

## The Brick Yards on Cedar Bayou

Baytown, Harris County, Texas

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### I. CONTEXT

Bricks are among the oldest known construction materials. The earliest sun-baked bricks were made in Mesopotamia around 7000 BC and fired bricks appeared about 3500 BC.<sup>3</sup> The Romans spread brick making throughout Europe and the English colonists brought the craft to North America. The earliest known bricks in North America were made in Jamestown about 1608<sup>i</sup> right after the settlement was established.<sup>4</sup> Native Americans had been making, firing, and using ceramic pottery at several sites along Cedar Bayou as well as other nearby creeks that fed into Galveston Bay as early as AD 100. The primary Native American pottery style in use along Galveston Bay was known as “Goose Creek” where the type was first studied and named by archeologists.<sup>5</sup>

The earliest known brickyard in Chambers County was set up to make bricks to build Ft. Anahuac in 1831.<sup>6</sup> N.K. Kellum established one of the earliest commercial brick yards in Harris County by 1841 and almost immediately started advertising in the Galveston market.<sup>ii</sup> Since the Galveston, Houston, & Henderson Railroad was not completed from Galveston to Houston until 1860<sup>7</sup> he had to transport his bricks by steamboat. A visitor in 1844 expressed surprise at seeing no brick houses in Galveston. Mrs. Houstoun wrote in her book “It is strange, that here, where bricks could so easily be made, the inhabitants should still continue satisfied with their wooden tenements. The only bricks I saw in Galveston were those forming one solitary chimney.”<sup>8</sup> The 1850 Galveston City census lists only five brick masons as compared to almost one hundred carpenters.<sup>9</sup> At the time, brick masons were more involved with building chimneys<sup>iii</sup> and cisterns<sup>iv</sup> than constructing buildings and even by 1852 there

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<sup>i</sup> Although most of the earliest buildings in James Fort were post-in-ground structures, a [limited number of bricks](#) were used in cellars and chimneys. By 1608, they were made of the locally abundant clay at Jamestown.

<sup>ii</sup> The advertisement is dated 20 August meaning it was written in 1841 and certainly would have appeared in newspapers which no longer exist. [The Civilian and Galveston City Gazette. January 7, 1842, p1 c3.](#)

<sup>iii</sup> Chimneys were an integral part of houses because the hearth provided heat for the house as well as fire for cooking. [Texas Times \(Galveston, Tx.\), Dec 7, 1842, p3.](#)

<sup>iv</sup> Since there is no fresh water on Galveston Island cisterns provided a way to store rainwater. “... and there are two new brick cisterns on the premises, one containing 3500 and the other 2500 gallons.” [Semi Weekly Journal. \(Galveston, Tex.\), February 9, 1852, p3.](#)

were still so few brick structures that advertisers described locations by referencing brick buildings.<sup>i</sup>

Besides resistance to decomposition, a major advantage to masonry construction is fire resistance. A series of fires in Galveston from the 1850s through the 1880s prompted that city to enact ever more stringent building codes in the business district. This area included the Strand, Mechanic and Market Streets in Galveston's Historic District where the building code required fireproof construction.<sup>ii</sup> Even though brick buildings are more fire resistant than wood frame buildings, they are not fire proof and can still be destroyed by flames. It can start on combustible roof material and heat from the fire can destroy the mortar holding the bricks together and can feed fires from exposed woodwork. Overnight fires on January 4, 1853<sup>10</sup> and September 29, 1856<sup>11</sup> consumed many wood and brick buildings. The Tremont House was destroyed by fire on July 20, 1865,<sup>iii</sup> and several fires from 1866 to 1869 destroyed even more buildings. Galveston's "Moro Castle Fire" on December 3, 1869 destroyed seven blocks. Another fire on February 23, 1870 destroyed a half block of frame and brick buildings on the Strand<sup>12</sup> and yet another conflagration on June 8, 1877 destroyed three blocks of mostly brick buildings. The biggest was the "Great Fire of 1885" on November 13, 1885 which destroyed forty blocks of mostly wood frame buildings<sup>13</sup> but little damage was done to the business district, which had more to do with the prevailing winds than with brick construction. And on December 21, 1886 fire destroyed another two blocks in the heart of the city.<sup>14</sup> As a result, there was a continued push to upgrade fire codes and persuade people to rebuild with brick.<sup>15</sup> These frequent fires along with new construction created an almost unending market for bricks to replace burnt buildings. This all goes to show that the businessmen of Galveston were desperate to find a cheap local source of fire resistant building materials.

The first known brickyard on Trinity Bay was temporarily set up in March 1831 to make bricks to build Fort Anahuac.<sup>iv</sup> This proved that bricks could be made locally and although small yards on Galveston Bay could have shipped brick to Galveston in the ensuing years, no evidence has been found.

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<sup>i</sup> "FAMILY GROCERY ... opposite Hessley's Brick Store." [Semi Weekly Journal, Feb 9, 1852, p4.](#)

<sup>ii</sup> Through the years the fire code was upgraded and extended creating an ever increasing demand for building bricks. In 1855 Galveston required fireproof construction in the business district and subsequent laws extended and upgraded the fireproof building requirements, first by prohibiting new wooden buildings, then by prohibiting their relocation or repair. ([1858 Galveston building code](#)) ([1876 Galveston building code](#))

<sup>iii</sup> "Tremont House Burned" [Galveston Daily News, Friday, July 21, 1865, p2 c4.](#)

"Galveston, July 20, 1865. When I arrived in the city about 3 P.M. today, the Tremont was in full blaze, ... The old wood building of the Tremont, built in 1838 was the first on fire, and the fire spread from it to the other wood buildings, and finally crossed the alley and caught the brick building. ... Most of the walls of the three-story brick building have fallen to the ground." [Galveston Daily News, Saturday, July 22, 1865, p2 c3.](#)

[Galveston Daily News, Tuesday, July 25, 1865, p2 c1.](#)

<sup>iv</sup> This yard was used only to make the bricks for the fort and associated buildings. [TSHA, Fort Anahuac](#)

Antebellum cargo shipments of brick into Galveston were reported as early as 1840 from New York,<sup>i</sup> Liverpool,<sup>ii</sup> Louisiana,<sup>iii</sup> Pensacola,<sup>iv</sup> Philadelphia,<sup>v</sup> Boston,<sup>vi</sup> Brazos River,<sup>vii</sup> and France.<sup>viii</sup>

Beginning in the early 1850s, Galveston capitalists took an active interest in setting up local brickyards. Among the first was John H. Manley who in January 1853 placed an advertisement in the *Civilian & Gazette* to sell his brick. He said he wanted a contract to provide two million bricks in the coming season.<sup>ix</sup> Manley established brickyards on two tracts in the Harris & Carpenter league just west of Lynchburg and at one tract in the Nathaniel Lynch league in today's Lakeview Subdivision on Burnet Bay just east of Spring Gully.<sup>x</sup> Hyacinth de St. Cyr<sup>xi</sup> was another Galveston capitalist who had purchased 120 acres in the P.J. Duncan grant above Lynchburg on the San Jacinto River from Henry F. Whiting in 1853.<sup>xii</sup> H.W. Martin purchased the entire 177 acres of the James B. Woods grant near

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<sup>i</sup> "Received per brig Galveston – 15,000 Bricks." [Civilian and Galveston Gazette, November 4, 1840, p3, c1.](#)

The brig Galveston had arrived from New York. [Civilian and Galveston Gazette, November 4, 1840, p2, c4.](#)

<sup>ii</sup> "The ship Wharton, 5,000 fine brick." [Galveston Weekly News, June 12, 1855, p2.](#)

<sup>iii</sup> Brick for two new fire engine houses built in 1857 was made in Algiers, near New Orleans at a cost of \$14 per thousand. [Galveston News, June 9, 1857, p2.](#)

<sup>iv</sup> "Arrived on the brig Hazard, from Pensacola, with brick for the new customs house." [The Civilian and Gazette. Weekly, December 4, 1860, p1, c7.](#)

<sup>v</sup> "25,000 Philadelphia brick for sale. J.M. Brown" [The Civilian and Gazette. Weekly, October 23, 1860, p3, c7.](#)

<sup>vi</sup> "Bark Trinity, from Boston, loaded with brick." [The Civilian and Gazette. Weekly, December 4, 1860, p2, c1.](#)

<sup>vii</sup> "The steamer Era No. 3 from Bolivar Point, Brazos River, 60,000 brick." [The Civilian and Gazette. Weekly, December 25, 1860, p1, c4.](#)

<sup>viii</sup> "Per brig Mary Wheeler from Bordeaux. 20,000 superior pressed brick, English shape." [The Weekly Telegraph \(Houston, Tex.\), February 12, 1861, p3, c10.](#)

<sup>ix</sup> "To Builders in Galveston. The undersigned having entered into a copartnership, for the purpose of manufacturing Brick for this market... Jno H Manley & Jno E Walker." [Weekly Civilian and Gazette, Jan 3, 1853, p2, c6.](#)

<sup>x</sup> [1855 Galveston County Tax Assessment Rendered by Citizens Thereof Situated in Other Counties. pB27.](#)

The 405-acre tract is shown on the 1843 Nathaniel Lynch survey as being situated on the Bay of St Mary's (Burnet Bay) east of Spring Bayou and bounded on the north by of John Lynch's 477-acre tract and on the south by William Lynch's 137-acre tract. The tract is described as 400 acres does not show an owner on the survey. Harris County Deed Book S, p18, John S. Sydnor to John H. Manley, June 3, 1855. The description today would be on N. Burnet Dr between Spring Gully (aka Slapout Gully) and Red Bud Lane.

<sup>xi</sup> H. De St. Cyr was a Galveston capitalist who later served as head of the Houston and Galveston Press and Wharf Company Building Committee. [Galveston Daily News, April 8, 1866, p4, c3.](#)

<sup>xii</sup> Harris County Deed Book P, p345. H.F. Whiting to H. De St. Cyr, June 21, 1853. A brickyard was not mentioned in the deed but before he sold the property in 1872 several land sale advertisements appeared in Galveston newspapers mentioning brick yards which were established there.

"HARRIS COUNTY. 202 ½ acres... about two miles from Lynchburg. [The Galveston Daily News, January 23, 1867, p4, c3.](#)

Lynchburg the same year.<sup>i</sup> The following year, John H. Brown of Galveston mortgaged a large tract of land in the Victor Blanco land grant<sup>ii</sup> on Carpenters Bayou and the San Jacinto River but it is unknown whether a brickyard was established at that location. Six years later de St. Cyr purchased Martin's 177-acre tract.<sup>iii</sup> Galveston brick maker John Brown<sup>iv</sup> ran at least one and possibly several of these

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"FOR SALE. THE WASHINGTON BRICK YARD, situated in Harris County, one mile and a half from Lynchburg... EIGHT HUNDRED ACRES OF LAND, Heavily timbered" (note: The previous advertisement stated that the brickyard adjoined 800 acres of heavily timbered land. This yard was not located at the town of New Washington, today called Morgan's Point.) [The Galveston Daily News, April 10, 1866, p4, c2.](#)

By 1872 it was called the San Jacinto brickyard when the brick maker partnership dissolved. [The Galveston Daily News, Jun 1, 1872, p1, c5.](#)

<sup>i</sup> Not the 1853 but the [1854 Galveston Tax Assessment for properties not in Galveston, pB54](#) shows H.B. Martin with 177 acres in an "Unknown" land grant four miles above the San Jacinto Battleground. The [1861 Tax Assessment for properties not in Galveston, p90](#) identified the land grant as James B. Wood.

<sup>ii</sup> Harris County Deed Book R, p140, H.F. Whiting to Jno H. Brown. Apr 10, 1854. [This John H. Brown could have been the former Galveston mayor, John Henry Brown (1820-1895), rather than the brick maker John Brown (1807-after 1870). There were several John Browns in Galveston in the 1860s and 1870s, including John Stoddard Brown, son of James Moreau Brown.]

<sup>iii</sup> Harris County Deed Book V, p117. H.B. Martin to H. de St. Cyr, March 3, 1859. This was the entire James B. Woods land grant. [1861 Galveston County Tax Assessment, p90. H. de St Cyr.](#)

This brickyard was located on Buffalo Bayou just upstream of its confluence with the San Jacinto River. "BRICKYARD FOR RENT. . . on the banks of Buffalo Bayou, five miles above Lynchburg... J.K. LEMUEL" [Galveston Flake's Semi-Weekly Bulletin, August 19, 1868, p5, c5.](#) Lemuel owned the brickyard but not the land.

<sup>iv</sup> John and Franklin Brown were enumerated as Brick Makers in the [1850 Houston, Harris County Census, p19](#). Frank (b ca 1820, VA) was working as a brick contractor in Galveston at least as early as 1853 (Galveston County Deed Book K, p263, Berlocher to Brown, Jun 25, 1853, Contract to build brick building on Berlocher property; also Galveston County Deed Book K, p353, H. de St Cyr to Brown, Nov 24, 1853, Contract to build brick building.) and was in partnership with John Brown (b ca 1807, VA). (Galveston County Deed Book G, p487, Galveston City Company to Franklin Brown, John Brown, & J&F Brown [DBA], May 2, 1857).

In 1854 John Brown owned no real estate but did own twenty enslaved people. [1854 Galveston Tax Assessment, p5.](#) This number of brickyard workers is reasonable because brickmaking during the 1850s was much more labor intensive than it was in the 1870s. The period following the Civil War showed a great increase in brick machine patents. [Subject-matter Index of Patents for Inventions Issued by the United States Patent Office from 1790 to 1873: Inclusive .... \(1874\). United States: U.S. Government Printing Office.](#) pp141-145.

Frank Brown was enumerated as a Master Mason in the [1860 Galveston Census, p156](#). That same year John Brown was enumerated as a Brick Mason. [1860 Galveston census, p110.](#)

Frank died in 1867 ([Flake's Bulletin, May 3, 1867, p4](#)) but John Brown was enumerated as a Brick Maker in the 1870 Galveston County census. [1870 Census, Galveston County, Ward 2, p95](#). Even though he was a brick maker, he still purchased additional bricks as needed for his projects. In 1869 he purchased 426,000 brick @ \$16.00 per thousand from Hugh Pritchard to use in building E.L. Gifford's store with the calculated amount of brick being 22 brick to the cubic foot for the two-story building. (Galveston County Deed Book 1, p38. Feb 9 1869).

On Cedar Bayou, the people enumerated as "Brick Makers" owned the yards and knew how to make bricks (Sam Rosamond, Thomas Wright, the Milam brothers and James Casey). Their employees had jobs such as "works at brickyard", brick setter, brick layer, brick molder, "cook at brickyard", etc. The 1870 Galveston County Census shows no such supporting occupations anywhere in the county.

James Moreau Brown has been credited with owning a brickyard on Carpenters Bayou, but it was actually John Brown. John Brown did not own land there, but probably had affiliation with the Galveston Building Association and ran the yards there for them. He had deep pockets as well and possibly was even a member of the Association because his name appears

brickyards, as evidenced by a January 1854 article in the Galveston Weekly News stating that there was a Mr. Brown from Galveston making and selling brick.<sup>i</sup> All of these brickyards were undoubtedly destroyed by the September 1854 hurricane, which devastated everything along the San Jacinto River and Buffalo Bayou all the way to Houston.<sup>ii</sup> They restarted some of the yards and in 1857, another yard at Old River opened to make bricks for Galveston. It was owned by Messrs. Carman and Paine and run by

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on a “List of Solid Men of Galveston” published in the newspaper. [Galveston Tri-Weekly News, Oct 09, 1871, Supplement 2](#).

Besides John Brown there were only three other people enumerated as “Brick Makers” in the entire 1870 Galveston Census. Henry Lowell was the agent for Cedar Bayou brick maker James Casey and will be discussed later. John F. Gunderman may have been given his job ([1870 Galveston County Census 2nd Ward, p12](#)) by family friend John Brown because he was a son of Galveston brick mason Fred Gunderman ([1850 Galveston City Census, p22](#)). Two years earlier Gunderman was proprietor of the Gunderman House & Restaurant on the Strand [Flake's Bulletin, Feb 28, 1868, p1, c1](#) and when he and Mrs. Gunderman had some very messy domestic problems in 1868 she named John Brown as a character reference. [Flake's Bulletin, February 28, 1868, p8, c1](#). The 1880 census enumerated John F. Gunderman as a Bricklayer and still married to Johanna. [1880 Galveston County Census, ED 64, p34B](#). The third was a man named Pausil who was incarcerated in the county jail and enumerated as insane. [1870 Galveston County Census 2<sup>nd</sup> Ward, p9](#).

Interestingly there is a John Brown land grant on the north side of Buffalo Bayou directly across the stream from Harrisburg. It is as yet unknown whether this was the same John Brown family but in 1837 an advertisement for the new town of Hamilton situated within that grant advertised that a brickyard would be established there. [Telegraph and Texas Register \(Houston, Tex.\), October 4, 1837, p1](#).

Although James Moreau Brown has been credited with owning a brickyard on Carpenters Bayou; there is no record of him owning any property at all in Harris County. Harris County General Index to Deeds Grantee Book 3, Bo-By, 1836-1903, pp117-122.

He did, however, import and sell brick. [The Civilian and Gazette, Weekly, October 23, 1860, p3, c7](#). He also owned an enslaved man named Alek who was described in the bill of sale as a brick mason. Galveston County Deed Book L, p430, Daniel Atcheson to James M Brown, November 14, 1855. Alek probably had a hand in building J.M. Brown’s home, Ashton Villa, in 1859.

<sup>i</sup> “The Victoria Advocate says, Mr. Brown offers brick, thirty miles from Victoria, at fifteen dollars per thousand, and asks the question; Who can sell brick cheaper than Mr. Brown? We have a Mr. Brown in Galveston, who sells brick some fifty per cent cheaper, and thirty times nearer. Money must be plentiful in Victoria if the people can afford to build at such prices for brick and then haul thirty miles.” [Galveston Weekly News, January 31, 1854, p1](#).

This indicates not that there was a brickyard one mile away, but rather the cost of the brick made by Mr. Brown included transportation to the Galveston wharves, which were within a mile of construction sites.

<sup>ii</sup> “The Houston Star, of the 23d, has the following additional items of the storm: Every day we hear of other disasters occasioned by the storm of Wednesday night. Both the Buffalo Bayou bridges were swept away on Wednesday afternoon at night. Mr. L.C. Stanley lost about 2,500 soft brick in the kiln, ready to burn. Several hundred cords of wood floated off from the wood yards below town. ... The freshet in Buffalo Bayou reached its highest point on Thursday morning, being at least five feet higher than was ever previously known. The water is receding but slowly, having fallen only eight feet when we went to press.” [The Daily Globe \(Washington, District of Columbia\), October 4, 1854, p3, c4](#). Stanley’s brick yard was located on the south bank of Buffalo Bayou in the Fourth Ward, just west of downtown Houston. [Harris County Tax Assessment, 1851, p30](#) shows L.C. Stanley owning twenty enslaved people in the J. Austin land grant and the [1860 Harris County Census, p156](#) enumerated him as a brickmaker in Houston’s Fourth Ward.

[Texas Ranger. \(Washington, Tex.\) , October 5, 1854, p2](#)

“Lynchburg and San Jacinto. – We learn by a letter from Lynchburg, that on Tuesday night last, that place was visited by a very severe storm. It blew down nearly one-half of the forest trees in the vicinity. Two houses of Col. Washington’s were swept into the San Jacinto River.” [The Weekly Advertiser \(Montgomery, Alabama\), October 18, 1854, p1, c5](#).

Mr. Tharp,<sup>i</sup> and they transported cord wood as well as bricks by sailboat.<sup>ii</sup> And John Brown's brother and business partner, Frank Brown, had involvement in a brick yard at Turtle Bayou and possibly another at Chambersia, later named Anahuac, in 1863.<sup>iii</sup> Sometime before 1868 J.K. Lemuel had taken over the brickyard operation on Buffalo Bayou,<sup>iv</sup> but the land was still owned by de St. Cyr. But even with these and shipments from other yards, the Galveston Daily News reported that during the 1863 Battle of Galveston there were fewer than a dozen brick buildings on the Strand.<sup>16</sup>

Clay is a required component of brick and since Galveston is situated on a sandbar with virtually no clay<sup>v</sup> and no forests to provide cord wood for fueling the kilns. Therefore, bricks had to be brought in from elsewhere,<sup>vi</sup> and importing bricks was expensive. In 1857 the Liberty (Texas) Gazette reported that bricks made at Liberty were of as good quality as those made in Louisiana and could be landed at

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<sup>i</sup> Charles Tharps, age 21, worked at a Goose Creek brickyard in 1870. He was probably related to Mr. Tharp of the 1857 Old River brickyard. [1870 US Census](#), Harris County Precinct 3, Subdivision 35, p9 492A, Post Office Cedar Bayou.

<sup>ii</sup> "LETTER FROM LYNCHBURG. Mr. Editor: I was abroad the other day on a business venture to visit the neighboring settlement of Old River. ... This leads me to notice a very important enterprise just undertaken by Messrs Carman and Paine. ... I paid a flying visit to it and found them busily setting up a kiln. Mr. Tharp, the gentlemanly manager of the yard told me he felt confident of making a merchantable article, though he was working under the disadvantages of operating on a new yard, and with one or two exceptions, with inexperienced hands. He also stated that he had seen, but a short distance from the site of his present operations, a soil for making bricks of a *very superior* quality. ... The yard is directly on the bank of the river. They have wood convenient. Soil well adapted. Sail vessels can reach your city in twelve or fifteen hours where a ready market will always be found, not only for their brick and cord-wood but also for every description of produce. ... Lynchburg, October 16<sup>th</sup>, 1857."

The Texas Christian Advocate (Galveston, Tx.), October 29, 1857, p1. Available on microfilm at the Bridwell Library, Perkins School of Theology, SMU.

Mr. Tharp was probably Elias Tharp who by 1870 was a brick maker at Young's brick yard in Houston's Fourth Ward North (now Sixth Ward). [1870 Census, Houston Fourth Ward, p67](#).

<sup>iii</sup> "I fully expected to have been some miles on my way to Double Bayou by this time. ... All well except Mr. Edgar, who had returned from a trip to Liberty, looked as well as could be expected. On Tuesday went to Mr. Bob White's to see the brick kiln and bring Mr. Brown home, stayed till Wednesday, on Saturday rode over to Chambersia with Frank Brown to see about making a kiln of brick for the Gen'l and from there to Judge Chambers about conscript business." From the diary of Wright Andrews; August 1863. On file at the Chambers County Historical Museum at Wallisville.

According to the [1863 Chambers County Tax Assessment](#), Robert White lived in the James T. White land grant, placing the kiln on Turtle Bayou.

<sup>iv</sup> "My brickyard, on the banks of Buffalo Bayou, five miles above Lynchburg, for rent. All the apparatus for making brick on a large scale is included,..." [Flake's Semi-Weekly Bulletin, August 19, 1868, p5, c5](#).

<sup>v</sup> The General Soil Map, Galveston County describes the entire island as "rapidly permeable sandy soils throughout" with one tiny piece of land on the east shore of Offatts Bayou which has a deposit of Lake Charles-Bacliff clay. United States. Soil Conservation Service. General Soil Map, Galveston County, Texas, map, 1987; Washington D.C. (<https://texashistory.unt.edu/ark:/67531/metaph130290/m1/1/>; accessed February 20, 2021), University of North Texas Libraries, The Portal to Texas History, <https://texashistory.unt.edu>; crediting UNT Libraries Government Documents Department.

<sup>vi</sup> "The city being built on a white sharp sand island, the bricks are made some distance and are transported there by cars and schooners and command a price of ten dollars per M." [Official report of the Second Convention of the National Brick Manufacturers' Ass'n](#), Oct 18-20, 1887, p77.

Galveston for \$18 per thousand,<sup>17</sup> and that there were two brickyards at Liberty.<sup>18</sup> A March 1858 letter to the newspaper from N.C. Raymond<sup>19</sup> of Austin suggested that bricks could be made from Galveston sand.<sup>20</sup> He said that for the past two years he had been experimenting with a new material he had patented called “Lithocolia Concreta” but there is no evidence that it was used in Galveston buildings. The lack of clay notwithstanding, in 1857<sup>i</sup> the brick company of Frank Brown & Henry Holmes<sup>ii</sup> made some “Island bricks”<sup>iii</sup> where they found some clay at a site about two miles west of Tremont Street (just east of Offatts Bayou). The Galveston Weekly News reported on the event writing that “Mr. Holmes expresses the opinion that they can improve still further in the Island brick; and thinks the next kiln will be of a better quality. He and his partner Mr. F. Brown have purchased ground with a view to make it a permanent business.<sup>iv</sup> The prospect now is that the demand for brick in this city will require several millions annually and an increase from year to year.”<sup>21</sup> Their bricks were used to build a new cotton press in Galveston in 1859,<sup>v</sup> and almost certainly<sup>vi</sup> the Galveston county jail,<sup>vii</sup> but after an escape attempt in 1866, it was reported that “The jail has been badly damaged and rendered quite insecure. . . . and the brick walls have been torn to pieces. The building was made of Island brick which is almost as easily cut to pieces as adobies (sic).”<sup>22</sup> Holmes may have kept the business going in some form after

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<sup>i</sup> Brown & Holmes purchased 2 ½ acres for their brickyard in 1857. Galveston County Deed Book M, p547, Deed of Trust, Brown & Holmes to Henry B. Andrews, December 22, 1857.

<sup>ii</sup> Henry Holmes (b. ca 1833, NY) was enumerated as a Brick Mason in the [1860 Census, Galveston, p126](#) and was also Frank Brown’s brother-in-law.

Frank Brown’s wife, Virginia (b. ca 1841, NY), was Henry Holmes’s sister, ([Texas, County Marriage Index, 1837-1977](#)). She was enumerated as a 9 year old living with her father and brother (age 16); both named Henry Holmes in the [1850 St Louis, Missouri Census, p705](#). Henry first appears associated with Frank Brown in the aforementioned Deed of Trust in December 1857. The partnership may have begun at this time.

<sup>iii</sup> This brickyard has been attributed to James Moreau Brown, but the evidence shows that it was actually Frank Brown who had the brickyard.

<sup>iv</sup> Galveston County Deed Book O, p458. Grove to Brown & Holmes, December 29, 1859. Lot 12, 2-1/2 Acres Release of Lien. Lot 12 was located on the Gulf, Colorado & Santa Fe Railroad between the city limits and Offatts Bayou. Island City Abstract And Loan Co. *Map of the county and city of Galveston, Texas*. Galveston, Tex.: Island City Abstract and Loan Co, 1891. Map. <https://www.loc.gov/item/2005625376/>

<sup>v</sup> In 1859 the Brown brothers built the “The Factors’ Press” in Galveston, using 2 million Galveston brick, laid down in the course of two or three months ([Civilian and Gazette, April 26, 1859, p1, c2](#)).

<sup>vi</sup> It was a newsworthy item that Brown and Holmes were making Island bricks in 1858, implying that nobody else was making them. According to the Soils Map, they had also bought the only place on the island which had clay.

<sup>vii</sup> “Outside of logs, driftwood and wreckage cast up by the sea, there was no material for man to build with. There was no clay, timber, or stone. In later years brick were made from some clay found down the island, but whilst they were used, they were so soft as to break easily. The old county jail was built from this brick, and the prisoners dug through the wall with their tableware.” [The Early History of Galveston](#). Dr. J.O. Dyer p17.

Brown's death in 1867<sup>23</sup> until at least 1874.<sup>i</sup>

The Civil War brought a halt to construction in Galveston but the post bellum period spurred a growth that could not be satisfied with imported bricks alone. Several brick yards were established on sites surrounding Galveston Bay.<sup>ii</sup> Brick yards<sup>iii</sup> were established at Old River,<sup>iv</sup> Double Bayou,<sup>v</sup> Lynchburg,<sup>vi</sup> Morgan's Point, which was owned by W.L. Moody of Galveston,<sup>vii</sup> Goose Creek,<sup>24</sup> and Cedar Bayou. All these yards transported brick by steamboats. Sailboats could have also been used but no documentation has been found. Brick was brought in by rail from Clear Creek<sup>25</sup> (today called League City),<sup>viii</sup> Virginia Point<sup>26</sup> (today called Tiki Island), and Houston.<sup>ix</sup> There were probably other brick yards around the bay as well.<sup>27</sup> In 1872 Hyacinth de St. Cyr sold both the two previously mentioned

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<sup>i</sup> Galveston County Deed Book 12, p591. Oscar Farish to Frank Brown & Henry Holmes, July 28, 1874. This release of lien for the property purchased in 1857 was several years after Frank's death in 1867.

<sup>ii</sup> "We understand that quite a large number of brick yards have been lately started at different places over the bay within forty or fifty miles of our city." [Galveston Tri-Weekly News, March 16, 1870, p2](#). See Appendix Images, Figure 9. 1870 Houston City Directory, p 92. "In and around the city there are some 8 or 10 brick yards, at which millions of excellent bricks are turned out every year."

<sup>iii</sup> See Appendix, Table A. Post Bellum Brickyards around Galveston Bay.

<sup>iv</sup> "During the early 1870s, Peter Almeras of Galveston and Lewis G. Guertin of Liberty established a brickyard at Old River, which was known as the Almeras Brick Yard. Almeras gave Dr. James P. Alford power of attorney over his interests including the authority to deliver and sell brick from the brick yard." [Early Physicians of Chambers County, Texas](#), By Kevin Ladd.

Almeras sold the brickyard in 1873. "For Sale, Brick Yard on Old River. P. Almeras." [The Galveston Daily News, September 10, 1873, p3, c8](#).

This was probably at the same location as the brickyard previously mentioned as owned by Messrs. Carman and Paine and run by Mr. Tharp.

<sup>v</sup> "The colored folks all have little brick cabin quarters and they have a brickyard right near the place that a white man owns." From an interview with Hiram Mayes, former slave of Thomas Edgars. [Slave Narratives, Vol XVI: Texas Narratives – Part 3, p72](#).

<sup>vi</sup> "Rare chance for a bargain." [The Galveston Daily News, August 21, 1874, p2, c6](#). This may have been the brickyard established on the San Jacinto River in the P.J. Duncan land grant by Galveston merchant Hyacinth De St. Cyr in 1853. Harris County Deed Book P, p345. H.F. Whiting to H. De St. Cyr, June 23, 1853.

<sup>vii</sup> W.L. Moody and White were business partners who owned a brickyard at Morgan's Point. [Galveston Flakes Daily Bulletin, June 28, 1872, p5, c1](#). Two weeks later Moody and Jemison were advertising to hire an engineer for a brick yard. This engineer would be responsible for the steam engine there. I don't know what happened to White. Perhaps Jemison replaced him in the partnership. [The Galveston Daily News, Jul 18, 1872, p2, c7](#).

E.S. Jemison seems to be the man who knew how to make bricks since he bought the yard in 1877. Harris County Deed Book 17, p616. W.L. Moody et al to E.S. Jemison, E.S. Nov 16, 1877.

<sup>viii</sup> George W. Butler, the town's first resident, arrived from Louisiana in 1873 (*Hugh Pritchard owned a brickyard at Clear Creek as early as 1868*) and settled at the conjunction of Clear Creek and Chigger Bayou; a brickyard was the first local business. The community was known as Butler's Ranch or Clear Creek until 1893. Diana J. Kleiner, "League City, TX," Handbook of Texas Online, accessed February 14, 2021, <https://www.tshaonline.org/handbook/entries/league-city-tx>. Published by the Texas State Historical Association.

<sup>ix</sup> "... millions of brick are shipped from the Houston yards to Galveston every year." [The Texas Almanac for 1871, and Emigrant's Guide to Texas, p163](#).



brickyards near Lynchburg to O.M. Opdenmeyer of Galveston<sup>28</sup> who in turn sold them to Mott & Trueheart of the Galveston Building Association.<sup>29</sup> By 1874 the brickyards on Buffalo Bayou and the San Jacinto River were for sale.<sup>i</sup>

By the mid-1870s all of the yards on Galveston Bay except Cedar Bayou had shut down, stopped shipping common brick to Galveston, or reduced their shipments to the point that they were no longer reported in the newspapers. The Virginia Point brick yard, which could have been started by Frank Brown after his experiment with island bricks in 1858 and probably run by the firm of Burnett & Kilpatrick was destroyed in the 1875 hurricane.<sup>ii</sup> Another yard was established there by Hugh Pritchard as the Galveston Brick & Tile Works in 1882<sup>30</sup> and by 1883, or possibly from the beginning, he had Galveston merchant R.F. George as a partner.<sup>31</sup> In 1885 Pritchard sold out to George,<sup>32</sup> who continued the operation through 1899<sup>iii</sup> making mostly “cherry red Virginia Point brick.”<sup>iv</sup> A yard making pressed bricks was established in 1892 at the then-new town of North Galveston<sup>v</sup> (today called San Leon) where

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<sup>i</sup> The San Jacinto yard was for sale in 1874. This advertisement measured the distance in “river miles” rather than “crow-fly miles” The acreage is different but perhaps they wanted to only sell a portion of the land. [The Galveston Daily News, April 10, 1874, p2.](#)

But still hadn’t been sold four months later. “A Brick Yard in good working order, ...H.M. Trueheart & Co.” [The Galveston Daily News, Aug 21, 1874, p2.](#)

<sup>ii</sup> “Mr. Mike Griffin, at Virginia Point, is in the employ of Burnett & Kilpatrick...” [The Galveston Daily News, September 19, 1875, p1, c9.](#)

The early brick yard was associated with the William Jefferson Jones plantation. 19<sup>th</sup> century bricks have been found at this location. They could have also been made by the construction firm of Burnett & Kilpatrick who was known to receive bricks by rail. [The Galveston Daily News, Jun 7, 1874, p3.](#)

Galveston Brick & Tile. (1882-1899), positively identified in [Galveston Co. Deed Book](#) 182, p360. R.F. George to Frederick F. Hansell, 2/12/1901. Bricks have been found there as well.

<sup>iii</sup> The brickyard was in operation in 1899. [Galveston Tribune, November 14, 1899, p4.](#)

And shut down in 1900. [Galveston Tribune, March 3, 1900, p7.](#)

<sup>iv</sup> [The Galveston Daily News, April 13, 1886, p5.](#) These bricks were made by stiff-mud process. Rather than being pressed into a mold the clay was extruded into a continuous bar which was sliced into individual bricks with wires similar to a hard-boiled egg slicer cutting several bricks at a time. It is unknown what make the brick machine was, but the curved cut marks on the brick beds resemble what would be made by the cutter shown with the [Hotchkiss & Buss brick machine.](#)

<sup>v</sup> [Galveston Texas North Plat - 1891](#)

“At North Galveston we have a pressed brick plant, a saw and planing mill and a wool scouring plant on the grounds. ... We have a post office in North Galveston, and shall have a telegraph office and newspaper inside a month.” [Galveston Daily News, September 16, 1892, p8 c4.](#)

“North Galveston. The new manufacturing town of North Galveston is moving along as fast money and brains can move it. A glance at the following already established improvements show that that. They are: ... Pressed, common and vitrified brick plant ready for operation. Capacity 25,000 bricks per day. Paid in capital \$15,000. Employs forty hands.” [The Galveston Daily News, October 26, 1892, p8 c2](#)

the North Galveston, Houston and Kansas City Railroad crossed Dickinson Bayou, but it only lasted a short time.<sup>i</sup> The Virginia Point, Clear Creek, and North Galveston yards were all situated on rail lines and transported their bricks by train.<sup>ii</sup>

Although pressed brick<sup>iii</sup> was brought in from Virginia Point and Houston by rail<sup>iv</sup> and is visible for the world to see, all of the common brick and most of the pressed brick used in Galveston was locally made<sup>v</sup> and from 1865 to 1915 at least twenty yards on Cedar Bayou provided almost all of that brick.<sup>33,34,35,vi</sup> Like wood and steel members in modern construction, common bricks comprised the substance of a masonry structure. Also like those materials, they were enshrouded in completed buildings, unseen, unrecognized, and forgotten.

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“The North Galveston pressed brick company has built works with a daily capacity of 25,000 bricks.” [The Galveston Daily News. November 28, 1892, p2.](#)

Nancy Beck Young, “North Galveston, Houston and Kansas City Railroad,” *Handbook of Texas Online*, accessed February 22, 2021, <https://www.tshaonline.org/handbook/entries/north-galveston-houston-and-kansas-city-railroad>.

“It has a capacity of 25,000 pressed brick every day of ten hours and gives employment to twenty workmen.” [The Galveston Daily News. June 20, 1893, p4.](#)

<sup>i</sup> The North Galveston Brick and Tile Company closed in July 1894 and sold its equipment to a company in Rockdale. [The Galveston Daily News. July 26, 1894, p3.](#)

<sup>ii</sup> None of these yards appear on any wharf reports and the “Receipts by Rail” column is not specific about points of origin.

Many historical register narratives indicate that “Philadelphia pressed brick” was used for Galveston buildings. Although these bricks could have been imported from Philadelphia, more likely they were made in one of the Texas brickworks who had invested in a Philadelphia brick press capable of exerting many tons of pressure to make bricks in steel molds. These machines were being used all over the country by the early 1870s. [Buchanan County Bulletin \(Independence, Iowa\) May 2, 1873, p3, col2.](#)

One was known to exist in Dallas as early as 1872 and others were used in Austin and San Antonio. *Lives of Texas Brick*, Appendix: Machine-Formed Brick, section on pressed brick. Also, see [Dallas Herald. November 23, 1872, p3.](#)

“Though made locally, the brick is called Philadelphia pressed brick”. (*On the Casey Mallory House in Natchez, Ms*)

The point is that Philadelphia pressed bricks were not just made in Pennsylvania. J.P. Davie had a 30 hp steam engine in his yard on Cedar Bayou which was adequate for making Philadelphia pressed bricks.

<sup>iv</sup> “[Receipts by Rail.](#)” a column in the *Galveston Daily News*, reported deliveries of all sorts of goods, including bricks. A 36’ 19<sup>th</sup> century rail car could carry about 30,000 bricks, about the same as a large schooner. In 1890 they reported forty-one rail cars, about a million bricks being delivered, probably from Groesbeeck & Wagley’s Houston Brick Works. This yard made pressed bricks which were used on building facades and streets, as well as the brick used on smaller residences. Compare that to the twelve million bricks delivered by schooner from the brick yards on Cedar Bayou during the same year.

<sup>v</sup> From the mid-1850s brick machines from several manufacturers (Sands & Cummings, A. Hall, Empire State Brick Machine, National Brick Machine, Franklin Brick Machine, Gregg’s Brick Press, and Eureka Brick Machine) were advertised frequently by Galveston merchants.

<sup>vi</sup> “It is estimated that ninety percent of the brick used in Galveston during the last fifty years came from the Cedar Bayou clay zone.” [The Galveston Daily News. November 10, 1914.](#)

## II. OVERVIEW

### The Goose Creek Brickyards

Bricks had been made in east Harris County since the mid-1800s. When Valentine T. Dalton was selling his plantation in 1857 he advertised the existence of a two-story brick dwelling.<sup>36</sup> His property was located on the west bank of Goose Creek, about three miles west of Cedar Bayou, and his house was situated where today's Missouri Street crosses Hwy 146. The building was almost certainly constructed of bricks made on site as that practice, particularly in rural settings, was the rule rather than the exception.<sup>i</sup> Two brickyards are known to have existed later on the nearby stream.<sup>ii</sup> John Gaillard, who moved here as a boy in 1867, said in a 1937 interview that "The leading industries along this stream were brick making and logging. Brick yards were located at Duke's and Busch's landing. They were owned by a Mr. Reeves and Mrs. Page, respectively."<sup>37</sup>

In 1856 Samuel Page had purchased a 20 acre tract of land just south of Goose Lake<sup>38</sup> where Busch landing would later be established and at some unknown date started his brickyard there. This is where Charles Tharps worked as a "Brick Layer"<sup>iii</sup> and Flora Maxey worked as a cook in 1870.<sup>39</sup> He may have been the son or nephew of Elias Tharp,<sup>40</sup> a brick maker who was mentioned as running the 1857 Old River brick yard.<sup>41</sup> In 1871 a Ferguson brick machine<sup>iv</sup> was put in service in Houston and Ferguson's agent, Mr. Willard, indicated that he was going to put more in service "near Goose Creek,<sup>42</sup> opposite Morgan's Point, at the head of our bay."<sup>43</sup> In addition to the yard on Goose Creek others may have been put in service at the yards being established nearby on Cedar Bayou. The brick yard employed more than

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<sup>i</sup> "The use of homemade bricks burned at the site of an early dwelling have frequently been pointed to with curiosity by historians, but the oddity would have been for those bricks to have been manufactured at some other location. " Bricks are heavy and expensive to transport and it was a simple matter to mold bricks on site and fire them in a clamp, or temporary kiln which was comprised of the bricks which were being fired. Walters, William D. "Nineteenth Century Midwestern Brick." *Pioneer America*, vol. 14, no. 3, 1982, pp. 125–136. JSTOR, [www.jstor.org/stable/29763649](http://www.jstor.org/stable/29763649). Accessed 8 Feb. 2021.

<sup>ii</sup> See Appendix Images, Figure 57.

<sup>iii</sup> "Brick Layer" in this context may have referred to a person performing some specific task in a brickyard, possibly the same as a brick setter who was a skilled worker with the knowledge of how to stack bricks in a kiln to maintain airflow during firing. The occupation of "Brick Layer" was used by the same enumerator in Cedar Bayou yards as well but there was no tradition of brick construction at either place. "Brick Mason" was the official term used in the 1870 census for a person involved in actually building a brick structure, and the occupation of "Brick Mason" does not appear in the 1870 Harris County Precinct 3 census. [Compendium of the Ninth Census. Table LXV. Occupations \(June 1, 1870\). p612.](#) (Downloads as pdf). The occupation of "Brick Mason" appears frequently in the Galveston census that year, although admittedly, "Brick Layer" does too.

<sup>iv</sup> See Appendix Images, Figure 58.

just the two people mentioned in the census.<sup>i</sup> The presence of a cook working there indicates a workforce much larger than just one other man who, judging by his occupation as a brick layer and his possible association with Elias Tharp, would have been in charge. In addition, after they were installed, each brick machine required a crew of about eight men and boys.<sup>ii</sup>

Page owned another brickyard property called the Hickory Grove Tract. This yard was run by John L. Reese (rather than Reeves as remembered by Gaillard sixty years later).<sup>44</sup> Reese purchased the property in 1872<sup>iii</sup> and the following year sold it to Thomas Edgar's sister, Fannie Andrews,<sup>45</sup> from Chambers County. Edgar leased the land from her for his brick yard and ran it from 1873 to September 1875<sup>iv</sup> when it was destroyed by the hurricane,<sup>46</sup> which would have destroyed Page's yard as well. Edgar's family also owned the previously mentioned brick yard at Double Bayou in Chambers County. When the Durain Ferry road was laid out in 1878, county records state that the road passed by Edgar's brick yard and crossed Goose Creek at Durain's ferry.<sup>v</sup> That yard, and probably Page's earlier yard as

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<sup>i</sup> The workforce was probably comprised of mostly formerly enslaved people. This is reinforced by an article in the [Houston Daily Union, Jun 18, 1870, p3, c1](#). The African-American men (f.m.c. stood for free men of color) mentioned in the article were probably some of Samuel Page's brickyard employees. All the jurors lived within a half mile of Goose Creek stream. Juror Lewis Maxey was the husband of Flora Maxey, enumerated in the 1870 census as a "cook at brickyard" where Charles Tharpe worked. The inquest showed that at least five black men were working together in close proximity. They claimed that the black victim drowned. That means they worked close to Goose Creek stream, the only place where somebody could possibly have drowned, and the brickyard was on the bank of the creek. Other than Maxey, none of the names (including the other two black jurors) appear on the census conducted three months later.

The 1860 Slave Schedule counts 81 enslaved people owned by people living in the immediate Goose Creek area, with just Ashbel Smith and Eliza Ashe owning 61 people between them on their tracts in the Wm Scott Lower League. The 1870 census counts 33 Black and Mulatto people living in the same area and almost all of them lived in the immediate vicinity of Ashbel Smith. The 1870 census is known to have significantly undercounted African-Americans, particularly in the south, and the area around the brickyards was mostly a wilderness area. [The 1870 United States Census and Black Underenumeration: A Test Case from North Carolina](#) by Richard Reid. (Downloads as a pdf).

<sup>ii</sup> The Ferguson brick machine was very similar to the Martin machine and would have required similar manning. [Henry Martin : 1886 Illustrated Catalogue of the Latest and Best Improved Brick Machinery, p24](#). (Downloads as a pdf).

<sup>iii</sup> In 1872 Samuel Page sold the 25 acre Hickory Grove Tract to John Reese who then sold it to Fannie Andrews a year later. She was a Chambers County resident who lived one dwelling over from Thomas Edgar's father, Alexander, who was born in Scotland. [1860 US Census, Chambers County, Texas](#). Wallisville PO, p62. 19 July, 1860.

Because John Gaillard stated that "Reeves" had the brickyard, it is probable that it had been established sometime earlier, possibly as early as 1868 when Page's other yard further south on Goose Creek was established. Harris County Deed Book 13, p112. S.D. Page to Jno L Reese. March 7, 1872. Hickory Grove Tract, 25 acres. Also Harris County Deed Book 13, p112. Jno L Reese to Fannie Andrews. March 7, 1872. Hickory Grove Tract, 25 acres.

<sup>iv</sup> Although he did not own the land, Thomas Edgar paid taxes on the tract in the Harris County Tax Assessor Roll for [1874](#), [1875](#), and [1876](#), which are the only years available online. The property was still called Edgar's brick yard and Edgar's field was mentioned in the Commissioner's Court minutes book in 1878 when the Durain ferry road was built. Fannie Andrews sold the tract to N.M. Owens in 1879. Harris County Deed Book 18, p769, July 18, 1879.

<sup>v</sup> Harris County Commissioners Court minutes, May 1878, Vol C, p651.

After the road was established it was further described as "...thence to Mrs. Duke's south west corner, thence down the gully on the south side to beginning of the marsh (proper) on Goose Creek, thence across the gully into Thomas Edgar's

well, made two sizes of brick.<sup>i</sup> The larger size could have been a holdover from antebellum days<sup>ii</sup> when bricks made by slave labor in southern states were bigger.<sup>iii</sup> In 1874 Mary Gaillard advertised a tract just to the north for sale as “land suitable for a farm or brickyard with an inexhaustible supply of clay and clean sand”<sup>47</sup> but that prospect was spoiled by the same hurricane and she sold the land to Jeanette Duke in 1877.<sup>48</sup> No yards are known to have existed on Goose Creek after the hurricane.<sup>iv</sup>

Other than Dalton’s brick dwelling house and brick used in foundations and chimneys, there is no known tradition of brick construction in the area around Goose Creek in the 19<sup>th</sup> century. Even Ashbel Smith lived in a wood frame dwelling.<sup>49</sup> All the bricks made on Goose Creek were destined for use in Galveston.

The 1875 hurricane devastated property around the bay and along the San Jacinto River all the way to Houston. The brickyards at Morgan’s Point, Double Bayou, Old River, Lynchburg, and Harrisburg were all located on streams very near Galveston Bay or Trinity Bay or on Buffalo Bayou and undoubtedly met the same fate as the Goose Creek yards.<sup>v</sup> The entire year’s production may have been lost at these yards. With the exception of the Ashbel Smith yard all the brick yards on Cedar Bayou in 1875 were located ten or more miles from its mouth and would have been somewhat protected from the wind and storm surge. This left the yards on Cedar Bayou uniquely positioned to take over the Galveston brick market in the coming years.

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field 30 feet, thence parallel with the fence to the south west corner of said field, thence down the creek to Charles Durain’s ferry on Goose Creek.” Harris County Commissioners Court minutes, August 12, 1878, Vol C, p683. This locates the brickyard just south of today’s W. Main Street at the site of today’s wastewater treatment plant. Broken and whole bricks can be seen in Goose Creek at low tide. The yard was located on the Dec 31, 1943 GLO Image on Google Earth at 29°43’16.13” N 94°59’22.70” W.

<sup>i</sup> Two sizes of bricks were found at this location which can’t be explained by shrinkage during drying and firing. See Appendix images, Figure 59.

<sup>ii</sup> When Mr. Conners built the Engine House in 1857, the Galveston Weekly News wrote that the brick made at Algiers, Louisiana were larger than Northern brick. It gave dimensions of 8 ½” long by 2 ¾” thick by 4 ¼” wide. They were \$2 more expensive than Northern brick per thousand, but it would take 22 Northern brick to make the same wall as 17 of the Louisiana brick. It also stated that some citizens were so satisfied with these bricks that they countermanded previous orders of the Northern brick. [Galveston Weekly News, June 16, 1857, p1, c4.](#)

<sup>iii</sup> “I know of no place where less than 8,000 bricks are produced every day. But at the south with slave labor, the brick being very large, and five brick made at each impression, instead of six of the smaller brick at the north it is necessary to add a third off bearer...” [The Cultivator. \(1847\). United States: New York State Agricultural Society, p207.](#)

<sup>iv</sup> The 1880 census shows nobody living in the immediate vicinity of Goose Creek working at a brickyard. See the remnants of Edgar’s brickyard Appendix Images, Figure 60.

<sup>v</sup> “Disaster at Morgan’s Point ... Wallisville a complete wreck ... Great Damage at Houston - Harrisburg Flooded - Lynchburg Destroyed”, [The Galveston Daily News, September 19, 1875, p1.](#) “Four of the Navigation Companies barges are on the flats up Old River, two on the bank fifteen feet above ordinary tide on the San Jacinto side. [San Antonio Express, September 29, 1875, p3, c2](#)

## Beginning of the Industry on Cedar Bayou

Bricks and pottery were being made on Cedar Bayou from before 1849, when A.C. Allen advertised 600 acres for sale including a brickyard with a warehouse and a 30 by 70 foot drying shed at the mouth of the bayou.<sup>i</sup> The location is labeled “pottery” on the coastal survey made in 1851.<sup>50</sup> Although brick was locally used,<sup>ii,iii</sup> the Cedar Bayou brick industry in the 19<sup>th</sup> century can’t be understood without looking to Galveston. The first known advertisement for Cedar Bayou bricks in Galveston was placed for William H. Gillette in 1866<sup>iv</sup> and the first known use of Cedar Bayou bricks in Galveston buildings was reported the same year when Hugh Pritchard had the contract to furnish the brick and build an entire block of new buildings on the southeast corner of Strand and 22<sup>nd</sup> Street.<sup>v</sup> That particular article did not specify Cedar Bayou bricks but Pritchard was a business partner with Gillette in the brickyard<sup>vi</sup> and a week earlier it was reported that the steamboat Elephant and the barge Tiger had arrived from Cedar Bayou with 60,000 bricks.<sup>51</sup> In 1866 the cost of bricks was \$14 per thousand at the brick yard and \$17-18, delivered to Galveston.<sup>52</sup>

Another early brickyard on the bayou belonged to Curphey & Casey. James Casey<sup>53</sup> bought forty-five acres on Cedar Bayou and Cary’s Bayou in 1863<sup>54</sup> near Jenkins Park in Baytown and in April 1867 he placed a notice in Flake’s (Galveston) Bulletin advertising “a kiln of two hundred thousand, burned at Cedar Bayou, by Messrs. Curphey & Casey.” They went on to say that “This is the best brick that we have ever seen manufactured from Texas clay. It is very hard, of good color, and possesses all the characteristics of a perfect brick.”<sup>55</sup> Thomas Curphey died shortly thereafter,<sup>56</sup> leaving James Casey as

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<sup>i</sup> “There had been a (brick) yard with a warehouse and a 30 by 70 foot drying shed at the mouth of Cedar Bayou on the Allen property. It was advertised for sale in 1849.” Henson, p62. Her reference note 15 on page 74 says “Advertisement, Galveston News, July 26, 1849.”

<sup>ii</sup> Rosamond, Milam & Bro donated five thousand bricks to the Bayland Orphan Home for a chimney. [Flakes Bulletin \[Galveston, TX\], Oct 15, 1870, p2.](#)

<sup>iii</sup> The bricks for the foundation of the building (1876 Cedar Bayou Masonic Hall) were furnished by Rosamond, Milam & Bro., and when the bill, in the final settlement, was handed to the building committee, it was marked “Paid.” [History of the Cedar Bayou Lodge No 321 A.F. & A.M.](#)

<sup>iv</sup> “**Bricks! Bricks!** 100,000 Bricks, from the yard of Wm. H. Gillette on Cedar Bayou. All orders given to the undersigned by the 5<sup>th</sup> inst. will be filled from the flats. T.B. STUBBS & CO.” [The Galveston Daily News, Apr 7, 1866, p4, c5.](#) See Appendix, Figure 1. The same ad appeared daily, Apr 3-12, 1866 and possibly beyond that.

<sup>v</sup> [Flakes Bulletin, \[Galveston, Tex.\], Jul 19, 1866, p3.](#)

<sup>vi</sup> It is probable that this brickyard was located at Devil’s Elbow, three miles from the mouth of Cedar Bayou. In 1861 Henry F. Gillette bought 950 acres and immediately sold 550 acres of it to Ashbel Smith who advertised a brickyard for sale in 1874 at this location. Gillette had a son named Henry W. Gillette, probably the same man as the William H. Gillette who was in partnership with Hugh Pritchard. No other records have been found for a William H. Gillette in either Harris or Chambers County. See Appendix Images, Figure 8. [Flakes Bulletin, \[Galveston, Tex.\], Apr 22, 1866, p2 c2.](#)

the sole owner. In 1868 he expanded his operation by twenty-five acres<sup>57</sup> and appointed Henry Lowell as his representative in Galveston.<sup>i</sup>

By mid-1869 when Asa Morgan of Cedar Bayou invented his “improved brick machine”<sup>ii</sup> those were the only two known brick yards on Cedar Bayou,<sup>58</sup> but business was about to pick up. In February 1870 the Galveston News reported that “some enterprising men are about to engage in brick-making upon an extensive scale, at a good locality on Cedar Bayou some forty miles above the city with a machine from England which, it is said, will turn out 20,000 per day. The manager, some workmen, and machine have arrived from the old country, and will be at work in a very short time. This enterprise is suggested by the extensive building operations now going on and contemplated in this city. – Galveston News.”<sup>iii</sup> Those “enterprising men” were Sam G. Rosamond, Robert A. Milam and his brother Collin M. Milam.<sup>iv</sup> Later that year, Galveston capitalist and merchant John P. Davie, in partnership with brick contractor Hugh Pritchard, also purchased acreage on Cedar Bayou to establish brick yards.<sup>59</sup>

The 1870 Census of Manufacturing conducted later that year lists businesses which conducted over \$500 for the year.<sup>v</sup> The enumeration shows no brickyards in Galveston County, four in Houston,<sup>vi</sup> one north of Lynchburg and two on Cedar Bayou, which was served by the Lynchburg Post Office.<sup>vii</sup> The

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<sup>i</sup> “Notice. I have appointed H. Lowell my agent in Galveston to sell my brick. James Casey, Cedar Bayou.” [Galveston Daily News, July 31, 1869, p2](#). Henry Lowell was enumerated as a brick maker in the [1870 Galveston census, p82](#). He did not make bricks in Galveston.

<sup>ii</sup> “[Improvement in Brick Machines](#)”, Asa Morgan of Cedar Bayou, Texas. U.S. Patent No. 80,680, dated May 4, 1869. A version of this machine was still being used as late as 1900. The design of this machine would create lateral striations in the finished bricks. A brick specimen showing this unique marking has yet to be found. See Appendix Images, Figure 10.

<sup>iii</sup> [The Houston Telegraph, February 17, 1870, p7](#). See Appendix, Figure 3

<sup>iv</sup> The bricks had a cedar tree molded into the bed. When the Texas Star Flour Mill was built in 1887, the July 17 Galveston Daily News reported that Rosamond, Milam & Bro supplied the bricks. When the building was demolished in 1974 these bricks were found to have been used in the construction and a receipt for 2,000 Thomas Wright bricks was found in a safe in the building. However it is doubtful that the Wright bricks on the receipt were used in the building construction. A Galveston brick mason familiar with the design identified it as having been made by the Evergreen Brick Company in Texas because that is what he was told. No such company is known to have existed and Thomas Wright was not known to have made pressed bricks. However Ashbel Smith had a brickyard at his Evergreen plantation on Cedar Bayou which Wright purchased from Smith’s niece in 1892 and may have worked there as early as 1870. Smith had such name recognition that the Evergreen name may have been applied to the pressed bricks with this imprint which could have been made by Rosamond, Milam & Bro’s yard on Cedar Bayou which was known to have made pressed bricks. Or perhaps the newspaper got it wrong and it was actually made by Wright. See Appendix Images, Figure 17.

<sup>v</sup> “Small manufacturing operations that produced less than \$500 worth of goods were not included on any of the schedules.” [Research Guide to Non-population Census Records, p8](#).

<sup>vi</sup> The four [brick manufacturers](#) listed in Houston in 1870 were S.W. Young with sixteen employees, J.W. Johnson also with sixteen employees, L.C. Stanley with five employees, and W.H. Schneider with nine employees.

<sup>vii</sup> [Three brick manufacturers](#) were listed with Lynchburg PO in 1870. Henry Hamblen with thirty employees was located near Lynchburg, but Rosamond, Milam & Bro with eighteen employees and James Casey with ten employees were on Cedar Bayou.

1870 Population Census shows twenty-one men employed in the industry on Cedar Bayou<sup>i</sup> but the Manufacturing Schedule shows 25 males over age 15 plus 16 workers age 15 and under at the two Cedar Bayou yards. By 1873 there were four brickyard owners on the bayou. The biggest was Rosamond, Milam & Bro<sup>ii</sup> whose holdings would eventually encompass 4,000 acres on twenty tracts of land on both sides of the bayou north of the Methodist church extending up to today's Archer Road.<sup>iii</sup> They employed a hundred men<sup>60</sup> and advertised to sell bricks by the thousand or the million at the Galveston wharf.<sup>61</sup> The census listed one of the employees as an engineer<sup>iv</sup> who probably also serviced J.P. Davie's yard, because that same year Davie's yard north of Archer Road had a thirty horsepower steam engine.<sup>62,v</sup> An engine with this much power indicates the ability of making pressed brick,<sup>vi</sup> even the "Philadelphia pressed brick" mentioned as being used in building facades.<sup>vii</sup> Davie and his partners would eventually own over a thousand acres on Cedar Bayou.<sup>63</sup> Ashbel Smith had a brickyard located at

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<sup>i</sup> [1870 US Census](#), Harris County Precinct 3, Subdivision 35, starting with pages 13 through 16.

<sup>ii</sup> Rosamond, Milam & Bro brickyard site was the subject of an archaeological study conducted in 1976 prior to construction of a new water treatment plant. The plant was relocated due to this study. An Historic Brick Yard at Cedar Bayou Park Utility District. W. Hayden Whitsett, 1977. Sterling Municipal Public Library, Baytown Texas.

<sup>iii</sup> When R.A. and C.M. Milam purchased the company holdings, twenty brickyard tracts were listed. Harris County Deed Book 57 p012, May 25, 1891.

<sup>iv</sup> Charles Morgan was enumerated as an engineer on the Rosamond, Milam & Bro brickyard. 1870 US Census, Harris County, Subdivision 35, p14.

<sup>v</sup> J. P. Davie sold Galveston building contractor Hugh Pritchard & Co 484 acres on Cedar Bayou in 1876. [Galveston Daily News, April 2, 1876, p4](#). This could have the beginning of a brick yard partnership that dissolved in 1884. [Galveston Daily News, November 27, 1884, p8](#).

<sup>vi</sup> A 50 hp steam engine could exert 60 tons on a brick press. Davie's 30 hp engine could probably exert at least 30 tons depending on the gearing, plenty adequate for making pressed bricks. [The Galveston Daily News, October 2, 1884, p2](#).

<sup>vii</sup> This term originated with the Peerless Brick Company in Philadelphia and by 1872, their Excelsior brick press was being sold all over the country. Bricks made using the process were referred to as Philadelphia pressed bricks regardless of where they were made. [Chicago Tribune, Oct 18, 1872, p8](#).

"...the term (Philadelphia pressed brick) was so widely used in the 1870s that it was virtually the generic name for that material." [Introduction to Early American Masonry: Stone, Brick, Mortar and Plaster](#). By Harley J. McKee, FAIA, 1973, p46.

These bricks could have been imported from Philadelphia but more likely they were made in one of the Texas brickworks who had invested in the Excelsior brick press which was capable of exerting many tons of pressure to make bricks in steel molds. These machines were being used all over the country by the early 1870s. [Buchanan County Bulletin \(Independence, Iowa\) May 2, 1873, p3, col2](#).

J.P. Davie had a 30 hp steam engine in his yard on Cedar Bayou which was adequate for making Philadelphia pressed bricks. Rosamond, Milam & Bro and Thomas Wright also made pressed brick but it is unknown whether any of them advertised it as such.

In the 1890s brick maker R.F. George advertised "[Cherry Red Virginia Point Brick](#)" which could have been Philadelphia pressed brick.



Devil's Elbow<sup>i</sup> on Cedar Bayou and in 1874 advertised it for sale in the Galveston Daily News as “the best brickyard in Texas.”<sup>64</sup> Descendants of Thomas Wright believed that Wright bought the brick yard from Ashbel Smith in 1874<sup>65</sup> but it is more likely that he had just leased it and after the 1875 hurricane destroyed the yard he leased a different location on the bayou three river miles further north on the same property owned by Smith.<sup>ii</sup> The new location near Pine Gully is known to have been his brickyard location in 1886<sup>iii</sup> and deed records show that he purchased the 800-acre property from Smith's niece, Jesse Humason, in 1888.<sup>66</sup>

A June 1874 Galveston Daily News article said “the masons at work on the new buildings in the city are continually crying for ‘more brick’ and unlike Oliver Twist with the poorhouse soup, they are getting it.”<sup>67</sup> Another article the same month said “the new basin at the foot of Tremont Street is daily filled with small craft from the upper bay, which are engaged in transporting brick for the many new buildings now being erected in the city. The steamboat Beardstown is now running regularly between the brickyards on Cedar Bayou and this place, and brings a full load every trip.”<sup>68</sup> Davie had dedicated the Beardstown specifically to use in the brick trade.<sup>69</sup> Many of these bricks were used in the construction of Davie's Cosmopolitan Hotel, later renamed the Washington Hotel.<sup>iv</sup> The 1880 Census Industry Schedule<sup>70</sup> shows eighty-two men employed at three Cedar Bayou brickyards. The yards owned by Galveston builders Robert Palliser and J.P. Davie employed sixteen men, Rosamond & Milam employed fifty-nine, and Thomas Wright employed seven men, each working 6 to 7 hour days and earning \$1.25 a day.<sup>71</sup> There were other yards on Cedar Bayou which were either too small to be listed on the census or subsidiaries of the three major players.<sup>v</sup>

## Where the Brick Makers Came From

A large percentage of brick makers on Cedar Bayou learned their craft in the British Isles. The 1870

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<sup>i</sup> Devil's Elbow is located three miles from the mouth of Cedar Bayou. This is probably the brickyard established by Gillette and Pritchard immediately after the Civil War. Flakes Bulletin, [Galveston, Tex.], Apr 22, 1866, p2 c2. It was later purchased by Thomas Wright.

<sup>ii</sup> See Appendix Images, Figure 8.

<sup>iii</sup> “From the mouth of the bayou, about six miles, is Captain Wright's brickyard. ... He settled on Cedar Bayou, finding employment for himself and his boys in the brickyards. After a few years he rented land and set up business on his own account, brickmaking. The Galveston Daily News, November 15, 1886, p3. Also, see Appendix Images, Figure 61.

<sup>iv</sup> “The bricks are from the yards of Mr. J.P. Davies on Cedar Bayou and will be used in the construction of the new hotel he is erecting.” The Galveston Daily News, August 5, 1873, p3, c5. This was the Cosmopolitan (later renamed Washington) Hotel.

<sup>v</sup> See Appendix, Table B. Cedar Bayou Brickyards.

census shows James Casey and Hugh McNelly<sup>i</sup> from Ireland. Thomas Wright emigrated from England in 1870<sup>72</sup> and Robert Palliser from England settled in Galveston in 1877.<sup>73</sup> Joseph W. Smith also hailed from England and William Fayle was born in Texas, but his father was English.<sup>ii</sup> An early Galveston brick contractor was Hugh Pritchard from Wales, who was in partnership with Wm H. Gillette in a Cedar Bayou brickyard in 1866<sup>74</sup> and later with J.P. Davie of Galveston. In 1876, he bought 484 acres of the brickyard from Davie<sup>75</sup> but continued in the partnership which lasted until 1884.<sup>76</sup> He later formed a partnership with R.F. George from 1882<sup>77</sup> until 1885<sup>78</sup> running a yard at Virginia Point. Pritchard continued working as a brick contractor in Galveston<sup>iii</sup> until his death in 1895.<sup>iv</sup> Palliser was the biggest brick contractor in Galveston and built many of Clayton's landmark buildings from the 1870s into the 1900s. He first worked as a supervisor for Hugh Pritchard<sup>79</sup> and later was in partnership with George Locke. When the firm of Geo Locke & Co was dissolved in 1885 he went into business with Benjamin F. Barnes under the name of Barnes & Palliser,<sup>80</sup> a firm which lasted until Barnes' retirement in 1901.<sup>81</sup> Palliser bought Pritchard's share of the Cedar Bayou yard in 1880,<sup>82</sup> which made bricks until at least 1904,<sup>83</sup> and continued in business as a brick contractor until he retired in 1913.<sup>84</sup> Not only were brick makers from the British Isles, but the premier architect in Galveston was Nicholas J. Clayton who was born in Ireland, immigrated to the United States as a boy and moved to Galveston in 1872.<sup>85</sup> He designed a great many Galveston buildings<sup>86</sup> until his death in 1916.

A few brick makers were local. The biggest yard on Cedar Bayou was owned by Rosamond, Milam & Bro. Sam Rosamond was born in South Carolina and Collin and Robert Milam were born in Texas. They had all served together in the same company from Collin County, Texas during the Civil War but when they started their brickyard, almost all their employees were from Germany or the British Isles.<sup>87</sup> From the late-1870s through the 1880s they sold off tracts of their holdings to other brick makers to start operations of their own.<sup>88</sup>

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<sup>i</sup> Brick makers took great pride in their craft. In 1871, when brick machines were becoming popular, Hugh McNelly placed an advertisement in the newspaper challenging anyone in the United States to a contest for "moulding brick by hand, for any amount of money." [Galveston Daily News, July 9, 1871, p4, c3](#). It doesn't say whether anyone took him up on it.

<sup>ii</sup> From 1870 through 1900 there were men working in the brick making trade on Cedar Bayou on each census. Local traditions also name many other men who worked in the brick yards who are not listed as brick makers in the census record. There is little tradition of masonry construction on Cedar Bayou and no brick masons are enumerated on census records meaning almost all the bricks made there were exported.

<sup>iii</sup> Hugh Pritchard was listed as a contractor in the Galveston City Directory until 1895. [Morrison & Fourmy's General Directory of the City of Galveston: 1895-1896, p240](#).

<sup>iv</sup> [Hugh Pritchard](#) is buried in the Old Catholic Cemetery in Galveston.

## Development and Expansion of the Brick Industry

Bricks from Thomas Wright's yard and specimens of Cedar Bayou clay were featured at the North, Central, and South American Exposition held at New Orleans in 1886<sup>89</sup> and later that year the Galveston Daily News ran an article on Cedar Bayou brick yards, noting that brick making on Cedar Bayou was replacing farming as the "cash crop". It went on to say,

"From the mouth of the bayou, about six miles is Captain Wright's brick-yard.<sup>i</sup> This yard makes about a million brick (sic) annually and has a capacity to double that amount if necessary. ...

The next yard is about twelve miles from the mouth and is operated by two young men, Ed Smith and Dan Coughlan. This yard turns out about half a million yearly. A couple of miles above this yard is the firm of Matthews & Bro., doing a lively business, with an output of a million brick.

Next is the brick-yard of Rosamond, Milam & Bro., about fifteen miles from the mouth of the bayou. This yard is the best equipped of any here. ... For the last two or three years this firm has furnished Galveston with about 4,000,000 brick yearly. ... Rosamond, Milam & Bro., it is said, rule the brick market in Galveston.

A mile or so above Rosamond, Milam & Bro.'s yard McLane & Bro. are running a yard, turning out about 1,000,000 yearly.

Next is the yard owned by Pallisier (sic) & Davie, of Galveston. It is operated by Mr. C.A. Davis, a practical and energetic brickmaker. This yard is situated about twenty miles up the Bayou, and sends to Galveston about 2,000,000 brick annually.

Furthest up, and at what may be called the head of navigation, is the yard belonging to Mr. J. P. Davie, of Galveston. This yard, it is understood, only makes brick to furnish Mr. Davie in building his own houses, about 300,000 a year.

Summed up, the brick from the different yards shipped to Galveston show a total of nearly 10,000,000 yearly and sold at from \$8.50 to \$9 per 1000 makes quite a respectable sum in hard cash ..."<sup>90</sup>

In 1968, Nelson A. Martin (1890-1984),<sup>91</sup> described the brickyards that were active during the time he worked there as a "small boy," around 1904 or so:

In all, there were as many as seven brickyards in operation up and down Cedar Bayou at one time. Ed Smith had a yard at Needle Point (near Gulf Oil Corporation's olefin plant). Just downstream from him, on the bayou, was the Rheume brickyard. About where Highway 146 crosses Cedar Bayou was the brickyard operated by Rosemon and Milam (later owned by W. D. Haden).

Ranging downstream from Highway 146 were brickyards operated by Fred Gillette, Will Fayle and Mike Casey. Furthest downstream – and just below where Roseland Park

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<sup>i</sup> Baytown oral tradition states that the Wright brickyard was situated at the site of the former Ashbel Smith yard. However Smith's yard was three miles from the mouth of the bayou (Galveston Daily News. Jun 18, 1874, p3) and Wright's brickyard was six miles from the mouth (Galveston Daily News. Nov 15, 1886, p3). Confusion could have stemmed from the fact that Wright eventually purchased all the land on the west bank of Cedar Bayou to its mouth which included the old Ashbel Smith yard. It is also possible that Wright bought the equipment from Ashbel Smith.

stands today – was the brickyard of Tom Wright.<sup>92</sup>

Rosamond, Milam & Bro was the biggest yard, with over 4,500 acres of land holdings. They had become a de facto company town<sup>93</sup> and the store they owned<sup>94</sup> supplied goods not only to the employees, but to other Cedar Bayou residents as well. After Sam Rosamond died in 1885<sup>95</sup> the company continued in business until it was sued by heir James O. Rosamond. The probate of Rosamond's will in October 1888 showed, among other property, his 1/3 interest in 342,000 burnt bricks on the bank of the bayou, 525,000 green (unfired) bricks, 250,000 burnt bricks in kiln and shipped to Galveston, 258,000 other bricks, and 200 cords of wood. Also noted in the inventory were open store accounts worth over \$13,000 owed to the company by over two hundred people,<sup>96</sup> which was a greater number than actually lived in the Cedar Bayou community. The store was still on the books in 1890.<sup>97</sup> James Rosamond filed suit in 1889<sup>98</sup> and after a lengthy court battle the firm went into receivership. The boats were sold in 1891<sup>99</sup> and the land was bought by Collin & Robert Milam.<sup>100</sup> The Milam brothers sold some tracts piecemeal to several former employees and they continued running a store and brickyard of their own on the Chambers County side of the bayou.<sup>i</sup>

### **Analysis of the Cedar Bayou Clay**

In 1922 The USDA Bureau of Soils drew a map of types of soil formations in Harris County.<sup>ii</sup> It shows the brick making area along Cedar Bayou is comprised of four different types of clay. From the mouth of the bayou to Wright's brickyard is mostly Acadia clay<sup>iii</sup> with pockets of Harris clay;<sup>iv</sup> Mike Casey's yard was situated on a deposit of Lake Charles clay;<sup>v</sup> and deposits of Morse clay<sup>vi</sup> extend over ten miles along Cedar Bayou from the Methodist Church to north of today's Interstate 10. Almost all the

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<sup>i</sup> See Appendix Table B. Cedar Bayou Brickyards.

<sup>ii</sup> SOIL MAP. The U. S. Department of Agriculture Bureau of Soils Field Operations in cooperation with the Texas Agricultural Experiment Station.. A. Hoen & Company Lithography, Baltimore, Maryland.

<sup>iii</sup> The Acadia series consists of very deep, somewhat poorly drained, very slowly permeable soils that formed in loamy and clayey alluvium derived from Late Pleistocene age terraces. USDA Web Site for Official Soil Series Descriptions and Series Classification. ACADIA SERIES.

<sup>iv</sup> The Harris series consists of very deep, very poorly drained soils. These soils formed in saline clay derived from Holocene age coastal sediments. USDA Web Site for Official Soil Series Descriptions and Series Classification. HARRIS SERIES.

<sup>v</sup> The Lake Charles series consists of very deep, moderately well drained, very slowly permeable soils that formed in clayey sediments. USDA Web Site for Official Soil Series Descriptions and Series Classification. LAKE CHARLES SERIES.

<sup>vi</sup> The Morse series consists of deep, well drained, very slowly permeable soils that formed in calcareous, clayey alluvial sediments of Pleistocene age. USDA Web Site for Official Soil Series Descriptions and Series Classification. MORSE SERIES.

brickyards on Cedar Bayou were situated upon this clay deposit. In 1908, Heinrich Ries, PhD, analyzed the Cedar Bayou clay, writing that "...surrounding this region are extensive deposits of alluvial clay, usually of loamy or sandy character immediately underlying the surface of the area bordering the bayou and extending back from it. The clay is brown, slakes slowly and contains much fine grit. When mixed with water, it works up to a very plastic, sticky mass." After burning "it ranged from yellow brown through red brown to deep brown depending on the heat. The loamy clays surrounding Cedar Bayou are used by a number of yards for the manufacture of common brick. The bricks are good common brick with a good ring, but lack bright color. It does not burn steel hard but still gives a good hard brick of fair density at low temperature, although it does not burn to a good red color."<sup>101</sup> He did not state which type of clay he had analyzed, but earlier newspapers reported on the high quality of Cedar Bayou pressed brick<sup>i</sup> and later yards were known to consistently produce fine brick with a "good red color."<sup>ii</sup>

## Method of Brick Making

By the 1850s brickmaking methods had changed little since the Jamestown colonists brought the craft to America in 1608. Workable pug mills for mixing the clay and pressing it into molds would not be invented until the mid-1850s<sup>102</sup> and not commonplace until the late-1860s so the process was very labor intensive. As evidenced by the fact that in 1856 brickmaker John Brown owned twenty enslaved people and no draft animals,<sup>103</sup> all the labor was manual and quite back-breaking. The clay was mixed and tempered by people walking around in it, much like stomping grapes, and the brick molds, if they were used at all, were filled by the molder using handfuls of clay. The bricks were then laid out on the ground (or the brick-yard, where the term originated), leaving them susceptible to cracking from the sun and ruination from rain. Because of the manual nature of the process, many fewer bricks could be produced than mechanized yards just a few years later.<sup>104</sup> It made national news that the 1854 hurricane destroyed 2,500 soft bricks before they could be fired.<sup>105</sup> A year later, a brick machine was advertised that could produce that number in about half an hour.<sup>iii</sup> And even as late as 1874, Ashbel Smith's brickyard produced only 1,500 bricks per day.<sup>106</sup>

According to Nelson A. Martin, who had worked at Mike Casey's brickyard as a small boy, Cedar

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<sup>i</sup> "The (Cedar Bayou) brick are splendid, some of the pressed varieties comparing favorably with Philadelphia pressed brick Evening Tribune. (Galveston, Tex.), August 6, 1890, p4.

<sup>ii</sup> 20<sup>th</sup> century Cedar Bayou bricks. Appendix Images, Figures 47 through 50.

<sup>iii</sup> "SANDS & CUMMINGS PATENT BRICK MACHINE. ... It is capable, when worked with horse-power, of making *SIX BRICKS IN FIVE SECONDS!*" Galveston Weekly News, May 1, 1855, p4.

Bayou bricks were made by hand, one brick at a time. In a series of newspaper articles he wrote for the Baytown Sun,<sup>i</sup> a crew of four men and two boys could produce 5,000 common bricks per day.

The first step was to dig the clay and mix it with top-soil to soak in water for twenty-four hours. Then it would be thoroughly mixed in the pug-mill, locally known as a mud-mill. This device was a box with a vertical shaft containing knives<sup>ii</sup> which was rotated by a long boom protruding from the mill powered by a mule walking in endless circles.<sup>iii</sup> A version of this machine had been invented and patented by Asa Morgan of Cedar Bayou in 1869<sup>iv</sup> and was based on a previous design which had been invented by Henry Martin in 1865<sup>v</sup> and heavily advertised in newspapers both locally<sup>107</sup> and nationwide<sup>108</sup> as the National or Franklin Brick Machine. Most brick machines built after 1860 were designed to mix the clay and automatically press it into molds and all worked on the same basic principle, with only minor design differences between them. From Galveston Daily News articles and advertisements, it appears that the common brick machines in use in the area other than Henry Martin's design were patented between 1847 and 1870 by Alfred Hall,<sup>109</sup> Sands & Cummings,<sup>110</sup> Baker & Martin,<sup>111</sup> and Henry Ferguson.<sup>vi</sup> A Ferguson brick machine was known to be in use at the nearby Goose Creek yards. In addition to mixing and tempering the clay, these machines were designed to automatically fill the molds and press the bricks, but by the 20<sup>th</sup> century, parts had worn out, broken, and been repaired such that the automatic feature apparently no longer worked.<sup>vii</sup>

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<sup>i</sup> Nelson A. Martin, series of articles on five consecutive days commencing with The Baytown Sun, February 12, 1968, p6. Read the entire series in the Appendix.

<sup>ii</sup> See the patent drawing of Asa Morgan's brick machine in the Appendix Images, Figure 10.

<sup>iii</sup> There are two pug-mills shown in Appendix Images, Figure 11.

<sup>iv</sup> This machine is beautiful in its simplicity. Of the hundreds of brick machine patents from the 1860s and 1870s this is by far the simplest and easiest to locally manufacture. It was originally designed to make pressed bricks automatically, but apparently in the later years it was only used to mix the clay, with the bricks made by hand.

Annual reports of the Commissioner of Patents.

Patent Images from the U.S. Patent Office <http://patft.uspto.gov/netahtml/PTO/patimg.htm>

<sup>v</sup> The National and Franklin brick machines were the design by Henry Martin of Springfield, Massachusetts "Improved Brick Machine". U.S. Patent No. 48,419, dated June 27, 1865.

<sup>vi</sup> "Mr. Willard, the agent, informs us that he is going to put some of his (Ferguson) brick machines in operation near Goose Creek". The Galveston Daily News, Mar 16, 1871, p2. A Ferguson brick machine near Lynchburg was advertised for sale in 1874. The Galveston Daily News, April 10, 1874, p2. The machine was patented by Henry J Ferguson. U.S. Patent No. 57,628, dated August 28, 1866.

<sup>vii</sup> Although it was patented in 1869, the machine designed by Asa Morgan was not mentioned in the newspapers. It had no gearing or specially machined parts and was designed to be made locally. Unlike other brick machines it was strictly horse or mule powered and could not be retrofitted to utilize a steam engine. Judging from the size of the vertical shaft, the brick machines shown in Appendix Images, Figure 11 appear to be of the Asa Morgan design.

After it was thoroughly mixed, the clay would be taken by wheelbarrow to the molding table. The molder would form a handful of mud, called a pone, roll it in sand to keep it from sticking in the mold the same way a baker rolls dough on a floured surface, and then fill the three-brick wooden molds with the clay, raising the pone and slamming it down into the mold.<sup>i</sup> When the three cavities were filled he used a “striking stick” to scrape across the top of the mold to level and smooth the brick. Then the boys, called off-bearers, dumped the bricks onto a board and carried them to the drying shed. This shed protected the bricks from sun and rain which would cause cracks until they were dry. After the bricks were dry enough they were wheeled into the kiln<sup>ii</sup> by wheelbarrow. The brick setter (possibly also called a layer) was a skilled man who knew exactly how to stack the bricks to allow even firing in the kiln. The kiln at the Casey yard held about 300,000 bricks<sup>iii</sup> and when it was full it was fired with pine wood. They started a low fire and over a period of about four days slowly increased the temperature. Once full temperature was reached they maintained it for four more days. The kiln was then sealed and allowed to cool for ten days. Martin said it took about 150 cords of pine wood<sup>iv</sup> over the eight days to fire a kiln.<sup>v</sup> After the bricks were cooled the kiln was opened, and the bricks were ready for shipment.

Until after they were fired, bricks were very susceptible to damage from the elements. High water from flooding on Cedar Bayou in 1874 destroyed about a million bricks in several kilns.<sup>112</sup> Another flood in 1888 caused considerable brickyard damage.<sup>113</sup> A March freeze in 1890 ruined 300,000 bricks in several Cedar Bayou yards before they could be fired.<sup>114</sup> Brickyards did not operate during the winter because freezing would cause the bricks to crack but winter provided employment for the men cutting timber to use in the following summer’s brick production.<sup>115</sup> Besides making and selling his own bricks, Robert Palliser acted as a dealer for other makers as well. In June 1889 he purchased a kiln of 180,000

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<sup>i</sup> Two boys holding these molds are shown in Appendix Images, Figure 11.

<sup>ii</sup> Brick making technology on Cedar Bayou was constantly evolving. At the beginning of the brick industry on the bayou, bricks were just stacked on the ground in what was called a “clamp” without any grates or ash pits where they were fired. After the firing was complete the entire clamp was covered with dirt and allowed it to cool slowly. This method created bricks which were unevenly fired and experienced a loss rate of about 20 per cent. Then about 1885 clamps were developed using arched grates which made for more even firing and reduced the loss rate to about ten percent. In 1903, E.G. Smith of Cedar Bayou developed a new type of kiln which reduced the loss to almost nothing. The Galveston Daily News, January 6, 1904, p5.

<sup>iii</sup> By the time Nelson Martin worked in Casey’s brick yard kilns had replaced clamps for firing the bricks. There is a picture of one of John Kilgore’s kilns in the Baytown Sun. Since his yard was at the same location, the kiln could have existed when Mike Casey owned the yard. The Baytown Sun, September 15, 1963, p8.

<sup>iv</sup> 150 cords of wood seems like a high number but that is a direct quote from Martin. Other contemporary sources state that an equivalent kiln required about one to four cords of seasoned *oak* wood but the kilns on Cedar Bayou used mostly pine which burns much faster. Introduction to Early American Masonry, Stone, Brick, Mortar, and Plaster. By Harley J. McKee, 1973. P43.

<sup>v</sup> See the kiln being fired in Appendix Images, Figure 12.

bricks from McLean & Bro brickyard for eight hundred dollars. The purchase was made before they were fired in what was known as Kiln No. 14<sup>i</sup> which was located at the McLean Bros yard in Chambers County. The contract stated that he would receive a 10% commission for handling and selling the bricks.  
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Notwithstanding Dr. Ries' 1908 analysis of Cedar Bayou clay and Nelson Martin's memories, pressed bricks were made as well.<sup>117</sup> Sometimes these were just the "pick of the litter" of common bricks but at other yards their manufacture involved an additional step using a machine to apply pressure to compress the clay to form the pressed brick.<sup>ii</sup> Rosamond, Milam & Bro made pressed brick as well as common brick.<sup>118</sup> An unknown brick yard on Cedar Bayou made pressed bricks with a cedar tree embossed into the brick; it could have been Thomas Wright or Rosamond, Milam & Bro.<sup>iii</sup> Other yards may have stamped trademarks but at present, other than J.P. Davie's bricks<sup>iv</sup> there is no evidence of it. In 1890 the Galveston Evening Tribune reported that Cedar Bayou brick "are splendid, some of the pressed varieties comparing favorably with Philadelphia pressed brick."<sup>119</sup>

### **Innovation of the Cedar Bayou Brick Makers**

Brick makers on Cedar Bayou were quite innovative. Over the years several United States patents were awarded to area men for brick making machinery. Asa Morgan's brick machine has already been mentioned but he and his business partner J. P. Davie of Galveston held an additional patent for a new design of windmill.<sup>120</sup> And although their designs were not patented, other brick makers had been making continual improvements in kiln technology. Through the mid-1880s loss of bricks due to

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<sup>i</sup> The numbering system is unknown. It could have been the 14<sup>th</sup> kiln he had fired at his yard or could have been the 14<sup>th</sup> consecutive numbered kiln on Cedar Bayou, or something else. Galveston brick mason Jim Manning has found several bricks in Galveston buildings with names of months scribed into them. The bricks were marked before they were fired indicating some system of keeping track of drying times. All this indicates an orderly manufacturing process.

<sup>ii</sup> It is probable that a brick repressing machine similar to one patented by T.W. Smith in 1841 under [US Patent No. 1959](#) was used. See the Rosamond, Milam & Bro pressed brick in Appendix Images, Figure 14.

<sup>iii</sup> "That is Real Cedar Bayou Brick. Both of them. Inside the safe was invoices from Wright's Cedar Bayou Brick Plant. \$3.00 Dollars a Thousand. From the plant to Galveston, Texas 2,000 Brick hauled on a wagon pulled by 2 Mules." Email from Carl Schiro to Chuck Chandler, Sat 10/10/2020 14:19. Carl Schiro owned a company called Texas Brick during the 1970s. He bought and sold the reclaimed brick from the Texas Star Flour Mill in Galveston when it was razed in 1974 and confirmed the bricks in that building carried a cedar tree stamp. The receipt was found in a safe in the building but \$3.00 per thousand is too cheap for bricks. Perhaps that was the shipping or delivery cost. 2,000 bricks might be a wagon load, but not anywhere near enough to build the structure; possibly it was for a separate project. Delivery from the brickyard was by schooner and the wagon was used to transport from the wharf to the building site. Transportation cost was usually stated about three dollars per thousand. The Texas Star Flour Mill was reported to be built of bricks made by Rosamond, Milam & Bro. [The Galveston Daily News. July 17, 1887, p5](#). See Appendix Images, Figure 17.

<sup>iv</sup> J.P. Davie pressed brick. See Appendix Images, Figure 16.



breaking or crumbling during the firing process amounted to about 20 percent. Around 1880 they started utilizing updraft kilns with arches (or eyes) and ash pits for better fire control, reducing losses to 10 percent.<sup>i</sup> In 1904, E.G. Smith experimented with a new design (for Cedar Bayou) of kiln which reduced the loss to near zero. The Galveston Daily News reported that “the other brick makers here have been watching Mr. Smith’s experiments carefully and if he secures a patent on his new way of brickmaking, they must eventually adopt his way or continue in the business at the loss of 10 percent.”<sup>121</sup> This was a downdraft beehive kiln<sup>ii</sup> which technology had been first developed twenty years earlier. He did not patent his design but a few years later, Cedar Bayou resident James T. Pokorny would be granted five patents for brick making equipment and another for tile making.

### Supporting Activities

A lesser realized, but equally as important aspect of 19<sup>th</sup> century brickyards were their associated wood yards. It took a huge amount of cordwood to “burn a kiln of bricks” as the old timers put it. According to Nelson Martin, it took about 150 cords of pine wood to fire a kiln of 300,000 bricks. Pine doesn’t burn as hot or as efficiently as hardwoods, but it’s what they had. Since 10 million bricks went to Galveston annually, up to five thousand cords of wood were needed to support the brick industry each year. The biggest yard, Rosamond, Milam & Bro made 4 million bricks a year and owned over 4,500 acres of timber land.<sup>iii</sup> Davie & Palliser owned over a thousand acres to support a couple million bricks a year.<sup>122</sup> Smaller yards on the Chambers County side didn’t have their own wood yards<sup>iv</sup> but the nearby river bottoms were heavily wooded and they probably contracted with other landowners for cordwood. Cutting and storing this wood provided off season work for the brickyard employees. The timber lands were also used for cattle operations. Rosamond, Milam & Bro registered their cattle brand with Harris County in 1881.<sup>123</sup> By the twentieth century the brickyard kilns started using oil and later natural gas

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<sup>i</sup> Both these designs were updraft kilns where the fires were maintained in the lower part of the kiln Brick Making as a Local Industry in Antebellum Kentucky and Tennessee, by Tanya M Peres and Jessica Connatser. Tennessee Archaeology, Vol 3, Fall 2008, Number 2, p105.

<sup>ii</sup> Baytown Civil Engineer Johnnie Busch stated that while surveying Annie Scott’s property on Cedar Bayou in 1956 he saw an igloo shaped brick structure near the bayou at Needle Point. The location was where Ed Smith’s brick yard had been located fifty years earlier and shows up on the 1920 USGS Cedar Bayou Quadrangle and the 1943 GLO Aerial Image.

<sup>iii</sup> After S.G. Rosamond died in 1886 the firm of Rosamond, Milam & Bro continued in operation. A Rosamond heir filed suit in 1888 and in 1890 the company went into receivership. When the holdings were bought by R.A. & C.M. Milam in 1891 all the existing land tracts were described in the deed. Harris County Deed Book 57, pp12-17. May 29, 1992. Also see Chambers County Deed Book F, pp522-533. September 22, 1891.

<sup>iv</sup> Brickyard Map. See Appendix Images, Figure 8.

which made for much more uniform and better bricks.

## Method of Delivery

Early on, steamboats were used in the brick trade as evidenced in the Galveston newspaper wharf reports. Flake's Bulletin reported a delivery of Cedar Bayou brick to Galveston in 1866 with the steamboat *Elephant* towing the barge *Tiger* loaded with 60,000 bricks.<sup>124</sup> In March 1870 the steamer *Royal Arch*, loaded with bricks, sank at Clopper's Bar near the mouth of Cedar Bayou<sup>125</sup> and in October 1871 a storm sank the stern-wheel steamboat *C. K. Hall* off Cedar Point where it went down with all hands and a full load of brick.<sup>126</sup> J.P. Davie owned the sternwheel steamboat *Beardstown* and used it in support of his mercantile business as well as the brick trade but dedicated it in the brick trade in 1874.<sup>127</sup> It could carry 100,000 bricks in a single trip<sup>128</sup> but was wrecked during the 1875 hurricane.<sup>129</sup> These shallow draft boats could transit the bayou but it was not deep enough for sailboats which could provide a less expensive way to get the bricks to market. There was a sand bar at the mouth of the bayou and that obstruction limited the depth of the water to a maximum of about four feet. If they could get a channel cut through the bar, it would open up the bayou to use sailboats in the brick trade. Ashbel Smith wrote frequent and very astute letters to the newspapers and in August 1874 he wrote to the Galveston Daily News about the need for a channel to be dredged through the bar and extolling the benefits it could provide.<sup>130</sup> When Charles Morgan dredged the cut through Morgan's Point later that year an additional cut was finally made through the bar,<sup>131</sup> allowing deeper draft boats access to Cedar Bayou.

Sailboats had always been popular on Galveston Bay but since they had no motors they needed help getting up and down the bayou. Soon after the bar was dredged W.D. Haden<sup>i</sup> was one of the first operators on the "Cedar Bayou Tow Path".<sup>ii</sup> This trail paralleling the bayou and the bridges built over the numerous small gulleys lining it on the east side of Cedar Bayou was maintained by the Chambers County Commissioners.<sup>iii</sup> On the Harris County side the Cedar Bayou Tow Path Company was chartered

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<sup>i</sup> Cecil R. Haden, president of the Houston-based firm that is now the largest harbor tug fleet operating on the Texas Gulf Coast, christened the tug Captain W.D. Haden, named after the company's founder. The family-owned Bay-Houston Towing has always followed the tradition of naming its boats after family members. Captain W.D. Haden started the operation using mules on a towpath to pull sailing craft up Cedar Bayou in the late 1870s.  
<https://www.bayhouston.com/WhoWeAre>

<sup>ii</sup> Haden used his earnings from the Tow Path to purchase the schooner Mermaid and establish his own brickyard.  
<https://newspaperarchive.com/galveston-daily-news-jun-19-1949-p-13/>

<sup>iii</sup> This tow path already existed by 1877. Chambers County Commissioners Minutes, December 1877, Vol A, p056.

by the state of Texas about 1877<sup>i</sup> and operated until 1894.<sup>ii</sup>

Schooners would tie a rope high up the mast and a boy on a mule would tow the boat to the mouth of the bayou where the sails could be unfurled to continue the trip. They had to tie it high to keep the rope from getting snagged on brush. Haden's descendants are in a similar business today, operating a Houston-based tugboat company. With this method sailboats became the preferred method of getting bricks to Galveston, and many of the yards had their own boat.<sup>iii</sup> These were working scows designed for carrying cargo in coastal waters.<sup>iv</sup> These two-masted schooners ranged from 31 to 66 feet in length and were wide beam flat bottom boats with a maximum loaded depth of four feet which could carry up to 40,000 bricks depending on the size of the vessel. Rather than having a fixed keel, they had a centerboard which could be lowered to provide better performance when sailing into the wind. Over the years there were over thirty of these boats in the brick trade<sup>v</sup> and were collectively known in Galveston newspapers as part of the Mosquito Fleet<sup>vi</sup> or the Cedar Bayou Brick Fleet.<sup>132</sup> The boats docked at several locations to offload their cargo. Labadie's Wharf, Central Wharf, Williams' Wharf, Kuhn's Wharf, Lufkin Wharf, and New Wharf are mentioned in the Galveston Daily News "Marine Notes" column, but the bulk of the brick cargo was delivered to the Brick Wharf located at the foot of 19<sup>th</sup> Street where the two biggest brick representatives, W.D Pollard<sup>vii</sup> and Rosamond, Milam & Bro,<sup>viii</sup> had their offices. The columns also note the names of the boats, the cargo, and the origin. Schooners carrying Cedar Bayou brick are named almost daily.<sup>133</sup> Mentions of boats carrying bricks from other yards are non-existent, although

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<sup>i</sup> [Biennial Report of the Secretary of State of the State of Texas, 1889, p 28](#): Cedar Bayou Tow Path Company, Date of Filing, Sep 29, 1877, for 20 years. Capital Stock: \$20,000. \$50/share

<sup>ii</sup> The Cedar Bayou Tow Path Company lost its charter when it failed to pay franchise tax in 1894. [Biennial Report of the Secretary of State of the State of Texas](#). Charters Forfeited for Failure to Pay Franchise Tax, Year ending April 30, 1895, p197.

<sup>iii</sup> Elijah Ellisor's schooner St. George is shown in Appendix Images, Figure 18.

<sup>iv</sup> An abandoned schooner was found in Galveston Bay in 1941. Plans were drawn from the derelict and the Galveston and Trinity Bay Marine Museum was established to build a replica of the boat. After the hull was completed, it was donated to Farley Boat Works, a non-profit operating under the [Port Aransas Preservation and Historical Foundation](#). Work continues on the project.

<sup>v</sup> See Appendix, Table C. Boats used in the Cedar Bayou brick trade.

<sup>vi</sup> Being situated on an island, all of Galveston's necessities had to be imported from the mainland. Boats in the Mosquito Fleet were used for transporting everything from produce and beef to cotton, charcoal, bones and bricks. [The Galveston Daily News, June 24, 1887, p8](#). Also, [The Galveston Daily News, March 31, 1883, p4](#). Also see Appendix images, Figures 19 & 27.

<sup>vii</sup> W.D. Pollard's store. See Appendix Images, Figure 28.

<sup>viii</sup> Rosamond, Milam & Bro. See Appendix Images, Figure 5.

yards in Houston<sup>i</sup> and Virginia Point<sup>134</sup> shipped by rail but with far less frequency and volume.

Much of the rail delivery of pressed brick through the 1870s was for the firm of Burnett & Kilpatrick which had the brick yard at Virginia Point<sup>135</sup> but was more involved with street paving<sup>ii,136</sup> and railroad construction<sup>137</sup> than building construction, although they did finish building the 1877 Tremont Hotel,<sup>138</sup> which used Cedar Bayou brick.<sup>139</sup> The 1884 Galveston City Directory advertised that W. H. Pollard<sup>iii</sup> was the dealer for both Thomas Wright's and Epperson & Smith's bricks.<sup>140</sup> Another dealer of Cedar Bayou brick was George Henschman.<sup>141</sup> The progress of brick construction in Galveston's business district is readily apparent by comparison of the Sanborn Fire Insurance maps of 1877, 1885, 1889, and 1899.<sup>iv</sup> These maps show individual buildings along with such details as construction material and building height and size of the buildings can be calculated.

## Use of Bricks in Structures

Handmade common bricks were used to create the actual structure of the building. They were not designed to be pretty, just structurally sound, and were much less expensive<sup>v</sup> than the pressed bricks<sup>142</sup> used for the building's facade. In 1876 common bricks could be had in Galveston for \$12 per thousand<sup>143</sup> and "Philadelphia pressed bricks" were about four times as expensive.<sup>144</sup> Cement stucco and iron cladding were also used to finish Galveston buildings.

Building an unreinforced masonry structure is a completely different craft than putting brick veneer on a building. The bricks on masonry buildings were the supporting structure and the building required much more brick than today's buildings. At least two or more thicknesses, or wythes, of brick were needed to provide adequate support and stability. Hand-made bricks from wood-fired kilns varied

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<sup>i</sup> Brickyards in Houston and Clear Creek would have shipped on the Galveston, Houston, & Henderson Railroad. G.W. & C.B. Colton & Co, and Texas & Pacific Railway. Map of the state of Texas showing the line and lands of the Texas and Pacific Railway reserved and donated by the State of Texas. New York, 1873. Map. <https://www.loc.gov/item/98688821/>.

<sup>ii</sup> *Hand-Made Streets: The Role of Labor in Making, Installing and Maintaining Street Pavement Prior to the Dominance of Asphalt*. By Robin B. Williams, Savannah College of Art and Design. [Transportation, Traffic and Mobility](#).

<sup>iii</sup> W.H. Pollards store. See Appendix Images, Figure 28.

<sup>iv</sup> Using the April 28, 1880 GDN article describing a two-story building 85'x120' containing 500,000 bricks, I calculated a rough comparison of brick buildings from the 1877 and 1885 Sanborn maps and found an increase of over 51 million bricks added to the Galveston building count. Bricks used in chimneys, house foundations, streets, and cisterns, rebuilding the structures destroyed in the 1877 fire, and other uses in addition to the fact that my calculations did not consider increased wall thicknesses for buildings over two stories would increase this number appreciably and approaches the almost 10 million brick per year estimate from the November 15, 1886 GDN article.

<sup>v</sup> In 1870 the cost of common brick was \$12-\$16 per thousand. Houston Mercury, July 9, 1873, p2.

considerably in hardness and impermeability to weather so the brick mason had to be experienced to select bricks from the batch which would meet his need. To maintain strength and stability between the wythes, some brick had to be laid in sideways to tie them together, known as header rows.<sup>145</sup> All this required skill and a tremendous number of bricks. Multi-story buildings had thicker bottom floor walls to support the weight of the upper floors. Two wythe thickness was an absolute minimum; the first floor walls of the three-story Sealy Hutchings building are 24” thick.<sup>146</sup> The difference in wall thickness is easily visible on the unfaced east wall of the four-story Stewart Title Building<sup>i</sup> at 222 22<sup>nd</sup> Street. When Robert Palliser built an 85’ by 120’ two story structure on Mechanic Street in 1880, more than half a million bricks were used just in this one building.<sup>147</sup> Because they are covered by the exterior finish, Cedar Bayou common bricks can only be seen at a few places, mostly on the back and sides of buildings. They can also be seen on buildings where the stucco or pressed brick has been damaged or eroded. Look for walls where on about every sixth row the bricks are turned sideways. That’s called the header course on a common bond pattern. It was used to tie multiple wythes of brick together and is a telltale indicator of a masonry wall rather than brick veneer.<sup>148</sup>

Cedar Bayou bricks were used for construction of other than masonry buildings as well. They were used to pave streets<sup>149</sup> and sidewalks<sup>150</sup>, and to build piers, foundations, and chimneys for wood frame buildings, and were also used to line cisterns<sup>151</sup> and sewer mains. Bricks were also made in various shapes besides rectangular. In 1874 Hugh Pritchard was awarded the contract for street curbing along the Strand, Mechanic and Postoffice Streets on several blocks.<sup>152</sup> He owned a brick yard on Cedar Bayou<sup>153</sup> so these bricks would have been made at his yard there. The bricks he made for curbs were not rectangular; they had a rounded top.<sup>ii</sup> As late as the 1890s, Robert Palliser was making curb bricks at his brick yard on the bayou as well.<sup>154</sup> When the First Presbyterian Church was built in 1874, the Galveston Daily News reported that delivery of “the molded brick to be used in the cornices and arches from the kiln of Milam & Bro on Cedar Bayou” was delayed.<sup>155</sup> Thomas Wright’s yard made molded brick<sup>iii</sup> as well as other yards.

According to Nelson A. Martin, “Cedar Bayou bricks cannot be identified in the landmark structures of Galveston because it was not the practice of early brick yards to stamp trademarks into their bricks.”<sup>156</sup> While it is true that few were stamped with trademarks, in many cases, they actually *can* be

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<sup>i</sup> See Appendix Images, Figures 32 & 33.

<sup>ii</sup> Curb bricks by the Sealy Hutchings building. See Appendix Images, Figure 34 & 35.

<sup>iii</sup> Molded brick found in the waters of Cedar Bayou at Wright’s brick yard. This would have been used as a cornice brick. See Appendix Images , Figure 15.

identified in the buildings. The Galveston Daily News reported that Cedar Bayou brick yards produced 12 million bricks in 1886<sup>157</sup> and 10 million in 1887.<sup>158</sup> When the Galveston City Hall was built in 1887, the Galveston Daily News reported that Alderman Reymershoffer “did not object to using Cedar Bayou brick but did object to the city council binding themselves to use no other.”<sup>159</sup> The design was by Galveston architect Alfred Muller,<sup>160</sup> and when he designed the Huntsville Normal School in Walker County in 1889 he specified brick using Cedar Bayou brick as a standard.<sup>i</sup> It might be safe to assume that all his masonry buildings had similar specifications. Buildings still standing in Galveston’s Historic District that are known to be constructed of Cedar Bayou brick (by virtue of the builder, Robert Palliser, owning a brickyard on the bayou) include the Grand 1894 Opera House,<sup>ii</sup> the W.L. Moody Building (1884),<sup>iii</sup> better known as the now closed Colonel Bubbies Army Surplus, and the Hutchings Sealy building (1895) at 2326 Strand. Although in most cases it can’t be known which yard supplied brick for which building, it can be said with confidence that about 90% of the buildings in the Galveston Historic District erected between 1865 and 1915 were constructed with brick made on Cedar Bayou.<sup>iv,v,vi</sup> Another report in 1886 said that “nine hundred and ninety-nine out of every thousand brick that have been used in Galveston for more than twenty years” came from Cedar Bayou and the supply had increased each year.<sup>161</sup>

And they were not just used in the business district. The Ashbel Smith building at the University of Texas Medical Center (1891) used Cedar Bayou common brick for construction<sup>162</sup> as well as Cedar Bayou pressed bricks on the facade.<sup>163</sup> The Nottingham Lace Curtain factory (1892),<sup>164</sup> seven miles west of the city, was reported to be built with Cedar Bayou brick as were First Presbyterian Church,<sup>vii</sup> and the

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<sup>i</sup> “The contractors opened their kiln of brick, burnt at the Bennett place one-half mile east of the normal buildings, and experts say the brick will compare favorably with the Cedar Bayou brick, which was the standard adopted by the committee.” The Galveston Daily News. August 13, 1889, p6 of 8.

<sup>ii</sup> Robert Palliser and J.P. Davie were Galveston brick contractors who produced two million of their own bricks per year at their yard on Cedar Bayou. Morrison & Fourmy’s General Directory of the City of Galveston 1895-1896, p27.

<sup>iii</sup> See Appendix Images, Figure 36.

<sup>iv</sup> The 1880s and 1890s Galveston Daily News was diligent about reporting brick shipments by schooner name, origin, and quantity of bricks, and virtually all boats carrying brick came from the various yards on Cedar Bayou. Cedar Bayou bricks were consistently advertised in the newspaper and in city directories. All dealers advertising in Galveston newspapers sold common brick from Cedar Bayou exclusively and also sold pressed brick from other yards.

<sup>v</sup> In 1914, The Galveston Daily News stated “It is estimated that 90 per cent of the brick used in Galveston during fifty years has come from the Cedar Bayou clay zone.” The Galveston Daily News. November 10, 1914, p2.

<sup>vi</sup> See Appendix, Table E. Cedar Bayou brick in Galveston Buildings.

<sup>vii</sup> See Appendix Images, Figure 40.

Sacred Heart Church (1903),<sup>165, i</sup> both of those churches being covered with cement stucco.

Residences were also built with brick from Cedar Bayou. Perhaps the best known is the residence Robert Palliser built for Narcissa Willis in 1893 using brick made at his yard on Cedar Bayou.<sup>ii</sup> After her death it was sold to William Lewis Moody, Jr. and became known as the Moody Mansion.<sup>iii</sup> Interestingly, *P.J. Willis*, the schooner built at a Cedar Bayou shipyard in 1872<sup>166</sup> that Rosamond & Milam used for shipping brick to Galveston, was named after Narcissa's brother-in-law, a Galveston merchant. Galveston brick contractor Hugh Pritchard, who built the Landes-McDonough house in 1887, owned a Cedar Bayou brickyard with J.P. Davie. Two of his other buildings on the Strand, the 1872 Koperl & Cole building and the 1872 Thomas Jefferson League building, were reported as Cedar Bayou brick in the Galveston Daily News.<sup>167</sup> The J.C. Trube house<sup>iv</sup> was designed by Alfred Mueller, who was known for specifying Cedar Bayou brick, and built by John W. Pope in 1890. Pope did not own a brick yard, but he was known to use brick supplied by W. H. Pollard<sup>168</sup> who represented Wright's Cedar Bayou brick from 1878<sup>169</sup> to 1904<sup>v</sup> and the building contract named Benjamin Barnes, Robert Palliser's business partner.<sup>170</sup>

There were only three brick dealers in Galveston in 1889-1890. Two carried only Cedar Bayou brick and the third carried "cherry red Virginia Point brick" made at R.F. George's yard located on the Gulf, Colorado and Santa Fe Railway just west of the island.<sup>vi</sup> And besides the buildings constructed with new Cedar Bayou bricks, there was a continual supply of used Cedar Bayou brick available throughout the late 1800s due to building demolition<sup>171</sup> and destruction.<sup>172</sup>

Although Galveston remained the main customer for Cedar Bayou bricks, by the mid-1890s the Cedar Bayou yards looked to other markets in Houston and Beaumont<sup>173</sup> and even Louisiana<sup>vii</sup> when the

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<sup>i</sup> The construction used "hard-burnt Cedar Bayou brick covered in cement". Galveston Daily News, June 4, 1903, p10. See Appendix Images, Figure 41.

<sup>ii</sup> The Morrison & Fourmy's General Directory of the City of Galveston 1909-1910, p 33 has a list of buildings built by Palliser. See Appendix Images, Figure 31. They all can be assumed to be constructed of Cedar Bayou Brick.

<sup>iii</sup> See Appendix Images, Figure 43.

<sup>iv</sup> See Appendix Images, Figure 42.

<sup>v</sup> From 1878 through 1903, W.H. Pollard advertised Wright's Cedar Bayou brick in the Galveston City Directory. In 1905 the advertisement said only "Cedar Bayou brick." Morrison & Fourmy's General Directory of the City of Galveston: 1905, p44.

<sup>vi</sup> The Galveston City Directory of 1889-1890 lists three brick manufacturers. W. H. Pollard was the agent for Wright's Cedar Bayou brick, Rosamond, Milam & Bro of Cedar Bayou represented their own brick, and the Virginia Point Brick Works specialized in production of "cherry red pressed bricks" according to their advertisements in the Galveston Daily News.

<sup>vii</sup> By 1907, Cedar Bayou brick was shipped by barge on the new intra-coastal waterway as far as Lake Charles, Louisiana. The Houston Post, March 7, 1907, p13.

Galveston market began to decline as the business district approached saturation of brick buildings. There was also about a lull in new construction while the island was being raised in the aftermath of the 1900 hurricane. Although there was plenty of demand for brick to be used in repairs much of that brick probably came from destroyed buildings. The Houston market for Cedar Bayou bricks was conducted by barges and tugboats rather than sailboats because of the long winding trip up the ship channel.<sup>174</sup> Other brickyards in Harrisburg, Houston and on Greens Bayou probably supplied most of the Houston market but the 1900 census still showed twenty-seven men making bricks on Cedar Bayou. In 1884 Rosamond, Milam & Bro had a steamboat, the *S.G. Rosamond*, and three barges built at a Cedar Bayou shipyard<sup>175</sup> to be used in the Houston brick trade. The company still owned the boat and barges, as well as the *P.J. Willis* when it shut down in 1891.<sup>176</sup> W.D. Haden bought the steamboat to use in his brick business as well as to carry passengers.<sup>177</sup> He also bought the 3-mast schooner *P.J. Willis*, the oldest schooner still in the brick trade, and had its masts removed to use as a barge.<sup>i</sup> Other Cedar Bayou yards provided bricks for the Houston market as well, all conducting their business by barge.<sup>178</sup> Several tugboats were used to transport brick on the channel. Besides the *S.G. Rosamond*,<sup>ii</sup> the *Clara May*<sup>179</sup> and *Annie*<sup>180</sup> were mentioned in the newspapers and others were undoubtedly used as well. The 1894 Houston City Directory lists Ephraim McLean as Brick Manufacturer and Agent for Cedar Bayou Brick with an office at 1112½ Preston Ave<sup>181</sup> although he did not continue the listing in subsequent years.

Due to the limited availability of late 19<sup>th</sup> century Houston newspapers, the use of Cedar Bayou bricks in Houston buildings is difficult to document. Unlike Galveston, whose historic district essentially froze in time after the 1900 storm, Houston's 19<sup>th</sup> century buildings have almost all been demolished and replaced with new structures. And since there were several local brickyards, the Houston Chronicle, which started publication in October 1901, did not report much on Cedar Bayou bricks. A Houston building known to have been built of Cedar Bayou brick was the Incarnate Word Academy (1905-2016),<sup>iii</sup> designed by Galveston architect Nicholas J. Clayton.<sup>182,183</sup> Houston's Grand Central Station was built by Robert Palliser in 1887<sup>184</sup> and probably used Cedar Bayou brick since Rosamond, Milam & Bro. had bought a steamship and barges to use for the Houston brick trade the year

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<sup>i</sup> In 1893 the P.J. Willis was listed as a barge. List of Merchant Vessels of the United States, Government Printing Office, 1893, p411.

<sup>ii</sup> See Appendix Images, Figure 26.

<sup>iii</sup> "3 years ago I bought the Brick on the old Catholic Church. The Assumption [sic]; right by Incarnate Word Academy School. I sold the Brick in 30 minutes." statement from Carl Schiro, a Houston brick salesman who specializes in reclaiming old brick from demolished buildings. Email from Carl to me dated Tue 4/14/2020 11:47. He identified the bricks which had the same cedar tree imprint as the Texas Star Cotton Mill.



before. Clayton designed other Houston buildings<sup>185</sup> and Palliser built Houston buildings which, considering their familiarity with the brick makers there and the continuing reports of Cedar Bayou brick in Houston, probably used Cedar Bayou bricks.

By 1909 seven to ten million bricks were still being shipped from the yards at Cedar Bayou to Galveston<sup>186</sup> and Houston each year. *The Clays of Texas*, published in 1908, named brickyards owned by W. D. Haden, E. G. Smith, Casey & Gillette, Donnelly & Morgan, and M. K. Casey in operation. A history article in the July 3, 1983 Baytown Sun<sup>187</sup> mentioned even more yards; Fayle, MacLean, McGee, and Davis, although some of these were the same yards under different owners. Thomas Wright died in 1895<sup>188</sup> but his brickyard continued in operation until about 1904.<sup>i</sup> The last Cedar Bayou brickyard to advertise in Galveston was W.D. Haden's yard in 1909.<sup>189</sup>

When the two-story Cedar Bayou school house was built in 1911,<sup>ii</sup> the brick was made at Mike Casey's yard,<sup>190, iii</sup> just south of the school.<sup>iv</sup> The 1910 census shows only twenty men still working in the brickyards. In 1914 there were only two brick yards still in operation<sup>v</sup> and brickmaking on Cedar Bayou ended a couple of years later<sup>vi</sup> for several reasons. Modern manufacturing techniques overwhelmed the older methods used by brick yards here,<sup>191</sup> and the cost of upgrading machinery to the new requirements was prohibitive for the small brickyard operators. Brick making wages couldn't keep up with oil drilling wages in the newly discovered Goose Creek oil field and cheaper bricks were being imported from other locations by rail. Another reason was that building construction methods were beginning to change around the turn of the century when commercial buildings began using steel, further reducing the demand for bricks. Even brick residences began using wood framing with only a brick veneer exterior.

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<sup>i</sup> Wright's Cedar Bayou Brick was advertised by W.H. Pollard from 1890 to 1903. The following year Pollard changed his advertisement to simply Cedar Bayou Brick. Morrison & Fourmy's General Directory of the City of Galveston 1903-1904, p97.

<sup>ii</sup> See Appendix Images, Figure 45.

<sup>iii</sup> Remnants of the yard including the molding shed, four drying sheds, and a kiln is visible in the Dec 31, 1943 GLO Image on Google Earth at 29°44'44.07" N 94°55'48.43" W.

<sup>iv</sup> See a Mike Casey brick in Appendix Images, Figure 13.

<sup>v</sup> One of the two yards belonged to Mike Casey. The brickyard shown in Galveston Daily News, November 10, 1914, p2 is identified in Appendix Figure 12.

<sup>vi</sup> "There has been no brickmaking here for the past eight or ten years."  
Semi-Weekly Tribune (Goose Creek, Tex.), May 12, 1925, p12.

## 20<sup>th</sup> Century Brick Yards

In April 1920, A.T. Eddingston along with James T. Pokorny established the Pokorny Brick Machine Company with headquarters in Houston.<sup>192</sup> A year later he bought forty-one acres just north of the Methodist Church in today's Baytown where the wastewater treatment plant is situated on Ferry Road and reorganized the company as the Bohemia Brick & Tile Company.<sup>193</sup> They were the first plant on Cedar Bayou to make dry-pressed bricks<sup>i</sup> and advertised a capability of 40,000 bricks a day with the entirely automated process which had been invented by Pokorny. He claimed he could accomplish with eight workers what had required thirty workers making bricks by hand.<sup>194</sup> He held five U.S. patents for brick making equipment<sup>195,196,197,198,199</sup> and another patent for tile production.<sup>200</sup> He claimed his inventions enabled the plant to dig the clay, press it into molds, move the bricks to the kiln, and fire them untouched by human hands from start to finish.<sup>ii</sup> The May 17, 1921 *Brick and Clay Record* described the process. "As the brick leave the press they are conveyed automatically into a succession of drying rooms and kilns. There are sixteen sections to the kiln each one a little hotter than the previous. The brick are transferred by means of a movable floor."<sup>201</sup> This short lived company advertised in Port Arthur<sup>202</sup> and in a Czech language newspaper in West, Texas.<sup>203</sup> They even made a film of their process which was shown at the Oiler Theater in Goose Creek.<sup>204</sup> An artist's conception of the plant that appeared in their advertisements showed the patented equipment with Bohemia Brick & Tile painted on the roof of the kiln and was identified as Cedar Bayou Plant No. 1.<sup>205</sup> Their bricks were stamped CB<sup>iii</sup> and said they would increase production to 100 thousand bricks a day.<sup>iv</sup> However, the plant had not yet

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<sup>i</sup> All bricks previously made on the bayou used the soft-mud process where water was mixed with the clay and then formed into molds either by hand or with the use of a mechanical press. In the dry-press process no additional water is added and the clay was compressed into bricks under high pressure. This process eliminated the need to dry the bricks before firing. "Technical Notes on Brick Construction", Brick Industry Association, p3.

<sup>ii</sup> "Mr. James Pokorny, a Houston compatriot, invented and patented machines for making bricks and tiles in which the human hand does not touch the brick until the clamp is ready and delivered to the kiln." Čechoslovák and Westske Noviny (West, Tex.), August 13, 1920, p4.

<sup>iii</sup> Bohemia Brick & Tile. See Appendix Images, Figure 46. Rather than pressing the clay straight down, the brick was compacted in a rolling manner as it progressed through Pokorny's patented press. This caused the brick to be less dense in the leading end and denser in the trailing end as the clay was displaced toward the back of the mold. Pressure was from the top down, leaving the bottom of the brick less compressed than the top. The imprint of the fastener holding the nameplate to the top platen is more pronounced in the trailing edge of the brick because the clay is denser there and better able to take and hold the impression. Side and bottom views of the brick pictured in the image show these indications. According to the bankruptcy records Bohemia B&T never got the kiln working and abandoned 35,000 raw bricks on site. Eddington could have had them fired in a makeshift kiln after the bankruptcy, or they could have been fired by the subsequent owner, Texas Brick & Tile. Admittedly, this is conjecture based on the characteristics of the brick and the fact that all subsequent dry-pressed bricks made on Cedar Bayou have documented trademark stamps.

<sup>iv</sup> "Because we have the best clay and reach to a depth of 30-45 feet, we are secured with material for half a century to produce 100,000 bricks a day." Čechoslovák and Westske Noviny (West, Tex.), August 13, 1920, p4.

gone into production when the Secretary-Treasurer was caught embezzling company funds<sup>206</sup> and the company went bankrupt.<sup>207</sup> They went into receivership in 1922<sup>i</sup> and Eddingston purchased the land, patents, and machinery<sup>208</sup> but the final disposition of the equipment is unknown. They wound up pressing 35,000 bricks, but never got the kiln working.<sup>209</sup>

By the time the brick buildings in the Goose Creek, Pelly, and Baytown business districts near Cedar Bayou were built starting in 1924 there were no local brick yards in operation to provide for these masonry structures. Brick for those buildings came in by rail from yards in Ferris, Groesbeck, and Mexia, all just south of Dallas.<sup>ii</sup> Anson Jones Elementary and Horace Mann schools were built in 1923 with brick from Ferris.<sup>210</sup>

There was resurgence of brickmaking on Cedar Bayou in 1927 when Texas Brick & Tile Company opened.<sup>211</sup> They bought the Bohemia Brick & Tile property<sup>212</sup> for \$6500 with no mention of brick making machinery in the deed. Superintendent L. R. Brooks claimed to have “the hardest brick in the territory” when he was making improvements to the plant in November of that year. They transported their brick on pallets by barge and stamped their trademark, ★TEXAS★, into their bricks.<sup>iii</sup> They had a daily capacity of 50,000 bricks with three oil-fired kilns.<sup>213</sup> Because of the fuel used for the kilns, these bricks were much harder, more consistent, and better fired than those made by the wood-fired kilns of the nineteenth century. It is likely that Texas Brick & Tile had been financed by Bridgeport Brick Company because Bridgeport had sought to acquire a plant in the Houston area for several years.<sup>214</sup> The

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<sup>i</sup> Eddingston cut ties with Pokorny, the only man with brick making experience, and his new partners, R.C. Fulbright and John H. Crooker were both lawyers. Harris County Deed Book 573, pp390-393, A.T. Eddingston to R.C. Fulbright et al, Recorded Jun 10, 1924.

<sup>ii</sup> A Mexia brick is embedded in a slab at 105 W. Texas Ave. The Cathriner Building at 106 W. Pearce has Ferris brick in the wall, the Texan Theater at 210 W. Texas Ave used Mexia brick, the Culpepper building at 202 W. Texas Ave used Ferris Brick, and a Ferris brick is in the slab at 8 S. Ashbel St. There are also Ferris bricks in slabs at 600 W. Main Street in Pelly and 3203 Minnesota Street in old Baytown, and the Arcadia Theater used Groesbeck bricks. All these buildings were built during the 1920s. The Bay Theater at 3100 Market was built in 1942 with Houston Reds. The only building on Texas Ave with confirmed Cedar Bayou brick was the Kanzales Building at 513 W. Texas which has Cedar Bayou bricks embedded in the slab. It was built in 1949 and razed in the 1990s. Possibly also the Western Auto building built in 1946 by Pruett Construction Co and still standing.

<sup>iii</sup> The ★TEXAS★ brick molds had been previously used by the Texas Press Brick Company in Ferris, Texas. That plant closed in 1925 and was purchased by Bridgeport Brick Co in 1926. Their trademark stamp was changed to BRIDGEPORT FERRIS and the molds were shipped to Cedar Bayou to be used at the Texas Brick & Tile Co. Bridgeport probably set up the company in 1927 and purchased it the following year. Bridgeport’s desire for a Gulf Coast plant was stated in The Houston Chronicle, September 2, 1928, p40. The deed stated that Bridgeport bought the plant from Texas B&T for ten dollars cash and “for other good, valuable and sufficient considerations.” Harris County Deed Book 765, p613. Texas Brick & Tile Co to Bridgeport Brick Co, Sep 13, 1928. The facility was valued at \$75,000 which seems to indicate some prior arrangement. The equipment used by the prior owner, Bohemia Brick & Tile, was not mentioned in the deed and the difference between the \$6500 purchase price and the \$75,000 valuation a year later indicates that new equipment had been installed in the interim, probably by Bridgeport and was the “other good, valuable and sufficient considerations” mentioned in the deed. See Appendix Images, Figure 47.

★TEXAS★ brick molds probably came from the Texas Press Brick Company in Ferris, Texas<sup>i</sup> which shut down in 1925 and Bridgeport had purchased in 1926.<sup>ii</sup> The only building on Texas Avenue known to use this brick was the De Luxe Theater built in March, 1929<sup>iii</sup> and demolished sometime after 1982,<sup>iv</sup> however several other Baytown buildings built in 1928 and 1929 used these bricks.<sup>v</sup>

In September 1928, Bridgeport Brick Co bought the Texas Brick & Tile plant which was now valued at \$75,000<sup>215</sup> for ten dollars cash and “for other good, valuable, and sufficient considerations”.<sup>216</sup> The company initially stated a Goose Creek address and in July 1929 it was reported that they changed their stamped trademark from “Texas Brick” to “Goose Creek Brick”.<sup>vi</sup> No brick stamped Goose Creek is known to exist and their bricks were actually stamped BRIDGEPORT CEDAR BAYOU.<sup>217</sup> The 1930 census shows just four brickyard laborers working under manager W.E. Cooper and they all lived on the brickyard property.<sup>218</sup> The Reidland Hotel on Harbor Street in old Baytown, demolished in 2020, was built with Bridgeport bricks.<sup>219</sup> They had plans to increase production to 200,000 bricks per day after Cedar Bayou was dredged to a depth of ten feet<sup>220</sup> but the dredging project on the bayou didn’t happen and the company filed for bankruptcy in 1930.<sup>221</sup>

W.H. Lighthouse bought the property in 1933<sup>222</sup> and reopened the plant as Lighthouse Brick Company<sup>223</sup> under Superintendent L.D. Oliver. Oliver had patented a brick process<sup>224</sup> called Stone-Tex,<sup>225</sup> which provided a stone-like appearance to the bricks.<sup>vii</sup> Their bricks had a frog, or recessed frame, where the name LIGHTHOUSE<sup>226</sup> was molded. The frog was made as an insert and attached to the bottom of the mold. Besides providing a place for the name, the frog forced the clay into the corners of the mold creating better and lighter bricks. The Carter Building at 3201 Minnesota Street in old

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<sup>i</sup> Texas Press Brick Co, Ferris Texas. *BRICK BRANDS OF THE UNITED STATES*. Compiled by Jim Graves, September 5, 2000. Unpublished.

<sup>ii</sup> Texas Press Brick Company was located ½ mile north of town (Ferris) and operated from 1909-1925. Bridgeport Brick Company purchased Texas Press Brick Company in 1926. Worthpoint.

<sup>iii</sup> ★TEXAS★ bricks can be seen in the still existing south and east walls of the demolished theater building. Houston Chronicle, March 30, 1929, p7. Another demolished building where ★TEXAS★ bricks can be found was the Aron Building built in early 1929 and demolished in 2015.

<sup>iv</sup> The building was still there in 1982, gone before 1995. <https://www.historicaerials.com/viewer>

<sup>v</sup> Among Goose Creek and old Baytown buildings using ★TEXAS★ bricks were the Aron building at 3398 Market St (demolished), I. Weiners Dry Goods at 3527 Market St (demolished), the Arcadia Theater at 3525 Market Street (demolished), and the Cathriner building at 107 W. Pierce (still standing), all built 1928-1929.

<sup>vi</sup> The article says they changed the stamp from “Texas Brick” to “Goose Creek Brick”. Bridgeport tended to add the Bridgeport name so bricks so the brick could have read BRIDGEPORT GOOSE CREEK. They may have had a business office in Goose Creek, or could have relied on name recognition because of the oil fields located there, but the plant was situated on Cedar Bayou. Houston Chronicle - July 23, 1929, p4.

<sup>vii</sup> Excerpt from Oliver’s patent drawings. See Appendix Images, Figure 53.

Baytown, built in 1933 and demolished sometime after 1981, was built with Lighthouse bricks.<sup>227</sup> The two-story Antle Plumbing Co building at 1812 N Main St was built with Lighthouse bricks in 1938 and demolished in 2021.<sup>228</sup> When the Bridgeport Brick Co bankruptcy was settled in 1938 they took Lighthouse down with them because the company was delinquent on lien payments.<sup>229</sup>

John Kilgore bought the plant at sheriff sale and reopened it in April 1939<sup>230</sup> with ten employees.<sup>231</sup> He named his business Cedar Bayou Brick Company and molded CEDAR BAYOU into his bricks.<sup>i</sup> His first run of bricks was completed in April and one of the first buildings built using his bricks was Cedar Bayou High School,<sup>ii</sup> completed in June 1939.<sup>232</sup> In an interview with the Daily Sun that year, Kilgore described his operation. He had purchased new equipment and the automated process had changed completely since Nelson A. Martin made handmade bricks at Mike Casey's yard in the early 1900s. Kilgore installed a drag line to scoop up clay from fifteen feet beneath the surface and after it was dry it was pulverized by two rollers into a fine dust. Then the dust was fed overhead into the molds where it was pressed into a mass under 72,000 tons of pressure. There was just enough moisture in the powder to bind the clay dust. Then the bricks were trucked directly to the kilns. Kilgore had piped in natural gas from the wells in Chambers County to fire them. He said the color of the clay had little to do with the color of the finished bricks. The clay he was using was as black as ink but the finished bricks were a warm red color. He said yellow clay might produce bricks of the same color or they might be perfectly yellow. The color could only be determined by testing. Within a year twenty-one employees working sixty hours a week<sup>233</sup> were making 24,000 bricks every day.<sup>234</sup> You'll find his bricks in houses all over Baytown, as well as Houston.<sup>235</sup> Besides making common building bricks, they produced Stone-Tex bricks as well.<sup>236</sup> You can also see his Stone-Tex bricks in the Cedar Bayou Methodist Church and Parsonage on Ferry Road, built in 1953.<sup>iii</sup> The unstamped bricks on those buildings were called Roman bricks and were longer and thinner than regular bricks.<sup>iv</sup> As well as supplying the local market, Kilgore shipped brick to Beaumont, Galveston and Houston. By 1955 bricks made in Mexico were becoming popular because they were cheaper and came in assorted colors.<sup>237</sup> This trend rang the death knell for brickmaking on Cedar Bayou and by 1957 brick advertised by Cedar Bayou Brick & Tile Co were

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<sup>i</sup> John Kilgore's Cedar Bayou Brick Company. See Appendix Images, Figures 50, 51, & 52.

<sup>ii</sup> See Appendix Image Figure 55.

<sup>iii</sup> In 1953 ground was broken for a new sanctuary. The first shovel of dirt was turned by John M. Kilgore. ... Improvements include a sanctuary, educational building, family center and parsonage; all of these buildings are constructed of Cedar Bayou red roman brick manufactured at the old Kilgore brick yard, one-fourth mile northeast of the church property. See Appendix Images, Figure 56.

<sup>iv</sup> John Kilgore's Stone-Tex Roman brick. See Appendix Images, Figure 54.

available in a wide variety of colors.<sup>238</sup> Brick making on Cedar Bayou ended when John Kilgore's plant closed in 1958.<sup>239</sup> All that is left of the once thriving Cedar Bayou brick industry are millions of bricks and brick fragments which can only be seen when a strong north wind blows the water out of the bayou.<sup>i</sup>

## Twilight of the Industry

After the last brick yard on Cedar Bayou closed, J.B. Cordell and his son Pancho opened the Aztec Brick Company in 1959 about three miles east of Cedar Bayou. He had bought property on the newly constructed Interstate 10 in Chambers County where Gene's Power Sports is located today.<sup>240</sup> The Cordell family had been in the brickmaking industry on the east side of Houston at Green's Bayou since 1927.<sup>241</sup> J.B. had bought some of his equipment from John Kilgore<sup>242</sup> and had four kilns<sup>243</sup> with a capacity of 40,000 bricks per day which were stamped AZTEC.<sup>244</sup> The lakes north of the highway were made by dredging mud for the bricks. J. B. sold some property on the east side of his plant to the Andy Cordell Brick Co in 1962<sup>245</sup> and Andy's son built a plant there in 1969. The Aztec property was sold in 1967<sup>246</sup> but continued in operation until 1970.<sup>247 248</sup> Andy died in 1968<sup>249</sup> but his brickyard continued in operation using a downdraft "beehive" kiln which looked like a flying saucer. The plant closed in 1995<sup>250</sup> and the kiln was removed in 2012, but the drying shed is still standing behind the RV dealer on Interstate 10.

From 1866 to 1916, up to ten million bricks a year were shipped out of Cedar Bayou,<sup>251,252</sup> and another half million a year from 1927 to 1957. According to Pancho Cordell who owned the Aztec Brick Co, it took two cubic yards of clay to make a thousand bricks,<sup>ii</sup> meaning over the years that's about half a BILLION bricks, or about a million cubic yards of clay. Or put another way, if you took all the Cedar Bayou bricks ever made and stacked them to cover a football field it *could* be as tall as the San Jacinto monument.<sup>iii</sup>

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<sup>i</sup> See Appendix Images, Figures 61-64.

<sup>ii</sup> According to Pancho Cordell, it took two yards of clay to make a thousand bricks. The Baytown Sun, January 16, 1969, p3.

<sup>iii</sup> This is my own calculation, based on Pancho Cordell's statement in his interview. Admittedly; I used the high range of brick estimates from the published references and assumed the same quantity of bricks (10M per year) for years not reported. Also admittedly, this estimation is likely high because the yards probably did not produce bricks at the reported annual quantity throughout their existence.

### III. SIGNIFICANCE

For over 100 years the main industry on Cedar Bayou was brick making. From before 1849 through 1958, Cedar Bayou clay has been dug up, molded into bricks and fired in kilns to be exported to markets mostly in Galveston but also to Houston, Beaumont, and elsewhere. Over the years, hundreds of men and boys were employed in the various yards and hundreds more in supporting activities. Almost all of the buildings constructed in Galveston during what is known as its Golden Age between 1870 and 1895 were built with Cedar Bayou bricks. During the height of building in the late 1880s, up to twelve million bricks a year were delivered down the bay to Galveston. Although the bricks in these buildings are not readily seen with the facades being overlaid by pressed brick, iron work, or stucco, they comprise the structure of the buildings and can easily be seen on the exposed sides and backs of many buildings.

Over the years there were at least twenty different brick yard locations lining the shores on both sides of Cedar Bayou from its mouth to Interstate 10, with up to nine in operation at one time. The brickyard owners also purchased thousands of acres of timber land to provide fuel to “burn the bricks” as the old-timers put it.

Once the bricks were ready they were loaded onto boats for delivery to market. Steamboats were used in the early 1870s and sailing schooners were used after the Cedar Bayou sandbar was dredged in 1875. The “Cedar Bayou Tow Path” provided a way for boys on mules to tow the boats by rope to the mouth of the bayou where they could continue the trip under sail. The boats docked at the wharves in Galveston where the bricks were unloaded for market. Later shipments to Houston and Galveston were made by barge and towboats.

Brick making on Cedar Bayou came to a halt around 1917 for a number of reasons; not the least among them was that oil field wages in the newly discovered Goose Creek oil field were higher than for brick making. A succession of brick yards made resurgence from 1927 to 1958 just north of the Methodist Church, but when John Kilgore’s Cedar Bayou Brick Company closed in 1958 the era of brick making on Cedar Bayou came to an end.

#### IV. DOCUMENTATION

*Baytown the Early Years: A Reminiscence Industry*, Raymond Kilgore, Jimmy Carroll, Lawrence Reilly and Roy Elms share their experiences at Brick and Shipyard business, Humble Oil, and General Tire and Rubber Company. Recorded December 9, 1986 at Sterling Municipal Library in Baytown, Texas. (Talk on brickyards from 3:20 to 15:10) <https://www.youtube.com/watch?v=t2VpPVICai0>. Transcript of the interview is on the Portal to Texas History.

<https://texashistory.unt.edu/ark:/67531/metaph1013838/m1/1/>

*The History of Baytown* by Margaret Swett Henson. (Bay Area Heritage Society, Baytown, Texas; 1985.) An excellent treatise on Cedar Bayou brickyards appears on pages 35, 52, 55, and 59-67. The book provides a wonderful resource describing the relationships and historical interplay between the many brickyard owners and employees.

*The Galveston Daily News. The Daily News*, formerly the *Galveston County Daily News* and *Galveston Daily News*, is a newspaper published in Galveston, Texas, United States. It was first published April 11, 1842, making it the oldest newspaper in the U.S. state of Texas. It currently serves as the newspaper of record for the City of Galveston as well as Galveston County. <https://www.galvnews.com/>

*The Baytown Sun* is a newspaper published in Baytown, Texas, United States. It was first published in 1919 as the *Goose Creek Gasser*. The paper is owned by Southern Newspapers Inc., a news-media company based in Houston, Texas. <http://baytownsun.com/>

*Portal to Texas History*. A gateway to rare, historical, and primary source materials from or about Texas. <https://texashistory.unt.edu/>

*Newspaper Archive*. Newspaper Archives, Obituaries & Family History Records. <https://newspaperarchive.com/>

*The Rosenberg Library Newspaper Archive*. <https://rosenberg.newspaperarchive.com>

*Newsbank, America's News* – Explore news articles from 1885. <https://www.newsbank.com/log-through-your-library>

*Newspapers.com*. The largest online newspaper archive. <https://www.newspapers.com/>

*1886 Illustrated Catalogue of the Latest and Best Improved Brick Machinery*. Henry Martin. Lancaster, Pa. <https://archive.org/details/HenryMartin1886IllusCatalogueOfBrickMachinery>

*Brickmakers Manual*, R.B. Morrison, 1890, T.A. Randall & Co. [https://books.google.com/books/about/Brickmakers\\_Manual.html?id=fJgOAAAAYAAJ](https://books.google.com/books/about/Brickmakers_Manual.html?id=fJgOAAAAYAAJ)

*A Practical Treatise on the Manufacture of Bricks, Tiles, Terra-Cotta etc.* Charles Thomas Davis, Henry Carey Baird & Co, 1889. <https://books.google.com/books?id=AwiAAAAAMAAJ&pg>

*Introduction to Early American Masonry, Stone, Brick, Mortar, and Plaster*. Harley J. McKee, 1973. [https://courseworks2.columbia.edu/files/560578/download?download\\_frd=1](https://courseworks2.columbia.edu/files/560578/download?download_frd=1)



*Notes on the Manufacture of Hand-Made Bricks.* Thomas L. McGrath, *Bulletin of the Association for Preservation Technology*, vol. 11, no. 3, 1979, pp. 88–95. JSTOR, [www.jstor.org/stable/1493802](http://www.jstor.org/stable/1493802). Accessed 5 July 2020.

*Bricks and Brickmaking: A Handbook for Historical Archaeology*, 1987 by Karl Gurcke, University of Idaho Press.

*Ruff Brick Road, A Path into History*, Judy Wood and Jim Atkinson, 2018, ebook.  
<http://www.ruffbrickroad.com/>.

*An Historic Brick Yard at Cedar Bayou Park Utility District.* W. Hayden Whitsett, 1977. Sterling Municipal Public Library, Baytown Texas.

*The Strand Historic District*, National Register of Historic Places Inventory – Nomination Form. January 26, 1970. <https://atlas.thc.state.tx.us/NR/pdfs/70000748/70000748.pdf>

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*Galveston Architecture Guidebook.* Ellen Beasley and Stephen Fox. 1996, Galveston Historical Foundation.

*Lost Galveston*, Brian M. Davis, 2010. Arcadia Publishing.

*Clayton's Galveston : the architecture of Nicholas J. Clayton and his contemporaries.* Barrie Scardino Bradley. Texas A & M University Press, 2000.

*The Galveston That Was* (Sara and John Lindsey Series in the Arts and Humanities), March 1, 1999, by Howard Barnstone.

*The Alleys and Back Buildings of Galveston: An Architectural and Social History.* Ellen Beasley. 2007, Texas A&M University Press.

*Galveston's Historic City Landmarks.* Interactive Online Map.  
<https://galveston.maps.arcgis.com/apps/Shortlist/index.html?appid=23784f7927f84a13ad81317c2bba113c>

## V. Appendix

Five-part series in Baytown Sun about brick making at Cedar Bayou  
by Nelson Alexander Martin (29 May 1890 - 26 Nov 1984),  
buried in Cedar Bayou Masonic Cemetery

Baytown Sun, Monday, February 12, 1968, p6 c4-6

<https://texashistory.unt.edu/ark:/67531/metaph1061463/m1/6/>

### **First In Series – Pioneer Recalls Bayou Brick-Making History**

By NELSON A. MARTIN

*(EDITOR'S NOTE: Some time ago Nelson A. Martin, a pioneer Baytown resident, was enjoying a picnic at Roseland Park with his wife and their nephew and his wife, Bill and Betty Ann Martin. He began to tell them of the old hand-made brick once produced along the banks of Cedar Bayou. Bill, who had lived here all his life and never heard of the brickyards, said, "Uncle Nelson, you should write a history of the early brick-making business." As a result Martin wrote a five part series of articles which begins with this installment.)*

In all, there were as many as seven brickyards in operation up and down Cedar Bayou at one time. Ed Smith had a yard at Needle Point (near Gulf Oil Corporation's olefin plant). Just downstream from him, on the bayou, was the Rheume brickyard. About where Highway 1-36 crosses Cedar Bayou was the brickyard operated by Rosemon and Milam (later owned by W. D. Haden). Ranging downstream from Highway 146 were brickyards operated by Fred Gillette, Will Fayle and Mike Casey. Furthest downstream – and just below where Roseland Park stands today – was the brickyard of Tom Wright.

It didn't take too much capital investment to get into the brick-making business. This was fortunate because it was not much of a moneymaking business, as we shall see. For example, the first brickyards molded their brick and then dumped them to sun-dry on a smoothed-off place in the yard – scraped bare and swept clean. This gave the industry its name: brickyard. But this method soon proved unsatisfactory since the "green" unbaked brick were more or less inclined to dry unevenly in the sun. When they dried too fast, they tended to crack.

Then they began to build drying sheds in which to store the fresh-molded brick out of the sun's heat. This not only allowed a longer drying time but protected the still-soft brick from the rain.

A day's work for a six-man molding crew was 5,000. These six workers included four men and two boys. A day's batch of brick began in the molding pit. This pit – about twelve feet long by seven feet wide – was dug three to four feet down into the earth. It was walled and floored with heavy planking. First man in the production line was the dirt-carter who hauled the raw material in a two-wheeled cart to the molding pit.

Suitable soil might be found within a couple of hundred yards of the brickyard or it might have to be hauled as much as a mile. The mixture required two loads of top-soil loam to one load of clay. Most of the clay was found two or three feet down under the top-soil but Mike Casey would plow up clay in his pasture and shovel the plow-turnings into the dirt-cart.

This loam-and-clay mixture was wet down in the molding pit and allowed to soak with water for at least 24 hours. Mike Casey was his own yard fore man and hauled his own water. He had a 50-gallon barrel mounted on sled-runners, which he drove to the bayou bank. There he would use a bucket on a short rope to reach down the few feet to the water's surface and to raise the bucketsful of water to dump into the barrel. If the dirt mix was dry it would take ten or more barrels to soak the mud and this mud was allowed to soak for 24 hours at least. *(NEXT: The Mill and The Molder)*

## Second in Series – Pioneer Recalls Bayou Brick-Making History

By NELSON A. MARTIN

*(EDITOR'S NOTE: This is the second in a series of five articles on the history of the old Cedar Bayou brickyards. The articles were written by Nelson A. Martin, a pioneer Baytown area resident.)*

A mud mill stood alongside the molding pit. This was a four-foot by four-foot-box of heavy planking and stood five feet high. Up and down through the center ran a revolving king-post. Iron or wooden teeth stuck straight out from the king-post: projecting almost two feet on every side. As the king-post turned, these teeth mixed the mud as it passed through the mill.

This was a one-horse-power (or a one-mule-power) mill. A long lever-like sweep-boom projected from the king-post and arched over the molding pit. Hitched to the end of this boom, a horse or mule plodded an endless circle around the molding pit and mud mill.

Standing in the mud, the pitshoveler threw the loam-clay mixture into the top of the mud mill. As the horse, through long habit, circled his hoof-grooved path without direction, the teeth mounted in the grinding kingpost cut through the mud to cut and mix it thoroughly.

A slot cut in the bottom of the mud-mill wall let the mixed mud out when it was ready to be worked into brick. A hinged board served as a door to open or close the outlet from the mud-mill, thus regulating the output. The longer the mud remained in the mill, the more moisture was ground out of it and the drier the mixture became.

The mud-wheeler moved the mixed mud, by wheel-barrow, from the mud-mill to the brick molding table. If the horse on the mud-mill lagged, the wheeler threw a clod or a stick to make him move faster.

The molder, considered the head man in the molding crew, stood at the molding table and hand-molded the mud into a three-brick wooden mold. Standing directly across the molding table from the spot where the mud-wheeler dumped the mixed mud, the molder made a circle of his arms until his finger-tips touched. Then he would slice his hands down across the edge of the mud pile and cut off a pone of mud just the right size to mold into a brick.

(Long experience let him cut off pones with great accuracy. This constant working in mud seemed to have no ill effects on the molder's hands. However, he would occasionally bruise or cut his hand on a stone or stick embedded in the mud).

As he drew the pone toward him, the molder turned it three times on the table covered with sifted sand. Thus "floured" with sand, the damp brick could be handled easily without sticking. Finally, he raised the pone and plopped it into one of the three cells in the three-brick mold, using enough force to fill all corners of the mold with mud. He finished by spanking it into place.

Twice more he repeated this process to fill the three-brick mold, which had been well sanded so that the brick would not stick to the sides or bottom of the mold.

Finally he would take a striking stick – a 16-inch stick about an inch and a half wide and made out of quarter-inch material – which he would drag across the mold to finish it off with a smooth surface, ready to be dumped on a board for storing in the drying shed. (*NEXT - The Beavers and the making of Brick.*)

### **Third In Series – How Bricks Were Made Along Cedar Bayou**

By NELSON A. MARTIN

*(EDITOR'S NOTE: This is the third in a series of articles on the history of the old bricklayers along Cedar Bayou. The author is Nelson A. Martin, a pioneer Baytown area resident.)*

The crew kept two of these three-brick molds busy. While one was being filled, the molded brick were being dumped from the other. Both boys in the crew were called off-bearers. They did two different jobs and they changed every 500 or every 1,000 brick. One boy picked up a three-brick mold as soon as the molder had filled it with mud and then dumped these three brick on a three-quarter-inch board about four inches wide and three feet long. (The mold was a long slot with two partitions dividing it into compartments for three bricks, end-to-end.)

The other boy carried the board with the three brick into the drying shed. The open shed was a frame-work of vertical eight-inch wooden posts buried at least three or three and a half feet in the ground. Horizontal strips – one-inch by two-inch lumber – were nailed from post to post. The ends of the brick-bearing boards were rested on these strips which were spaced just far enough apart to allow room for the brick. A rough-batten roof of one-inch by 12-inch lumber kept out the rain and prevented direct sunlight from drying the brick too fast.

The boy would bring back empty boards from the shed – board from which already-dried brick had been removed – to the off-bearers' table where they were stacked within easy reach of the other off-bearer who was emptying the molds. As soon as this off-bearer emptied one of the molds onto a board at the off-bearers' table, he would sand the mold and hand it back to the molder.

The molding crew also included two brick-wheelers who moved the brick in wheel-barrows from the drying shed to the brick kiln. These brick would have been in the drying shed for three or four weeks, depending on how long it took to get ready to burn another batch in the kiln. Wheelers used two-inch by twelve-inch (or one-inch by twelve-inch boards to make a gangway, for their wheel-barrows as they delivered brick to the kiln. The brick-setter worked in the kiln and was probably the highest-paid man in the crew. He might earn \$1.25 a day while molders got from \$1 to \$1.25.

A kiln would hold about 300,000 brick, and there would be another kiln to burn about every six weeks. These kilns were built of green or unburned brick. The first time the kilns were fired, these wall-brick were burned hard on the inside and heat-dried on the outside surfaces so that they stood weather pretty good.

They used three-eyed and four-eyed kilns. These eyes were arch-shaped opening extending from ground-level up for about four feet in the brick walls. As the brick-setter stacked dried brick inside the kiln in preparation for firing, he arched his brick so that these eyes extended all the way through the kiln. A one-brick-wide partition across the middle of the kiln cut across these eyes but this partition was usually punched out in the process of firing. It took about 150 cords of wood to fire a kiln. When a kiln was ready to fire, the molding crew stopped molding brick and worked – three men on each side of the kiln – on the firing.

At the first day of the firing, just a small fire was built in the opening of the eye – a bit of a blaze in each eye. Gradually the amount of the fire was increased. By the fifth day – and from then until the eighth day – the fire was kept as hot as possible around the clock. Four-foot sticks of pine cord-wood was shoved into the eyes as fast as it would burn. Long green-wood poles were used to push these burning logs as far into the kiln as possible, finally punching out the interior brick partition. Intensity of the accumulated heat can hardly be described. Flames would sear up through layer upon layer of brick and flicker across the tops of the bricks in the kiln. (*NEXT: Finishing, Moving the Brick*)

## **Fourth In Series – 5,000 Bricks Brought Only \$30 at Galveston**

By NELSON A. MARTIN

*(EDITOR'S NOTE: This is the fourth in a series of articles on the history of brick making along Cedar Bayou. The author is Nelson A. Martin, a pioneer Baytown area resident.)*

On the eighth day the eyes of the kiln would be filled in with dried brick to complete the wall. Then these eyes would be mudded over. Buckets of loose dirt would be passed up to the brick-setter who, standing with one foot on a ladder and the other on the edge of the kiln, threw this dirt across the hot bricks until they were covered two or three inches deep – thus holding in the heat. As soon as the kiln grew cool enough, a roof of rough-batten one-by-twelve boards would be fitted in place to keep out the rain. It would take about ten days for the kiln to cool enough to open up and let the brick be moved. Actually, the brick remained in the kiln until a boat could come up the bayou to ship the brick to Galveston or to Houston.

All the yards except Gillette's and Casey's owned their own boats. Rosemond and Milam owned a three-masted schooner. The rest were two-masted schooners. Casey and Gillette operated during the latter years when two-boats [sic] could be used to barge brick out of Cedar Bayou. Since most of the brickyards were located some three to ten water-miles from the mouth of the bayou in Galveston Bay, it was a problem to move sailboats up and down the relatively narrow bayou.

Rosemond and Milam developed an interesting procedure for moving their boats down this twisting bayou to the open bay. They beat down a two-path [sic] along the east bank of the bayou on the Chambers County side – across the stream from Harris County. (They were the biggest operators on the bayou, supposedly operating three or four molding crews and owning their own boats.)

Their towing operation was powered by a horse or mule ridden by a small boy. He did not, as one might suppose, have a harness on the animal with the tow-rope hitched to the singletree for pulling power. Instead, the tow-rope ran from the pommel of a saddle upward to where it was tied high on the mast of the boat being towed. This kept the rope free from tangling in the brush and shrubbery between the two-path [sic] and the water's edge.

Posts and braces still stand, half-rotten, to mark the footbridges used by horse and rider to cross the tributary gullies which flowed into the bayou. This tow-path permitted regular trips up and down the bayou by sailboats regardless of the wind. When a boat was on hand to be loaded, even the molding crew would sometime take off from molding to help wheel the burned brick onto the boat.

Ordinarily a crew could get to work by good daylight and finish work before noon because a day's work for a molding crew was 5,000 brick. These boats hauled 50,000 to 100,000 brick. They had very roomy holds, as the below-deck cargo space was called. Then as many bricks as possible – often more than were in the hold – were stacked and stored on the open deck.

Brickyard owners never did get rich for there was not the profit in brick - making that there was in the lumber and saw - mill business. In those days, brick sold for only about \$6 a thousand delivered in Galveston. The 5,000 brick produced by a molding crew – four men and two boys – thus sold for \$30 on the Galveston wharves. Out of this income, brickyard owners had to pay the molding crew and maintain the brick-yard – which was not very expensive – and buy wood for the kilns. In addition, they had to own boats or pay the cost of shipping the brick to Galveston or – later – to Houston.

*(NEXT: Remembering the Brickyards)*

### **Last In Series – No Economic Problems On A Dollar Per Day**

By NELSON A. MARTIN

*(EDITOR'S NOTE: This is the last in a series of five articles on the history of brick making along Cedar Bayou. The author is Nelson A. Martin, a pioneer Baytown area resident.)*

When I was a small boy, off-bearing at Mike Casey's yard, we boys got 60 cents a day while most of the men got a dollar. It is surprising how well families got along. There was no unemployment or economic problems and no starving children in those days.

Of course, after a man finished his day's work at the brickyard about noon, he still had half a day in which to grow food for his family and feed for his livestock. Most men raised enough food and feed that they had to spend little at the local stores. Irish and sweet potatoes were grown and could be stored for almost year - round use. Most meat was home-grown. But at either of the two stores – Ilfrey's or Ellisor's – a family could buy a side of bacon for \$1.50. A 48-pound sack of Tidal Wave flour, milled in Galveston, cost 75 cents. A pair of dress shoes sold for \$1.50 to \$2 and heavy brogans for working sold for \$1 to \$1.25. A quarter would buy a big bag of navy beans.

Brickyards did not operate in the winter months because the bricks would freeze and break while they were still wet. (Otherwise, weather did not pose too much of a problem except that a hard rain during the day would often cost a day's work since there would be too much water in the unroofed molding pit.

On just ordinarily damp days we used to dry our sand by building an open fire and scattering sand across it so that, after it burned out, we could scoop up the dry sand and ashes in wheel-barrows for use on the molding table). But the brickyards provided winter-time employment even though no bricks were being molded. It took a lot of wood to burn the brick and everyone who wanted to work could go to the woods and make almost as much cutting cord-wood in cold weather as they could make in a molding crew during warmer weather. Cutting wood meant a longer day's work, but there was less gardening and farming to be done in the winter time. And this off-season employment did tide families over through the winter season.

For more than half a century, this brick-making industry was the economic back-bone of the Cedar Bayou community from which Baytown later developed. I do not know where to find information about the beginning of brick-making on Cedar Bayou. But I would judge that it started between 1850 and 1865. Allen Wright told me that his grandfather, Tom Wright, came to Cedar Bayou in 1871 as an immigrant from England and that the brickyards had been operating for several years by that time.

Tom Wright bought out the yard which had been operated by Col. Ashbel Smith who sold it because it seemed to be a money-losing operation. So evidently, brick-making had been under way along Cedar Bayou for some years prior to 1871. In addition to serving as the basis for the economy of the Cedar Bayou community, brick-making contributed importantly to the building of Galveston and then Houston. Unfortunately, our Cedar Bayou brick cannot today be identified in the landmark structures of those cities since it was not the practice in the early days to stamp trade-marks into bricks.

I remember being in Houston as a small lad and seeing workers build a street of brick. They first graded the street surface to the grade-level desired and then laid one-inch by twelve-inch creosoted boards as a rough floor. Then they stood brick on edge, as close together as possible and without any mortar between them. This made a very good street. It provided a smooth surface and kept out the mud. Of course, it was a little noisy with the old iron-shod horses and steel-rimmed wheel of the horse-drawn vehicles in those days.

Brickyards operated along Cedar Bayou until the discovery of oil – after the turn of the century – brought in the much higher wages paid to workers in oil production and later in oil refining. Thus came to an end a little-known but very significant industry which was – except for some farming and livestock – was the sole support of the Cedar Bayou community of Texas pioneers who were the forebears of many Baytown families.

## Appendix Tables

### A. Brickyards on Galveston Bay

Brick yards notices in Galveston newspapers. It seems that other than Virginia Point, these yards either didn't last long or sold mostly to Houston markets. [Compare these with about three thousand mentions of Cedar Bayou bricks](#) in the Galveston Daily News found on the Portal for Texas History.

One brick machine ordered from New York was reported. The purchaser was not named. GDN 3/21/1856.

Lynchburg brickyard was mentioned one time GDN 1/27/1867.

Clear Creek brickyard, was owned by Hugh Pritchard. Reported very few pressed brick on hand. GDN 11/6/1868.

Clear Creek brickyard for sale. GDN 7/23/1869.

Capt. L.C. Stanley brickyard in Houston GDN 5/17/1871.

Houston brickyard advertised delivery by barge in GDN 9/16/1871.

Mr. Moody had a yard at Morgan's Point, pressed brick. GDN 7/12/1873.

Old River brickyard, GDN 9/10/1873.

Brickyard was for sale six miles from Lynchburg. Advertised Ferguson Brick Machine. GDN 4/11/1874.

M. Butler of Austin had a sample of brick from his yard for inspection. GDN 6/14/1877.

Houston Brick Works, Groesbeeck & Wagley, GDN 9/8/1881.

Brickyard for sale on Galveston, Houston & Henderson RR, S.D. Moore GDN 2/12/1882.

New yard on the Gulf, Colorado & Santa Fe RR, Hugh Pritchard to make pressed and common bricks GDN 4/23/1882.

Brickyard for sale on Galveston, Houston & Henderson RR, GDN 11/7/1882.

Advertisement for Virginia Point Yard, Hugh Pritchard, GDN 5/19/1884.

Notice, dissolution of partnership, George & Pritchard brick yard at Virginia Point, GDN 3/16/1885.

R.F. George's Virginia Point brick yard was still in operation, GDN 7/9/1886.

Clear Creek brick yard for lease, GDN 3/12/1889

Clear Creek brick yard for sale, GDN 6/1/1890.

Sam Young's yard was in Houston, GDN 5/8/1878.

S.W. Young sold brickyard to R.J. Thacker GDN 1/9/1891.

Virginia Point brickyard for lease, GDN 7/29/1892.

Virginia Point red (pressed) bricks for sale, R.F. George GDN 8/4/1892.

North Galveston pressed brick plant, GDN 9/16/1892.

North Galveston brick plant has machinery house, engine for making pressed bricks, GDN 1/19/1893.

800 acre timber tract with brick yard for sale on direct navigation between Houston and Galveston, GDN 7/20/1893.

New brick yard at La Porte, machinery ordered, GDN 7/24/1893.

North Galveston brick plant closed, Machinery being shipped to Rockdale, TX, GDN 7/26/1894

### B. Number of Operating Cedar Bayou Brickyards, by year

Year	Number of Brickyards	Combined Bricks/Year	Reference
1869	Two		The Galveston Daily News. July 2, 1869, p1 c2
1882	?	6,000,000	The Galveston Daily News. March 31, 1883, p4
1886	Seven	10,000,000	The Galveston Daily News. November 15, 1886, p3 c1-2
1887	Five	12,000,000	The Galveston Daily News. January 1, 1888, p2 c2
1895	Five	10,000,000	The Galveston Daily News. March 28, 1895, p4 c7
ca 1900	Nine		The Baytown Sun. July 3, 1983, p25
ca 1904	Seven		The Baytown Sun. February 12, 1968, p6 c4
1908	Five		The Clays of Texas
1909	?	7,000,000 to 10,000,000	The Houston Post. January 9, 1910, p15 c3
1914	Two	1,000,000	The Galveston Daily News. November 10, 1914, p2 c2

### C. Cedar Bayou Brickyards, See Appendix Images, Figure 8.

The following table shows Cedar Bayou brickyards as owned by various people through the years. Miles indicates the approximate distance from the mouth of Cedar Bayou as measured along the bayou channel. Several of the yards in Harris County between miles 9 and 15 were originally Rosamond, Milam & Bro holdings. This table will continue as a work in progress as more is learned of these brick yards.

CC=Chambers Co, HC=Harris Co, DB=Deed Book, CB=County Commissioners Book, MB=Map Book, GDN=Galveston Daily News, Sun=Baytown Sun.

Owner	County	Miles	Dates	Disposition	Reference
A.C. Allen	HC	00	1849~1851	Shut down when land sold	1851 Coastal Survey
Gillette & Pritchard	HC	03	1866-1874	To Ashbel Smith in 1874	Henson
Ashbel Smith	HC	03	<1874-1875	Destroyed by hurricane	GDN 1874-06-17
Thomas Wright	HC	06	1878-1903	Probably started in 1875.	
Solomon Barrow	HC	08	1900-1905	Lawrence property sold to Casey	Henson, 1900 census
Mike Casey	HC	08	1905-1916	Shut down	HC-DB 177, p52
Casey & Gillette	HC	09	?<1908		
William Fayle	CC	09	1896-		CC-DB J, p106
William H. Gillette	HC	09	1900?	Same as C&G?	HC-DB 470, p602
Bohemia Brick Co	HC	09	1921-1922	Went bankrupt	HC-DB 509, p074
Texas Brick & Tile	HC	09	1927-1928	Sold to Bridgeport Brick Co	HC-DB 765, p613
Bridgeport	HC	09	1928-1933	Sold to Lighthouse Brick Co	HC-DB 1049, p150
Lighthouse	HC	09	1933-1938	Sold to Kilgore Brick Co	HC-DB 1122, p609
John Kilgore	HC	09	1938-1958	Closed in 1958, Sold eqp to Aztec	Sun 1968-02-18, p6
E. McLean	HC	10			
Rosamond, Milam & Bro	CC	11	1881-1891	Leased from McLean	CC-DB C, p314
W.D. Haden	CC	11	1891-1915	Shut down	Sun 1968-02-12, p6
James Casey	HC	11	1864-1870	Cary Bayou, shut down	
Curphey & Casey	HC	11	1867~?	James Casey (Curphey died 1867)	Flake's 1867-06-18
James Casey	HC	11	1868-1892	Land sold to Chris Casey in 1892	
Smith and Coughlan	HC?	12	?<1886<?		
McGee, J.W.	CC	13	?-1893	Sold to E. Rheaume	CC-DB G, p506
Emeare Rheaume	CC	13	1893-1900	Sold to Donnelly & Morgan	CC-DB J, p106
Donnelly & Morgan	CC	13	1900-1909?	Shut down	CC-DB M, p494
Matthews & Bro	CC	14	1886-1896		
Rosamond, Milam & Bro	HC	15	1870-1891	Tracts sold piecemeal 1873-1891	HC-DB 57, p12
Pritchard & Davie	HC	15	1870-1877	Sold some to Sjolander	HC-DB 16, p486
				Sold some to Ellender	HC-DB 17, p495
Joseph W. Ellender	HC	15	1877~?		
McClain & Brothers	HC	15		(McLean?)	
C.A. Davis	HC	16			
Palliser & Davie	HC	17	?-1894	Sold some to Sjolander	HC-DB 75, p230
Ed Smith	HC	17	1894-1916	Shut down	Sun 1983-07-03
J.P. Davie	HC	20	<1886-1893	Shut down after Davie died	GDN 1886-11-15, p3
C.F. Jennische & Co	CC	20	1881-1888<	Wm Bloodgood	GDN 1888-01-03, p8



## D. Boats used in the Cedar Bayou brick trade

A partial list of the vessels used in the Cedar Bayou brick trade and mentioned in the Galveston Daily News.

<sup>1</sup> Page number in the [List of Merchant Vessels of the United States](#), Government Printing Office, 1874.

<sup>2</sup> Page number in the [List of Merchant Vessels of the United States](#), Government Printing Office, 1891.

<sup>3</sup> [Annual Report of the Secretary of War](#), Government Printing Office, 1871.

<sup>4</sup> [Ship Registers and Enrollments of New Orleans, 1861-1870](#)

<sup>5</sup> Page number in the [List of Merchant Vessels of the United States](#), Government Printing Office, 1901.

### Steamboats used in the brick trade

**Royal Arch**, 78' long, 14' beam, 8' draft, 65 tons, 20,000 bricks, sank at Clopper's Bar 1870, p537<sup>3</sup>

**C. K. Hall**, sternwheel, 120 T, 50,000 bricks, sank in storm 1871, from "Galveston-Houston Packet," p537<sup>3</sup>

**Beardstown**, sternwheel, 100,000 bricks, 1873-1875, sank in hurricane 1875

**Storm**, Capt. Blakeley

### Sailboats used in the brick trade

**Borachio**, sloop, 9.56 tons, p39<sup>1</sup>

**Cristoforo Columbo**, schooner, 13.8 tons, built 1864.

**Dolphin**, schooner, 55' long, 15' beam, 3' draft, 19 tons, built 1882 at Red Bluff, Edward A. Fayle, p97<sup>2</sup>

**Elida**, schooner, 36' long, 12.4' beam, 3' draft, 13 tons, built 1889, John P. Sjolander, p103<sup>2</sup>

**Hard Times**, schooner, 66' long, 18' beam, 3' draft, 28 tons, built 1867, Isaacs, p134<sup>2</sup>

**Lorbano**, schooner, 17.53 tons, built 1872

**Lillie Laurie**, schooner, 39' long, 12' beam, 3' draft, 10.44 tons, built 1875, Elijah Ellisor

**Mary Lorena**, schooner, 57' long, 20' beam, 3.6' draft, 28 tons, built, John Stewart, p188<sup>2</sup>

**Mermaid**, schooner, 42' long, 15' beam, 3' draft, 15 tons, built 1884 at Lynchburg, Mike Casey, p195<sup>2</sup>

**North Star**, schooner, 61.9' long, 20' beam, 4' draft, 42 tons, built 1881, p205<sup>2</sup>.

**Othello**, schooner, 20,000 bricks

**P. J. Willis**, 82' long, 23' beam, 3' draft, 47 tons, built 1872 at Cedar Bayou, Rosamond & Milam, 3-masts, 35,000 brick capacity, p209<sup>2</sup>

**Rapallo**, schooner, 67' long, 20.6 beam, 3.9' draft, 29 tons, built 1884 at Cedar Bayou, Walter Tabb, 25,000 bricks, p216<sup>2</sup>

**St. George**, schooner, 42' long, 16' beam, 3' draft, 14 tons, built 1879 at Cedar Bayou, Joseph W. Ellender, 12,000 bricks, p225<sup>2</sup>

**Swan**, schooner, 6.24 tons, sank 1880, p314<sup>1</sup>

**Tidal Wave**, schooner, 48.5' long, 14' beam, 3' draft, 16 tons, built 1871, Kelly, p242<sup>2</sup>

**Try Again**, schooner, 42' long, 14' beam, 4' draft, 11 tons, built 1877, Will Ilfrey, 15,000 bricks, p244<sup>2</sup>

**Willie**, schooner, 42' long, 15' beam, 3' draft, 16 tons, built 1881, Chapman Stamps, p258<sup>2</sup>

**Young Burkhart**, schooner, 36' long, 11' beam, 3' draft, 11 tons, built 1870, 6,000 brick, p260<sup>2</sup>

### Gasoline Launch

**Echo**, 42 tons, 65.8' long, 19.2' beam, 4.2' draft, built 1905 Cedar Bayou, 30,000 bricks, p209<sup>5</sup>

### Tow Boats

**Elephant**, steam, details unknown, in operation 1866

**Annie**, 60' long, 11' beam, 11' draft, built 1892 Cedar Bayou, p209<sup>5</sup>

**Annie Laurie**, 53.7' long, 11.5 beam, 8.1' draft, built 1891 Cedar Bayou, p209<sup>5</sup>

**Ora**, 23 tons, 57.0' long, 16.6' beam, 4.0' draft, built 1907 Cedar Bayou

**Clara May**, details unknown

**Eugene**, details unknown

**S.G. Rosamond**, steam, 50' long, 13' beam, 4.3' draft, 12.5T, built 1884, Cedar Bayou, 3 barges, p336<sup>2</sup>

## E. Cedar Bayou brick in Galveston Buildings

Below is a partial list of Galveston buildings attributed to Cedar Bayou brick. Many other undocumented structures used Cedar Bayou brick as well. Some of these were reported as being built with Cedar Bayou brick in the newspapers, others are attributed as Cedar Bayou brick by virtue of the builders (Pritchard, Palliser, or Davie) owning brick yards on Cedar Bayou, and others are attributed because the builder was known to use Cedar Bayou brick. Most buildings constructed between 1866 and 1915 were built of Cedar Bayou brick but evidence is too scant to make a determination on some. This table will continue as a work in progress as more is learned of the shaded buildings.

Many of these buildings are on the [Galveston Historic Tour](#).

A – Attributed as CB because of the builder  
 R – Reported as CB in newspapers or oral trad  
 D - The building has been demolished  
 B - A picture appears in the book *Lost Galveston*  
 S - The building is still standing  
 U – As yet undetermined brick

FDB – Flake’s Daily Bulletin  
 GDN – Galveston Daily News  
 GET – Galveston Evening Tribune  
 GCD – Galveston City Directory  
 GT – Galveston Tribune

### Architects

T.H. Adams  
 Franz Bauman  
 Charles W Bulger  
 Nicholas J. Clayton  
 P.N. Comegys  
 Frank Cox  
 George E. Dickey  
 Edward J Duhamel  
 Fr Jiminez  
 Eugene Heiner  
 John Moser  
 Alfred Muller  
 Marshall R. Sanguinet  
 Fred. S. Stewart  
 George B. Stowe  
 Nathaniel Tobey  
 William H. Tyndall

### Builders

B&K, Burnett & Kilpatrick (mostly Houston bricks on streets and railroads)  
 Barnes & Palliser (1886-1901)  
 John P. Davie (had his own yard in addition to Palliser and Pritchard partnerships)  
 Geo. Locke & Co (18??-1886. Locke, Palliser & Barnes)  
 Thomas Lucas  
 Thomas McHenry  
 Frank Jones  
 Robert Palliser (owned yard in Cedar Bayou with Davie)  
 John W. Pope  
 Hugh Pritchard (1876-1886 owned yard in Cedar Bayou with Davie, 1884-1886 was partner with George in Virginia Point yard)

Date	Building	Note	Architect	Builder	Address	Reference
1866	McMahan Bldg	A,D		Pritchard	2127 Strand	FBD 7/19/1866
1866	McMahan Bldg	A,D		Pritchard	2125 Strand	FBD 7/19/1866
1866	J.M. Brown Bldg	A,D		Pritchard	2121 Strand	FBD 7/19/1866
1869	P. J. Willis & Bro Bldg	A,S		Pritchard	2402 Strand	GCD 1910
1870	Synagogue	A,S		Pritchard		FDB 5/27/1870
1870	Dargan and Tobyn Bldg	U,S		?	2228 Strand	NRHP
1870	The Phoenix Bldg	A,S		Davie	2325 Strand	GDN 11/6/1870
1870	Merchants Mutual Ins Co.	U,S	Comegys	?	2319 Strand	NRHP
1870	J.F. Magale Bldg	U,S		?	2313 Strand	NRHP
1870	Rosenberg Bldg	U,S	Comegys	?	2309 Strand	NRHP
1870	Rice, Baulard & Co Bldg	U,S		?	213-217 23rd Street	NRHP
1870	Walter Bennison Bldg	U,S		?	2010 Mechanic	NRHP
1870	Berlocher Bldg	U,S	Comegys	?	2317 Mechanic	NRHP
1871	Tremont Opera House	A,D	Adams	Pritchard		GDN 1/3/1895, p8
1871	Berlocher Bldg	U,S		?	2221 Strand	NRHP
1871	Henry Runge Bldg	U,S		?	2219 Strand	NRHP
1871	T.W. House Bldg	U,S		?	2213 Strand	NRHP
1871	Hugh Bennison Bldg	U,S		?	2002 Mechanic	NRHP

1872	Isidore LeClere Bldg	U,S		?	2417 Strand	NRHP
1872	Koperl & Cole	R	Stewart	Pritchard	2208 Strand	GDN 10/18/1871
1872	Thos Jefferson League Bldg	R,S	Stewart	Pritchard	2301 Strand	GDN 10/18/1871
1873	Washington Hotel	A,S		Pritchard?	216 23 <sup>rd</sup>	
1873	St. Mary's School	U,S	Clayton	?	2011 Church St	GCD 1904, p100
1873	Mrs. McDonnell Store Bldg	A,S	Clayton	Pritchard?	2300 Mechanic	GCD 1904, 1910
1873	George Sealy Bldg	U,S		?	2216 Mechanic	NRHP
1874	St. Mary's Infirmary	D,B	Clayton	?		GCD 1904
1874	St. Patrick's Church	U,S	Clayton	Pritchard	1010 35th St	GDN 10/2/1875, p1, c3
1874	Geo. Seeligson (Sergeant) Bldg	A,S	Tobey	Pritchard?	2428 Mechanic	GCD 1910
1874	Hanretta Bldg	S		?	2413 Mechanic	NRHP
1874	Galveston Cotton Exchange	D	Moser	Pritchard		
1875	First Presbyterian Church	R,S	Clayton	Pritchard?	1903 Church St	GDN 7/30/1874, p4, c3
1875	Sisters of Charity Hosp	D	Clayton	Pritchard	8 <sup>th</sup> @ Market	GDN 10/3/1875, p1
1875	St. Patrick's Catholic Church	D	Clayton	Pritchard	Ave K @ 34 <sup>th</sup>	GDN 10/3/1875, p1
1875	Engine House	D	Clayton	Pritchard	Mkt St bet 21 @ 22	GDN 10/3/1875, p1
1875	Heidenheimer & Co Bldg,	U,S	Tobey	?	303 21stStreet	NRHP
1876	Rosenberg Bldg	U,S	Tobey	?	2005 Strand	NRHP
1877	Tremont House	R,D		B&K		GDN 7/27/1871
1877	Bolton Estate Bldg	U,S	Clayton	?	2323 Strand	GCD 1904
1877	Ball, Hutchings, & Co Bldg	U,S	Clayton	?	2101 Strand	NRHP
1877	J. Mayrant Smith Building	U,S		?	2307 Harborside	NRHP
1877	Smith and Crosby Building	U,S	Tobey	?	102 23rdStreet	NRHP
1877	Wallis, Landes, & Co Bldg	U,S	Clayton	?	2411 Strand	NRHP
1877	J.S. Brown Bldg	U,S	Clayton	?	2111 Strand	NRHP
1877	Commercial Bldg	U,S		?	211 22nd Street	NRHP
1877	J. Reymershoffer's Sons Bldg	U,S	Duhamel	?	2208 Mechanic	NRHP
1877>	Hawley Bldg	A,D		Palliser	2308 Strand	GCD 1910
1878	J.M. Brown Bldg			Pitchard	Strand	GDN 5/11/1978, p12
1878	First National Bank Bldg	A,S	Tobey	Palliser	2127 Strand	GCD 1910
1878	Marx and Kempner Bldg	A,S	Moser	Palliser	2117 Strand	GCD 1910
1878	Cotton Exchange	A		Pritchard		GDN 11,16,1877, p4
1878	Eaton Memorial Chapel	U,S	Clayton	?	2216 Avenue H	GCD 1904
1878	Clara Lang Bldg	U,S	Moser	?	2121 Strand	NRHP
1878	Oppermann Bldg	S	Moser	Pritchard	2115 Strand	Strand Chronicles, Ch 4
1878	Clara Lang Bldg	U,S	Moser	?	2109 Strand	NRHP
1878	Heidenheimer-Hunter Bldg	U,S	Moser	?	306 22ndStreet	NRHP
1879	Galveston County Jail	A,D	Heiner	Lowell		GDN 3/21/1879, p4,c3
1879	Leon and H. Blum Bldg	A,S	Heiner	Palliser	2310-28 Mechanic	NRHP
1880	G.Seeligson & Co	R,D	Tobey	Palliser	2401 Mechanic	GDN 4/28/1880, GCD 1881, p368
1880	J. Mayrant Smith Building	U,S		?	2309 Harborside	NRHP
1880~	City Fish Market	A,D		Palliser		GCD 1910
1880	Waters Pierce Oil Co Whse	D	Clayton	Palliser		GDN 4/25/1880, p
1881	Security Bldg	A,S	Heiner	Palliser	222 22nd Street	GCD 1910
1882	Greenleve Block & Co. Bldg	A,S	Clayton	Palliser	2314 Strand	GCD 1910
1882	H.M. Trueheart and Co. Bldg	A,S	Clayton	Palliser	212 22nd Street	GCD 1910 RTHL
1882	B. Adoue residence	A,D,B	Clayton	Palliser	1526 Post Office	GCD 1904, 1910
1882	Mensing Brothers and Co Bldg	U,S		?	2118 Strand	NRHP
1882	Mallory Bldg	U,S		?	2114 Strand	NRHP
1883	First Baptist Church	A,D	Tobey	Palliser		GCD 1910
1884	W.L. Mensing & Co Bldg	A,S	Clayton	Palliser	2202 Strand	GCD 1910
1884	Masonic Temple	A,D	Clayton	Palliser		GDN 11/13/1883, p4
1884	George Ball School	A,D	Bauman	Locke		GDN 2/16/1884, p4
1885	Sylvain Blum residence	D,B	Clayton	Palliser		GCD 1910
1885	Ursuline Academy	D,B	Clayton	Palliser		Harold Mathis email
1885	Merriman Bldg	A,D		Palliser		GCD 1910,

						ET 3/10/1890, p1
1886	Second District School	D,B	Clayton	?		GCD04, LG,p76
1886	Telephone Building	U,S		?	2206 Church St	GDN, 1/1/1896, p12
1887	Temple B'Nai Israel (Stone?)	U,S	Clayton	?	2128 Church St	tshaonline
1887	Texas Star Flour Mill	R,D		Palliser		GDN 7/17/1887
1887	Galveston City Hall	R,D,B	Muller	?		GET 4/7/1888, p1
1887	Grand Central Sta (Hou)	D		Palliser		Harold Mathis email
1887	Landes-McDonough House	U,S	Dickey	Pritchard	1602 Post Office	GDN 5/17/1887, p8
1888	John Sealy Hospital	U,D	Clayton	?		GCD 1904
1888~	Texas Ice & Cold Storage	A,D		Palliser	1432 Ave A	GCD 1910
1888	Rosenberg School	A,D	Tobey	Palliser		GET 6/7/1888, p1
1889	Geo. Sealy's Res	U,S	Clayton	?	2424 Broadway	GCD 1904
1889	Wegner Bldg	A,S		Palliser	1921 Market	GCD 1910
1889	Galveston Cotton Mill	A,D		Palliser		GDN 9/24/1889, p5
1890	Adoue-Lobit Bank Bldg	A,S	Clayton	Palliser	2102 Strand	GCD 1904, 1910
1890	Mistrot Bldg	A,S	Clayton	Palliser	2325 Mechanic	GCD 1910
1890	J.W. Harris residence	A,D,B	Clayton	Palliser		GCD 1910
1890	Trube Castle	A,S	Muller	Pope	1627 Sealy	RTHL, 1965
1890	Clarke & Courts Building	U,S	Clayton	Jones	2400 Mechanic	GET 4/5/1890, p1
1890	Marx & .Blum Building	U,S	Clayton	?	2325 Mechanic	GET 4/18/1890, p1
1891	Ashbel Smith Bldg	R,S	Clayton	Jocush	914 Strand	GDN 2/23/1969
1891	Ball High School addition	D,B	Clayton	?		GCD 1904
1892	Walter Gresham (stone veneer)	U,S	Clayton	?	1402 Broadway	GCD 1904
1892	Sacred Heart Church	D,B	Clayton	?	1302 Broadway	GDN 6/4/1903, p10
1893	Moody Mansion	A,S	Tyndall	Palliser	2618 Broadway	GCD 1910
1893	Fifth District School	D,B	Clayton	?		LG, p76
1894	Grace Episcopal Church	U,S	Clayton	?	1115 36th St	GCD 1904
1894	Grand Opera House	A,S	Cox	Palliser	2020 Post Office	GCD 1895
1894	Rogers Bldg	U,S		?	2017 Strand	NRHP
1895	Waters-Pierce Oil Co Whse	U,S		?	115 25th Street	NHRP
1895	Ice Plant, Galv Brewing	A,D		Palliser		GCD 1910
1895	Harmony Bldg	A,D,B	Clayton	Palliser	2111 Post Office	GDN 8/25/1895
1895	Sealy Hutchins Bldg	A,S	Clayton	Palliser	2326 Strand	GDN 8/25/1895
1895	Atkins Bldg	A,S		Palliser	2002 Mechanic	GCD 1910, GT 7/18/1895, p4
1895	Island City Orphan Home	U,S	Muller	Lucas	1315 21st St	GDN 8/31/1894
1895	Old Women's Home	U,S	Muller	?	1800 Rosenberg	GDN 9/1/1895
1897	Jockusch, Davison & Co Bldg	U,S		?	2210-12 Strand	NRHP
1898	Jas. Fadden Bldg	U,S	Clayton	?	2410 Strand	GCD 1904
1899	Galveston County Courthouse	A,D	Sanguinet	Palliser		Harold Mathis, GDN 6/19/1949
1900	Orphan Home (rebuilt)	R,S		Palliser	1315 21st St	Harold Mathis
1900<	Abele Bldg	A,S		Palliser	2317/19 Winnie	GCD 1910
1901	Lucas Apartments	U,S	Clayton	Lucas?	1407 Broadway	NHRP
1903	Sacred Heart Church (rebuilt)	R,S	Jiminez	?	1302 Broadway	GDN 6/4/1903, p10
1905	Incarnate Word Acad., Hou.	R,D	Clayton	?		email, 4/14/2020
1906	Heffron Building	S	Bulger	Palliser	101 21st Street	GCD 1910, NRHP
1906	Hall & Scott Bldg	S	Stowe	Palliser	2501 Market	GCD 1910
?	Moore Bros Bldg	A,D		Palliser	3702 Broadway	GCD 1910
?	Rakel Bldg	A,D		Palliser		GCD 1910
?	Gustave Heye Bldg	A,D		Palliser		GCD 1910
?	Wells Bldg	A,D		Palliser		GCD 1910
?	Sinclair Bldg	A,D		Palliser		GCD 1910
?	Aschoff Bldg	A,D		Palliser		GCD 1910

## The Brick Yards on Cedar Bayou – Appendix Images

**BRICKS! BRICKS!!**  
 100,000 Bricks, from the yard of Wm. H. Gillette-  
 on Cedar Bayou. All orders given to the under,  
 signed by the 5th inst. will be filled from the flats.  
 ap3-d5t T. B. STUBBS & CO.

Fig 1. Galveston Daily News, April 7, 1866, p5

**THE BEST BRICKYARD IN TEXAS,**  
 On CEDAR BAYOU, immediately on its bank,  
 three miles from its mouth. Material, clay  
 and sand, of the best quality, convenient and  
 inexhaustible. Two good houses; two good  
 wells; two good mills and moulding tables;  
 ample yard and clamps. There can also be  
 had, if wanted, now on the place, Carts, (Phil-  
 adelphia made,) Axes, Pickaxes, Spades.  
 Shovels, (new,) Wheelbarrows, Pumps and  
 Hose, delivering water from the Bayou or the  
 wells when wanted.  
 —Also—  
 If wanted, 100 cords thoroughly seasoned  
 WOOD.  
 Moulding bricks might commence the day  
 after entering on the yard.  
 I will rent the above and give immediate  
 possession.  
 Some of the best bricks ever made in Texas  
 have been made on this yard.  
 Apply for further information to Judge R.  
 D. JOHNSON, Galveston, or to me,  
 ASHBEL SMITH,  
 je16D1w Evergreen, Harris county.

Fig 4. Galveston Daily News. June 18, 1874, p3

**BRICK.**  
 The greater portion of the brick used in the  
 city comes from the yards at Cedar bayou,  
 at the head of Galveston bay, and is handled  
 here by the firm of Rosamond Milam &  
 Bro., the manufacturers. The receipts vary  
 according to the demand, and during the  
 past year were about 12,000,000. The brick is  
 brought from Cedar bayou by schooner, and  
 landed on the wharves. The amount of capital  
 invested in this line of manufacturing  
 is \$40,000, and the number of men employed  
 is regulated altogether by the condition of  
 trade.

Fig 6. Galveston Daily News. January 1, 1888 p2

**BRICKS AS ARE BRICKS.**—Bricks are one of  
 the things needful to build a city. We much  
 prefer frame houses to no houses at all, but  
 when we can have bricks, they are far prefer-  
 able. Messrs. Curphy & Casey, of Cedar  
 Bayou, have exhibited to us samples of a kiln  
 of one hundred and fifty thousand bricks,  
 which are pronounced by those who know, to  
 be the finest, hardest, and best ever made in  
 Texas. They are delivering these bricks regu-  
 larly in the city, and have quantities on hand  
 every week.

Fig 2. Flake's Bulletin, June 18, 1867, p5

**BRICK.**—We learn that some enterprising  
 men are about to engage in brick-making  
 upon an extensive scale, at a good locality  
 on Cedar Bayou, some forty miles above the  
 city, with a machine from England, which,  
 it is said, will turn out 20,000 per day. The  
 manager, some workmen and machine have  
 arrived from the old country, and will be at  
 work in a very short time. This enterprise  
 is suggested by the extensive building opera-  
 tions now going on and contemplated in  
 this city.—Galveston News.

Fig 3. The Houston Telegraph, February 17, 1870,  
 p7.

**BUILDING MATERIAL.**  
**BRICK FOR SALE** by Rosamond, Milam &  
 Bro., by the thousand or million, \$12 per  
 1000. Foot 22d street, on wharf. je27 3m\*

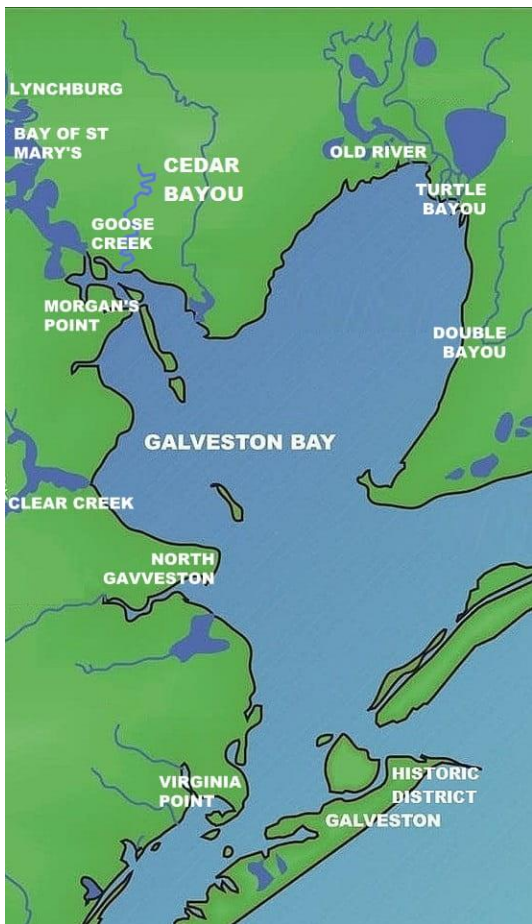
Fig 5. Galveston Daily News. June 27, 1876, p1

**PORTLAND CEMENT—BEST ENGLISH AND**  
 German brands at special low prices, from  
 wharf, and also from warehouses; also Climax,  
 the best natural plastering material known.  
 Wright's best Cedar bayou brick. St. Louis  
 pressed brick, etc. W. H. POLLARD & CO.,  
 Direct importers and dealers in masons' and  
 plasterers' materials.  
 19 Brick Levee, Galveston, Tex.

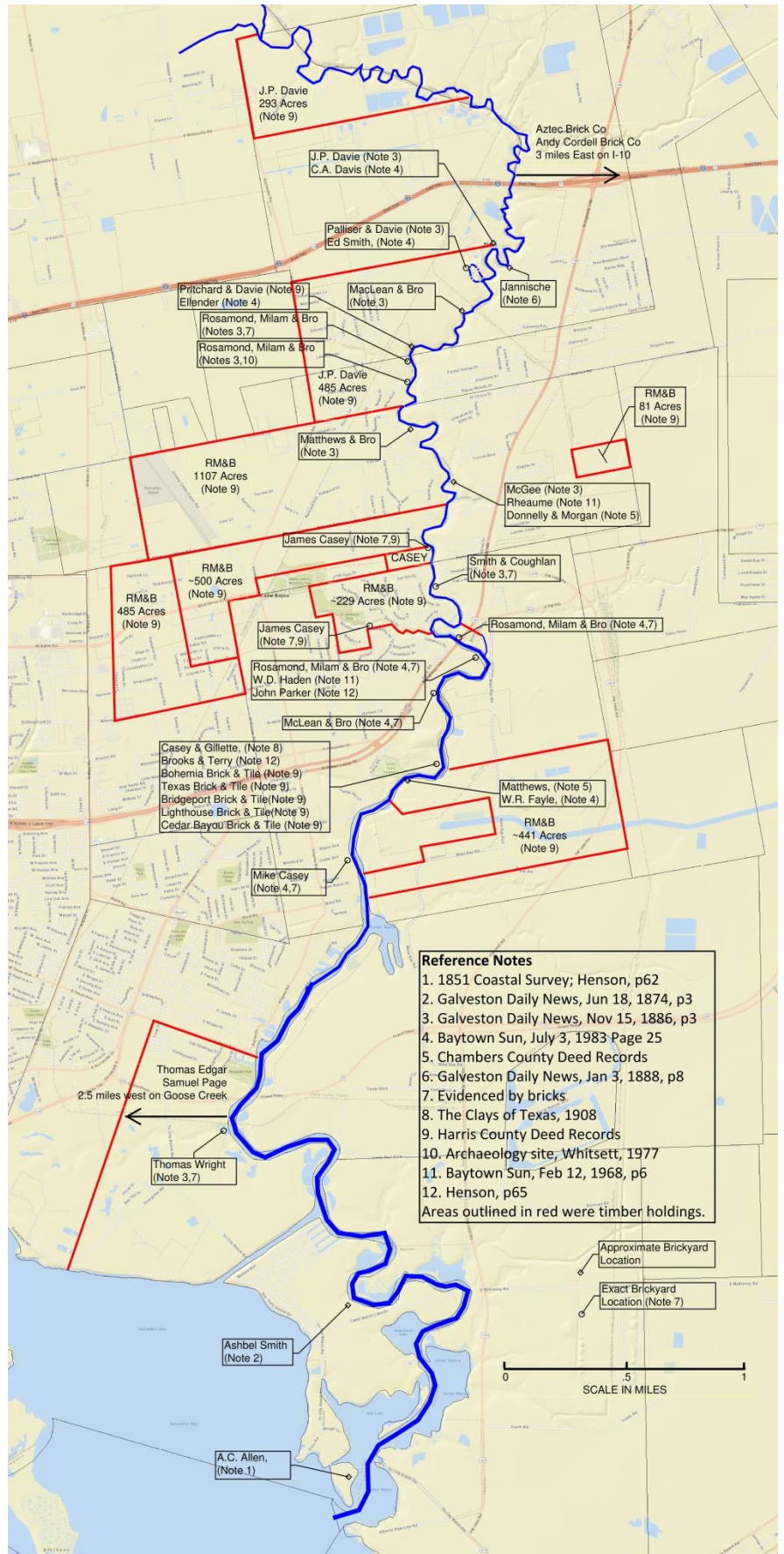
Fig 7. Galveston Daily News. June 25, 1893, p10

**Fig 8. Cedar Bayou Brickyard Holdings**

Shows the property owned by brickyard operations over the years although they were not all in operation at the same time. Besides the brick yards, thousands of acres of timber land were needed for firing the kilns. These timber tracts were determined from Harris and Chambers County deed records. Other tracts existed which are impossible to discern from the metes & bounds described on the deeds. Brickyard locations were determined from newspapers, deeds and other sources as noted. Most brickyard locations are exact, a few are approximate. RM&B denotes Rosamond, Milam & Bro. Researched and drawn by author. See Appendix B, Cedar Bayou Brickyards.



**Fig 9. Galveston and Cedar Bayou on Galveston Bay.** The mouth of Cedar Bayou is 27 beeline miles from the Galveston wharves. The northernmost brickyard was 20 river miles from the mouth.

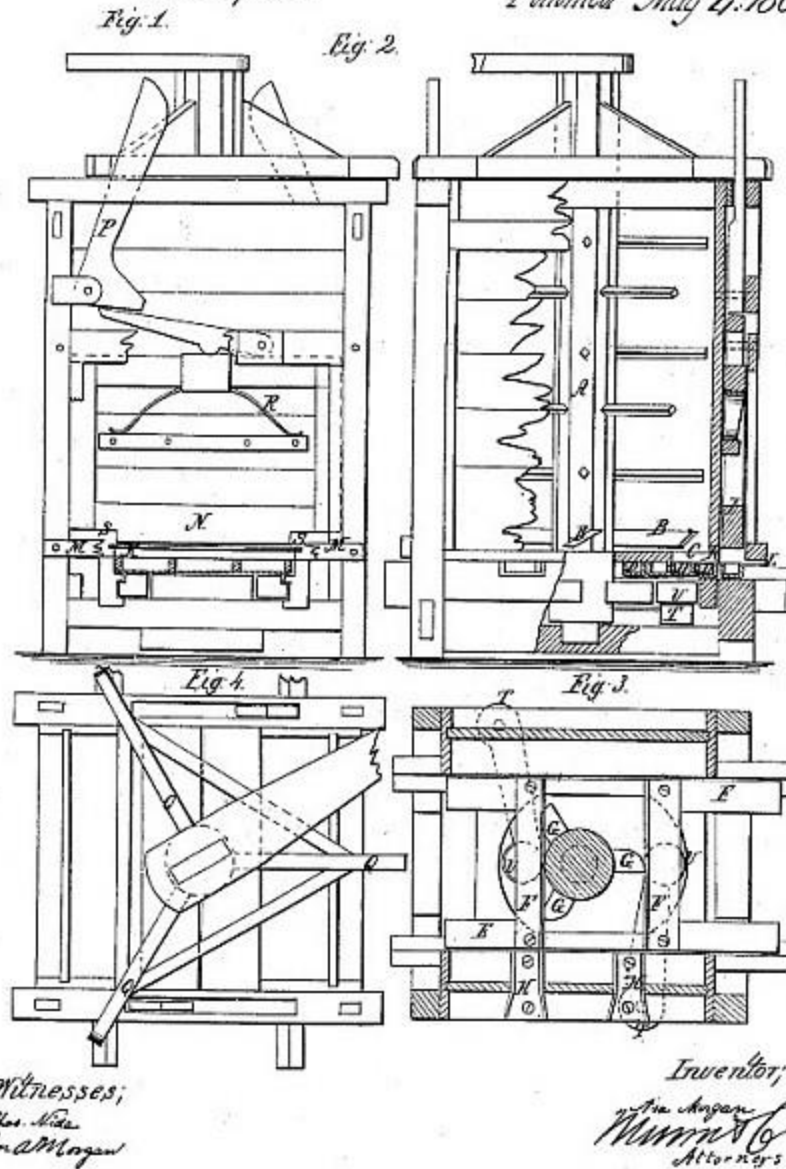


*A. Morgan,*

*Brick Machine.*

*No. 89680.*

*Patented May 4, 1869.*



**Fig 10. Asa Morgan's brick machine patented in 1869**

Asa Morgan of Cedar Bayou invented this machine when the brick industry on the bayou was in its infancy. A version of this machine known as a pug mill was used in Cedar Bayou brick yards through 1915. The long sweep was rotated by a horse or mule walking in endless circles and the mechanism automatically filled the molds and ejected them, scraping excess clay off the top in the process. Other manufacturers made geared pug mills which could be powered by either a horse or a steam engine. There are two similar machines pictured in Fig 11 and one in Fig 12. Image from the US Patent Office.



**Fig 11. Wright's Brick Yard, ca 1900.** Note the two pug mills, drying sheds, brick molds held by the boys, and the broken home-made pug-mill shaft in the foreground. From the collection of Kenny Wright.



**Fig 12. Mike Casey Brick Yard, 1914.** The picture was taken from the Chambers County side looking across Cedar Bayou. The drying shed is just right of the windmill and a pug mill is visible between the windmill and woodpile. Sterling Municipal Public Library





**Fig 13. Handmade brick from the Mike Casey brick yard, 1905-1916.**

Mike Casey had one of the last brick yards on Cedar Bayou and made the bricks for the 1911 Cedar Bayou school house (see Fig 45). The diagonal striations were made by the brick molder using a “striking stick” to manually scrape excess clay from the top of the mold, and the fingerprints were left by the boy who carried the brick from the molding table to the drying shed. The side of the brick shows folds in the clay because the mold was not filled under great pressure. This unmarked brick was recovered from the waters of Cedar Bayou where his bricks were loaded onto barges. Image by author.



**Fig 14. Pressed brick from Rosamond Milam & Bro yard, 1870-1891.**

Found in the waters of Cedar Bayou at the site of one of Rosamond, Milam & Bro brickyards. After the brick was molded it was “repressed” in another machine. This removed the voids and increased the compressive strength of the brick to use as face brick. Note the smooth surface and the ridge around the brick edges where the compression plate squeezed out the clay and compare the finish with the bricks above and below. The reverse face of the brick is similar to the top image in Figure 15. Also compare the ridge left by the repress machine with Figure 17. Image by author.



**Fig 15. Molded cornice brick from Thomas Wright brick yard, 1870-1904.**

Found in the waters of Cedar Bayou at the site of Thomas Wright's brickyard. Molds for these bricks were made with a rounded bottom surface to form the brick. The top image shows the rough surface where the brick machine scraped excess clay from the top of the mold as it was being ejected from the press. This was an automatic feature of the machine and almost all common bricks made on Cedar Bayou between 1870 and 1900 show this texture. When Nelson Martin worked at Mike Casey's yard around 1905 the automatic feature was no longer being used and he described the brick mold filled by hand and the clay struck off by hand giving a different texture (see Fig 13). The middle and bottom images show the homogenous finish from the pressing process which was much more consistent than could be produced from making by hand. Machine-made common bricks had a similar finish. Image by author.



**Fig 16. Brick from one of J.P. Davie's brick yards, 1870-1893.**

Galveston merchant John P. Davie owned almost 750 acres in Cedar Bayou brick and wood yards. At different times he was in Cedar Bayou brickyard partnerships with Galveston builders Hugh Pritchard and Robert Palliser and also had a yard of his own. The yards made pressed as well as common bricks but this brick was probably made for building his own houses in Galveston. Image courtesy of International Brick Collectors Association Library

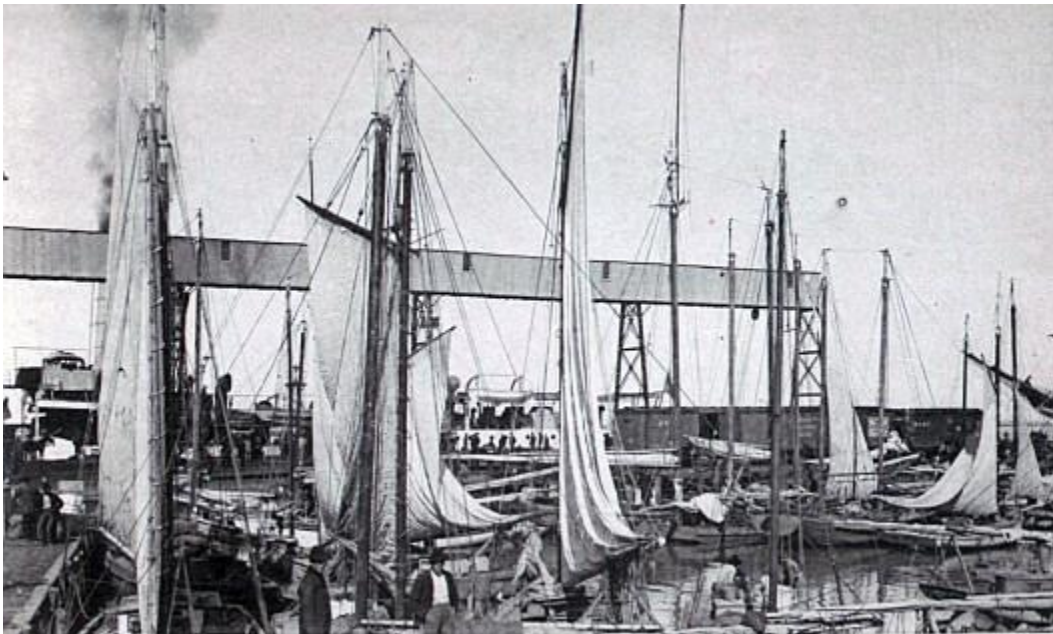


**Fig 17. Pressed brick attributed to Rosamond, Milam & Bro, 1870-1891.**

The bricks had a cedar tree pressed into the bed. When the Texas Star Flour Mill was built in 1887, the Galveston Daily News reported that Rosamond, Milam & Bro supplied the bricks. When it was demolished in 1973, reclaimed brick dealer Carl Schiro found that bricks with this pattern had been used. Jim Manning, the Galveston brick mason who gave me this brick, was told that it was made by the Evergreen Brick Company. No company with that name was known to exist but Ashbel Smith's farm on Cedar Bayou was named Evergreen and Thomas Wright later bought the property from Smith. The texture, color, the extruded ridges left by the repressing machine, and the face of the other side of this brick are identical to Figure 14. It is thought to have been made at Rosemond, Milam & Bro brickyard. As evidenced by the ridges, the brick was molded as an unstamped common brick and then repressed in another machine. The plate which pressed the brick carried the cedar tree image which was applied during the re-pressing step. Image by author.



**Fig 18. Elijah Ellisor's schooner St. George, ca 1900.** There were over thirty vessels similar to this in the brick trade through the years. *Humble Bee*, December 28, 1939.



**Fig 19. The Mosquito Fleet at the Brick Wharf in Galveston.**  
*Galveston, the Sea Wall City*, 1904.

Typical notices in Galveston Newspapers

The steamboat Beardstown is discharging a cargo of 100,000 bricks, on the flats east of Bean's Wharf. The bricks are from the yards of Mr. J. P. Davie, on Cedar bayou, and will be used in the construction of the new hotel he is erecting at the corner of Mechanic and Tremont streets, in this city.

Fig 20. Galveston Daily News, Aug 5, 1873, p3

**BRICKS FROM CEDAR BAYOU.**  
The schooners engaged in transporting brick to Galveston from Cedar bayou have been quite busy this year. There are some seven or eight schooners engaged in the trade, and make periodical trips to and from Cedar bayou. The pier at Erick wharf slip is usually the place where the schooners moor and discharge their cargoes, and it is seldom that a week passes without a schooner arriving with a cargo of brick. These bricks are generally of one quality, being the baked brick, and are more commonly used than any other. A News reporter was informed yesterday that as many as ten million bricks were manufactured at Cedar bayou per annum, the majority of which were shipped to and disposed of in Galveston. It is quite an industry, and appears to be steadily increasing.

Fig 22. Galveston Daily News, Oct 15, 1887, p8

The schooner Try Again, after discharging a cargo of brick at Labadie's wharf, sailed yesterday for Cedar bayou.  
The schooner P. J. Willis arrived yesterday from Cedar bayou with a cargo of brick and is now made fast to Labadie's wharf.  
The schooner Mermaid, Casey master, arrived yesterday from Cedar bayou, and is discharging a cargo of brick at Labadie's wharf.

Fig 24. Galveston Daily News, Fri, Jul 25, 1890

There is almost a continuity of brick piles from one wharf to another—in fact there is more brick on the wharf now than there has been for the past year. All this material was brought in by coasters, and will be used in the city for building purposes. These brick piles are signs of prosperity, and mean work for the laborer and bricklayer; and when these two elements of industry come together with hod and trowel, the carpenter soon follows, and on the heels of all comes the merchant and his wealth. Brick piles mean something, even if they are stacked on a wharf.

Fig 21. Galveston Daily News, Apr 25, 1880, p4

**CEDAR BAYOU CRAFT.**  
The receipts of building material at the Erick wharf levee continue to be large and the following named craft from the yards at Cedar Bayou were moored there yesterday morning: Schooner P. J. Willis, Kelly, master, with 30,000 brick; schooner Rapallo, Carroll, master, with 25,000 brick, and the schooner Try Again, Ilfrey, master, with 12,000 brick. Much larger cargoes could be brought out of the bayou were it not for the shallowness of the water on the bar at its mouth. Although there is quite a trade between Galveston and that section of the state, all the efforts thus far made to secure government aid in deepening the bar have proved futile.

Fig 23. Galveston Daily News, Apr 4, 1888 p4

The Cedar bayou brick fleet was represented at the Kuhn's wharf levee yesterday by the schooners P. J. Willis and Dolphin, which arrived during the day with full cargoes and are discharging there.

Fig 25. Galveston Daily News, Oct 26, 1890 p5

**LITTLE LOCALS.**  
The steamer Rosamond arrived from Cedar bayou yesterday with the barge McLean in tow, with 60,000 brick for the wharf company's elevator.

Fig 26. Galveston Daily News. Dec 21, 1891, p5



**Fig 27. The Mosquito Fleet at the Brick Wharf in Galveston.**  
 From a post card stamped 1901 found on the internet.

**W. H. POLLARD & CO.,**  
 DIRECT IMPORTERS AND DEALERS IN

# Portland and Rosendale Cement

BRICK LEVEE, FOOT OF NINETEENTH STREET.

AGENTS FOR CHICAGO AND OTHER FINE PRESSED BRICK.

**Plaster, Lime, Hair, Laths, Fire Brick, Fire Clay, Paving Tile, Plain and Ornamental Tiles, Sharp Sand, Shells, Stoneware, Flower Pots, &c.**  
**AGENTS FOR STONWARE AND WRIGHT'S CEDAR BAYOU BRICK.**  
 We Import All Goods Direct from the Manufacturers, consequently we are enabled to Sell at Low Figures.

**Fig 28. W.H. Pollard's store at the Brick Wharf, Located at the foot of 19th Street.** 1891 Morrison & Fourmy's General Directory of the City of Galveston 1891-1892 Page 136. From the Rosenberg Library via Portal to Texas History.

22 GALVESTON CITY DIRECTORY.


BENJ. F. BARNES. ROBT PALLISER.

# BARNES & PALLISER,

OFFICE:  
No. 114 E. Mechanic St.  
Between 22d and 23d.

—) AT (—  
J. P. DAVIE & CO'S,  
Adjoining Washington Hotel.

**Bricklayers**



**Contractors**

Galveston, Texas. BEST REFERENCE FURNISHED.

DEALERS IN

## CEDAR BAYOU BRICK

A Superior Quality of Brick Furnished in Any Quantity, on Short Notice,  
and at Low Figures.

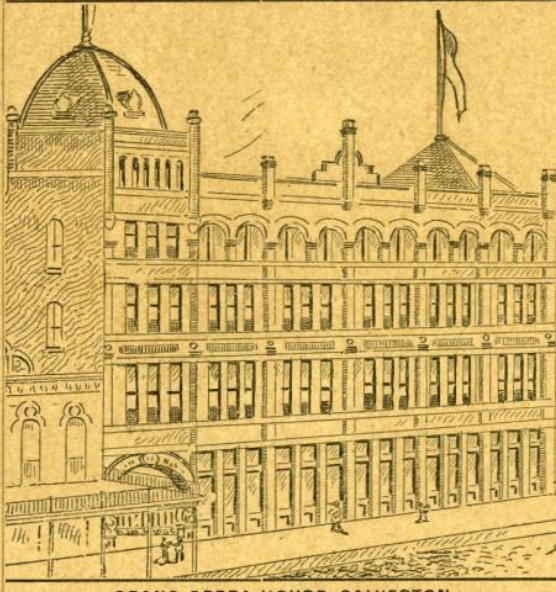
**JOB WORK OF ALL KINDS PROMPTLY ATTENDED TO.**

ESTIMATES FURNISHED FOR BUILDING WORK.

**Fig 29. The Tremont House at NW Corner Church and Tremont.** It was demolished in 1928. Morrison & Fourmy's General Directory of the City of Galveston 1886-1887 Page 22. From the Rosenberg Library via Portal to Texas History.

GALVESTON CITY DIRECTORY. 27

# BARNES & PALLISER,



**BRICK  
LAYERS  
AND  
CONTRACTORS**

Contract for Brick Work of  
All Kinds.  
Estimates Furnished for  
All Building  
Work.

OFFICE:  
2218 MECHANIC STREET.

GRAND OPERA HOUSE, GALVESTON.

**Fig 30. The Grand 1894 Opera House** built of Cedar Bayou brick is still in business at 2020 Post Office Street. Morrison & Fourmy's General Directory of the City of Galveston 1895-1896 Page 27. From the Rosenberg Library via Portal to Texas History.

# ROBERT PALLISER BRICKLAYER AND CONTRACTOR



**CONTRACT  
FOR  
BRICK WORK  
OF  
ALL KINDS**

**ESTIMATES  
FURNISHED  
FOR ALL  
BUILDING  
WORK**

**SECURITY BUILDING**

**CITY REFERENCES:**

**FOUR STORY BRICK BUILDINGS**

- |                       |                         |                              |                      |
|-----------------------|-------------------------|------------------------------|----------------------|
| Security Building     | W. L. Moody & Co. Bldg. | P. J. Willis & Bro. Building | Galveston Cotton and |
| Galv. Cotton Exchange | Grand Hotel and Opera   | Block, Oppenheimer Bldg.     | Woolen Mills         |
|                       | House                   |                              |                      |

**THREE STORY BRICK BUILDINGS**

- |                           |                       |                         |                       |
|---------------------------|-----------------------|-------------------------|-----------------------|
| Adoue & Lobit, Bank Bldg. | Goggan Bros. Building | Marx & Kempner Building | L. & H. Blum Building |
| City Hall                 | County Jail           | Harmony Club            | Heffron Building      |
| Alvey Building            | Jordan Building       |                         |                       |

**TWO STORY BRICK BUILDINGS**

- |                           |                           |                       |                   |
|---------------------------|---------------------------|-----------------------|-------------------|
| Ball High School          | H. M. Trueheart Building  | Gust. Heye Building   | Sinclair Building |
| Rosenberg School          | George Seeligson Building | McDonald Building     | Aschoff Building  |
| West Broadway School      | Moore Bros. Building      | Hall & Scott Building | Abele Building    |
| Galveston Orphans Home    | Rakel Building            | Wells Building        | Merriman Building |
| First Baptist Church      | Freybe Building           | Atkins Building       | Mistrot Building  |
| Masonic Temple            | Davie Building            | Wegner Building       | City Fish Market  |
| First National Bank Bldg. | Texas Ice & Cold Storage  | Hawley Building       |                   |

**PRIVATE RESIDENCES**

- |                           |                         |                           |
|---------------------------|-------------------------|---------------------------|
| B. Adoue, Brick Residence | W. L. Moody, Jr., Brick | J. W. Harris, Brick Resi- |
| Sylvain Blum, Brick Resi- | Residence               | dence                     |
| dence                     |                         |                           |

**OFFICE, BUILDERS' EXCHANGE, BOX 67. PHONE 358.**

**GALVESTON, TEXAS**

Figure 31. The Security Building, now the Stewart Title Co, still stands at 222 22nd Street in Galveston. Morrison & Fourmy's General Directory of the City of Galveston 1906-1907 Page 35. Partial list of buildings constructed using Cedar Bayou brick. From the Rosenberg Library via Portal to Texas History.





**Fig 32. The Security Building, known today as the Stewart Title Building, 1881.**

Built by Robert Palliser. The Cedar Bayou common brick is overlaid by pressed brick on the south and west sides and by cement stucco on the north and east sides. Image from internet.



**Fig 33. The Stewart Title Building, NE corner showing exposed brick.**

Note the common bond brick pattern. The eroded stucco has since been repaired. Google Maps street view, Image date Aug 2018.



**Fig 34. Cedar Bayou brick in the 24th Street curb built by Hugh Pritchard in 1874.**

This curb is on the west side of the Sealy Hutchings building. An identical curb is on the Strand directly in front of the building. Several yards made curb bricks but these were made at Hugh Pritchard's yard on Cedar Bayou. Galveston Daily News, March 8, 1874, p5. Image by author.



**Fig 35. Molded curb brick from Casey & Gillette brickyard, ca 1904.**

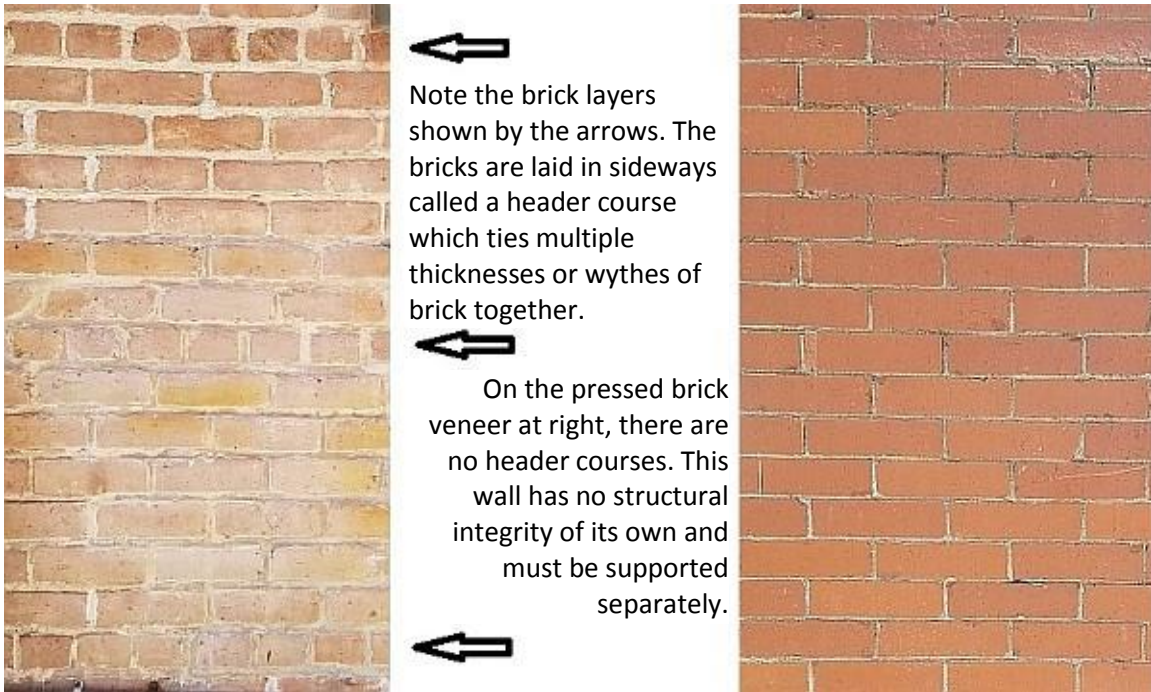
Also referred to as a "bull-nose" brick, this was found in the waters of Cedar Bayou at the site of Mike Casey and F.G. Gillette's brickyard. Molds for these bricks were made with a rounded corner. Otherwise they were made just like common bricks. The shadow shows the original size of the unbroken brick. They were made at several different yards on the bayou since the early 1870s. Image by author.



**Fig 36. The 1884 W. L. Moody Building.** Cedar Bayou brick on the side wall. The façade is overlaid with pressed brick. Image by author.



**Fig 37. The H.M. Trueheart Building built by Robert Palliser at 212 22nd Street, 1882.** Cedar Bayou brick is overlaid with pressed brick on the façade and first floor side wall. Image by author.



**Fig 38. Example of brick construction from the H.M. Truehart Building.**  
Structural masonry wall at left, pressed brick veneer on right. Image by author.



**Fig 39. "Old Red", the Ashbel Smith Building at UTMB, 1891.**  
Built by Robert Palliser and reported in the Galveston Daily News as constructed with both common and pressed brick made on Cedar Bayou. Image from internet.



**Fig 40. First Presbyterian Church, Galveston, 1874.**

Reported in the Galveston Daily News as Cedar Bayou brick construction with cement stucco overlay. Image from internet.



**Fig 41. Sacred Heart Church, Galveston, 1903.**

Reported in the Galveston Daily News as Cedar Bayou brick construction with cement stucco overlay. Image from internet.



**Fig 42. J. C. Trube House, 1890**

Cement stucco over common brick. Designed by Alfred Muller, known for specifying Cedar Bayou brick in his structures and built by John W. Pope, known for doing business with W.D. Pollard who represented Wright's Cedar Bayou bricks. The building contract named Robert Palliser's partner, Benjamin Barnes. Image from internet.



**Fig 43. The Moody Mansion, 1893.**

Built by Robert Palliser who owned a brickyard on Cedar Bayou. Common brick overlaid with pressed brick. Image from internet.



**Fig 44. Incarnate Word Academy, Houston, 1905.**

Designed by Nicholas Clayton and built with Cedar Bayou brick, demolished in 2016. Google Maps street view, Image date Apr 2011.



**Fig 45. Cedar Bayou School, 1911.** Built with brick from Mike Casey's yard.  
Sterling Municipal Public Library.

## 20<sup>th</sup> Century Cedar Bayou Pressed Bricks

All these bricks were made on the same 40-acre tract between 1921 and 1958.



**Fig 46. Dry pressed brick attributed to Bohemia Brick & Tile Co, 1921-1922.**

The entire process was covered by five patents held by James T. Pokorny, who held an additional patent for tile production. This was the first dry-pressed brick to be produced on Cedar Bayou and the process was completely automated. The company went bankrupt in 1922 and 35,000 raw or unfired bricks were abandoned onsite. They were probably fired by the subsequent owner. Image by author.



**Fig 47. Dry pressed brick by Texas Brick & Tile Co, 1927-1928.**

Found in the waters of Cedar Bayou at the site of the Texas Brick & Tile plant. They bought the old Bohemia Brick & Tile property, whose machinery had been removed prior to the sale, for \$6,500. The brick molds probably came from the Texas Press Brick Co in Ferris which had been bought by Bridgeport Brick Co the previous year. Image by author.





**Fig 48. Dry Pressed brick by Bridgeport Brick & Tile Co, 1928-1930.**

Found in the waters of Cedar Bayou at the site of the Bridgeport plant. Bridgeport had wanted a plant in the Houston area for several years. They probably financed the startup of Texas Brick & Tile because in 1928 they purchased that company, which by then was valued at \$75,000, for ten dollars cash and "for other good, valuable, and sufficient considerations." Image by author.



**Fig 49. Dry Pressed brick by Lighthouse Brick Co, 1933-1939.**

Found in the waters of Cedar Bayou at the site of the Lighthouse plant. Bridgeport Brick Co filed for bankruptcy in 1930 and W.H. Lighthouse bought the property, plant, and equipment in 1933. The company defaulted on payments and when the Bridgeport Brick Company bankruptcy case was settled in 1939, Lighthouse went into receivership. Image by author.



**Fig 50. Dry Pressed brick from John Kilgore's yard, 1939-1958.**

Kilgore purchased the Lighthouse brick plant when Bridgeport went bankrupt. Note the screw heads where the frog was attached to the bottom of the mold. Image by author.



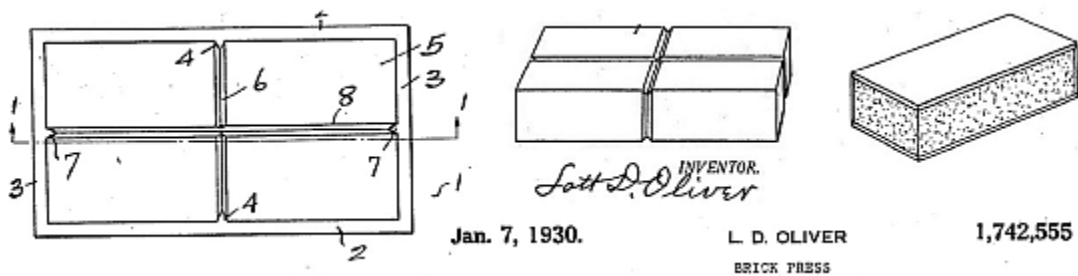
**Fig 51. John Kilgore's yard made several types of bricks.**

This modular brick is slightly smaller than the brick shown above and had standard dimensions, a smooth finish, and sharp lines. Unlike common bricks, these were made such that the dimension of the brick including mortar would equal a round number, in this case 8". Image by author.



**Fig 52. Stone-Tex brick from John Kilgore's yard.**

The process was patented by his superintendent, L.D. Oliver. After the bricks were fired, they were snapped at the scored lines making four bricks with two smooth and two textured sides on each brick. The bricks could be laid with either the smooth side or textured side exposed. Image by author.

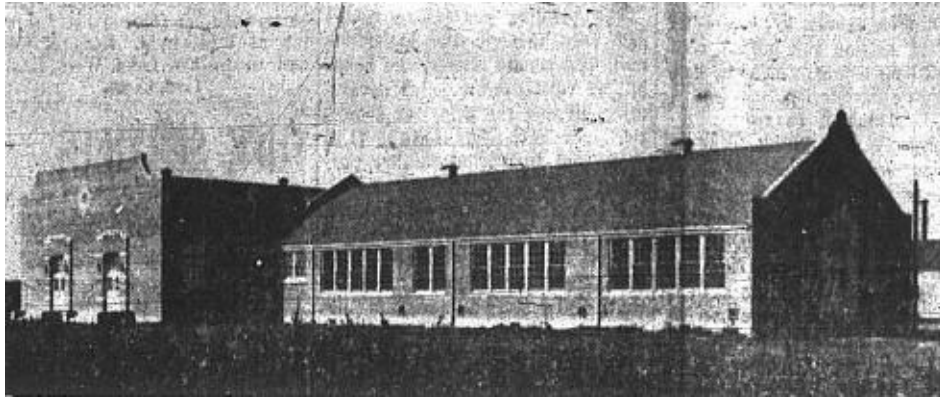


**Fig 53. Stone-Tex brick mold patent drawings. United States Patent Office.**



**Fig 54. Intact Roman Stone-Tex brick from John Kilgore's yard.**

The Stone-Tex Roman brick mold made two longer bricks at a time. These bricks were used on Cedar Bayou Methodist Church and parsonage. Image by author.



**Fig 55. Cedar Bayou High School, 1939.** The first building constructed with John Kilgore's Cedar Bayou Bricks. The school was demolished in 2003 and bricks with the "Cedar Bayou" stamp were found to have been used. Goose Creek Daily Sun, July 1, 1939.



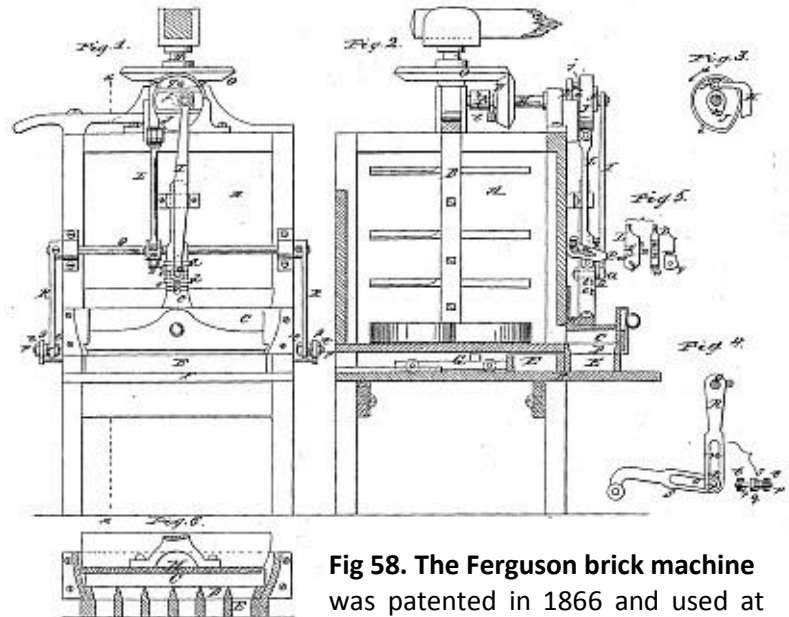
**Fig 56. Cedar Bayou Methodist Church, 1953.** One of the last buildings constructed with Cedar Bayou bricks. Stone-Tex Roman bricks were used on the church and on the parsonage next door. Image from internet.

## The Goose Creek Brick Yards

Although the brick yards on Goose Creek produced nowhere near the total volume of bricks as Cedar Bayou, they were established about the same time and for a few years produced a great quantity of bricks which had no markings, looked identical to Cedar Bayou bricks, and were certainly used in Galveston buildings in the 1860s and 70s.



**Fig 57. The two brickyards on Goose Creek.** Edgar’s yard was 1-1/2 river miles from the mouth. The course of the creek in 1870 before subsidence is shown in blue. Also see Figure 9.



**Fig 58. The Ferguson brick machine** was patented in 1866 and used at Samuel Page’s brick yard in 1871. U.S. Patent Office drawing.

The clay was fed into the top of the machine. The rotating knives mixed the clay and extruded into the molds where the pressure plate compressed the brick.



**Fig 60. Samuel Page’s brickyard today**



**Fig 59. Bricks from Thomas Edgar’s yard.** He made two sizes of brick. The larger brick is entirely handmade as evidenced by the diagonal striations and un-pressed folds in the clay. The bottom is a very weathered machine made brick.

## What's left of the Cedar Bayou brick yards?

The only thing remaining of the brickyards are millions of bricks and brick fragments which can only be seen after a north wind blows the water out of Cedar Bayou, leaving them exposed where they would have been loaded onto schooners and barges over a hundred years ago. As the banks of the bayou continue to slough off from erosion, more bricks will be exposed in the future. Here are just a few.



**Fig 61. Thomas Wright.**



**Fig 62. Rosamond, Milam & Bro.** This was one of several yards owned by the company.



**Fig 63. McLean & Bro.**



**Fig 64. Casey & Gillette, Bohemia, Texas, Bridgeport, Lighthouse, Kilgore.**

## Endnotes

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- <sup>1</sup> Sponsored by the City of Baytown. 2401 Market Street, Baytown, Texas 77520. <https://baytown.org/>
- <sup>2</sup> Member, Harris County Historical Commission. Assisted by Bernice Mistrot, also of HCHC, with thanks to Caleb Roberts for helping me find the brickyards on the bayou by boat.
- <sup>3</sup> [The Appearance of Bricks in Ancient Mesopotamia](#). by Kadim Hasson Hnaihen. *Athens Journal of History*-Volume 6, Issue 1, January 2020–Pages 73-96.
- <sup>4</sup> “[Early Brickmaking in the Colonies](#)” by N. R. Ewan. Camden County Historical Society.
- <sup>5</sup> *A Prehistory of Houston and Southeast Texas*, 2021, by Dan Worrall. [www.concertinapressbooks.com](http://www.concertinapressbooks.com)
- <sup>6</sup> This yard was used only to make the bricks for the fort and associated buildings. [Fort Anahuac and the Texas Revolution, The Texas Almanac](#).
- <sup>7</sup> [Galveston, Houston and Henderson Railroad, TSHA](#).
- <sup>8</sup> “[Texas and the Gulf of Mexico: Yachting in the New World](#)”. Mrs. Mathilda Charlotte Houston, Volume 1, p123. G.B. Zieber & Company, 1845. Originally published London John Murray, Albemarle Street, 1844.
- <sup>9</sup> [1850 Galveston City Census. pp1-87](#).
- <sup>10</sup> (Galveston) [Weekly Journal. January 7, 1853 p2](#).
- <sup>11</sup> [The Galveston News. September 30, 1856, p2](#)
- <sup>12</sup> [The Galveston Daily News. April 21, 1874, p1](#).
- <sup>13</sup> [The Galveston Daily News. Saturday, November 14, 1885, p1](#).  
A photograph of the “[The Great Fire](#)”. From The Galveston County Daily News, July 15, 2017 Covering the catastrophe
- <sup>14</sup> [The Galveston Daily News. December 22, 1886 p5](#).
- <sup>15</sup> [The Galveston Daily News, Wed, November 18, 1885, p8](#).
- <sup>16</sup> [The Galveston Daily News. August 20, 1876, p8](#).
- <sup>17</sup> [Civilian and Gazette. Weekly, June 23, 1857, p1, c1](#).
- <sup>18</sup> [Civilian and Gazette. April 23, 1857, p1, c5](#).
- <sup>19</sup> [Galveston Weekly News, March 30, 1858, p3, c6](#).
- <sup>20</sup> [Civilian and Gazette Weekly, July 26, 1859, p3, c4](#)
- <sup>21</sup> [Galveston Weekly News, Jul 6, 1858, p1, c3](#).
- <sup>22</sup> [Galveston Weekly News, January 17, 1866, p4, c4](#).
- <sup>23</sup> [Flake's Bulletin, May 3, 1867, p4, c4](#).
- <sup>24</sup> [The Daily Sun. \(Goose Creek, Texas\), April 29, 1935, p8](#).
- <sup>25</sup> [The Galveston Daily News, November 6, 1868, p2 column 1](#).
- <sup>26</sup> [The Galveston Daily News, Sep 22, 1882, p1](#).
- <sup>27</sup> [The Galveston Daily News, Mar 16, 1870, p2](#).
- <sup>28</sup> Harris County Deed Book 10, p455, H de St. Cyr to O.M. Opdenmeyer. Apr 23, 1872.
- <sup>29</sup> Galveston County Deed Book 7, p395. O.M. Opdenmeyer to Mott & Trueheart. May 18, 1872.
- <sup>30</sup> [The Galveston Daily News, April 23, 1882, p4](#)
- <sup>31</sup> [The Galveston Daily News, May 19, 1884, p5](#).

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- <sup>32</sup> [The Galveston Daily News, March 16, 1885, p3.](#)
- <sup>33</sup> [The Galveston Daily News, January 15, 1875, p4.](#)
- <sup>34</sup> [The Galveston Daily News, January 1, 1888, p2, Col 2.](#) See Appendix, Figure 6.
- <sup>35</sup> [The Galveston Daily News, March 28, 1895, p4.](#)
- <sup>36</sup> [The Weekly Telegraph \(Houston, Tex.\), February 25, 1857, p2.](#)
- <sup>37</sup> [Houston Chronicle, May 21, 1937, p17.](#)
- <sup>38</sup> Harris County Deed Book V, p406, Benjamin Roper to Samuel Page, October 1, 1856.
- <sup>39</sup> 1870 US Census, Harris County Precinct 3, Subdivision 35, p9.  
<https://www.familysearch.org/ark:/61903/3:1:S3HT-6QRQ-W7Y?i=8&cc=1438024>
- <sup>40</sup> Elias Tharp appears on an Ancestry Tree. <https://www.ancestry.com/family-tree/person/tree/23763285/person/1768782537/facts>
- The tree author is a descendant of Elias' sister, Emiline "Emma" Tharp Goucher/Gautier, with whom he is enumerated in the 1850 census. This family tree says that Elias and Mary had a child, C. Tharp, who was born after 1870 and died 20 Aug 1878 in Houston. I have not yet found evidence to support either the death in 1878 or the relationship.
- <sup>41</sup> Referenced above in the Context section.
- <sup>42</sup> The reference is to Goose Creek community which was east of Goose Creek stream where the brickyard was located. [The Galveston Daily News, Mar 16, 1871, p2.](#)
- <sup>43</sup> "A Wonderful Brick Machine" [The Houston Union, Wed, Mar 15, 1871, p3 c1.](#)
- <sup>44</sup> [The Daily Sun. \(Goose Creek, Texas\), April 29, 1935, p8.](#) Remnants of the yard can be seen on the Dec 31, 1943 GLO Image on Google Earth at 29°43'16.13" N 94°59'22.70" W
- <sup>45</sup> [1850 Galveston County Census, p36.](#) Also <https://www.findagrave.com/memorial/110359222/fannie-elizabeth-andrews>
- <sup>46</sup> [Galveston Tribune, June 8, 1899, p2.](#)
- <sup>47</sup> The advertisement stated 109 acres but according to the deed it was just 100 acres. [The Galveston Daily News, November 18, 1874, p2.](#)
- <sup>48</sup> Harris County Deed Book 18, p319. M.M. Gaillard to E.J. Duke. 100 acres, Jul 21, 1877.
- <sup>49</sup> Ashbel Smith's home at Evergreen. [Sterling Municipal Public Library.](#)
- <sup>50</sup> The [1851 Coastal Survey](#) on the NOAA website shows the pottery works at the mouth of Cedar Bayou.
- <sup>51</sup> [Flake's Bulletin. \[Galveston, TX.\], July 13, 1866, p4 c1.](#)
- <sup>52</sup> [Flakes Bulletin, \[Galveston, Tex.\], Apr 22, 1866, p2 c2.](#)
- <sup>53</sup> [Galveston Tri-Weekly News July 30, 1869, p2.](#)
- <sup>54</sup> Harris County Deed Book 1, p578, S.M. Butler to James Casey, May 9, 1863.
- <sup>55</sup> [Flake's Bulletin Apr 3, 1867, p1 c5.](#) Also see Appendix Figure 2.
- <sup>56</sup> [Flake's Bulletin, Dec 3, 1867, p2.](#)
- <sup>57</sup> Harris County Deed Book 6, p205, Will Powars to James Casey, June 11, 1868.
- <sup>58</sup> [The Galveston Daily News, July 2, 1869, p1 c2.](#)
- <sup>59</sup> Harris County deed Book 9B, p1. Wm Evans to J.P. Davie, 250 acres, June 27, 1870.
- <sup>60</sup> [Houston Mercury, July 9, 1873, p2.](#)
- <sup>61</sup> [The Galveston Daily News, June 27, 1876, p1.](#)
- <sup>62</sup> [Houston Mercury, July 9, 1873, p2.](#)



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- <sup>63</sup> Harris County Deed Book R, p243, W.M. McArdle to J.P. Davie, May 13, 1880, (illegible)A  
Harris County Deed Book 9B, p1, W.R. Evans to J.P. Davie, May 27, 1870, 250A  
Harris County Deed Book 14, p273, Samuel Shethar to J.P. Davie, May 31, 1875, 200A  
Harris County Deed Book 16, p129, John Kingsbury to J.P. Davie, Dec 6, 1876, 200A  
Harris County Deed Book 20, p491, Mary Leammon to J.P. Davie, May 13, 1880, (illegible)A  
Harris County Deed Book 20, p491, Agnes Griffin to J.P. Davie, May 13, 1880, (illegible)A  
Harris County Deed Book 28, p279, James W. Scott to J.P. Davie, Oct 10, 1883, 293A
- <sup>64</sup> The Galveston Daily News. June 20, 1874, p3. See Appendix, Figure 4.
- <sup>65</sup> Henson, p64.
- <sup>66</sup> Harris County Deed Records, Book 60, p553, Jesse Humason to Thomas Wright, September 13, 1892.
- <sup>67</sup> The Galveston Daily News. June 30, 1874 p3.
- <sup>68</sup> The Galveston Daily News, June 17, 1874, p3.
- <sup>69</sup> Galveston Daily News. April 29, 1874, p3.
- <sup>70</sup> 1880 Industry Schedule. Harris County, District 17.
- <sup>71</sup> Small manufacturing operations that produced less than \$500 worth of goods were not included on any of the schedules.
- <sup>72</sup> Thomas Wright arrived in New York City on October 25, 1870 aboard the “City of Brussels.”
- <sup>73</sup> *Historical Review of South-east Texas.* By Dermot H. Hardy, Ingham S. Roberts · 1910, p945.
- <sup>74</sup> Flakes Bulletin, [Galveston, Tex.], Apr 22, 1866, p2 c2
- <sup>75</sup> The Galveston Daily News. April 2, 1876, p4.
- <sup>76</sup> The Galveston Daily News. November 27, 1884, p8.
- <sup>77</sup> The Galveston Daily News. April 23, 1882, p4.
- <sup>78</sup> The Galveston Daily News. March 16, 1885, p3.
- <sup>79</sup> *Historical Review of Southeast Texas.* Volume 2, Dermot H. Hardy, Ingham S. Roberts, 1910, p945.
- <sup>80</sup> Galveston Daily News. April 12, 1885, p3. Also see Appendix Images, Figures 29 & 30.
- <sup>81</sup> Galveston Daily News. February 09, 1905, p10.
- <sup>82</sup> Harris County Deed Book 21, p258, Hugh Pritchard to Robert Palliser, June 23, 1880.
- <sup>83</sup> Morrison & Fourmy's General Directory of the City of Galveston: 1903-1904, p269.
- <sup>84</sup> Morrison & Fourmy's General Directory of the City of Galveston: 1913, p318.
- <sup>85</sup> Clayton, Nicholas Joseph (1840–1916), TSHA Online.
- <sup>86</sup> Morrison & Fourmy's General Directory of the City of Galveston: 1901-1902, p33.
- <sup>87</sup> 1870 U.S. Census, Harris County Subdivision 35, p14.
- <sup>88</sup> Harris County Deed Books, misc entries. Deeds from Rosamond, Milam & Bro to Monroe Coglin, Wm Smith, R.C. Epperson, J.W.Ellender, J.M. Matthews, John Shannon, Matthews & Bro.
- <sup>89</sup> The Galveston Daily News, Jan 1, 1886, p3.
- <sup>90</sup> The Galveston Daily News. November 15, 1886, p3.
- <sup>91</sup> Nelson Martin, Find a Grave.
- <sup>92</sup> The Baytown Sun. February 12, 1968, p6.

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- <sup>93</sup> The 1870 and 1880 censuses show employees living at both the Ellender and Rosamond, Milam & Bro brickyards.
- <sup>94</sup> The 1882 Texas Gazetteer and Business Directory listed Rosamond, Milam & Bro as general store and brick manufacturer. <https://www.familysearch.org/library/books/records/item/182645-texas-state-gazetteer-and-business-directory-1882-83>
- <sup>95</sup> “In Memory of a Deceased Brother,” Galveston Daily News. July 11, 1885, p5.
- <sup>96</sup> Estate of S.G. Rosamond, October 4, 1888, p102. Harris County Archives Probate books.
- <sup>97</sup> Rosamond, Milam & Bro is listed as a general store and brick manufacturer in the 1890 Texas Gazetteer and Business Directory, p543.
- <sup>98</sup> Houston Local Items – District Court. Galveston Daily News. October 12, 1889, p 3.
- <sup>99</sup> Galveston Daily News. March 23, 1891, p3.
- <sup>100</sup> Harris County Deed Book 57, p12. Rosamond, Milam & Bro. to R.A. & C.M. Milam, May 29, 1891.
- <sup>101</sup> *The Clays of Texas*. Bulletin of the University of Texas No. 102, Scientific Series Vol 2, February 1, 1908, By Heinrich Ries, PhD, Feb 1, 1908.
- <sup>102</sup> [Subject-matter Index of Patents for Inventions Issued by the United States Patent Office from 1790 to 1873: Inclusive .... \(1874\). United States: U.S. Government Printing Office.](#) pp141-145.
- <sup>103</sup> [1856 Galveston County Tax Assessment.](#) pA3.
- <sup>104</sup> Although the reference is from Colonial Williamsburg, the process in Texas was identical through the 1850s. <https://www.slaveryandremembrance.org/Almanack/life/trades/tradebri.cfm?showSite=mobile-regular>  
Also, <https://research.colonialwilliamsburg.org/Foundation/journal/Winter05-06/bricks.cfm>
- <sup>105</sup> “Mr. L.C. Stanley lost about 2,500 soft brick in the kiln, ready to burn.” The Daily Globe (Washington, District of Columbia), October 4, 1854, p3, c4
- <sup>106</sup> “Ashbel Smith of Texas”, Elizabeth Silverthorne, 1982, Texas A&M University Press, p189. Her book references an unrecorded deed between D.W. Hinckle and Ashbel Smith, June 11, 1874.
- <sup>107</sup> Flakes Daily Bulletin, [Galveston, Tex.], Feb 07, 1867, p3.
- <sup>108</sup> Detroit Free Press, April 11, 1868.
- <sup>109</sup> Alfred Hall brick machine, US Patent No. 5,128, dated May 22, 1847.
- <sup>110</sup> Sands & Cummings brick machine, US Patent No. 10,005, dated September 6, 1853.
- <sup>111</sup> Baker & Martin brick machine, US Patent No. 43,893, dated August 23, 1864.
- <sup>112</sup> The Galveston Daily News. June 4, 1874, p3.
- <sup>113</sup> The Galveston Daily News, June 28, 1888, p3.
- <sup>114</sup> The Galveston Daily News, March 20, 1890, p14.
- <sup>115</sup> Nelson A. Martin, series of articles on five consecutive days commencing with The Baytown Sun. February 12, 1968, p6.
- <sup>116</sup> Chambers County Deed Book E, p509, McLean Bros to Robert Palliser, June 20, 1889.
- <sup>117</sup> Evening Tribune. (Galveston, Tex.), August 6, 1890, p4.
- <sup>118</sup> “Rosamond, Milam & Bro. Manufacturers of and wholesale dealers in COMMON AND PRESSED BRICK.” The Galveston Daily News. April 2, 1883, p3.
- <sup>119</sup> Evening Tribune. (Galveston, Tex.), August 6, 1890, p4.
- <sup>120</sup> “Improvement in Windmills”, John P. Davie of Galveston and Asa Morgan of Cedar Bayou, Texas. U.S. Patent No. 145158. Application filed Oct 7, 1873.
- <sup>121</sup> Galveston Daily News, January 6, 1904, p5 c7.
- <sup>122</sup> Harris County Deed Book 9B, p1, W.R. Evans to J.P. Davie, May 27, 1870, 250A

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- Harris County Deed Book 14, p273, Samuel Shethar to J.P. Davie, May 31, 1875, 200A
- Harris County Deed Book 16, p129, John Kingsbury to J.P. Davie, Dec 6, 1876, 200A
- Harris County Deed Book 20, p491, Mary Leammon to J.P. Davie, May 13, 1880, illegibleA
- Harris County Deed Book 20, p491, Agnes Griffin to J.P. Davie, May 13, 1880, illegibleA
- Harris County Deed Book 28, p279, James W. Scott to J.P. Davie, Oct 10, 1883, 293A
- <sup>123</sup> Harris County Brands, No 3898, p139. Registered May 13, 1881.
- <sup>124</sup> Flake's Bulletin. [Galveston, TX.], July 13, 1866, p4.
- <sup>125</sup> The Galveston Daily News. March 15, 1870, p3.
- <sup>126</sup> The Galveston Daily News. October 10, 1871, p3.
- <sup>127</sup> The Galveston Daily News. April 29, 1874, p3.
- <sup>128</sup> The Galveston Daily News. August 5, 1873, p3. See Appendix, Figure 20.
- <sup>129</sup> "After the Storm." [The Galveston Daily News, September 19, 1875, p1 c8-9.](#)  
"An Enemy to Oysters." [Houston Chronicle. March 18, 1902, p8, col3.](#)
- <sup>130</sup> The Galveston Daily News. August 20, 1874, p4.
- <sup>131</sup> The Houston Post. November 6, 1921, p84.
- <sup>132</sup> Both the Galveston Morning News and the Galveston Daily News used the term "Cedar Bayou Brick Fleet" during the 1880s and 1890s.
- <sup>133</sup> This column reporting three schooners carrying Cedar Bayou brick is typical of the reports. [The Galveston Daily News, February 18, 1890, p2.](#)
- <sup>134</sup> The Virginia Point brickyard was located on the Gulf, Colorado & Santa Fe Railroad. The Galveston Daily News. [The Galveston Daily News, April 23, 1882, p4](#)
- <sup>135</sup> "Mr. Mike Griffin, at Virginia Point, is in the employ of Burnett & Kilpatrick..." [The Galveston Daily News, September 19, 1875, p1, c9.](#)
- <sup>136</sup> The Galveston Daily News. March 2, 1875, p 4, Col 3.
- <sup>137</sup> The Galveston Daily News. April 28, 1875, p4.
- <sup>138</sup> Galveston Tribune. March 6, 1903 Page 2.  
The new Tremont Hotel opened on April 16, 1877. [Galveston Daily News, Sunday, April 15, 1877, p1 c6-7.](#)
- <sup>139</sup> "Brick Contract Awarded." [The Galveston Daily News, July 27, 1871, p3, col 1.](#)
- <sup>140</sup> Morrison & Fourmy's General Directory of the City of Galveston 1884-1885, p36.
- <sup>141</sup> The Galveston Daily News. September 9, 1882, p1.
- <sup>142</sup> The Galveston Daily News. January 1, 1882, p2.
- <sup>143</sup> The Galveston Daily News. June 27, 1876, p1.
- <sup>144</sup> Chicago Tribune, May 1, 1883, p11.
- <sup>145</sup> Historic Brickwork, by Dik Coates, P.E.
- <sup>146</sup> The Galveston Daily News. August 25, 1895, p6.
- <sup>147</sup> The Galveston Daily News. April 28, 1880, p4.
- <sup>148</sup> Brick construction on the Trueheart building. See Appendix Images, Figures 37 & 38.
- <sup>149</sup> Galveston Tribune. February 15, 1900, p3.  
The Galveston Daily News, November 15, 1892, p5.

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- <sup>150</sup> [The Galveston Daily News. March 31, 1874, p1.](#)
- <sup>151</sup> [Galveston City Directory, 1866-1867, p62.](#)
- <sup>152</sup> [The Galveston Daily News, March 8, 1874, p5.](#)
- <sup>153</sup> Harris County Deed Book 14 p273, Samuel Shethar to J.P. Davie, Nov 11, 1874.
- <sup>154</sup> [The Galveston Daily News, October 23, 1892, p16.](#)
- <sup>155</sup> [The Galveston Daily News. July 30, 1874, p4, c3.](#)
- <sup>156</sup> [The Baytown Sun. February 16, 1968, p4.](#)
- <sup>157</sup> [The Galveston Daily News. Sunday, January 1, 1888, p2.](#)
- <sup>158</sup> [The Galveston Daily News. October 15, 1887, p8.](#) See Appendix, Figure 22.
- <sup>159</sup> [The Galveston Daily News. December 13, 1887, p8.](#)
- <sup>160</sup> [Evening Tribune. \(Galveston, Tex.\), April 7, 1888, p1.](#)
- <sup>161</sup> [The Galveston Daily News. November 15, 1886, p3.](#)
- <sup>162</sup> [The Galveston Daily News, February 23, 1969, p45.](#) Also see Appendix Images Figure 39.
- <sup>163</sup> [Dallas Morning News. September 10, 1890, p6.](#)
- <sup>164</sup> [The Galveston Daily News. January 1, 1892, p2.](#)
- <sup>165</sup> [Influence of Culture, Faith, Environment, and Building Technology on the Built Form: The Case of Nineteenth Century Catholic Churches in Galveston, Texas. A Dissertation by David Mark Dubbelde, p151.](#)
- <sup>166</sup> [List of Merchant Vessels of the United States, p209.](#)
- <sup>167</sup> [The Galveston Daily News. October 18, 1872, p3.](#)
- <sup>168</sup> [The Galveston Daily News. June 2, 1885, p8.](#)
- <sup>169</sup> [Heller's Galveston Directory, 1878-1879, p159.](#)
- <sup>170</sup> Galveston County Deed Book 76, p579.
- <sup>171</sup> [The Galveston Daily News. July 24, 1873, p3.](#)
- <sup>172</sup> [The Galveston Daily News. January 18, 1877, p4.](#)
- <sup>173</sup> [The Galveston Daily News. February 3, 1894, p4, col 8.](#)
- <sup>174</sup> [Houston Chronicle. May 3, 1902, p3, col 1.](#)
- <sup>175</sup> [List of Merchant Vessels of the United States, Government Printing Office, 1891, p336.](#)
- <sup>176</sup> [The Galveston Daily News, March 24, 1891, p3.](#) See Appendix Images Figures 23-25
- <sup>177</sup> [The Galveston Daily News, August 1, 1897, p3.](#)
- <sup>178</sup> [Houston Chronicle, May 3, 1902, p3.](#)
- <sup>179</sup> [Houston Chronicle, October 28, 1901, p6.](#)
- <sup>180</sup> [Houston Chronicle, October 29, 1901, p6.](#)
- <sup>181</sup> [Houston City Directory, 1894, p380.](#)
- <sup>182</sup> [Historic Incarnate Word Academy Building \(1905\) Nicholas Clayton building.](#) See Appendix Images, Figure 44.
- <sup>183</sup> [Houston Chronicle, March 17, 2015](#)
- <sup>184</sup> [Engineering News, February 5, 1887.](#)
- <sup>185</sup> [The Houston Buildings of N.J. Clayton, Stephen Fox. from \*The Houston Review\*.](#)

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- <sup>186</sup> [The Houston Post. January 9, 1910, p15.](#)
- <sup>187</sup> [The Baytown Sun \(Baytown, Tex.\), July 3, 1983, p1D.](#)
- <sup>188</sup> [The Galveston Daily News. August 28, 1895, p3.](#)
- <sup>189</sup> Morrison & Fourmy's General Directory of the City of Galveston 1909-1910, p42.
- <sup>190</sup> [The Tri-Cities Sun \(Goose Creek, Tex.\), July 28, 1933, p35.](#)
- <sup>191</sup> “[The Elimination of Hand Labor in Brick Making](#)”, Transactions of the American Ceramic Society, Vol 5, 1903, pp21-49.
- <sup>192</sup> Harris County Deed Book 446, p383, A.T. Eddingston to James T. Pokorny. Recorded Apr 7, 1920.
- <sup>193</sup> Harris County Deed Book 470, p602, Fred Gillette to Bohemia Brick & Tile Co. Recorded Apr 26, 1921.
- <sup>194</sup> [The Port Arthur News, Apr 10, 1921, p11.](#)
- <sup>195</sup> “Brick Kiln Construction”, James T. Pokorny of Paris, Texas. [U.S. Patent No. 1386530](#). Application filed Mar 22, 1918.
- <sup>196</sup> “Molding Machine”, James T. Pokorny of Cedar Bayou, Texas. [U.S. Patent No. 1,423,020](#). Application filed Sep 18, 1920.
- <sup>197</sup> “Molding Machine”, James T. Pokorny of Cedar Bayou, Texas. [U.S. Patent No. 1,473044](#). Application filed Apr 22, 1920.
- <sup>198</sup> “Clay-Digging Machine”, James T. Pokorny of Cedar Bayou, Texas. [U.S. Patent No. 1,509,173](#). Application filed Apr 22, 1920.
- <sup>199</sup> “Brick Molding Machine”, James T. Pokorny of Cedar Bayou, Texas. [U.S. Patent No. 1,509,174](#). Application filed Feb 4, 1921.
- <sup>200</sup> “Process of Waterproofing Tile and the Like”, James T. Pokorny of Cedar Bayou, Texas. [U.S. Patent No. 13432120](#). Application filed September 18, 1920.
- <sup>201</sup> “Making Brick by Special Methods”, [Brick & Clay Record, May 17, 1921, p845.](#)
- <sup>202</sup> [The Port Arthur News, Apr 10, 1921, p11.](#)
- <sup>203</sup> [Čechoslovák and Westske Noviny \(West, Tex.\), August 13, 1920, p9.](#)
- <sup>204</sup> Henson, p65.
- <sup>205</sup> [Čechoslovák and Westske Noviny \(West, Tex.\), April 1, 1921, p7.](#)
- <sup>206</sup> Harris County Deed Book 506, p505. Bohemia Brick & Tile, Excerpt from minutes.
- <sup>207</sup> Harris County Deed Book 509, pp74-77, Bohemia Brick & Tile Co. to A.T. Eddingston, Recorded Jun 12, 1922. Also [Houston Chronicle, May 21, 1922, p56 c6-7.](#)
- <sup>208</sup> Harris County Deed Book 501, pp549-550, Pokorny to Bohemia Brick & Tile, U.S. Patent Office, Apr 12, 1921.
- <sup>209</sup> Harris County 80<sup>th</sup> Civil Court. G.W. Norsworthy vs. Bohemia Brick & Tile Co. Case No. 000098074. Image No 93708378.
- <sup>210</sup> The author has a Ferris brick obtained when Anson Jones Elementary School was demolished in 1983.
- <sup>211</sup> The plant was located one-mile N.E. of the Cedar Bayou P.O. [The Tri-Cities Sun, July 1, 1933, p5.](#)
- <sup>212</sup> Harris County Deed Book 707 p169, S.W. Henderson to Texas Brick & Tile, May 12, 1927.
- <sup>213</sup> [Semi-Weekly Tribune \(Goose Creek, Tex.\), November 29, 1927, p9.](#)
- <sup>214</sup> “Brick Firm buys 40 acre plant at Goose Creek” [The Houston Chronicle, September 2, 1928, p40.](#)
- <sup>215</sup> “Brick Firm buys 40 acre plant at Goose Creek” [The Houston Chronicle, September 2, 1928, p40.](#)
- <sup>216</sup> Harris County Deed Book 765, p613. Texas Brick and Tile Co to Bridgeport Brick Co, Sep 13, 1928.
- <sup>217</sup> Bridgeport Cedar Bayou Plant. See Appendix Images, Figure 48.
- <sup>218</sup> 1930 US Census, Harris County Precinct 3, p2B.

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- <sup>219</sup> David Reidland, recovered a Bridgeport Cedar Bayou brick when the Reidland Hotel was demolished in 2019. The hotel opened in 1930.
- <sup>220</sup> Letter from the Chief of Engineers, United States Army. Submitted Dec 8, 1923. P6. Senate Documents, 71<sup>st</sup> Congress, 2d Session.
- <sup>221</sup> Harris County Deed Book 1073, p663, Bridgeport Brick Co, Certified Copy of Order, Referee for Bankruptcy, January 10, 1930.
- <sup>222</sup> Harris County Deed Book 1122, p327, Bridgeport Brick Co to Lighthouse Brick Co.
- <sup>223</sup> The Tri-Cities Sun (Goose Creek, Tex.), February 6, 1933, p1.
- <sup>224</sup> The Stone-Tex brick mold was patented by L.D. Oliver. "Brick Press". U.S. Patent No. 1,742,555, dated January 7, 1930.
- <sup>225</sup> The Tri-Cities Sun (Goose Creek, Tex.), February 6, 1933, p1.
- <sup>226</sup> Lighthouse Brick Company. See Appendix Images, Figure 49.
- <sup>227</sup> The Tri-Cities Sun, July 1, 1933, p5.
- <sup>228</sup> Lighthouse bricks were found in the rubble of the demolished building.
- <sup>229</sup> Harris County Deed Book 1122, p325. Mar 23, 1939.
- <sup>230</sup> Harris County Deed Book 1122, p609, Bridgeport Brick Co to John Kilgore, April 20, 1939.
- <sup>231</sup> The Daily Sun (Goose Creek, Tex.), March 6, 1939, p1.
- <sup>232</sup> The Daily Sun (Goose Creek, Tex.), July 1, 1939, p1. CEDAR BAYOU was molded into the bricks from the beginning. The building was demolished in 2003 and the bricks were stamped CEDAR BAYOU.
- <sup>233</sup> The number of employees came from the occupation listed in the 1940 US Census. Harris County, Pct 3, ED 37. <https://www.familysearch.org/ark:/61903/3:1:3QS7-L9MY-ZC5Z>
- <sup>234</sup> The Daily Sun (Goose Creek, Tex.), July 1, 1939, p1.
- <sup>235</sup> The houses in Sunset Court Addition in Houston were made with Cedar Bayou Brick. Houston Chronicle. September 15, 1940, p58.
- <sup>236</sup> I have a Cedar Bayou Tex-tone brick in my collection.
- <sup>237</sup> The Baytown Sun. January 31, 1955, p7.
- <sup>238</sup> Houses at 705 Fleetwood, 1906 McFarland, 1902 Amy, and 1904 Amy were made with brick from Cedar Bayou Brick and Tile Co. The Baytown Sun. September 6, 1957, p9.
- <sup>239</sup> The Baytown Sun (Baytown, Tex.), July 3, 1983, p1.
- <sup>240</sup> The Baytown Sun (Baytown, Tex.), Vol. 39, No. 35, Ed. 1 Wednesday, September 9, 1959, p1 of 14. <https://texashistory.unt.edu/ark:/67531/metaph1105031/m1/1/?q=brick>
- <sup>241</sup> Houston Chronicle - December 16, 1988, p46.
- <sup>242</sup> The Baytown Sun, November 8, 1959, p3 of 16.
- <sup>243</sup> Texas General Land Office aerial image, December 31, 1969. Shown on Google Earth Historical Imagery. 29°49'34.83"N, 94°51'42.72W.
- <sup>244</sup> Aztec Brick Company.
- <sup>245</sup> The Baytown Sun, November 13, 1962, p7 of 12.
- <sup>246</sup> The Baytown Sun, April 30, 1967, p4 of 20.
- <sup>247</sup> The Baytown Sun, January 16, 1969, p3 of 16.
- <sup>248</sup> Aztec Brick Co is listed in the 1969 but not in the 1970 phone book.
- <sup>249</sup> Houston Chronicle, February 6, 1968, p44.

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<sup>250</sup> The Andy Cordell Brick Company was listed in the 1994 but not in the 1996 phone book.

<sup>251</sup> The Galveston Daily News. November 15, 1886, p3.

<sup>252</sup> The Houston Post. January 9, 1910, p15.