaron C. Matthews
William C. Morgan
Nicholas Monte
+ Levi McClure
* John A. McFaddin
Josiah McKee
* Samuel McKee
Henry B. Millard
Asa Moore
John W. Middleton
William M. McClurg
John McCall
Robert P. O'Bryan
Harry Potter
Daniel A. Patillo
Simeon Patillo
William R. Patillo
Lemuel A. Patillo
Joisson Richard
Paul Richard
George F. Reese
Michel A. Reagan
Owen Reily (sic)
George H. Rowley
Sterling Spell
Francis Schuessler
Francis Schupp

Oscar Trahan
Silas G. W. Swift
Leo Trahan
Camille Trahan
Jean D. Thibodeaux
John Tucker
James Turman
Nathan Wheeler
Richard L. West
John West
+ Solomon West
* John A. Willis
Douglas W. Wilson
Henry Woods

Died

Alvertus Barnes, March 1, 1862
Henry Rowley, Sept. 26, 1863
Jas. W. _____, May 11, 1862

Transferred

John Johnson, March 28, 1862
Robert Ruff, March 28, 1862
Eberle Swinford, March 28, 1862

Deserted

Emile Janney, June 10, 1863
Pierre Lacombe, June 10, 1863
Alexis St. Cyr, June 26, 1863

* Killed in Action
+ Wounded in Action
** Later, as captain of steamboat *Pearl Rivers*, drowned with his family Oct. 12, 1886 in hurricane at Sabine Pass.

MUSTER ROLL OF COMPANY "F," SPAIGHT'S BATTALION

(from 1863, exact month unknown)

This company was composed at its beginning of Liberty County men. Its origin was early in the war when the militia company, "Moss Bluff Rebels", was organized in south Liberty County under Capt. A. W. Spaight. It also included many Chambers County men.

Company F joined Likens' Battalion late in 1861, and with Spaight's promotion to battalion status the following year, came under the command of Capt. William B. Duncan of Liberty, who remained with it until the war ended.

Company F saw service in Louisiana at the battle of Bayou Bourbeau while attached to Col. George Baylor's 2nd Cavalry Regiment, Arizona Brigade, under the overall command of Gen. Tom Green. With the elevation of Spaight's companies to regimental status in November, 1864, Company F remained Company F at the organization of the 21st Texas Regiment. It was a cavalry company.

Commissioned Officers

Capt. William B. Duncan
1st Lt. A. C. Shelton
2nd Lt. B. W. Brown
Jr. 2nd Lt. Geo. C. Duncan

Non-Commissioned

1st Sgt. H. H. Dever
2nd Sgt. A. B. Lyons
3rd Sgt. D. C. Palmer
4th Sgt. Jas. A. Brown
5th Sgt. S. M. Jones
1st Corp. Chas. Hankamer
2nd Corp. John Brown
3rd Corp. J. W. Hankamer
4th Corp. Jas. J. Jones

Privates

John Courtney
Thos. W. Price
Wilson R. Martin
Christian Bingle
Lafayette Simmons
Joseph Andress
Coleman Atkins
H. A. Atkins
W. J. F. Atkins
Jost Altman
J. F. Ainsworth
Henry Brown
Benj. F. Barrow
R. L. Barrow

Musician

"

Artificer

"

"

John A. Barrow
Antoine Borland
David B. Bryan
Benj. F. Brooks
Wm. S. Barnes
Joseph A. Barber
Benj. S. Barrow
Geo. W. Chapman
James M. Chapman
A. J. Criswell
William Clough
Austin Dailey
J. V. V. Fraser
Geo. T. Goodwin
John M. Goodwin
Fred Hankamer
Pleasant T. Hill
Edgar Hargraves
John F. Huebsch
Geo. T. Hanks
James Kirkham
Barnette Lee, (Sr.)
Daniel Lawrence
Lafayette Maxwell
J. C. C. Moore
Elijah Miller
John Maton (sic)
Jasper Mitchell
Jas. J. Moore
Wm. C. Moore
Benj. T. Moore
Wiley McGraw

Company F Muster Roll - Continued

John Owens
A. J. Pickering
Hezekiah Pruett
John A. Richey
George Stinger
Silas Smith
Bryant Smith
Wm. M. Smith
Hezekiah Smith
Samuel Sanderson
George M. Scales
Randolph Spinks
Banj. F. Spinks
John F. Thomas
Benjamin W. Tilton
Alfred Weed
Alexander Weed
John Weed
Leroy Worsham
Henry C. Welch
Edmond Wright
Daniel G. Wiffins
Benj. F. Wilbourn
William W. Word

also, Negro man "JIM",
cook, owned by John T. Johnson

Discharged

James Dixon,
Dec. 3, 1662 Disability

19th Century Jefferson County after the Civil War

Like the rest of the South, Jefferson County struggled to recover from the Civil War. There was no large industry in the county; however, according to the 1870 Products of Industry, Sabine Pass had a small tin manufactory (two men and 25 machines), two carpenters' shops, a cabinet maker, and three cotton gins, each employing one man and two women. Beaumont had a gunsmith, two saw mills, and seven shingle manufactories employing three to eight men each. Much of the Texas & New Orleans Railroad had been built before the Civil War including the section between Orange and Beaumont, but it had deteriorated greatly during and after the war so that it was nearly useless. When the T&NO RR connecting Southeast Texas with Houston was overhauled in 1876, it greatly boosted the post-Civil War economy of the region by enabling forest products to be shipped out efficiently. Similarly, the East Texas Railway Company had extended their line north to Rockland, Texas by the end of 1862, but their entire line also had fallen into disrepair. In 1881, the ETRC rebuilt the old Eastern Texas Railroad, which had been torn up during the Civil War, between Beaumont and Sabine City. Nevertheless, by 1880 the county's population had grown to 3,489 – an 83 percent increase since 1870. Much of the population increase could be attributed to the beginning of real growth in the lumber industry, especially as it focused in Beaumont where the population would nearly triple from 1890 to 1900. Where there had been two lumber mills in 1870, there would be seven mills of varying size in 1880. Before the end of the century, there would be five distinct railroads running into Beaumont to handle the output of forest products.

[\(For more information on the Jefferson County lumber industry, Click Here.\)](#)

Return from Lumber

The growth and prosperity that followed the lumber boom was reflected in businesses centered in Beaumont. To get a feel for the rapidity with which Jefferson County, and particularly Beaumont, grew in the last quarter of the 19th century, it is only necessary to look over the Sanborn Fire Insurance Maps for that period to see when new businesses arrived on the scene. **[\(Click here to access the Sanborn Maps.\)](#)** For instance, in 1885, just four years after Beaumont was formally incorporated, there was a fire house and a one-story opera house of frame construction. There was also the Beaumont Iron Works (which began building railroad

cars in 1891) and the Arctic Ice Company. As an indication of the boom in the lumber industry, there were the Long and Company Shingle Mill, the Reliance Lumber Company, Beaumont Lumber Company's Planing and Sawmill operations, and the Texas Tram and Lumber Company. All of these lumber outfits were located within the city limits on either Brake's Bayou or along the Neches River bank to just south of today's railroad lift bridge on the Neches River. These firms did not simply pop up in 1885 – the 1870 Products of Industry showed that Long & Long operated a steam saw mill and cut 1,200,000 board feet of pine and cypress. They had a shingle mill there even earlier.

By 1889 the East Texas Bottling Company and the Beaumont Ice, Light, and Refrigeration Company had made their appearance, perhaps in an attempt to offer the citizens a means to keep cool. The First Baptist Church was located in a brick building at Pearl and Forsythe, where the Tyrrell Historical Library now stands. There was also the Beaumont Roller Grist Mill at Forsythe and Main. By 1894, this would be moved to Magnolia and Laurel and renamed the Beaumont Rice Mills and would undergo still other name changes later.

In 1894 there were two steam laundries, the City Water Works, the International Creosote Works, and a sash, door, and blind factory. The Beaumont Furniture and Art Wood Manufacturing Company was located near the Reliance Lumber Company, but it was not then in operation. It would later become the Georgs Manufacturing Company, yet another sash, door, and blind factory.

The 1899 Sanborn Map was the last edition before some really serious changes. By 1902, the lumber baron, John H. Kirby, had consolidated much of the lumber operations in Southeast and East Texas. Kirby mills were designated by letters so that the Reliance Lumber Company became Kirby Lumber Company - Mill A, Texas Tram and Lumber Company became Kirby - Mill B, and the Beaumont Lumber Company became Kirby - Mill C. These were changes in name and, of course, in overall organization of the lumber companies. Still bigger changes in the local economy came with the 1901 Spindletop oil boom, but they did not generally show up in terms of industries within the city limits. One of the most visible changes was the 1901 conversion of the Opera House, located behind the Crosby House Hotel since at least 1885, into

the Beaumont Oil Exchange and Board of Trade. It would be the scene for many oil transactions associated with the boom. Culture was not forgotten, however, there would be a new two-story brick Kyle Opera House with a 90 foot-wide stage and balcony, located at the corner of Orleans and Bonham (now Liberty). The 1901 economic boom was also reflected in the increased number of hotels in town and the growth in population, which had already been quite impressive. According to the Sanborn map banners, Beaumont's population had climbed from 2,000 in 1885 to 4,500 in 1889, 5,500 in 1894, 8,500 in 1899, 15,000 in 1902, and 25,000 just two years later in 1904. Throughout this period, brick and masonry buildings would continue to replace wooden structures and more streets would be paved with bricks.

Beaumont was not the only center for growth in Jefferson County. In 1894, Arthur Stilwell, a promoter from Kansas City, had founded the Kansas City, Pittsburgh, and Gulf Railroad which would become the Kansas City Southern in 1900. His original intention was to locate the terminus at Sabine Pass, but he changed the location to what would become Port Arthur and commenced platting the city that would be named for him. Some of the first actions taken were the creation of the Port Arthur Channel and Dock Company and the digging of a canal to reach deeper water at Sabine Pass. As these improvements were undertaken, Port Arthur actually became a port and was incorporated as a city in 1898 – the same year that his railroad went into receivership. Stillwell's role as financial backer would be taken over by John W. (Bet-A-Million) Gates, who arrived on the scene in December of 1899. The development of Port Arthur was well timed to take advantage of the coming Spindletop boom starting in 1901.

Port Arthur's first Sanborn Map was issued in 1900. At that time, Port Arthur had been incorporated only 2 years, but it had an estimated population of 1,800. The new city's major growth would take place over the next quarter century. At the beginning of the century, however, Port Arthur's industries were focused along Taylor Bayou. These included the United States Menhaden Oil and Guano Company and the Port Arthur Channel and Dock Company, which had a rice dryer and elevator. More growth was to come – and quickly – with the advent of the petrochemical industry.

Grigsby's Bluff was an early Jefferson County community on the lower Neches River. It was even home to a grist mill and steam sawmill before the Civil War and a shingle mill just after the war. Prosperity came in the 20th century with a townsite named Port Neches, which was on a Kansas City Southern spur line built in 1912. Refinery development following the Lucas Gusher oil boom aided this town, as it did the others in the area. Port Neches would become incorporated in 1927.

In conjunction with Arthur Stillwell's Port Arthur projects was the establishment starting in 1897 of the farming community of Nederland, populated mostly by Dutch immigrants. Originally focusing on truck and dairy farms, many farmers quickly turned to raising rice. Though rice farming there was severely curtailed after the Depression of 1907, Nederland would also share in the prosperity associated with the Spindletop boom. It would not be incorporated, however, until 1940.

[\(For more information on Jefferson County Rice Cultivation and Milling, click here.\)](#)

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20th Century Jefferson County

IN DEVELOPMENT

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FORTS

Fort Sabine

The first Civil War fort in Jefferson County was Fort Sabine, located about two miles downstream from Sabine City to protect the town. This fort was constructed in 1861 as a dirt-and-timber earthwork by local residents and slaves. Initially the fort was armed with two 32-pounder smoothbore cannons and was manned by men drawn from the Sabine Pass Guards, a local militia unit commanded by Captain James P. Likens. Later, troops from Spaight's Battalion were garrisoned there. In the late summer of 1862 the garrison was reduced because of yellow fever. The fort was severely damaged by Union gunfire when gunboats attacked during the First Battle of Sabine Pass on September 24, 1862. Major Josephus Irvine, the commander of the fort then, ordered the cannons to be spiked and buried and the fort to be abandoned temporarily. In March of 1863, Major Julius Kellersberg, an engineer on General John B. Magruder's staff, inspected Fort Sabine and declared it no longer useful. It would be replaced later by Fort Griffin.

Fort Grigsby

This fort was built at Grigsby's Bluff (today's Port Neches) as one of several defenses planned to prevent a Union invasion up the Neches River. Major Kellersberg supervised the construction of the fort made of mud and clamshells with a palisade of sharpened logs. He also had several old ships filled with shells and sunk in the channel to retard the advance of Union ships. Fort Grigsby had two 32-pounder smoothbore cannons mounted behind the embankment. It was occupied from October to December of 1862 by Captain K. D. Keith's company of Spaight's Battalion after they had abandoned Fort Sabine. In January of 1863, Keith and his men were sent to Orange, where they manned the *Uncle Ben*, a cotton-clad river steamer that would see significant action later that year. Fort Grigsby was abandoned after July of 1863.

Fort Griffin

Construction on this fort began in March of 1863, at a point only a short distance above Fort Sabine. Fort Griffin was constructed as a saw-tooth earthwork strongly reinforced with timbers and iron rails from the Eastern Texas Railroad. As with Fort Grigsby, this fortification was

constructed under the supervision of Major Kellersberg. Although it was located only about 4,000 feet further upstream from the mouth of the Pass than old Fort Sabine, it was in a more commanding position on a bend and could concentrate its fire on the two channels formed by a large oyster bed in mid-stream. The fort held six heavy smoothbore cannon (two 24-pounders, two 32-pounders, and two 32-pounder howitzers) mounted in the open (uncovered) fortifications. The fort was named for Lt. Colonel William H. Griffin, commander of the 21st Texas Battalion and the Post at Sabine Pass, but the artillerists manning the guns were actually from Company F of the First Texas Heavy Artillery, known as the Davis Guards. This was the armament and garrison when the Second Battle of Sabine Pass took place on September 8, 1863. Following that battle, significant improvements were quickly effected such that when the inspector general for Lt. General Kirby Smith's command reported his findings on October 14, 1863, the fort had apparently been enclosed with timbers and dirt to provide greater protection for the gunners. Also, the two 32-pounder howitzers were replaced by two 30-pounder Parrott rifled guns captured in the Battle of Sabine Pass in the prior month. In addition, the defenses against infantry attack were strengthened. Fort Griffin was garrisoned until the end of the war when the Confederate troops spiked the guns and abandoned the fort on May 24, 1865.

Fort Manhasset

This was the last Civil War fortification to be erected in Jefferson County. It was located perhaps seven miles southwest of Sabine City beside the Galveston Road (today's Texas 87) near Knight Lake. The construction of this fort was ordered on September 4, 1863, just four days prior to the Second Battle of Sabine Pass. The mission of the fort was to prevent an invasion by Federal forces and to protect the flank of Fort Griffin. The fort comprised five redoubts and redans and initially contained ten cannons. It was designed by General Magruder's Chief Engineer, Valery Sulakowski and its construction was supervised by Major Julius Kellersberg. Originally, seven companies garrisoned the fort under the command of Major Felix McReynolds, and Nichols' Battery served the guns. The units stationed at the fort changed several times, but Fort Manhasset was garrisoned until the end of the war, being abandoned on May 24, 1865. The fort took its name from the Union coal schooner *Manhasset*, which supplied the blockading Union steamships until the *Manhasset* dragged her anchors during a severe storm and was

driven onto the beach on September 19, 1863 near the location of the fort. The ship was dismantled and stripped by the Confederates. Bits of coal may be found on the beach to this day.

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Lumber

As local historian W. T. Block observed, two milestone events occurred in Jefferson County which marked turning points in its economic history. The first was the Second Battle of Sabine Pass (and, more importantly, the Civil War of which it was a part). The War ended slavery and witnessed the beginning of the regression of the cattle industry. Gradually, new lumber and sawmill barons replaced the stockmen as Jefferson County's economic backbone. Then, as virgin forests began to dwindle, the second major event, the Spindletop oil boom, began the process of economic transition once again. Activities between these events demonstrated the dynamic growth of the lumber industry. Of course, cutting trees for local buildings had begun with the original settlers, but shingles were the earliest commercial product. In 1839, handmade cypress shingles were being exported. In 1850, shingles sold for \$2 per thousand. That year 6,125,000 shingles were shipped through Sabine Pass to Galveston, most probably coming from Orange on the Sabine River.

While Jefferson County had abundant cypress trees along the Neches River to support shingle works for a while, its predominant soil type, known as Beaumont Clay, was not conducive to the growth of pine woods, such as occurred naturally in the counties immediately to the north. The exceptions to this prairie soil were the 160-square-mile Gilbert Woods near Fannett and a narrow belt of pine trees along the south bank of Pine Island Bayou, which added perhaps another 50 square miles of forest. Consequently, sawmills generally were established along the riverbanks, where they would have ready access to the supply of logs being floated in.

In fact, the first steam sawmill in the county was built in 1846 at Sabine City, an area with no trees. Sidney Sweet built this mill there to cut logs he floated down the Sabine River and towed across Sabine Lake. He also set up a steam sash mill, a millwork plant, and a shipyard in 1846. His goal was to have an exportable product for those months when there was no cotton to ship out. Sweet sold his mill in 1848 and it changed hands several more times before it was purchased by David Wingate, a wealthy Newton County planter who moved to Sabine City with the objective of having the largest sawmill in Texas. He built a fine house and installed the latest sawmill machinery. Despite being slowed in 1860 by a boiler explosion, Wingate was engaged

in an outstanding export trade to Mexico, Cuba, and the West Indies, using lumber schooners that he had built. The Civil War put an end to that trade. Wingate finished sawing the logs he had already floated down the river in the winter and spring of 1862 and stockpiled the cut lumber. He then used his schooners to run cotton through the Union blockade, until a Union landing party burned his mansion, sawmill, planing mill, millwork factory, and the stockpiled lumber on October 21, 1862.

The next steam sawmill in the county was set up in 1856, next to what is present-day Port Neches Park. There were few trees in this area either, so log rafts were floated down the Neches River from Beaumont and beyond. The mill operated as a sawmill only until the coming of the Civil War when one of the partners entered the service as a captain in Spaight's 11th Texas Battalion and the other switched from sawing logs to grinding corn for Confederate troops. The sawmill resumed business in 1866 with borrowed money, but one partner soon left the business and in 1870 the mill burned, an altogether too-common occurrence with sawmills. Later that year, having purchased used mill machinery, the Grigsby's Bluff Sawmill Company reopened for business. Then, in 1876, yet another fire destroyed the mill, ending sawmilling at present-day Port Neches.

Beaumont entered the steam sawmilling business in mid-1856 when William Phillips' mill went into operation. Its history involved changes in ownership and interrupted operation during the Civil War, before ending with a fire in 1873. W.T. Block's history of the lumber industry in Jefferson County is replete with the founding, selling, burning, and re-creation of numerous specific mills in Beaumont. There is, however, one tale of particular interest. James Long built a lumber mill in Beaumont after the Civil War. In 1866, his father, Davis Long moved his family from Leesville, Louisiana, and became half-owner in his son's mill. Davis Long's four daughters were soon all married and the four brothers-in-law eventually became owners of the Beaumont Lumber Company, the Texas Tram and Lumber Company of Beaumont, and Long Manufacturing Company, plus multiple subsidiary mills in Hardin and Jasper Counties. Their interlocking directorates would control eighty percent of Beaumont's lumber products during the last quarter of the 19th century.

Because the Beaumont mills relied on logs floated down the Neches River through most of the late 1800s, it was necessary to identify the logs and direct them to the correct mills. The identification was straightforward: each supplier (often an individual) and each mill had its own unique log brands, registered with the county clerk. To sort the logs as they arrived downstream, they were collected by the Beaumont Log Boom Company or the Neches River Boom Company which would round up the logs, hold them behind a boom made of logs chained together, and deliver them to the correct mill. The objective of each sawmill was to have enough logs to cut lumber year round. However, most mills were unable to keep that many logs on hand and were forced to shut down during the dry months when the Neches River was too shallow to float logs.

While most logs arrived by river, the cut lumber was shipped out on schooners or, increasingly, by railroad. By 1880, many timber outfits used tram railways to get the lumber out of the woods. These tram railroads varied from well-established trackage with switches and multiple engines to more temporary lines with rough ties, little underpinning, and the flexibility to jog around tree-stumps. All of these trams were able to haul a large volume of logs to railheads or to rivers and bayous where they could be rolled into the water and floated to the mills.

Originally sawmills were located along the rivers and bayous to have logs floated in. Later, reliance on railroads brought about the founding of many mills in Hardin, Jasper, and Tyler counties in order to be closer to the supply. Even in Jefferson County, mills were established at Odelia in the Gilbert Woods near Fannett on the Gulf and Interstate Railroad. The Odelia Mill was only in operation from 1905 to 1908. Similarly, the mill town of Helbig was established on the Atchison, Topeka, and Santa Fe railroad to support the sawmill that operated in far northern Jefferson County from 1903 to 1905. The Voth mill, located on Pine Island Bayou, was started in 1902 and originally brought in logs cut from the Saratoga area. Later, they relied on logs brought in from Tyler County on the Warren and Corsicana Railroad and then dumped in Pine Island Bayou to be processed. This mill continued to grow and was the last large Jefferson County sawmill when it closed its doors in 1952.

Some mills purchased all the logs they sawed. Others owned immense tracts of land in the counties to the north and had their own logging crews. The Olive and Sternenberg Mill logged

80 percent of the timber they needed. In fact, when the mill closed down for two months during low water, they sent their hands to the woods to cut trees and move logs to the river where they formed them into rafts to float downstream when there was enough water.

The Miller-Vidor Lumber Company was one of the last large mills to move into Jefferson County. In 1905, they purchased the Beaumont Sawmill Company located on the Neches River about two miles south of town in the vicinity of the new Magnolia refinery. The Miller-Vidor mill in Beaumont was initially supplied with logs brought in by their tram railroad in Orange County to either their spillway on the Neches River or the railhead at Vidor. After the arrival of deep-sea shipping at Beaumont in 1906, the practice of floating logs to the mill dwindled and soon the Beaumont mill received all of its input by log train from Vidor.

Success at the mills in southeast Texas in the 1890s led to overproduction at a time when a national depression discouraged building construction. The lumbermen scrambled for international customers and, had there not been a continued expansion of the railroads with their voracious appetites for cross-ties and trestles, there would have been more mills declaring bankruptcy than actually did.

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RICE

After the early dominance of cattle and the lumber boom, rice cultivation was expected to be the next booming industry for Jefferson County. And it was – for a while. The agriculture census for 1850 reported that Jefferson County (which at that time included part of Hardin and all of Orange Counties, too) had a harvest of 18,900 pounds of providence rice. The term “providence” was an indication that the crop was not irrigated, but instead relied only on rainfall for water. This crop of nearly 19,000 pounds was second largest in the state only to Newton County. At that time rice cultivation was strictly a manual process. Generally, rice farmers had very small plots that were plowed by a yoke of oxen. The rice was planted by hand, harvested with a sickle, raked and bundled, and consumed locally. David French, a tanner by trade, has been credited with raising the first major rice crop in Texas in 1863.

Although rice would become a significant crop, even as late as 1879 the state of Texas was last in production among the coastal states from North Carolina around to Texas. In the 1880 agriculture census, Jefferson County would report a mere 5,110 pounds of rice produced. Comparing the amounts at the state level for 1879, Texas produced only 62,152 pounds of rice. This was a miniscule fraction of the total southern rice crop, which was approximately 110,131,000 pounds for that year. South Carolina alone produced slightly less than half of that total (52,077,515 pounds). Even Alabama, which was the smallest producer next to Texas, harvested nearly 811,000 pounds or thirteen times the output of Texas. However, things would soon change.

Three Jefferson County men, Edgar Carruthers, Louis Bordages, and Daniel Wingate, grew the first commercial rice crop on 200 acres near Beaumont in 1886. The crop was harvested here, but had to be shipped by rail to New Orleans for milling to remove the tough outer husk. In 1892, Joseph Eloi Broussard added rice milling equipment to his grist mill and thus initiated the Texas rice milling industry. The previous year, working with W.G. Lovell and B. C. Hebert, he began the first irrigation and canal system in the state, the partners siting a pumping station at Labelle on Taylor Bayou. Not surprisingly, Broussard quickly became the largest grower and miller of rice in the state. He also co-founded the Rice Millers’ Association in Texas.

Around 1890 large-scale rice production began in Texas with the advent of steam tractors, threshers, and combines. Leon Viterbo was one of the most prominent early rice growers. He and his brother were born of Italian descent in Constantinople (in the Ottoman Empire) and had become rice farmers in Louisiana. They moved to Jefferson County in 1895 because rice land was much cheaper and purchased 1,600 acres on Hillebrandt Bayou (about three miles west of today's Jack Brooks Regional Airport). In January of 1896 they began their farm, which was irrigated by a 10,000-foot-long, 30-foot-wide canal fed by a steam-driven pump capable of delivering 1,500,000 gallons of water per hour. The Viterbos planted 300 acres of Honduras rice that first year and harvested a \$10,000 crop. In the second year they planted 800 acres, reputed to be the largest individual rice farm in the South. They had expectations of selling their crop for \$30,000, but they only made \$20,000 because a violent storm damaged a portion of the crop. Their approach was to plant ninety pounds of rice per acre and to sow their fields in March, April, and May to spread out the effort at harvest time. Once the rice grew to five inches tall, the field was flooded and the water level was maintained to discourage weeds until they were drained two weeks before harvesting. In 1896 the Viterbo crop would have sold around \$3.60 per 162-pound barrel, less \$0.40 for milling. Their plan was to let a portion of their acreage rest every four or five years.

In 1897, the Port Arthur Rice and Irrigation Company planned a steam pumping plant on the Neches River just north of Nederland. Two years later this plant was in operation and fed canals that irrigated 5,000 acres of land. Broussard was a partner in the Beaumont Irrigation Company, formed in 1898. This company's initial canal was the forerunner of the Lower Neches Valley Authority which today irrigates around 50,000 acres of rice farms. W. P. H. McFaddin, Valentine Weiss, and O. H. Kyle, major landowners from the cattle and lumber arenas, established another irrigation company on the Neches River in 1900. These irrigation companies contracted to provide a guaranteed steady supply of water to rice farmers for cash or, more often, for a 20 percent share in the harvested crop. The Jefferson County rice farms developed pumping stations and extensive canal systems. Later, other rice farmers in the state from Houston and beyond were more likely to use field pumping systems than elaborate canals.

The land developers along the Neches River contracted for immigrants from the Netherlands to settle in the new town of Nederland at the end of the 19th century. The Dutch started as truck farmers, but many quickly converted over to rice growing. All of this expansion, together with technical improvements, resulted 99 percent of the nation's rice crop being produced in Louisiana and Texas 1903.

In 1905, a Japanese businessman, Yoshio Mayumi, purchased over 1,700 acres around Taylor Bayou and established a farming community there with the 15 workers he brought from Japan. Ten years later, Yoshio returned to Japan and turned over operation of the community to his brother Yasuo. These Japanese were confronted with unfavorable immigration laws, which together with the poor economic conditions facing all rice growers, led to their selling out in 1924.

The amount of land in rice production increased in the early 1900s and advancements in rice cultivation greatly increased the yield, but this was a mixed blessing because the oversupply caused the price for rice to fall sharply. Efforts were made to increase the market for the crop, but economic downturns, especially the national depression in 1907, led to many failures. In 1905, the Nederland Supply Company and Nederland Rice Milling Company closed their doors. The dredging of the Neches River to deepen the channel for shipping resulted in increased salt water intrusion in water pumped from the river during periods when the water was low. Nonetheless, the rice industry as a whole weathered these storms and by consolidating farms stabilized the production of rice.

The picture of rice production on a national level has changed greatly over the years. South Carolina and Georgia, which had dominated in the 18th and 19th centuries, are out of the running today. Texas and Louisiana might have provided 99 percent of the crop in 1903, but neither is now in the top two places in rice production. Instead, the leading producers in order of production now are Arkansas, California, Louisiana, Texas, Mississippi, Missouri, and Florida. Texas only provides about 7 percent of the nation's supply. Of the nineteen Texas counties which planted rice in 2011, Jefferson County planted 16,949 acres, putting it in fifth place within the state. The center for rice cultivation in Texas has now shifted west from the Upper Texas

Gulf Coast to counties irrigated by the Lower Colorado River Authority. The top four counties in terms of acres planted are Wharton, Colorado, Matagorda, and Brazoria. That said, rice production remains an important factor in the economy of Jefferson County.

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Steamboats

The advent of steamboats on Texas rivers occurred astonishingly early. Robert Fulton had demonstrated the practicality of steam-powered travel with his *Clermont* built in 1807. This side-wheel steamer regularly carried passengers and general cargo the 132 miles between New York City and Albany. This travel on the Hudson River, which was both wide and deep and had been a commercial waterway for well over a century, was entirely unlike the challenges confronting steamboat men on Texas rivers. Most of these rivers were shallow much of the year and were often obstructed by treacherous snags which could tear the bottom out of a boat. Even though there were few centers of trade, steamboat entrepreneurs hustled to chase economic gain in the Mexican state that would become Texas.

Fulton himself built the *Ariel* in 1825. This boat was a bit smaller than the *Clermont* and drew only three to four feet of water, about half the *Clermont's* draft. In 1829, the *Ariel* moved to the Rio Grande to initiate service between Matamoros and Camargo, Mexico. The next year, the *Ariel* relocated to the Brazos River to serve the planters there. Unfortunately, she grounded on a Brazos River sand bar and had to be towed to have her hull inspected at Harrisburg on Buffalo Bayou, but she ended up beached in Galveston Bay near the San Jacinto River. Other steamboats followed the *Ariel*; the names of many are no longer known.

It is estimated that there were fewer than 10,000 people in pre-Revolution Texas. As their numbers grew, more farmers needed a way to get their cotton to market. In 1830, when the rivers were high enough, cargoes of 200 cotton bales floated on large flatboats were poled down the Angelina River into the Neches River and on to Sabine Lake to Sabine City. Unlike flatboats which would be broken up when they reached their destination, keelboats would be pulled or pushed upstream after delivering their cotton cargo. On these return voyages the keelboats would carry dry goods, staples, and merchandise for delivery to merchants and for sale at river landings.

The first Mexican land patent in what would become Jefferson County land was 4,400 acres granted in April 1831 to Thomas F. McKinney at what is now Port Neches. McKinney was the

first significant trader on Sabine Lake where his steamboats *Laura*, *Yellowstone*, and *Lafitte* operated in the 1830s.

One of the more renowned boats was the *Cayuga*; built in Pittsburg in 1832 she worked Galveston Bay and the Trinity and Brazos Rivers in 1834 through 1836. She assisted the Texas government to escape the advancing Mexican army and was used as a floating Texas capitol in 1836 as well as a Texas Navy gunboat. Other boats plied Texas waters along with the *Cayuga*. The inset notes on the 1835 map indicate that it was possible to navigate a good way up the various rivers. Specifically, the claim was that the Sabine and Neches Rivers were 350 and 300 miles in length, respectively; they were said to be navigable “to a certain extent’ during a part of the year. The Brazos River was even more accessible. Boats of six foot draft could navigate to Brazoria and lighter-draft boats could reach San Felipe de Austin ninety miles further upstream. ([Click here to see the 1835 map of Texas.](#)) These had to be extremely hazardous trips in the mid-1830s, for they remained highly risky throughout the steamboat era.

The first paddle-wheeler to ascend the Sabine River was the *Velocipede* in 1837 when it reached Gaines Ferry eight miles above Sabinetown on the old Camino Real between Nacogdoches and Natchitoches. Also in 1837, the *Ceres* reached Belgrade in the Sabine River 165 miles above Sabine Pass, but struck a sunken log and was abandoned there. By 1839 there were regular trips up the Sabine and Neches Rivers from November to late June. Improvement to Sabine River navigation in 1856 – 57 enabled steamboats to reach Belzora near Tyler, 800 winding river miles from Sabine Pass.

These early boats were side-wheel steamers; most were built on the Ohio River at Pittsburgh, Louisville, or Cincinnati. They descended the Mississippi River and attempted to establish trade between Galveston and the Brazos or Trinity Rivers or Sabine Pass. Navigational hazards were not the only concern with steamboat travel. The *Motto* operated on Sabine Lake in 1838, but in November of that year her boiler exploded killing five. The first *Laura* engaged in trade to Sabine City and Sabine Lake landings. However, she had the misfortune of damaging her drive shafts on the Brazos River bar and ended up beached at Brazoria in 1840.

Upriver plantation owners had contracted with the *Rufus Putman* to carry 4,000 bales of cotton to market down the Sabine River from Sabinetown (300 miles upriver) in 1836. The *Putman* continued in the trade longer than most, but she snagged and sank near Belgrade on the Sabine River after 1840. Typical Texas river steamers had broad, flat bottoms. Early boats were side-wheel steamers, but later sternwheelers became more common. Side-wheelers were more maneuverable than sternwheel steamers because they could make sharper turns and were better suited to ocean-going travel because their paddles were not subject to being raised clear of the water by large waves. Nevertheless, sternwheelers would come to dominate the river trade because they were able to push over some obstructions and, without the drive shafts amidships were able to carry more cargo than side-wheelers. In either case, the main deck was low and wide to facilitate loading and storage of bulk cargos. The main deck also held the boilers and crew's quarters. First-class passengers had cabins on the upper deck where they were less likely than the crew and deck passengers to be injured or killed in a boiler explosion.

Although steamboats continued to increase their share of river trade, they by no means had exclusive control of it. Keelboats and flatboats still were in common usage on the upper Southeast Texas rivers in much the same way they traveled from the Ohio River ports to New Orleans. San Augustine, Nacogdoches, and Sabine Counties floated 3,500 bales of cotton on flatboats to Sabine City in 1840 and another 5,500 bales the following year. These shipments were transferred to cargo schooners for export to the United States. It is estimated that 80 percent of Texas' cotton left the Republic on such schooners. Steamboats had been quick to enter trade on Texas rivers, but during the final years of the Texas Republic, they had become almost non-existent. There had been eight to ten steamboats on rivers west of the Sabine River; however, by 1847 there was just one, the *Dayton*. The others had wrecked or been abandoned. Farmers and merchants again had to rely on keelboats and flatboats to carry their crops and merchandise.

Cotton certainly was important, but it was not the only cargo. In 1846, large rafts of logs from the Neches and Sabine Rivers were towed to Sidney Sweet's sawmill at Sabine City. And in 1849 the *E. A. Ogden* carried a small herd of Jefferson County longhorns down the Sabine River, through Sabine Pass, and up the Mississippi River to New Orleans. In 1859, Sabine Pass

handled 18,000 cotton bales, but also 23,700 pounds of tobacco from upriver counties and 5,669 steers were shipped to New Orleans to be sold for \$10 to \$15 on delivery. There were also 12,000,000 shingles, 700 hoop poles, and 97,000 barrel staves shipped out of Sabine Pass that year in addition to 1,099,000 board feet of lumber. This was quite a lot of trade and was a major reason the Sabine City area had a population in excess of 3,000 people.

Some of these early steamboats would figure in actions during the Civil War. The *Josiah H. Bell*, built in Jeffersonville, Indiana, in 1853 worked the Sabine, Neches, and Angelina Rivers in 1859 – 1861. She had a capacity for 1,800 bales of cotton, but was largely used as a supply boat by the Texas and New Orleans Railroad, as was the *Florilda*. The *Uncle Ben* was a smaller sister ship of the *Josiah H. Bell*. She had a capacity of 1,000 bales and operated on Sabine Lake and up the Sabine River to Tyler and Belzora. In 1857 – 58, the *Uncle Ben* carried an aggregate of 5,000 bales in five trips. After serving the Confederate States army, the *Uncle Ben* hit a snag in 1866 and sank at East Hamilton on the Sabine River.

Economic progress in the region tended to make the steamboats' existence more difficult. Although steamboats could provide reasonable north-south service, east-west freight hauling could only be performed economically by railroads which began siphoning off steamboat trade in the 1880s; in fact, by 1885 steamboat trade had dropped by one third. Ironically, one major steamboat customer was the various railroads which contracted with boat owners to supply materials needed to construct the railroads which would then compete with them. River landings which prospered most were those which had railroads running to them. Railroad bridges were too low for steamboats to pass under and the bridge support piers were too close to one another to allow average width boats to clear them. While there were some swing bridges or lift bridges, the river traffic was increasingly constrained. And it was not just railroads which impacted the steamboat trade. The high-water season which used to extend the range of steamboats up the rivers increasingly became the time when lumber companies floated rafts of logs downstream to their mills. These rafts increased the steamboat hazards. While passenger traffic had all but ended by the end of the nineteenth century, freight and barge traffic were able to compete with railroads on viable routes for a while longer.

Among the last steamboats to run on the East Texas rivers was the second *Laura* built in 1871 and operating until 1886 on the Neches between Bevilport and Sabine Pass and serving Beaumont and Orange. The *Laura* had an eleven-man crew in the 1870s; most were paid about \$25 per month, but the Engineer earned \$3 per day. Her ten passenger cabins and saloon could accommodate first-class passengers for \$15 on the trip from Angelina to Sabine Pass; the trip could take from eighteen to twenty-two days. Deck passengers were only charged \$6 for the trip, but they had no cabins, no access to the saloon, and no meals.

Other steamboats included the *Neches Belle* which served on the Angelina and Neches Rivers in the 1890s. The *C. R. Cummings* and the *Emily P.* operated on Sabine Lake. The *Frankie* was a U.S. Mail packet which made three round trips each week from Orange to Sabine Pass and Johnson Bayou, Louisiana from 1909 to 1916. Eventually the only roles steamboats would play were as pleasure boats or, in the case of the *Harry Lee*, a showboat at Orange until 1951.

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Republic of Texas Land Grants

Republic of Texas land grants were based on the Mexican system of the league and labor (pronounced le – bohr´). A league comprised 4,428.4 acres and a labor was 177.1 acres, roughly a twenty-fifth of a league. Land was granted based on the class of headright issued to a recipient, marital status, and date of arrival in Texas. For instance, settlers (excluding Negroes and Native Americans) who had arrived before the Texas Declaration of Independence on March 2, 1836 would be issued a Class 1 headright if they had not already received land. Those arriving later, but before October 1, 1837, would be issued a Class 2 headright, except for military volunteers who arrived between March 2, 1836 and August 1, 1836. These latter veterans, categorized as Class 2M, would receive grants as large Class 1. Classes 3 and 4 were established for those arriving later still – up to the end of 1841.

A summary of the size of land grants is presented in the following table:

Size of Republic of Texas Headrights		
Class	Head of Household	Single Man
1 (and 2M)	1 League + 1 Labor	1/3 League
2	1,280 Acres	640 Acres
3	640 Acres	320 Acres
4	640 Acres	320 Acres

Class 2 through 4 were barred from selling their land for three years and Class 4 recipients had to put at least 10 acres under cultivation. The Republic of Texas granted nearly 37 million acres under this headright system. The State of Texas during the 19th century devised many other systems for granting land to individuals and corporations for military service, building railroads, steamships, factories, canals, and river and harbor improvements.

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Jefferson County Towns and Communities

Original Name	Year Established	Year Incorporated	Eventual Outcome	2010 Census Population
Aurora	1837	--	Later renamed Sparks, but abandoned in 1886 Site of Port Arthur.	--
Amelia	1885	1956	Annexed to Beaumont in 1957.	--
Beaumont	1835	1881	Became county seat in 1838.	118,296
Beauxart Gardens	1934	--		--
Bevil Oaks	< 1963	1963	Formed from Bevil Acres and River Oaks.	1,274
Cheek	1906	--		~62
China	~1860	1971	Originally called China Grove, relocated to Nashland when China depot burned down.	1,160
Elizabeth	1903+	--	Depot within Amelia; Annexed to Beaumont in 1957.	--
Elwood	18??	--	Became Voth in 1902.	--
Fannett	1890s	--		2,252
Gladys City	1896	--	Overrun by Spindletop boom. RR stop superseded by nearby Guffey.	--
Groves	1916	1952	Originally called Pecan Grove.	16,144
Guffey	1901	--	P.O. closed in 1925. Part of Beaumont now.	--
Hamshire	~1875	--		--
Helbig	1903	--	Mill town in northeast Jefferson County on the Gulf, Colorado, and Santa Fe RR until 1905.	--
LaBelle	1888	--		--
Lakeview	1928	1938	Eventually became part of Port Arthur by 1980.	107
Nashland	<1900	--	Renamed China when RR moved its depot there after fire at "old" China in 1906.	--
Nederland	1897	1940		17,547
Nome	~1861	1971	Called Congreve Station, Butterfield Station, and Sour Lake Station, and before being named Nome in 1903.	588
Odelia	1905	--	Mill town in the Gilbert Woods near Fannett on the Gulf and Interstate Railroad until 1908.	--
Orange	<1830	1858	Originally named Strong's Bluff, later named Madison, became the county seat in 1852 and finally Orange when it incorporated.	18,595
Port Arthur	1895	1898		53,818
Port Neches	1837	1927	Originally called Grigsby's Bluff; name changed in 1902.	13,040
Sabine Pass City	1836	--	Annexed by Port Arthur in 1978.	--
Santa Anna	<1835	--	Became part of Beaumont when it was founded in 1835.	--
Sour Lake	1835	947	Originally Sour Lake City, became part of Hardin County in 1858.	1,813
Taylor Landing	2005	2005	Formerly part of Port Arthur.	228
Tevis Bluff	1824	--	Became part of Beaumont when it was founded in 1835.	--
Viterbo	1895	--	Railroad stop at Viterbo rice farm.	--
Voth	1902	--	Mill town on Pine Island Bayou. Annexed to Beaumont in 1957.	--

Jefferson County Confederate Pension Applicants

Application No.	Applicant's Name
33144	ADAMS, Mrs. Sarah
28228	ADAMS, S. W.
10570	ADCOCK, R. L.
43680	ALEXANDER, Mrs. Amanda M.
36438	AMOS, William W.
38520	ANDERSON, A. 3.
43723	ANDERSON, C. E.
41145	AVANT, Mrs. Alice
7266	BALLARD, John J.
27642	BALLARD, Mrs. T. E.
39656	BARTON, Mrs. Louisa
21349	BATEMAN, D. H.
2269	BEAUMONT, Jacob K.
9256	BEAVERS, S. M.
30200	BELL, H. E.
31048	BERWICK, Mrs. Zipha (Eli)
28062	BILLINGSLEY, L. K.
29845	BLAIN, Mrs. C. A.
35634	BLAIR, Mrs. Mattie E.
30400	BOALES, Mrs. Lizzie
26975	BOND, M. L.
32972	BOOTH, John T.
21656	BOWERS, Mrs. Mary Ann
17949	BOWERS, Phi Hip R.
26186	BOZMAN, A. C.
30103	BRADLEY, William
17952	BRASHER, B. C.
19058	BRAUN, Theresa
37376	BRICKHOUSE, Mrs. Mary D.
35902	BRIDGES, Mrs. Martha
42609	BRITTAIN, Mrs. Ella S.

47077	BROUSSARD, Margrete
23234	BROWN, I. N.
17953	BURKHART, Mary A.
45696	BURRELL, Mrs. Martha
45781	BUSSEY, Mrs. Delaney
17954	BYERLEY, Lavinia
15772	BYERLEY, Margarete
22332	BYRNS, James P.
42211	CALHOUN, Theodore
19372	CANFIELD, Mrs. N. J.
47884	CARNES, Mrs. Alice G.
19681	CARTWRIGHT, Susan
27653	CASWELL, J. M.
19773	CHARPOIT, J. C. J.
17950	CHASTEN, Joseph
41053	CHASTEN, Mrs. Mary E.
19055	CHEESMAN, C. F.
12935	CHENAULT, Julia
49766	CLARK, Caroline I.
43842	CLAY, Mrs. Lizzie
2270	CLUBB, W. R.
21693	COBB, J. L.
40564	COLE, 3. A. (Mack)
17955	COLE, Mrs. Mary E.
34287	COLEMAN, Mrs. R. F.
22193	COLLIER, John
42538	COOPER, Mrs. Mary
29906	CORBIN, Mrs. Addie
2271	COURT, James M.
11498	COURT, Julia Ann
51783	COX, Mrs. Clarinda Sutton
17948	CRAIGEN, Edward
18616	CRAIGEN, Mrs. E.
13595	CRAWFORD, Charles H,

10571	CUNNIFF, John
19992	DALY, Michael
28429	DeBLANC, Mrs. Hanah
49994	DEJEAN, Mrs. Homer L.
15771	DENT, Delia
33414	DERVEES, Daniel J.
20795	DRAKE, Aaron
30408	DRAKE, Mrs. Fannie
17960	DUFF, Altha G.
27186	DUGAS, Mrs. E.
2272	DUGAT, Mrs. Louise
34023	DUKE, J. D.
31235	DUNN, L. E.
43138	DUNN, Mrs. Mary V.
11993	DURANT, George W.
11992	DYSON, Emily
2273	ECLES, Mary E.
8372	ELLIS, Fannie
33382	ENDT, J. B.
29176	ESCLAVCON, Joseph
34394	ESCLAVCON, Mrs. Lode
45940	FELTS, Mrs. Susan
50256	FERGUSON, Mrs. Comela
30400	FERQUERAN, Mrs. Lizzie Boales
21584	FOWLER, Phil B.
2274	FRIEGE, Pierre
13597	GALLIER, Jacob
26006	GALLIER, Joseph
46030	GANCHAN, Mrs. Dora
45870	GANTZ, Mrs. Matilda
45627	GARDNER, Lou S.
15773	GARRISON, Thomas J.
51844	GIPSON, Mrs. Geneva
22434	GLASSON, Mrs. Martha E

49769	GOLDMAN, Mrs. Julia E.
41544	GOLDSMITH, Mrs. Annie
46197	GREGORY, Mrs. Julia Ruth
31873	GRIFFIN, James A.
31763	GRIFFITH, H. B.
22523	GUYNES, A. P.
27635	HALL, J. B. W.
19888	HANKS, James P.
20602	HARGRAVES, Edgar
23100	HARRISON, Mrs. V. B.
28674	HARVEY, J. C.
39489	HAYNIE, Mrs. M. H.
36471	HAYNIE, W. K.
33485	HAYWOOD, R. J.
34685	HERRENKIND, Mrs. Jennie
33211	HERRENKIND, Oscar C.
28759	HICKMAN, J. M.
25248	HIGGINS, Arthur W.
7619	HIGGINS, Sarah A. C.
46958	HIGHSAW, Mrs. D. V.
46166	HILDERBRANDT, Mrs. Catherine
21472	HOBBY, Dora P.
18596	HOLMAN, Mrs. S. W.
33532	HOVIS, Mrs. Mary A. E.
47443	HOWTH, Mrs. Leonora D.
46628	HOWTH, W. E.
13144	HUDSPETH, John T.
51795	JACKSON, Mrs. Thomas F.
45814	JERNIGAN, Mrs. Mary
27854	JOHNSON, John
28673	JOHNSON, Mrs. Mary A.
35580	JOHNSON, Uriah
50519	JOINER, Mrs. Arrabelle
24174	JONES, J. M.

51702 JONES, Mrs. Julia B.
15768 KEENER, Joseph M.
26983 KILPATRICK, S. J.
11994 KIRKHAM, Martha A.
38975 KREBS, Mrs. A. R.
10998 LACOUR, Gus
31499 LAFLOUR, Henry
12934 LANDRUM, Gabriel
32453 LANDRUM, Solomon
30865 LAY, Mrs. J. W.
23821 LEATHERMAN, Mrs. L. M.
20119 LEBLANC, Martin
41891 LEE, Edward
13596 LESESNE, Paul
17956 LESTER, Elizabeth
18176 LEWIS, J. J.
10395 LEWIS, Mary C.
21872 LIGON, Letitia E.
51932 LIPSCOMB, Mrs. Callle
9605 LOUGHRIDGE, Abner E.
25363 LYNHAM, E. N.
7504 MAAHAN, Arthur
MACKAN, Katie (Katherine Richard Mackan
McDonald)
17957
47614 MAITREJEAN, Mrs. Margaret
50554 MARCHBANKS, Mrs. Sarah M.
19678 McALISTER, Mathew
26236 McCAULEY, Mrs. Annie
23216 McCLURE, H. C.
15770 McDAVID, Mrs. F. C.
47935 McFADDEN, Mrs. Ida 5.
12463 MCGILL, Charles H.
47076 McLAIN, Mrs. E. Celestine
34772 McLARTY, H. E.
40147 McLEMORE, Mrs. Fannie Elizabeth

49012 McMILLAN, Mrs. Martha I.
2276 MICKELBROUGH, R. M.
47062 MORRIS, Mrs. Rachel Ann
46261 MORRISON, Mrs. Eliza A.
32608 MORRISON, Oba R.
31023 NEEDHAM, Robert B.
45933 NEZAT, A.
51785 NEZAT, Mrs. Euphrasie
37653 NOBLE, E. A.
26007 NOBLES, Mrs. Isabella
34870 NORWOOD, Mrs. Emilee
45747 OXFORD, Mrs. W. E.
30716 OXFORD, W. E.
34940 PACE, Mrs. R. B.
19056 PACE, Robert B.
46422 PALMER, Alexander E.
48047 PALMER, Mrs. M. C.
12703 PARISH, George W.
34989 PARISH, Mrs. G. W.
9255 PARK, Jesse A.
47435 PARKHILL, Mrs. Lorena
47069 PATTILLO, Mrs. Eliza
27223 PENNINGTON, Steve
19057 PEVETO, Gille
36318 POLK, Mrs. Victoria T.
28052 REDMAN, T. W.
34210 REEVE, J. G.
22738 REEVES, J. C.
34763 REEVES, Mrs. Sarah A.
35488 RENFRO, Mrs. T. J.
20508 RENFRO, T. J.
15766 REVIA, Mary
27062 REYNOLDS, Mrs. Annie M,
34008 RICHARDSON, Mrs. S. N.

28223	RICHARDSON, S. N.
50548	RIGSBY, Mrs. Sarah E.
45637	RITCHIE, Mrs. Lettie F.
46306	ROBERTS, Mrs. Emily E.
46386	ROBERTS, Mrs. Frances A.
39631	ROBERTS, Mrs. J. H.
42914	RODDY, Mrs. Julia
17959	ROIX, Mrs. James H.
34397	ROSS, Mrs. Margaret A.
45480	RUSSELL, Mrs. Louise H.
18791	RUTLEDGE, Mary P.
9842	RUTLEDGE, Wm.
31394	SANDERS, Mrs. Ellen J.
20015	SCARBROUGH, Mrs. Nora
13384	SHANNON, John
7505	SHELTON, G. W.
51992	SHERWOOD, Mrs. Almeda
15769	SHROPSHIRE, Mary
2277	SMITH, James T.
30932	SMITH, L. A.
11995	SMITH, Lydia C.
2278	SMITH, Mary
42803	SMYTH, D. I.
49867	SMYTH, Mrs. D. I.
26875	SNIDER, Mrs. F. E.
26916	SPELL, Mrs. Sarah E.
27099	SPENCE, Mrs. E. A.
36217	SPENCER, James M.
36495	SPENCER, Mrs. Fannie L.
17958	SPINKS, Elizabeth
17951	SPOONEMORE, Phillip
11991	STAFFORD, B. F.
13594	STAFFORD, B. F.
24662	STEPHENS, Mrs. C. I.

39674	STERNENBERT, Rudolph
38278	STOCKHOLM, Mrs. Mary
27774	STOCKHOLM, William
32777	STREET, E. L.
29802	STRIBLING, Thomas C.
42302	SUGGS, Mrs. M. L.
51991	SULLIVAN, Mrs. Eunice V. Toombs
31206	TANNER, Mrs. Julia E.
38599	TATUM, Mrs. Emily
24666	TATUM, Thomas H.
37492	TAYLOR, Mrs. Alice E.
51056	THERIOT, Mrs. Agnes
9953	THIEHOFF, J. N.
2279	TINER, Mrs. M. A.
51241	TOWNSEND, Mrs. Mary Jane
43953	TRAHAN, Mrs. Fannie C.
50611	TURNER, Mrs. Lucinda A.
52015	VAUCHAN, Mrs. Eva L.
43555	WARE, Mrs. Sallie
21297	WASSON, L. E.
49793	WASSON, Mrs. Alice E.
26978	WATSON, E. C. H.
26858	WENDLING, Louis
2280	WHEAT, Capt. John J.
8175	WHEAT, Virginia C.
20538	WHITE, G. A.
46769	WHITE, W. H.
24640	WILLIAMS, Mrs. Amanda
43885	WILLIAMS, Mrs. W. W.
21020	WILLIAMS, William W.
9841	WILLIS, B. A.
37571	WORD, Emma A.
13145	WORTHAM, B. F.
30677	WORTHAM, Mrs. Eudora

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CIVIL WAR TRUST

BATTLE OF SABINE PASS, TX

SEPTEMBER 8, 1863

Civilwar.org

Sabine City

Sabine River

Josiah H. Bell
Uncle Ben

FORT GRIFFIN

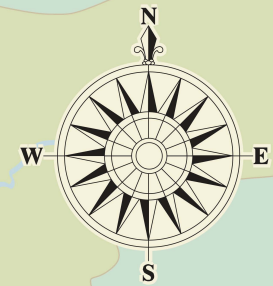
LOUISIANA

Clifton's Boiler is struck forcing crew to abandon ship.
Aprox. 4 p.m. Sachem is hit and disabled.

Granite City
General Banks

Unable to pass Sachem, the Arizona withdraws.

After the Clifton and Sachem are disabled, the Federal Fleet withdraws back down the Sabine River for New Orleans.



TEXAS

Arizona
Clifton
Granite City
Sachem

Suffolk
St. Charles
Landis
Thomas
General Banks
Exact
Laurel Hill

Gulf of Mexico

LEGEND

- | Confederate | Union |
|--|--------------|
| First Phase | Second Phase |
| Second Phase | |
| 19th-Century Structures | |
| 19th-Century Woodline | |
| 19th-Century Structures | |
| 19th-Century Roads | |
| 19th-Century Roads no longer in existence | |
| 19th-Century Fences | |
| Modern Roads | |
| Sabine Pass Battleground State Historical Park | |



Saving America's
Civil War Battlefields

Map prepared by Steven Stanley

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