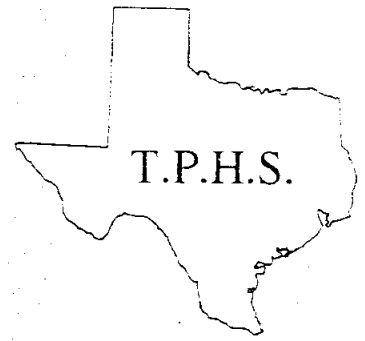


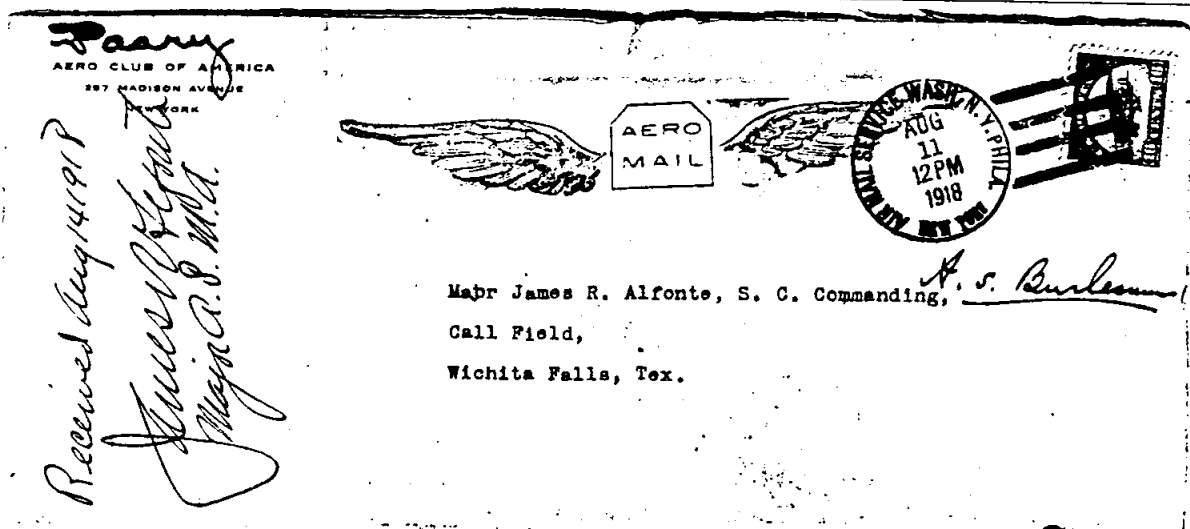
The Texas Postal History Society Journal



Volume 21, Number 2- Summer 1996

E.F. Christman, Jr., President

Martin Margulis, Editor



Forerunner - NYC to Philadelphia by air and then to Texas by train.

Autographed by the U.S. Postmaster General and by the Air Mail Squadron Commander, Alfonte

Table of Contents

	Page
From the President	2
Texas Doane Cancels <i>by Jack M. Smith, Sr.</i>	3
I Have Been Robbed by Every Man I Have Met Since I Came to Texas <i>by Karl C. Gebert</i>	6
Emery Wins Austin Texas Stamp Show Grand Award	9
The American Freedom Train. <i>by John J. Germann</i>	10
From the Editor	11
FDCs From Fort Stockton and Fort Davis <i>by Martin Margulis</i>	12

THE TEXAS POSTAL HISTORY SOCIETY

From the President . . .

President
E.F. Christman, Jr.
5419 Jason
Houston, TX 77096

Vice President
John Germann
12102 Whittington
Houston, TX 77077

Secretary-Treasurer
Lyle Boardman
3916 Wyldwood
Austin, TX 78735-3005

Journal Editor
Martin Margulis
4159 Steck Ave. #113
Austin, TX 78759-8511

*(Dues to The Texas Postal
History Society are \$10 per
year payable to the
Secretary-Treasurer.)*

Affiliated With:



We had a good meeting of the Texas Postal History Society at the Austin Texas Stamp Show. Twelve members were in attendance and they were given an interesting history lesson and saw some unique Texas covers.

After our business session, Jim Stever gave a program presentation with slides on the U.S. - Mexican War. Jim traced the background of this early Texas conflict which began on May 18, 1846 and lasted until September 14, 1847 and focused on the mail sent during this time. His slides were few (I believe 14 in number) but they were spectacular as he showed covers originating in both Corpus Christi and Point Isabel. A lot of us (including yours truly) were privileged to see postal history material that is truly rare as well as historic.

I'm sure we'll have another super "get together" and program when we meet at **TEXPEX '96** which runs from Friday, June 14th through Sunday, June 16th. The T.P.H.S. meeting is scheduled for the Saturday afternoon of June 15th. As announced in my comments in the last issue, the program presentation for our **TEXPEX '96** meeting will be given by Ed Leissner. His title - Texas, Mexico, Spanish Postal History - Early Mails of Bexar County and South Texas. I hope many of you will be attending **TEXPEX** and take part in the Centennial Meeting of the Texas Philatelic Association. Our meeting will be one of many commemorating the 100th year of organized Texas Philately.

I had the pleasure of visiting with Charles Deaton recently at a Houston Stamp Bourse. Charlie, probably the foremost dealer of Texas material in the world, is moving back to Houston. He will not have a stamp store but will operate out of his home. This is good news. Many of us have gotten at least a few covers from Charlie and with him "back in Texas," it will probably make it easier to check out his stock and discuss our "wants" with him.

I'm looking forward to seeing a lot of you at our meeting in San Antonio next month. The best part of philately is renewing old friendships and making new ones.

Good Collectin',
Ed

Texas Doane Cancels

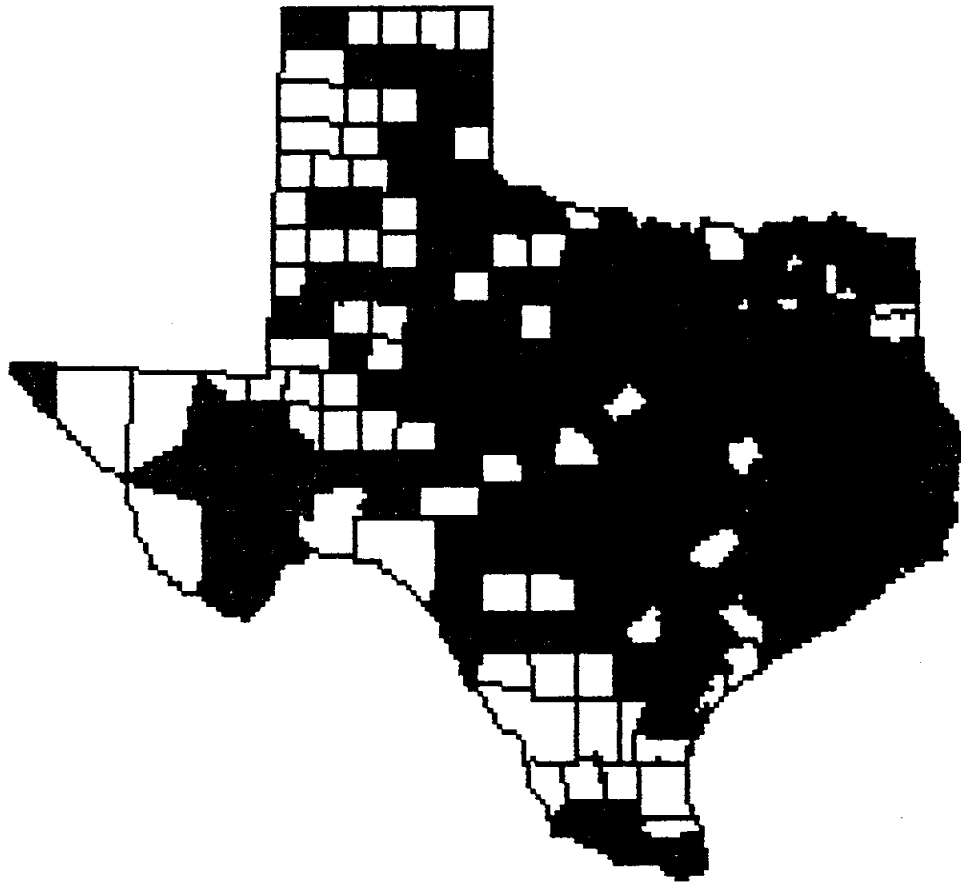
by Jack M. Smith, Sr.

This is an update as to the status of the Doane cancels in Texas. Since the last listing there has been a change in the earliest date and latest date for type 3; also the number of counties represented has increased. The number of each type of cancel has also increased. There are 499 cancels listed of which some are the same name but have different types listed or different numbers in the bars.

The number of Doane cancels by type and earliest and latest dates known for each type are:

<u>Type</u>	<u>Number of cancels</u>	<u>Earliest date</u>	<u>Latest date</u>
1	41	29 Feb 1904	31 May 1911
2	307	1 Apr 1903	29 Mar 1919
3	151	19 Aug 1904	29 Dec 1921

For each county that has at least one example of a Doane cancel that county is shaded in the following map. At this time there are 181 counties represented out of 254.

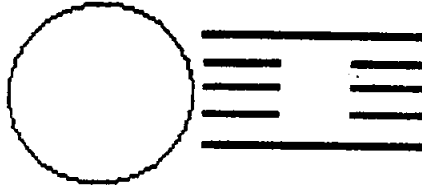


The following is a list of counties (# examples found) in which at least one Doane cancel has been found.

Anderson (4)	Angelina (3)	Archer (1)	Armstrong (1)
Atascosa (6)	Austin (5)	Bandera (1)	Bastrop (1)
Bee (5)	Bell (3)	Bexar (9)	Blanco (1)
Bosque (3)	Bowie (3)	Brazoria (1)	Brazos (6)
Brewster (2)	Briscoe (1)	Brown (4)	Burleson (4)
Burnet (2)	Caldwell (1)	Callahan (4)	Cameron (5)
Cass (2)	Chambers (3)	Cherokee (4)	Childress (1)
Clay (4)	Coke (2)	Coleman (7)	Collin (8)
Collingsworth (2)	Colorado (3)	Comal (4)	Comanche (3)
Concho (2)	Cooke (4)	Coryell (8)	Cottle (2)
Crockett (1)	Dallam (1)	Dallas (6)	DeWitt (4)
Denton (2)	Dickens (2)	Donley (1)	Eastland (1)
Edwards (1)	El Paso (4)	Ellis (3)	Erath (6)
Falls (2)	Fannin (2)	Fisher (1)	Foard (1)
Fort Bend (3)	Freestone (3)	Frio (2)	Gaines (2)
Galveston (1)	Garza (1)	Gillespie (2)	Glasscock (1)
Goliad (3)	Gonzales (6)	Gray (2)	Gregg (1)
Grimes (2)	Guadalupe (8)	Hale (1)	Hall (2)
Hardeman (3)	Hardin (2)	Harris (11)	Harrison (3)
Haskell (1)	Hays (2)	Hemphill (1)	Henderson (1)
Hidalgo (2)	Hill (8)	Hood (1)	Hopkins (2)
Houston (2)	Hunt (2)	Hutchinson (1)	Jack (2)
Jasper (2)	Jeff Davis (1)	Jefferson (3)	Johnson (2)
Jones (2)	Kaufman (3)	Kendall (1)	Kent (1)
Kerr (1)	Kimble (2)	King (1)	Kinney (1)
Lamar (4)	Lamb (1)	Lampasas (5)	Lavaca (2)
Lee (2)	Leon (2)	Liberty (4)	Limestone (7)
Live Oak (1)	Llano (7)	Lynn (1)	Madison (2)
Martin (1)	Mason (1)	Matagorda (3)	Maverick (1)
McCulloch (6)	McLennan (2)	Milam (2)	Mills (3)
Mitchell (1)	Montague (3)	Montgomery (2)	Moore (1)
Morris (1)	Motley (1)	Nacogdoches (7)	Navarro (6)
Newton (2)	Nolan (3)	Nueces (6)	Orange (1)
Palo Pinto (2)	Panola (8)	Parker (2)	Pecos (1)
Polk (6)	Real (2)	Red River (4)	Reeves (2)
Refugio (1)	Robertson (5)	Runnels (7)	Rusk (5)
Sabine (1)	San Augustine (1)	San Jacinto (2)	San Patricio (3)
Schleicher (3)	Scurry (1)	Shelby (5)	Smith (4)
Somervell (1)	Starr (2)	Stephens (2)	Sterling (1)
Tarrant (2)	Taylor (4)	Terry (1)	Throckmorton (2)
Titus (3)	Tom Green (2)	Travis (4)	Trinity (2)
Tyler (3)	Upshur (3)	Van Zandt (3)	Victoria (3)
Walker (3)	Waller (2)	Ward (1)	Washington (3)
Wharton (4)	Wheeler (2)	Wilbarger (1)	Williamson (3)
Wilson (3)	Wise (2)	Wood (2)	Young (2)
Zavalla (1)			

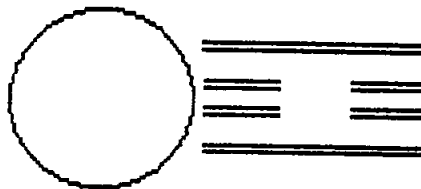
Doane - Type 1

This type of Doane has five parallel bars with the top and bottom unbroken.



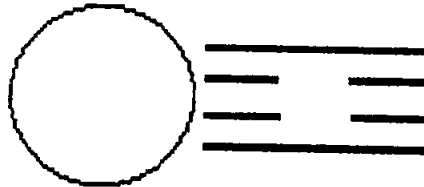
Doane - Type 2

This type of Doane has four pairs of very thin parallel lines which are with the top and bottom lines unbroken.

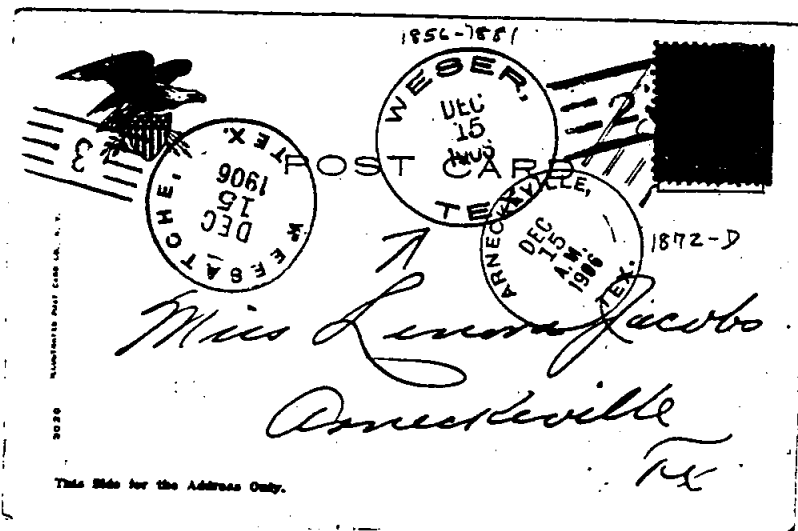


Doane - Type 3

This type of Doane has four bars which are thicker and shorter than type 1. The top and bottom lines are unbroken. This type is hard to identify if incomplete as the bars are similar to a 4-bar cancel.



This is a good example of all three types of Doanes.

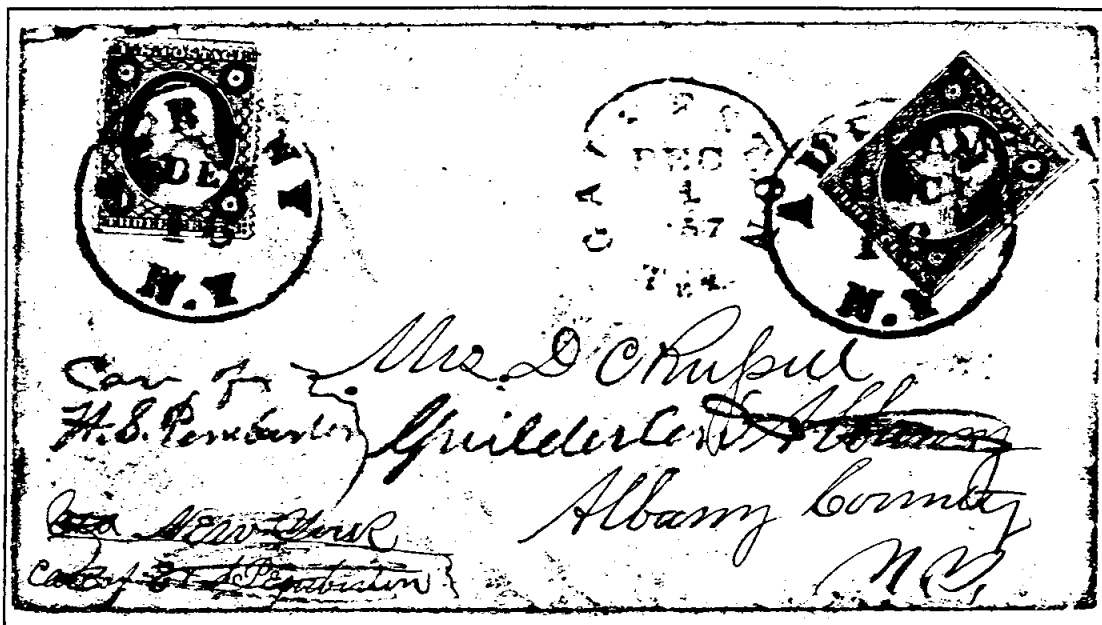


I Have Been Robbed by Every Man I Have Met Since I Came Into Texas

by Karl C. Gebert

The illustrated covers are from an 1857-1858 correspondence from D.C. Russell to his wife, Hattie. Russell came to Houston from New York in late 1857 for health reasons. Since he left New York in early November and returned in March, he had undoubtedly been advised to seek a warmer climate for the winter.

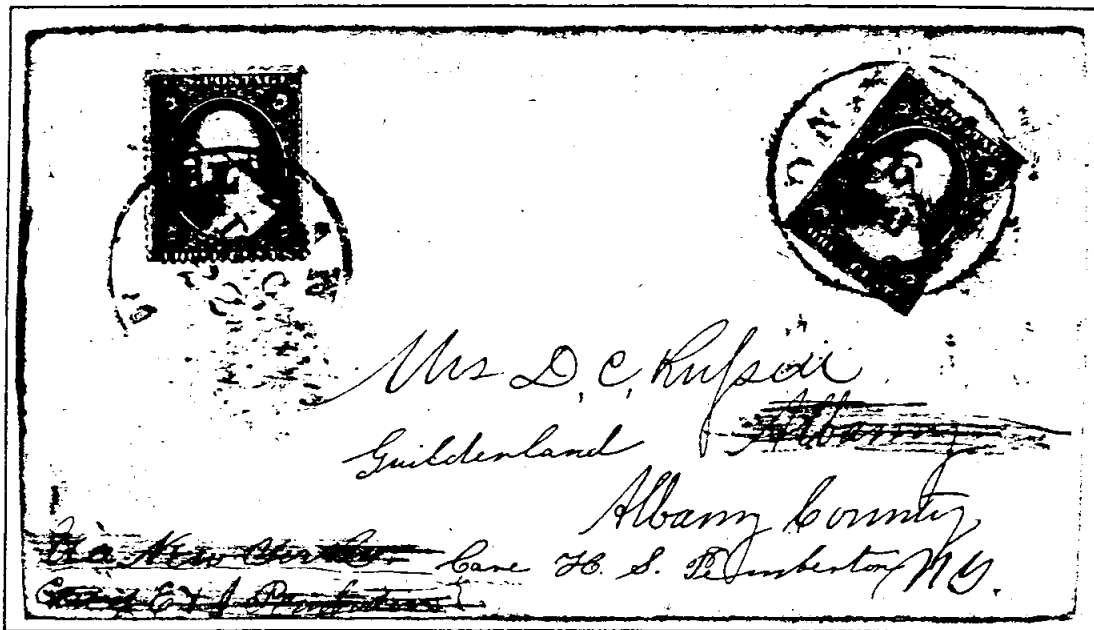
The first cover was apparently hand-carried to Galveston where it was put into the mail with an imperforate 3¢ stamp. Either the 1857 3¢ perforates had not yet arrived in Texas or the postmaster was using up the previous issue. The "STEAM" handstamp confirms it was sent via steamship. Upon arrival in Albany 12 days later, the letter was forwarded to Russell's wife in Guilderland, NY and the 3¢ forwarding fee resulted in the second stamp, the newer 1857 perforate. The second cover is typical of the remaining correspondence with the combination of 3¢ imperforate and 3¢ perforate, again with 12 days in transit to Albany. The correspondence includes no clue as to why Russell failed to send letters directly to his wife and avoid the need for additional postage.



Russell's letters provide an interesting glimpse into the history of the time - postal and otherwise. They are particularly interesting since this was apparently Russell's first trip to Texas and he therefore commented on those aspects of life that contrasted with New York.

His first letter, datelined November 8, 1857 aboard the Steam Packet Bonita reported that the boat had just entered the Mississippi from the Ohio. He continued by saying that he had been traveling for 7 days, having come 450 miles and 1,050 miles to go before reaching New Orleans. The trip sounds as though it was a bit less than comfortable. In fact, he opens by saying that one "may imagine how easy a matter it is (to write) with the motion of the boat constantly jarring you." With respect to the ambiance, he observes that "it has rained every day since I had been on board and we are having a most dismal time; everything is very damp & wet & if I do not take a cold I shall wonder."

In closing, he says that "I do not know as you will ever get this as I shall have to trust it to some stranger to do me the favor of putting it in the PO at the 1st landing we make." Apparently, he was a good judge of character as the letter was postmarked Napoleon, Arkansas on November 11, 1857 and safely received by his wife.



If Russell sent his wife a letter from New Orleans, it was either not received or retained. The risk of loss can be found in such contemporary reports as the brief mention in the *Houston Weekly Commercial Telegraph and Business Register* of November 26, 1857. The brief article states:

By the loss of the Opelousas, a mail from New Orleans to Galveston is gone. This mail left New Orleans on Sunday, the 15th. The previous mail left there on the 12th. Consequently, letters mailed in New Orleans on the 12th, 13th and 14th, and by the way-bag on the 15th, are lost . . . We do not know the time on the western routes well enough to say what dates are lost, but correspondents, by tracing their letters to New Orleans, can readily find out whether they were on the ill-fated steamer or not.

The same newspaper, in a custom of the time, listed the names of individuals arriving at Houston hotels, including the arrival of D.C. Russell of Sabine, NY at the Old Capitol Hotel on Thursday, November 19, 1857. The hotel was built when Houston was the capital of the Republic and served as the capitol building during that era. While staying at the Old Capitol, Russell made some observations about postal routes. Again writing to his wife he opened a letter with:

Your . . . letter of the 15th inst. was received yesterday. In 12 days from the date of the postmark at Albany, this came by way of "New York" while the one of the 8th was not received till this morning. This came by the overland route through the "Indian Country." Always mark your letters via New York & I shall receive them from 1 to 2 weeks earlier.

In early December, Russell moved from the Old Capitol Hotel to rent a room from the Rumsey family. While the price was better, the new arrangement had its drawbacks, as evidenced by his mention of "that confounded boy of Mr. Rumsey, I never hated a child so in my life" With respect to the cooking, he writes "I don't know as I can stand this till spring, too many cooks & you know the rest. I have not had a taste of warmed up potatoes since I left home. Everything here is cooked with garlick & red pepper."

The real news of December 1857 was the weather. Russell wrote that it was "80° in the shade, a most remarkable day even for this country at this season of the year." Just like the Texas weather of

today, the *Tri-Weekly Telegraph* of December 9, 1857 reported that "After two weeks of warm weather, last night a Norther blew up which has made the temperature much nearer like December." The *Weekly Commercial Telegraph and Business Register* of December 10 reported that "Saturday night was decidedly unpleasant, calculated to give nervous rheumatic folks sharp twinges."

That month was unseasonably rainy as well. Russell wrote on December 9 that "again a mail day has come and gone & yet no letter from you. This is the third mail day that has passed without a word from you." Interestingly, the *Tri-Weekly Telegraph* of that same date reports:

Our mail from Austin failed on Monday again. Also the eastern mail. The failure was caused by high water. Heavy rains have raised all the creeks. The postmaster informed us that several sacks of mail matter were brought down which belonged to the cross mail routes and which were a hundred miles off their route.

Another Houston newspaper reported the next day that "the Brazos River was so high that the ferry has been carried away. We learn this from a gentleman who recently started for San Felipe . . ."

Finally, at the end of December 1857 the *Weekly Commercial Telegraph and Business Register* commented:

The weather is decidedly unique, to say the least of it. Rain - well, it has rained in years gone by, but it would trouble anyone to find a wetter December than this for the last half century. We have rain in the morning, rain at noon, and rain at night - rain all night. We have clouds above and all around, and "water, water everywhere." It is damp within an damp without. Mud lieth in the street, and flieth in the face of the passenger. Mud bedampeth the boots and bespattereth the legs of breeches. Mud followeth you into the house and draweth bitter words from the housewife . . . And yet we are told by old residents that Houston mud now is dry ground to what it used to be ten years ago. And this, we presume, is the reason for the apathy they exhibit on the subject.

Had Russell continued to board at the Old Capitol Hotel a few more weeks, he would have been present for one of the more shocking events of the era. As reported by the *Tri-Weekly Telegraph* of January 11, 1858:

The community of Houston was very greatly shocked this morning by the report, which ran through the streets that ex-president Anson Jones had killed himself at the Old Capitol Hotel last night. He was found lying across his bed, this morning, at half past 8 o'clock, with a discharged pistol in his hand, and his brains blown out.

Dr. Jones had apparently become depressed reflecting on his public career. In fact, he had been heard to remark "My public career, you are aware began in this house, and I have been thinking that perhaps it might close here," referring to the hotel's previous use as the capitol of the Republic.

Soon after that event, Russell wrote his wife that his asthma had flared and he hired a nurse for \$5 per week to look after him. He reported that "in yellow fever times she gets \$10 a day" and was formerly the slave of James Monroe, the U.S. President.

Russell then reported that "I have been robbed by every man I have met since I came into Texas & now if I get a little better I am going to work & swindle every body I have anything to do with till I get square again."

As the weather became warmer late in February, Russell told his wife of "young peaches as large as eggs, pears are in blossom & all kinds of garden veg., in a very forward state . . . This is decidedly the weather that I have travelled so far to enjoy & I am sure if it does not help me I cannot look for help from the effect of any climate in the world." As further testament of the improved weather, he wrote:

I had a nice ride in a buggy yesterday, the first time I have been in any kind of a go cart since the 16th of Nov. I never passed so long a time before without being in some kind of vehicle, I have rode on horseback but not in a buggy before since I have been here. It really felt good & made me think of the many rides we had last summer.

Russell also asked that his wife thank a relative who had apparently sent him a religious newspaper, noting that the paper's:

influence is of a pleasant & soothing nature to my feelings surrounded as I am by so much that is wicked & corrupt. It seems to me there is not a spot on Earth where so little respect is paid to the Christian religion as here. The Sabbath instead of being a day of rest & recreation to the wasted energies of man & beast, is treated as a gala day. All kinds of sports are carried on; men walk & ride & engage in all kinds of enjoyments, most places of business are open the same as any other day & all seem to forget that the day belongs to God & not to man.

Russell's views are consistent with a newspaper report of 1856 which observed "One can hardly walk through the bye-streets, or about the wharves, of the city, without hearing oaths and blasphemy to chill his blood with horror."

Russell's last letter to his wife, dated February 24, 1858 is testament, yet once again, to the variability of Texas weather. He writes that "up to last Sunday night we had the most beautiful weather, then a Norther commenced blowing & has blowed for three days. It is ... decidedly the coldest weather & worst blow we have had since I have been here. There was a change of about 50 degrees in 5 hours."

He then summarized his thoughts for the return trip to New York, expecting to pay \$15 for passage from Galveston to Havana, and from there to New York on a mail steamer for \$20-\$25. This contrasts with a cost of some \$60 to return via the Mississippi, plus his expectation of the improved health of an ocean trip and some time in Havana.

Emery Wins Austin Texas Stamp Show Grand Award

William H.P. Emery captured the AUSTIN TEXAS STAMP SHOW '96 Grand Award for his exhibit of "Postmarks of Austin, Texas (1840-1900)." Peter Speers won the Reserve Grand Award for his exhibit, "Patiala: A Princely State of India." The show was held March 9-10, 1996 in Austin and was sponsored by the Austin-Texas Stamp Club. The following T.P.H.S. members won awards at the ATS Stamp Show.

Grand Award - William H.P. Emery

"Postmarks of Austin, Texas (1840-1900)"

APS Award for Best Exhibit by APS Member; TPA Award for Best Exhibit by TPA Member; Gold Award

Gold Award - Martin Margulis

"Travis County Postal History"

Avila Award for Best U.S. Exhibit by ATSC Member other than Grand or Reserve Grand

Silver Award - Martin Margulis

"Texas Air Mails"

ATSC Third Most Popular Exhibit by Public Ballot

Bronze Awards - Lyle Boardman

"The 1995 Texas Statehood Stamp"

TSDA Award for Most Popular Exhibit by Public Ballot

Romaine Flanagin

"The Travels of Oswald"

Second Award for One-Frame Exhibit

The American Freedom Train

by John J. Germann

You will find slipped into this month's Texas Postal History Society Journal, compliments of the Journal, a copy of the Freedom Train Station cancel applied as the Train passed through Houston, Texas, on its cross country jaunt. The cancels were generously provided by fellow postal history collector and former Houstonian, George Cosentini. The description of the Freedom Train project given below is lifted heavily from The Obliterator (Pictorial Eleven Journal) - Vol. 1, No. 2 - May, 1977 - published at the time our friend Walter L. Marple was president of the Pictorial Eleven Society.

The American Freedom Train concept was the brainchild of Rose Rowland, commodity broker and railroad aficionado, who turned his fancy to restoring and operating steam locomotives. His first "historic" project was to carry railroad buffs from the east coast to Promontory, Utah, in 1969 - to commemorate the 100th anniversary of the driving of the "Golden Spike" marking the completion of the nation's first transcontinental railroad. With the country's bicentennial looming nigh, Rowland began to talk up the idea of an appropriate "freedom train"; the talk fell on deaf ears until he approached Donald Kendall, the chairman of Pepsi-Cola Company. Kendall liked the idea and eventually managed to persuade three other firms - General Motors, Kraft Foods, and Prudential Insurance - to support the project. They created the non-profit American Freedom Train Foundation, Inc., headquartered in Bailey's Crossroads, Virginia. In the summer of 1974, work on the project commenced, beginning with the restoration of twenty-six retired New York Central baggage cars. Three different steam locomotives were rounded up; the first was moved along with the cars to Alexandria, Virginia, where final assembly took place. Another locomotive, a Texas "local" (originally Texas & Pacific #610), would eventually be used to pull the train only while in the Lone Star State!

In December of the same year President Gerald Ford dedicated the Train, observing that its exhibit "touches virtually every phase of the American experience." And indeed it did, for twelve of the cars housed exhibits representing the preceding 200 years of American history. Two of them were "showcase cars" with large windows which allowed the exhibits to be seen from outside the train. Among the sights: George Washington's copy of the Constitution, Lincoln's stove-pipe hat, a Wham-O hula hoop, and a moon rock. The Train steamed out of Alexandria on March 28, 1975 for Wilmington, Delaware, where on April 1 it opened for public viewing amid much pomp and circumstance. From that date to the end of its run on December 31, 1976 the American Freedom Train rolled some 24,612 miles in all 48 contiguous states, made 138 stops, and in 560 days opened its doors to nearly seven million Americans, not to mention some twenty million others who saw it at trackside.

To properly commemorate the event postally, the United States Postal Service provided special cancellations for 121 of the stops, normally establishing a temporary post office in a booth but occasionally sending in a mobile unit. The Houston cancellation was a special one, born out of panic and necessity when the standard canceling device failed to arrive. A Houston collector quickly photographed the July 1975 cancel on his Freedom Train cover from Peoria, Illinois, and then sent it to a printer to copy and to provide the correct location and date. The serrated line that you see to the bottom right of the locomotive is not caused by a poor strike; rather it is the result of the line of perforations of the postage stamp which had been photographed for use from the Peoria cover!

The Houston collectors went even farther. The arrival of the Freedom Train coincided with the first day of issue of the sheet of fifty historic state flags. So they created an extra

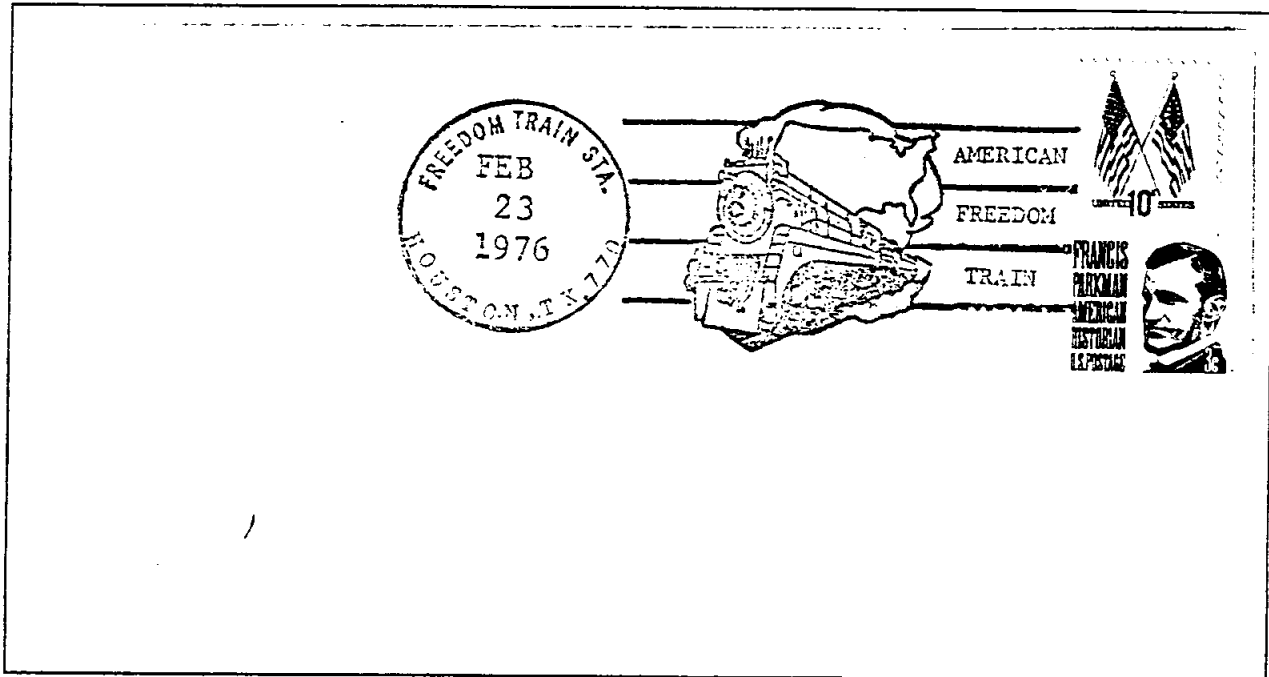
special set of fifty first day covers, with the flags canceled by the Freedom Train cancel.

All in all, there were 122 Freedom Train Station cancels used at the 121 stops (both a Harrisburg and a New Cumberland cancellation were employed at a Pennsylvania stop), representing all of the states but Mississippi, Rhode Island, and South Carolina. Some of those cancels are scarce.

Seven Texas cities used cancels to mark the arrival of the Train in 1976. They are:

- | | | | |
|----|----------------|--------------|------------------------|
| 1) | Odessa-Midland | Feb 07-09 | black ink (one cancel) |
| 2) | San Antonio | Feb 11-14 | black |
| 3) | Austin | Feb 15-17 | black |
| 4) | Houston | Feb 19-24 | blue, black |
| 5) | Fort Worth | Feb 26-28 | black |
| 6) | Dallas | Feb 29-Mar 4 | black |
| 7) | Wichita Falls | Mar 06-08 | black |

You now have one of them. Enjoy.



From the Editor . . .

Twelve members attended the regional meeting in Austin, which I felt was a let-down. Mr. Stevers had some wonderful slides of Mexican War Covers from American officers. He also had four slides of some very early Texas covers from the same period.

Our Journal is reverted to its former name. While I prefer the newer name, most members wanted the former one, so I am complying with their wishes.

There may be a change in the Journal. Two issues would be much larger, that is, if I get cooperation from the membership. We will need long and short articles. They can be Xeroxes of prize winning exhibits, pictures of local P.O. - RPO and other railroad material, etc.

Thanks to member Jack M. Smith for his article on Texas Doanes in this issue. How about contributions from the rest of the membership?

FDCs From Fort Stockton and Fort Davis

While on a trip through the Big Bend country, the tour stopped at Fort Davis. I dropped into the Post Office where FDCs for the Buffalo Soldiers stamp were being sold. These soldiers were stationed at both Fort Stockton and Fort Davis. In as much as African-Americans were not much appreciated in the area, they left when the forts were closed. I was told the situation hasn't improved much since then.

