

**TRUE STORIES OF OLD
HOUSTON AND
HOUSTONIANS, HISTORICAL
AND PERSONAL SKETCHES**

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True stories of old Houston and Houstonians, Historical and Personal Sketches by S. O. Young

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S. O. YOUNG

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TRUE STORIES
of **Old Houston**
and Houstonians



1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for transparency and accountability.

2. The second part outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data sources to ensure the validity of the findings.

3. The third part describes the process of identifying trends and patterns in the data. It notes that careful analysis is required to distinguish between significant changes and minor fluctuations.

4. The fourth part discusses the challenges faced during the data collection and analysis process. It mentions that incomplete or inconsistent data can lead to misleading conclusions.

5. The fifth part provides a summary of the key findings and conclusions drawn from the study. It states that the data supports the hypothesis that there is a strong correlation between the variables being studied.

6. The sixth part offers recommendations for future research and practical applications of the findings. It suggests that further studies should be conducted to explore the underlying causes of the observed trends.

7. The seventh part concludes the document by reiterating the importance of ongoing monitoring and evaluation to ensure the continued relevance and accuracy of the data.

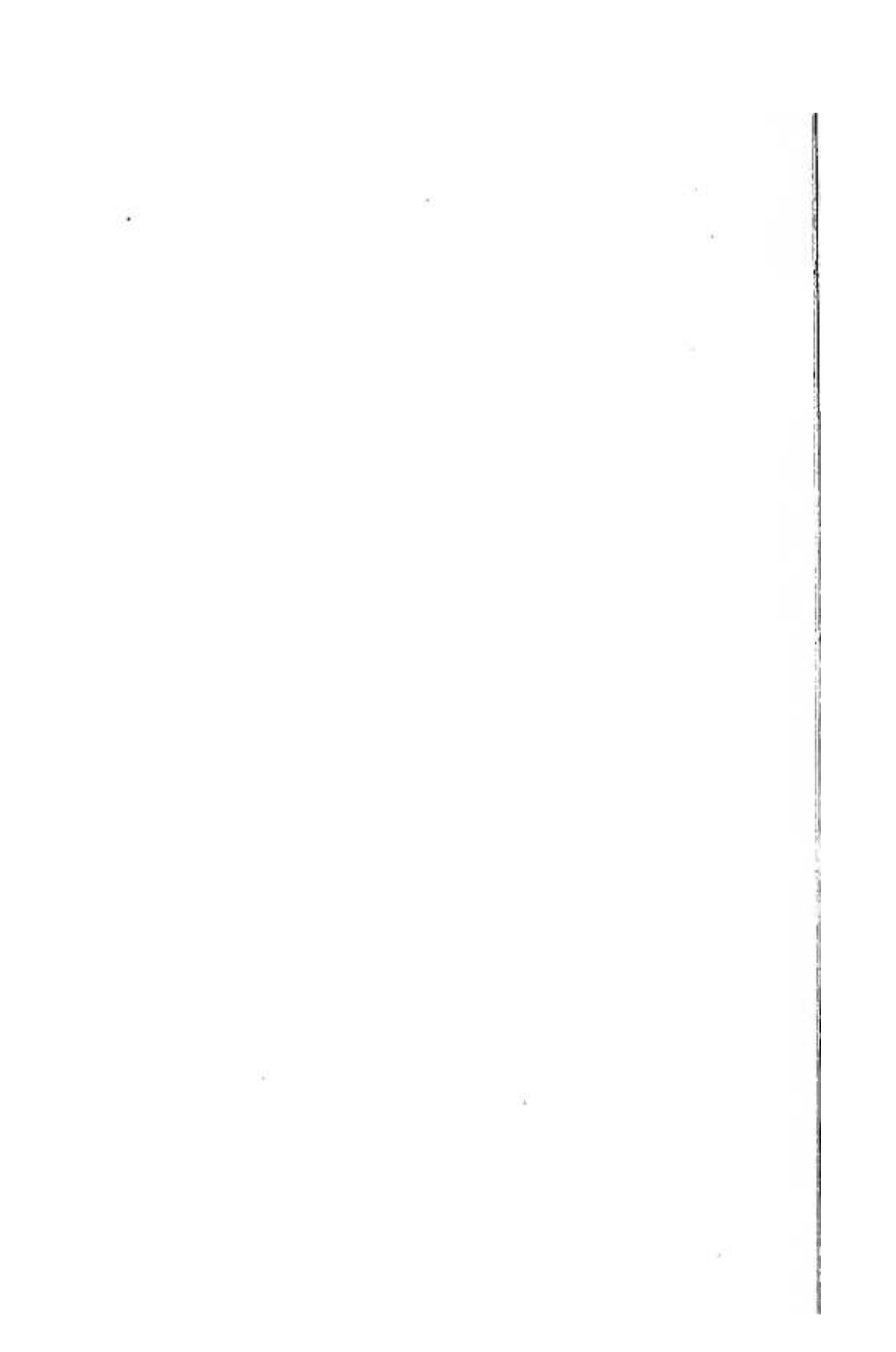
A Word in Advance

THESE STORIES owe their being largely to chance. The whole series was unintentionally begun. I wrote an article for the Houston Chronicle, giving the correct version of something that occurred in Houston forty years ago, an inaccurate account of which had appeared in one of the newspapers. Managing Editor Gillespi liked my story so much that he asked me to write others of the same kind. I agreed to do so, thinking that I could probably find material for half a dozen stories. After I got started, each subject suggested another, and so it has gone on, until now, the half dozen has grown into the hundreds, with the end not yet in sight.

So many people have written to me asking that I print the stories in book form, that I have determined to do so, and have selected those found here as being, in my opinion, the best. These letters have come from all parts of the state and from several Eastern and Northern states. Then, too, people are constantly writing to the Chronicle asking for back numbers containing the stories, showing the demand for them.

I have enjoyed writing these stories, for each one has brought back some pleasant memory, and I hope that all those into whose hands this little book may fall, will enjoy reading them.

THE AUTHOR.



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2016

True Stories
of
Old Houston *and*
Houstonians

HISTORICAL *and* PERSONAL
SKETCHES

by

DR. S. O. YOUNG, *Houston, Texas*

OSCAR SPRINGER, Publisher
Galveston, Texas
1913



On 10.1.77. Feb. 1846

IN THE BEGINNING

I SUPPOSE it must have been published many times, but if so it has escaped my notice until the other day. I refer to the original advertisement of the town of Houston by the Allen Bros. The following is the document in full, which appeared originally in the Telegraph, published at that time at Columbia, on the Brazos River:

"THE TOWN OF HOUSTON."

"Situated at the head of navigation on the west bank of Buffalo Bayou, is now for the first time brought to public notice, because, until now, the proprietors were not ready to offer to the public, with the advantages of capital and improvements.

"The town of Houston is located at a point on the river which must ever command the trade of the largest and richest portions of Texas. By reference to the map it will be seen that the trade of San Jacinto, Spring Creek, New Kentucky, and the Brazos, above and below Fort Bend, must necessarily come to this place, and will at this time warrant the employment of at least \$1,000,000 of capital, and when the rich lands of this country shall be settled a trade will flow to it, making it, beyond all doubt, the great commercial emporium of Texas.

"The town of Houston is distant 15 miles from the Brazos River, 30 miles a little north of east from San Felipe, 60 miles from Washington, 40 miles from Lake Creek, 30 miles southwest from New Kentucky and 15 miles by water and 8 miles by land above Harrisburg.

"Tidewater runs to this place and the lowest depth of water is about six feet. Vessels from New York and New Orleans can sail without obstacle to this place, and steamboats of the largest class can run down to Galveston in eight or ten hours in all seasons of the year.

"It is but a few hours sail down the bay, where one can make excursions of pleasure and enjoy the luxuries of fish, fowl, oysters and sea-bathing.

"Galveston harbor, being the only one in which vessels drawing a large draft of water can navigate, must necessarily render the island the great naval and commercial depot of the country.

"The town of Houston must be the place where arms, ammunition and provisions for the government will be stored, because, situated in the very heart of the country, it combines security and means of easy distribution, and a national armory will no doubt very soon be at this point.

"There is no place in Texas more healthy, having an abundance of excellent spring water and enjoying the sea breeze in all its freshness.

"No place in Texas possesses so many advantages for building, having fine ash, cedar and oak in inexhaustible quantities, also the tall and beautiful magnolia grows in abundance. In the vicinity are fine quarries of stone.

"Nature seems to have designated this place for the future seat of government. It is handsome and beautifully elevated, salubrious and well-watered and is now in the very center of population and will be so for a long time to come.

"It combines two important advantages—a communication with the coast and with foreign countries and with different portions of the republic. As the country shall improve, railroads will become in use and will be extended from this point to the Brazos and up the same, and also from this up to the headwaters of the San Jacinto, embracing that rich country, and in a few years the whole trade of the upper Brazos will make its way into Galveston Bay through this channel.

"Preparations are making to erect a water sawmill, and a large public house for accommodation will soon be opened. Steamboats now run in this river and will, in a short time, commence running regularly to the island. The proprietors offer lots for sale at moderate terms to those who desire to improve them and invite the public to examine for themselves.

"(Signed)

A. C. ALLEN, for

"A. C. & J. K. ALLEN."

"August 30, 1836, 6m."

That old document is as fine a piece of advertising as any turned out by the "artists" of today. It has one great merit, that of truthfulness, for whether intentionally or not the Allens told almost the literal truth in every line they wrote, for all that they forecast has come true a thousandfold.

I was glad to come across that old advertisement for it settles two stories that have been told so often that everybody has grown to believe them to be true. No doubt, impressed by the fulfillment of so many prophecies made by the Allens, some writers have deemed it safe to add a little to them, and have allowed their imaginations somewhat free play. An instance of this is the story that when they were laying out the streets and blocks for Houston, one of the Allens placed his pencil on "Railroad Street" and remarked that the future railroad would have its start right there. Unfortunately for this story, there was no Railroad Street laid out by the Allens, and the street that now bears that name was not created until over 20 years after the Allens laid out their town. Their city was bounded on the north by Buffalo Bayou. All the territory north of the bayou was densely wooded and they paid no attention to it. Now, since Railroad Street is on the north side of the bayou,