

Stories extracted from Bryan Martin's Rachal Family Tree and other Rachal Trees and other Web Sources

compiled by Ken Pinter, November 2016

Rachal's of White Point

1856-1918 , White Point San Patricio County, Texas

The history of White Point, across Nueces Bay, parallels that of Corpus Christi. Some say the name came from white clay bluffs, but it is more likely that it came from brothers Frank and Edward White, ranchers who settled there in 1856. In 1867, the yellow fever epidemic that hit Corpus Christi killed the White families.

D.C. Rachal, who worked for the Whites, tore off the boards of his house to make coffins. A decade later, Rachal was one of the largest cattlemen in Texas. He and his brother Nute trailed huge herds to Kansas. The first oil drilling in this area came at White Point in 1902, the year after Spindletop. In 1915, a White Point "gasser" ignited and burned for months. It was said the flames could be seen for forty miles. The morning after the hurricane of 1919, many of the dead and half-dead washed up at White Point. The dead were buried in a mass grave and the survivors were treated at the Rachal ranch house. In all, 75 survivors and 108 bodies washed ashore at White Point. D.C. Rachal, White Point's great cattleman, died in 1918. He was buried in the White Point cemetery, where he dug graves for Frank and Edward White and their families a half century before. "Viewpoints Murphy Givens" May 2009.



[Bryan Martin](#) added this on 6 Oct 2011

[recmm](#) originally submitted this to [Mick and Brouillet Family Tree](#) on 12 May 2009

Whites Family & Life of D.C. Rachal

Sidney Gail Borden short biography

BORDEN, SIDNEY GAIL (1846–1908). Sidney Gail Borden, businessman and local official, son of Mary Susan (Hatch) and John Pettit Borden, was born on March 15, 1846, in Richmond, Texas, moved to San Patricio County as a youth with his family, and settled in the Ingleside area. His mother was the daughter of George Hatch. John P. Borden, a brother of Gail Borden, Jr., registered the brand J6 on August 26, 1856, in San Patricio County. Sidney joined the Confederate forces at nineteen and served on the Rio Grande with Capt. A. C. Jones in local skirmishes.

After the war Borden returned to San Patricio County and engaged in a number of ranching and business enterprises. He founded the riverport of Sharpsburg in the early 1870s. With D. C. Rachal he purchased a schooner, the *Nueces Valley*, to transport merchandise to his store, S. G. Borden Mercantile, at Sharpsburg. Wool, hides, cotton, and wine were shipped out of the port. Borden developed vineyards near Hart's Lake and shipped a white wine, Sharpsburg's Best, and a

red wine, Rachal's Choice, throughout South Texas. Borden and Rachal built the first cotton gin in the area in the early 1880s. In addition to his wine, gin, ranch, and shipping businesses Borden operated a Nueces River ferry that was the primary link for Nueces County travelers heading north. He also operated a meat packery on the river near Sharpsburg. In partnership with two other men, he developed town and farm lots in Sharpsburg, which became the largest community in the county.

Borden was elected justice of the peace in 1871 and named county judge in 1881. He served through 1888 and again for a short time in 1897–98. He was appointed county surveyor in 1895 and was postmaster at Sharpsburg from 1883 until the post office was moved to Angelita in 1908. He built the first telephone line in the county, from Sharpsburg to Corpus Christi, a distance of twenty miles; this line served the entire area, especially to summon medical aid. Borden married Mary G. Sullivan on December 28, 1876. He died at his home in Sharpsburg on January 31, 1908, and is buried in the Rose Hill Cemetery in Corpus Christi. The Bordens had six children.



[Bryan Martin](#) added this on 29 Jan 2011

Keith Guthrie, "BORDEN, SIDNEY GAIL," Handbook of Texas Online

Rosita, Texas

ROSITA, TEXAS (San Patricio County). Rosita was a short distance from Nueces Bay in central San Patricio County. Eddie and Frank White began running cattle in the area sometime before 1856. Darius C. Rachal, who drove a herd of cattle from East Texas in 1857 for the White brothers to graze, liked the area and settled on land that he purchased from the Whites. The yellow fever epidemic of 1867 killed fourteen people, including most of the White family. Boards were ripped off of the house, which White had just completed, to make coffins. The white bluffs on the coast are called White Point, and the name is variously attributed to their color and to the White brothers. The community was on the stagecoach route that hugged the coast.

Rachal became one of the largest cattle producers in the area; he was also a substantial cotton farmer and had large landholdings in Nueces County. In 1879 he built a store and a gin, and as the community grew he petitioned for a post office; it was granted on May 19, 1892, with Rachal as the postmaster. The names White Point and Rachal were rejected by the postal department, which accepted Rosita, the Spanish word for "little rose." The post office was discontinued in 1919, and mail was sent to Taft. A huge natural gas blowout occurred in White Point on April 28, 1915. A school was authorized by the county board in 1916 and existed until 1920, when most of the town's residents moved to Odem. Land in the White Point area was still owned by the Rachals in 1988, but nothing remained of the community except a well-kept cemetery.



[Bryan Martin](#) added this on 29 Jan 2011

Keith Guthrie, "ROSITA, TX (SAN PATRICIO COUNTY)," Handbook of Texas Online (<http://www.tshaonline.org/handbook/online/articles/hvr93>), accessed January 24, 2011

A Brief History of Ames, Texas

Ames, Liberty, Texas, USA

Ames is at the junction of Farm Road 1909 and U.S. Highway 90, forty-two miles west of Beaumont in south central Liberty County. Once known as Rachal Station after pioneer Darius Ciriaque Rachal, Ames was renamed for a section foreman on the Texas and New Orleans Railroad. The community had a flag station during the Civil War and a full station by 1890. A local Catholic rectory was built in 1915. Ames had a population of twenty-five in 1930. The county set up a new voting box there in 1945. In 1972 Ames voters incorporated their town by a margin of 69 to 8. During the mid-1970s the town's population was estimated at 350, and by 1980 Ames had 1,155 residents and an array of businesses. The population was 989 in 1990 and grew to 1,079 in 2000.

-Robert Wooster



[Bryan Martin](#) added this on 6 Oct 2009

source: Miriam Partlow, Liberty, Liberty County, and the Atascosito District (Austin: Pemberton, 1974)

Darius (Rachal) Short Biography

He was born in Cloutierville, Louisiana, of French ancestry to Cyriaque and Anais Rachal. He was an early settler in San Patricio County, who became a rancher, businessman, and community leader. When he was a child in the mid-1840's, his parents moved the family from Louisiana to Liberty, Texas. In 1857, Darius took a job helping Edward and Frank White drive stock from East Texas to San Patricio County. After serving in the Civil War with the 5th Texas Infantry - a part of Hood's Texas Brigade - he married Julia Bryan of Liberty. In 1866, he bought a tract of land at White Point on Nueces Bay. Shortly after they established their home, a yellow fever epidemic hit the area, killing fourteen, including four from the White Point families, who were buried in a cemetery on the bay that exists to this day. Rachal prospered and expanded his cattle operation, building a ranch home that became the social center of the surrounding area. Dances there might last several days and nights. The drought of the late 1870s dealt a blow to his cattle business, but he survived with his land still intact. Prosperity returned, and Rachal and Henry Scott of Refugio bought the 31,000-acre Rabb Ranch in Nueces County. Another drought in 1885 forced the sale of the Rabb Ranch to Robert Driscoll for \$93,000. This land later became the property of Clara Driscoll. In 1871, Darius took a herd of 1,200 Coleman Ranch cattle up the trail with two brothers, E. R. "Nute" and Albert Rachal, as his bosses. The Rachals took a number of herds up the trail. Rachal was elected county commissioner in 1880, a position that he held through 1896, exerting an influence on the growth of the county. He turned to business endeavors and, with Sidney G. Borden, opened a store in Sharpsburg. They purchased the Nueces Valley, a flat-bottomed copper schooner, that called regularly at Sharpsburg near the mouth of the Nueces River. In the early 1880s, they built the first cotton gin in the area near Hart's Lake. Rachal also was involved in real estate developments in the area. In 1914, natural gas was discovered in the White Point area; one well ran wild for several weeks before collapsing on itself. The White Point area is still a big producer of gas and oil. Rachal established the community of Rosita on his ranch and when a post office was granted in 1892, served as

Rosita's first and only postmaster until it was discontinued in 1914. The old ranch is no longer owned by the Rachal family; however, a few vestiges of the old property remain. The current property owners claim part of the dance hall structure still exists, but it is hidden in the thick brush. Darius is buried in the Rachal ranch cemetery, which is now known as Rosita Cemetery, beside his wife, Julia.



[Bryan Martin](#) added this on 15 Apr 2009

A Long, Hard Trip

A first-person story as remembered by Edward R Rachal - 1871:

My first trip over the trail to Kansas was in 1871, when we drive 1,200 steers, from six to sixteen years old, which we gathered and branded at the old Coleman ranch, known as the Chiltipin ranch. John R. Pulliam bought them from T. M. Coleman, Sr., for \$10 per head. My brother, D. C. Rachal, was in charge of the herd, and I was second boss. Our hands were A. P. Rachal, William Allen, William Lewis, Ebb Douglas, Dick Bean, Bill Unit, one Mexican called "Big Dirty", and a German cook. We started from the Chiltipin about March 20, 1871, and the second night out, near Sand Mounds on the Arkansas Creek, it rained all night, and our herd became scattered. When (w)e reached Fort Worth, we laid in supplies, and went on, and the next night had a stampede and our herd got mixed up with a herd Buck Gravis was driving. From there, we just drove the two herds together to a point near Abilene. When we reached Bluff Creek at the Kansas line, the first house of Caldwell was being put up. It was a log house. Here, we found an old friend, Milam Fitzgerald, with a tent full of trail supplies, so we stocked up. We stopped at Cottonwood Creek, about twenty miles from Abilene, and separated our cattle from the Gravis herd, and drove them across to Ellsworth and from there on to the Smoky River, near Wilson Station, where Dick Bean, myself and two other Texas boys stayed all summer. All went well until October, when the buffaloes began to come in vast herds, stampeding our horses and causing much annoyance. Captain Pulliam could not find a sale for the cattle, so he had us to move them up near Ellsworth and shipped to Chicago to be slaughtered. He sold his horses to a rancher about 75 miles up on the Saline River, and sent Tom Pulliam and myself to deliver them. A severe snow storm came up shortly after we started and when we reached Wilson Station, we turned the horses loose and took refuge in a box car, which had a stove and some coal in it. We spent two days there, and when the storm was over, we found all of the loose horses and took them on for delivery. The ranch owner started us back to the railroad in a one-horse wagon driven by one of his ranch hands. The distance was twenty-five miles, over a hilly country, and the road was wet and sloppy from melting snow. About three miles from the ranch, the old horse gave out, and Tom and I had to walk to the station, reaching there about dark. We went to Ellsworth, settled up, and started for home November 20, traveling by rail and stopping off at Kansas City, St. Louis and New Orleans. From New Orleans, I came home by water. I helped to gather those cattle, was with them eight months, and during that time was away from the herd only two nights. It was a long, hard trip, but on the whole, we enjoyed it. We went from the mouth of the Nueces River to Ellsworth, Kansas, without going through a gate. I am now (1921) seventy-two years old, and still able to ride horseback and work with cattle.



Bryan Martin added this on 16 Apr 2009

"The Trail Drivers of Texas", compiled and edited by J. Marvin Hunter, published under the direction of George W. Saunders, University of Texas Press, Austin, Texas, 1985.

RACHAL, Pierre

From The Rachal Family Tree, owner cecelia218

RACHAL, Pierre, dit St. Denis, soldier, pioneer. Born, Saint-Denis, Isle d'Oléron, France, January 27, 1698; son of Pierre Rachal, Sr., He came as a soldier & settled in Natchitoches, (Nak-uh-tush) Louisiana. Pierre was the first member of this Rachal family to enter Louisiana. He was a drummer in the Marine company of Henri Louis de Chavignac stationed at Rochefort, and of Elisabeth Jaguet. Emigrated from Rochefort with a contingent of soldiers dispatched on the Ludlow and the Paon to man Fort Toulouse in present-day Alabama; transferred from that post to Natchitoches in late 1721 or early 1722; spent remaining years as a habitant and a corporal in the reserve company of the marines at Natchitoches. Married, ca. 1722, Marie Anne Benoist (b. 1697), daughter of Michel Benoist who in 1720 had been exiled to the colony, aboard the Mutine, for a period of five years. Children: Louis dit Blondin (b. 1722); Jean Claude (b. ca. 1724); Elisabeth (b. 1729); Barthélémy dit Le Rat (b. 1732); Jacques dit St. Denis (b. 1735); Marie Louise (b. 1737); Marie Jeanne (b. 1739). Died on a military expedition to Natchez, 1756. E.S.M. Sources: Elizabeth Shown Mills, Natchitoches, 1729-1803 (1977); Mills, Natchitoches Colonials (1981); Pierre Heinrich, La Louisiane sous la Compagnie des Indes, 1717 à 1731 (1903; reprint ed., 1970); He remained in military service the rest of his life, dying while on maneuvers in Mississippi.

From the Department d'Archives de la Charente-Maritime:

Le 27 janvier 98 a este baptise Pierre Rachal et est ne le mesme jour
fils illigitime de Pierre Rachal tambout de la Campagne de Messire
Chavagnac et de Elisabeth Jagnet, parrain Pierre Duteau, marraine
Jeanne Ferrest qui ont declare ne scavoir signer.
Fait par moy

Translation of Document:

On January 27, 1698 was baptised Pierre Rachal and is born the
same day illegitimate son of Pierre Rachal, "tambour" of the
Company of Mr. Chavagnac and of Elisabeth Jagnet, godfather
Pierre Duteau , godmother Jeanne Ferrest who have declared not
knowing how to sign their names
Done by me, Dufau, priest

Record of Pierre can be found at: Natchitoches, Abstracts of the Catholic Church Registers of the French and Spanish Post of St. Jean Baptiste des Natchitoches in Louisiana: 1729-1803, Mills, pg 11, #78.

Notes for PIERRE RACHAL DIT St. DENIS:

1. Slave Listing:
 - Francoise (Indian, baptized 23 May 1734)
 - Marie (Indian, baptized 30 Mar 1738, died 27 Jul 1747)
2. "dit" in French literally means, "say" but means "called". in this context for example, the first Rachal was Pierre Rachal dit St. Denis. Sometimes a dit name is used to distinguish two families with the same surname living closely to each other ie., two different Pierre Rachal families, one of which lived in St. Denis.
3. Isle d'Oleron is a small island off the west coast of France about halfway between the border of Spain and the town of Brest. Saint D'Oleron is a village on the north-most tip of the island.



[Cecelia218](#) added this on 11 Sep 2010

[jannette32](#) originally submitted this to [Rachal Family Tree](#) on 21 Jun 2010

Kaleta, Texas

KALETA, TEXAS. Kaleta was five miles southeast of Odem in south central San Patricio County. Several families settled in the area in the late 1880s and shortly thereafter built a one-room school, which existed until 1910. On April 4, 1894, a post office was established with *Frank S. Rachal* as the postmaster. It was discontinued in 1914, and mail was routed through Odem. The regular stage mail route that ran from Portland to San Patricio stopped in Kaleta at the James D. Willis home, which was also the post office before 1914. After the school closed in 1910 and the post office was discontinued, the community ceased to exist.



[Bryan Martin](#) added this on 18 Oct 2011

by Keith Guthrie, History of San Patricio County (Austin: Nortex, 1986)

Portland, Texas

abt 1892

PORTLAND, TEXAS (San Patricio County). Portland is on a bluff overlooking Nueces Bay in southeastern San Patricio County. The town was the dream of John G. Willacy, who merged the New England Land Company of Portland, Maine, the New England Real Estate Company, and the Portland Harbor and Improvement Company of Wichita, Kansas, into a working unit and purchased 1,920 acres of land from the Coleman-Fulton Pasture Company in 1891. A twenty-room hotel was built to prepare for the sale of lots that took place in July 1891. The steamer *Mascot* was chartered to bring customers from Corpus Christi across the bay, and the San Antonio and Aransas Pass Railway ran special trains to accommodate the crowds. Lots worth more than \$48,000 were sold during the first two days, and the *Cleopatra* was chartered to bring guests to a dance in the new hotel. By 1892 the population had reached 500. W. A. McHarry, with *Darius C. Rachal*, *Sidney G. Borden*, and George Kleespies, formed a forwarding company

that built a 1,200-foot wharf. A post office was authorized on March 9, 1891, with Walter Willett as the first postmaster. Business was brisk until the panic of 1893 caused the boom to disappear almost overnight. Thomas M. Clark, hearing about the vacant hotel, approached the owners and managed to buy the property to start Bay View College, which operated until it was destroyed by a hurricane in 1916.

In 1911 Willacy organized the Portland Development Company and negotiated with the Coleman-Fulton Pasture Company for land it had repossessed. This time the company voted \$10,000 to improve Portland and adjacent land. Earlier that year they had authorized \$28,000 to build a wharf with railroad facilities to take care of the company's expanding cotton business. Coleman-Fulton also piped water from a discovery well in Taft to Portland, which had no water supply of its own. Portland prospered until it was hit by hurricanes in 1916 and again in 1919. After the boom in 1910 the population grew to over 500, but it dropped by 1925 to 300, where it held steady until the 1940s, when it reached 1,200. The city was incorporated in 1949 with Daniel Moore as mayor. In 1952 the Reynolds Metals Company broke ground for an industrial complex on land purchased from the heirs of the Green estate. Afterward, growth was steady. An aldermanic government was approved by voters in 1962. During the early years Portland was a rail shipping center for vegetables, and for a short time it had wharf facilities that handled cotton. The irrigation of the Rio Grande valley curtailed the vegetable business, and the hurricanes put an end to dreams of a port. In the 1960s and 1970s Portland grew primarily as a bedroom community for Corpus Christi. In 1988 its population was estimated at 12,000. In 1990 Portland had a population of 12,224 and had grown into Nueces County. The population was 14,827 in 2000.



[Bryan Martin](#) added this on 18 Oct 2011

by Keith Guthrie, History of San Patricio County (Austin: Nortex, 1986).

Sharpsburg, Texas

SHARPSBURG, TEXAS. Sharpsburg was located on a slight rise one mile north of the Nueces River in south central San Patricio County, near where U.S. Highway 77 and Interstate Highway 37 cross the river. The earliest settlement in the area was a small Mexican community called Ramirena. Around 1867 *S. G. Borden* settled near Ramirena and built a two-story building for a store and home. He renamed the settlement Sharpsburg, apparently after a man named Sharp who owned a nearby sheep ranch. A post office was opened on December 23, 1874, with Albert G. Caldwell as postmaster. A school was operating by 1875, and the town was platted in 1876. Sharpsburg's location on the river enabled it to become a supply point and shipping center for wool, hides, cotton, and wine. Soon after settling in Sharpsburg, Borden began to operate a ferry on the river; service continued until 1914, when a bridge was constructed. In 1881 Borden established a cotton gin at nearby Hart's Lake. He also planted wine grapes and sold wine in South Texas under the names Sharpsburg's Best and Rachal's Choice. At its height in the mid-1890s the town had a gristmill, blacksmith and wheelright shops, and a population of approximately 300. By the end of the 1890s, however, the community was in decline. After the railroad bypassed Sharpsburg most of the town's residents and businesses moved to Odem and other larger communities. The post office was closed in 1908, and the school was closed in 1912.

By the 1920s Sharpsburg was a ghost town. In 1988 a ranch headquarters existed on the site of the old town.



[Bryan Martin](#) added this on 18 Oct 2011

by Keith Guthrie, *History of San Patricio County* (Austin: Nortex, 1986).

Sinton, Texas

SINTON, TEXAS. Sinton, the county seat of San Patricio County, is at the intersection of the Southern Pacific and Missouri Pacific railroads and U.S. highways 77 and 181, near the center of the county. Soon after the San Antonio and Aransas Pass Railway built through the county in 1886, Col. George W. Fulton, founder of the Coleman-Fulton Pasture Company, received approval from the board of directors to give 640 acres for the townsite of Sinton on the south bank of Chiltipin Creek. The town was named for David Sinton, majority stockholder in Coleman-Fulton. The company built cattle-loading pens immediately, and a post office in the section house was granted in 1888, with Margaret Camp as postmistress. By 1892 the post office had been discontinued. The charter for the Sinton Town Company was granted in 1894 for 1,000 acres. The organizers proved to be the leading citizens in the new town: George W. Fulton, Jr., John J. Welder, *David Odem, Darius Rachal, Sidney G. Borden*, William J. Scofield, L. N. Scofield, S. W. McCall, and S. D. Scudder. An election made Sinton county seat on June 23, 1894, and on June 28 the commissioners' court met in Sinton. The St. Louis, Brownsville and Mexican Railway arrived in 1907. Growth was slow, and the population, reported as seventy-five in 1908, began to grow only after homeseeker trains began arriving in San Patricio County from the Midwest and from northern and central Texas. Several blocks of land were offered for sale to farmers. By 1910 the town had a number of businesses, a bank, a hotel, and a newspaper. Sinton developed as a shipping point for locally grown vegetables after J. W. Benson arrived in the county shortly before 1908 and set up packing sheds. Cattle continued to be shipped out by rail in large numbers. A four-alarm fire destroyed a block of business buildings in 1912. The city was incorporated in 1916, and W. E. Haisley was elected mayor. A home rule charter and a council-manager form of government were approved in 1966. A building boom transformed the main street into modern brick buildings shortly after World War I. The discovery of oil near Sinton on Easter Sunday, 1935, by the Plymouth Oil Company changed the face of the town. Plymouth set up headquarters in Sinton and sponsored a baseball team, the Plymouth Oilers, who in 1957 became the first Texas team to win the national semiprofessional baseball crown. A few wells drilled during this period were still in production in 1988. After World War II the city grew; a number of new businesses and several residential developments were constructed. The economy remained tied to the land. Vegetable-packing sheds operated in Sinton until the mid-1960s, when sorghum, cotton, and, to a lesser degree, corn took over as the leading crops. Ranching also continued to be important in the north and west part of the county. A school system started in Sinton in 1893, when Miss Drew Moore presided over the one-room school. The town now has a modern system that was swelled by a rash of school consolidations in the decade following World War II. By the 1970s Sinton was a center for farming, petroleum, and petrochemical industries. In the 1980s the Rural Electrification Administration maintained a regional headquarters in Sinton, and the town was the site of a Dr Pepper plant. A large grain elevator

served the town. The population in the late 1980s was estimated at 6,500. Sinton is the site of the annual San Patricio County Agricultural and Homemakers Show, an October Old Fiddlers Parade, and the county Youth Rodeo. It is also noted for its Rob and Bessie Welder Wildlife Park, a 3,000-acre recreation area belonging to the city. In 1990 the population was 5,549. The population was 5,676 in 2000.



[Bryan Martin](#) added this on 18 Oct 2011

by Keith Guthrie, History of San Patricio County (Austin: Nortex, 1986). Vertical Files, Dolph Briscoe Center for American History, University of Texas at Austin.

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From Facebook Group Rachal Family Legacy

Ivy Rachal-Painter All these posts are info that I have found online. Felt like sharing it.

- Marie Anne Benoist was born in Paris. Her records are in the archives from the Bastille. She was sent to Louisiana with a group of female convicts (femmes de force) to be wives of colonist. She is different because all of the other women were exiled for life for prostitution. She was exiled for life for blasphemy. All others were tried in public court. She was tried in the king's private chambers. She probably said "no" to the wrong person.
- Pierre was the son on Pierre Rachal (I) and Elizabeth Jagnet. This Pierre was born about 1677 in the Parish of St. Denis, de Leron, France. His wife Elizabeth was born about 1680 in the same city. My information came through the work of Elizabeth Shaw Mills who married into the Rachal family. The birth date really is Feb 27, 1698. I have a copy of the christening record. Elizabeth has the record of Pierre's sailing to Fort Toulouse in Alabama as a member of a company of troupes de marine or what we could call marines. He remained in military service the rest of his life dying while on maneuvers in Natchez, MS.
- Pierre Rachal and his wife Marie Anne Benoist left more descendants at Natchitoches than any other immigrant couple, and their offspring an even more abundant collection of records. Most of the Rachals are descendants of this couple. Pierre was born in the Parish of St. Denis on the isle of D'Oloron, France. He arrived in the Louisiana colony prior to 1718. His wife Marie arrived aboard the ship Mutine which left France in 1719, classified as "girl sent from Paris by order of the King". Pierre was killed by Indians at Natchez, Ms.

From www.geni.com (the free stuff)

Married to Marie Anne Benoist, 1719, who was born in Paris, France, parish of St Laurens, Pierre sailed to Fort Toulouse in Alabama as a member of a company of "Troupes De marine" what we now call Marines. Records show that Pierre Rachal was a soldier stationed at Mobile, the Capitol of Louisiana. He was sent from France along with other troops, and Captain Louis Jucherot- Records show that Pierre Rachal was the illegitimate son of Pierre Rachal and Elizabeth Jagnet. Baptism: God Parents are Pierre Duteau and Jeanne Ferrest. Immigration: August 1719, Ship "La Marichal D'Estries" from Marsailles- De St Denis, to Natchitoches to Establish the Fort that is still on the Natchitoches tour, after being rebuilt and repaired many times. Pierre died while on maneuvers in Mississippi April, 17, 1756.

The Blackland Museum

Captain Darius Ciriaque Rachal of White Point/Rosita, TX. Rosita is now a ghost town community. D.C. Rachal owned land south of the Coleman-Fulton Pasture Co. along the Nueces Bay and was a competitor of that Company. Rancher, businessman, cattle driver, a descendant of the French Acadian's, D.C. went on to become a County Commissioner for San Patricio, TX. Along with S.G. Borden and David Sinton, he helped to establish the town of Sinton, Texas. He also helped relocate the county seat from Old San Patricio, TX. to it's present location in Sinton. D.C. served with the Confederate Army from 1861-1865 and rode with General Hood in Hood's Texas Brigade (aka, "The Bloody Fifth), he saw action at Second Bull Run, Antietum, wounded at Gettysburg, hand-to-hand combat at Chickamaugua, Battle of the Wilderness, Fredericksburg and Lee's surrender at Appomattox, being discharged from service as a Captain. He was one of only 557 soldiers to have survived from the original 3,500 enlistees of Hood's Texas Brigade.