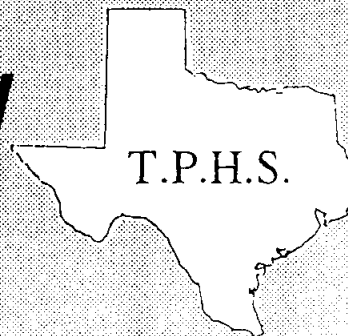
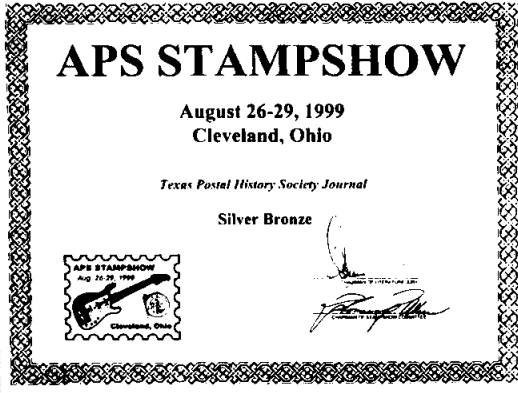


The
Texas Postal History Society
Journal



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 <p>APS STAMPSHOW August 26-29, 1999 Cleveland, Ohio <i>Texas Postal History Society Journal</i> Silver Bronze</p> <p><small>APS STAMPSHOW Aug 26-29 1999 Cleveland, Ohio</small></p>	<p>MANY THANKS</p> <p>I have been your editor for two years and I want to take this opportunity to thank all members who have contributed to our <i>Journal</i>. It makes my job a lot easier when articles, etc are sent in without my having to plead for them. At left is a reduced copy of the APS certificate awarded the <i>Journal</i> at STAMPSHOW '99 in Cleveland. Without your contributions this would not have been possible.</p> <p>Jim Stever</p>
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On the Cover

A first-issue (1873) government postal card cancelled at Rio Grande City in Starr County on August 23rd. The year date is not in the cancel but the message side reads "Ringgold Barracks, Tex August 22, 1874. Addressed to Muscatine, Iowa by E. Hatch, the card concerns a piece of land in Iowa which the sender is purchasing. He was Major General Edward Hatch, highly decorated Union cavalry officer during the Civil War. He entered the service from Iowa and was evidently preparing to retire.

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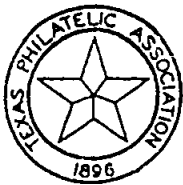
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*(Dues to The Texas Postal
History Society are \$10 per
year payable to the
Secretary-Treasurer.)*

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From the President . . .

It's not too early to begin thinking about putting together an Emery Award exhibit for this year's TEXPEX 2000 meeting. The number of Emery Exhibits entered so far since the award was announced three years ago has been very disappointing. Many of you belong to TPA and have read R. M. Arndt's article on the need for Emery exhibits entitled "Adopt a William H. P. Emery Award". This clever and somewhat whimsical article was published in the Nov.-Dec. issue of The Texas Philatelist. It explains what the award is all about and how you can get entry forms and further information.

If you haven't read this article, look it up on page 20 of the Philatelist, read and enjoy it and its message. You'll at least get a chuckle out of it and hopefully get an idea to pursue to help some Texas homeless philatelic orphan find a home. Also look on page 6 in this Journal for other information about the William Emery Award.

This year, TEXPEX 2000 will be in early April in Dallas. The dates are April 7 - 9 and our TPHS meeting is going to be scheduled on Saturday, April 8th probably in the early afternoon. We'll have our usual business meeting followed by a "Show and Tell" program. So make your plans to attend and bring a cover or two to "Show." I'm sure we'll again have an interesting and informative TPHS session using this format.

One purpose of our society, however, is not only to show and describe postal history items from our collection but to answer queries posed by other members. Many of you can supply additional or specialized information regarding these queries. Recently we have seen follow-up replies on whether a cover is "philatelic" and about the unusual Anthony N.M. - Texas post office. More such feedback can be found on Page 18. This is a welcome development and I encourage all members to participate in this Journal activity.

I've received no response (Pro or Con) to the State Historical Commission idea which I reported on in my last message. There is evidently no interest in this for TPHS members, so I'm cancelling my suggestion to appoint a committee to follow up on this idea.

Hope all of you got through the start of the new Millennium in fine shape. Did some of you get a January 1, 2000 postmark from your home town post office?

Good Collectin',

**MATHEWS, COLORADO COUNTY TEXAS
AND THE CANE BELT RAILROAD**
by Richard E. Spies

The town of Mathews was founded by John Mathews and his brother, Hayne, who moved to the area in 1827. The community served the nearby Mathews plantation. Following the Civil War many of the freed slaves settled in the area and the demand for goods and services increased.

A post office was established at Mathews on June 28, 1895. Mrs. Mary McRee was appointed postmaster. This post office operated until September 30, 1905 when it was closed and mail was handled at Eagle Lake, Texas.

Enter the Cane Belt Railroad. It was chartered by a group of businessmen and planters on March 10, 1878. Sugar cane was grown in the area and a railroad was needed to move cane and other agricultural products to market. Figure 1 shows a cover posted at Mathews which was located on the Cane Belt Railroad.

The Cane Belt had various intersecting and connecting lines through Colorado, Wharton, Matagorda and Austin counties. From Eagle Lake there was a connection north to Sealy via the Missouri, Kansas & Texas (MKT) Railroad. To the south in Matagorda County the Cane Belt connected with Gulf of Mexico shipping. Sulphur deposits which were discovered near the town of Matagorda provided additional transportation revenue.

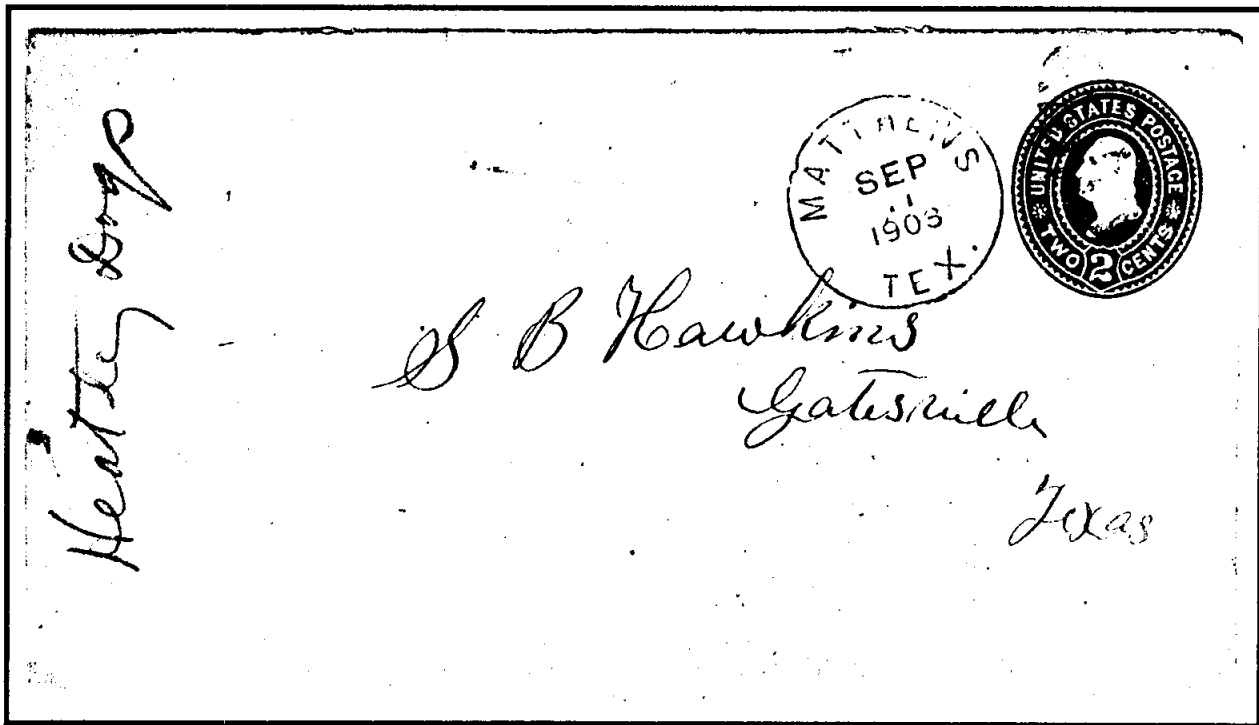


Figure 1. Mathews, Texas cover posted September 11, 1903 paying 2 cents first class letter rate to Gatesville, Texas. This letter was probably carried on the Cane Belt Railroad. A backstamp shows arrival at Gatesville the next day, September 12.

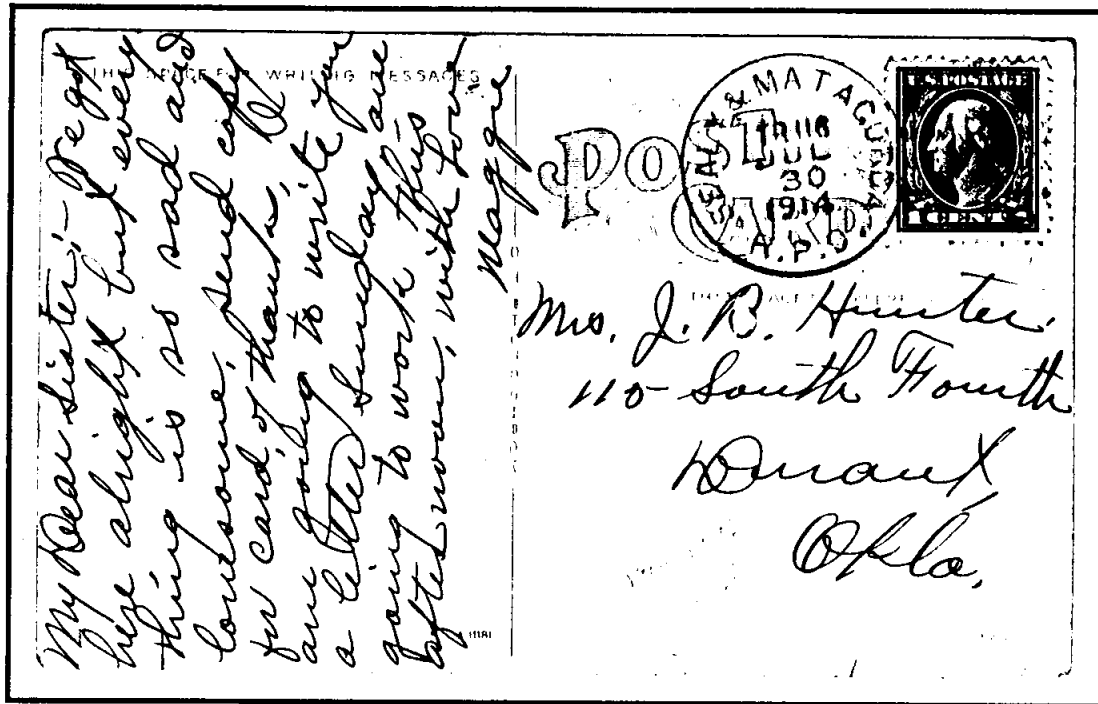


Figure 2. Sealey & Matagorda R.P.O. operated by Cane Belt and Gulf Coast & Santa Fe Railroads from 1904 to 1917, then changed to Sealy & Wharton R.P.O.

The Cane Belt Railroad was operated under contract by the Atchison, Topeka & Santa Fe (AT&SF) as an independent road until April 11, 1905. At that time the Texas Legislature passed an act allowing AT&SF to lease or sell to another railroad any or all of its operating companies. Thus a lease agreement was made effective July 1, 1905 whereby the Cane Belt was operated by the Gulf Coast & Santa Fe Railroad (GC&SF). This lease continued until December 1948 when Cane Belt was merged with the GC&SF.

The Sealy & Matagorda Railway Post Office was established on the Cane Belt Railroad on January 19, 1904. Figure 2. is a post card bearing a Sealy & Matagorda RPO cancel dated July 30, 1914. This became the Sealy & Wharton RPO on November 20, 1917 and was finally discontinued June 12, 1919.

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- Various early maps outlining towns on the Cane Belt Railroad.

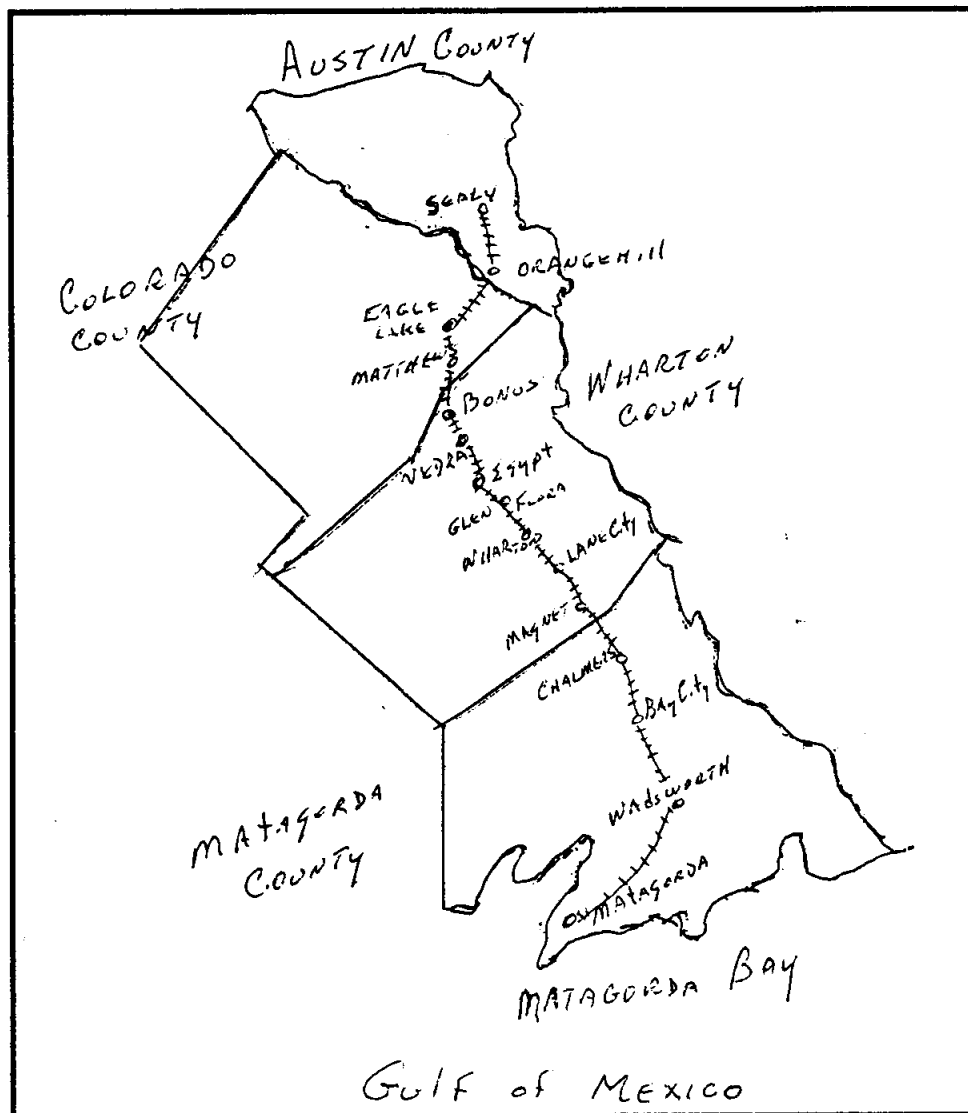


Figure 3. Map showing Gulf Coast Counties serviced by the Cane Belt Railroad.

PLEASE - EMERY AWARD EXHIBITS NEEDED - PLEASE

TEXPEX 2000 will be April 9 - 11 at the Renaissance Dallas North. TPHS sponsors a competition in honor of departed member Dr. Bill Emery. There are three categories with special awards presented to winners. These awards are unique, unlike anything given out at any other stamp show anywhere. They are not cheap. Our Society dips into its treasury to pay for them so it behooves us to participate. Last year there was only one exhibit of Texas postal history. We can do better than that. Everyone in this Society can put together at least one frame of something they collect. Come on now. Suck it up and send in an exhibit.

TEXAS AND THE GREAT AIRSHIPS

by Mike Cherrington

The decades of the 1920s and 30s are generally not recalled with fondness. The debate and enforcement of prohibition diided the nation and dominated the 20s, while the 30s saw the Great Depression engulf the nation. Overseas, fascism was on the march and the seeds of World War II were being sown. However, for stamp and cover collectors these years provided much interest and excitement. Airmail was in its infancy and the great airships were crossing oceans and continents, partially paid for by offering to fly special covers for collectors.

This paper will attempt to provide a quick overview of the flights to Texas by the great airships. All the large dirigibles of the era, except the Hindenburg, visited the skies of Texas. This includes the granddaddy of all the "Zeps", the Graf Zeppelin. I will not attempt to give a history of the dirigible, and would encourage those interested to visit your local library or book store.

Texas provided a resource that was most important to the American Lighter-than-Air programs. That was helium. A mooring mast was even built at Fort Worth to service the US airships SHENANDOAH and LOS ANGELES during the 1920s. In 1917 Lone Star Gas Company noticed significant quantities of helium in their gas pipeline running from the old Petrolia Field, in Wichita County, to Fort Worth. Consequently, the government constructed the world's first helium production plant in North Fort Worth, which opened in 1918 during World War I.

The plant remained in operation until about the time of the crash of the SHENANDOAH in 1926 and was finally closed in 1929. It has been estimated that \$400 million (in World War I dollars) worth of helium was extracted at this facility. Later, even greater reserves of helium were found to be present in the Panhandle Gas field discovered in 1919. This helium eventually came on line to provide the huge helium needs of the US naval airships AKRON and MACON.

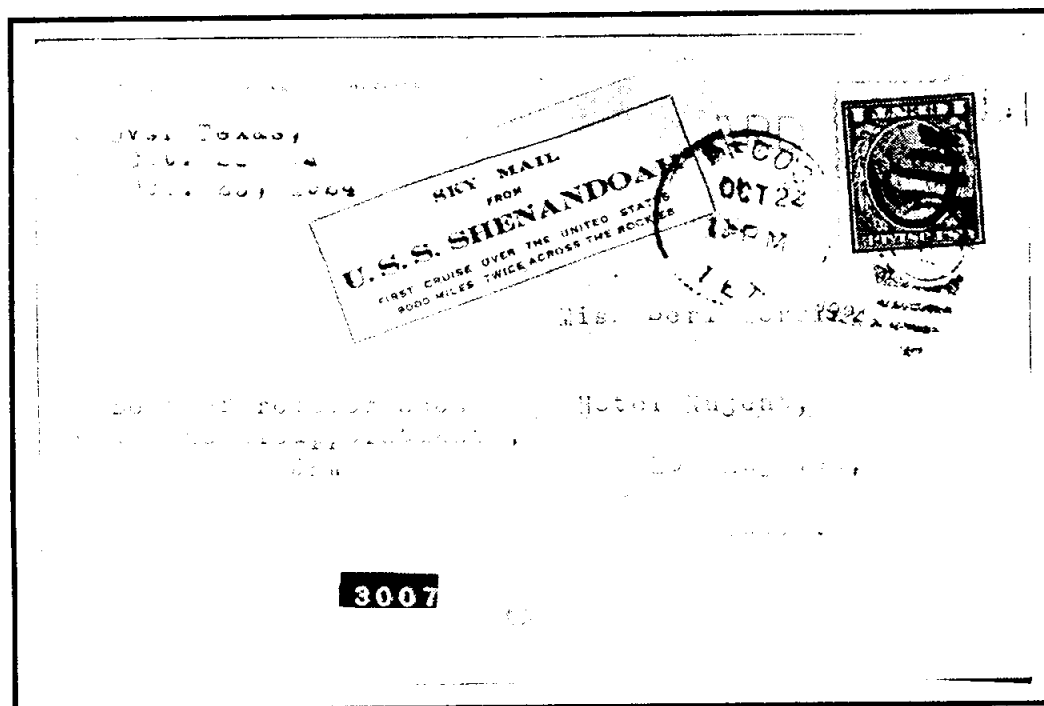


Figure 1. Pecos, Texas cover dropped from airship SHENANDOAH, October 24, 1924.

Although Texas has bragging rights to the flights listed below, covers concerning these flights are few in number. Nearly all of them would be considered philatelic in nature by most collectors.

USS SHENANDOAH, October 1924

The first of the great airships to visit Texas was the USS SHENANDOAH in October of 1924. This flight was well documented in an article published in the January 1925 issue of NATIONAL GEOGRAPHIC. The writer, Janius Wood, was aboard for the entire country-crossing voyage. He provided a 47-page account of the voyage and also gave historic notes on the SHENANDOAH.

The ship left Lakehurst, N.J. on the morning of October 7, 1924 to embark on a 9000 mile journey to California, going up the Pacific coast and then retracing her course back home. This would include two crossings over Texas, which was entered via Shreveport on the evening of October 8th. Skirting Dallas, she arrived in North Fort Worth at 8:30 p.m. and was moored there for the evening. There SHENANDOAH would have her helium and fuel supplies topped off and take on replenishment.

The following morning, as soon as the sun was sufficiently high to provide some warming of the gas cells, she resumed her voyage westward. Her course would follow today's I-20. She arrived over Abilene and proceeded to follow the Texas and Pacific train tracks to El Paso. All along the route the weather was good and large crowds gathered in every city and town to view the giant as it flew over. School children were marched out in Abilene to watch her fly by at about 3000 feet. She passed the Midland-Odessa area at 7:00 p.m. and was over El Paso at 11:30 at about 6000 feet, leaving Texas behind. She had successfully navigated the mountains and passes that would cause so much apprehension to her larger sister craft in years to follow.

SHENANDOAH arrived in California on October 10th and would spend the next two weeks "showing the flag" up and down the entire length of the west coast from San Diego to Seattle. She did not arrive back in Texas skies until the 23rd.

Once more she moored at the Fort Worth mast to restore her depleted fuel and helium stocks. She left Fort Worth at 10:30 a.m. on Oct. 24th on the final leg of her historic trip back to Lakehurst where she arrived safe and sound at 11:00 p.m.

The SHENANDOAH on this flight left us with philatelic treasures including a couple with a Texas flavor. On October 10th some mail from crew members was dropped over Gila, AZ, to be mailed from there to destinations addressed by the letter writers. The crew also mailed letters from Los Angeles on the 11th and from Seattle a few days later. Each cover bears a printed label stating that the cover was from the USS SHENANDOAH. On the return flight the crew dropped more mail at Pecos, Texas on October 24th.

Figure 1. is a photocopy of one of the Pecos Covers from the SHENANDOAH. It is believed that only two exist. This cover was auctioned in 1990, according to Dr. Jay Gerlach of Michael Rogers Auctions, and sold for about \$2000.

USS LOS ANGELES, October 1928.

The next of the navy dirigibles to tour Texas was the German built LOS ANGELES on October 7th and 8th, 1928. The purpose in including the Texas leg of this trip from Lakehurst was to bring respects and greetings for the U.S. Navy to the thousands of veterans at the opening day of an American Legion convention in San Antonio.

After arriving over San Antonio at 8:00 a.m. she sailed over the city for the next three hours before turning to the north and the mooring mast at Fort Worth. Figure 2. is a negative of a Fort Worth newspaper front page reporting on the flight. This is typical of the day. Dirigible flights like this one of the LOS ANGELES were front page news, indicating a high level of interest in airships by the American public.



Figure 2. Headline of Fort Worth newspaper reporting on airship LOS ANGELES over Texas.

Fort Worth planned a large and festive reception for the crew of forty-one during their overnight stay on the 7th and 8th. As this was the only stop on her trip, most of her crew were required to stay at the mast to take on helium and fuel for the four engines, as well as supplies for the crew's needs which would be required in order for her to reach the east coast.

The Air Mail Catalogue lists no flight covers for this trip of the LOS ANGELES. Apparently there are no souvenir covers which commemorated her visit to San Antonio or to the American Legion convention.

GRAF ZEPPELIN, August 1929

Yes, Virginia, the most famous of all the great airships, Germany's GRAF ZEPPELIN, did indeed fly over Texas. At least she flew over West Texas. On the home stretch of her historic Around-the-World flight in August of 1929 she left Los Angeles enroute to Lakehurst, NJ and visited Texas skies.

Entering Texas at El Paso, she had hoped to fly via San Antonio or possibly Fort Worth. However, stronger than expected head winds caused this course to be altered in favor of a more northerly one. At eleven that evening locals reported seeing her running lights on the horizon near Odessa-Midland. This was August 27th. She then turned back toward Wink, again to avoid unfavorable headwinds. She turned back to the north where her motors were heard over the community of Abernathy, 18 miles from Lubbock. Later her running lights were observed over Memphis and Wellington southeast of Amarillo. The GRAF ZEPPELIN then left Texas for Oklahoma and her flight back to Lakehurst and the successful conclusion of her historic flight. She had flown from Friedrichshafen, Germany to Lakehurst, NJ, back to Germany, across Europe and Russia to Tokyo, across the Pacific to San Francisco, over Los Angeles, over Texas, and back to New Jersey.

While over El Paso, two canisters containing messages to be telegraphed were dropped. The canisters were eventually bid on as souvenirs because they contained the dirigible's name and logo.

On board the GRAF ZEPPELIN on this flight were thousands of specially prepared covers which had been submitted by hoards of collectors from around the world who were hopeful of owning a cover which had made this early trans-global flight. Figure 3. shows the official dispatch cachet and machine backstamp which appear on covers which made this trip. The covers were mostly from New York where the markings were applied. The backstamp was added in Lakehurst. Covers were backstamped at the various stops: August 10 at Friedrichshafen, August 18 at Tokyo, August 26 at Los Angeles, and August 29 back in Lakehurst.



Figure 3. Official markings from GRAF ZEPPELIN's around the world flight. (from American Air Mail Catalogue.)

Various postage rates applied: i.e., \$1.05 for a letter to Friedrichshafen; or \$3.52 for a letter that went all the way around the world. Figure 4. shows a cover that made the entire trip and Figure 5. shows one which was put on board at Los Angeles for the "short" trip back to New Jersey. Both of these covers were on board when the ship flew over Texas.

Histories of the German dirigibles are normally incomplete since they ignore the fact that stamp collectors helped finance the Zeppelin Company and made such flights possible. This topic is discussed in an article by Henry Cord Mayer in the September 1979 issue of the AMERICAN PHILATELIST.

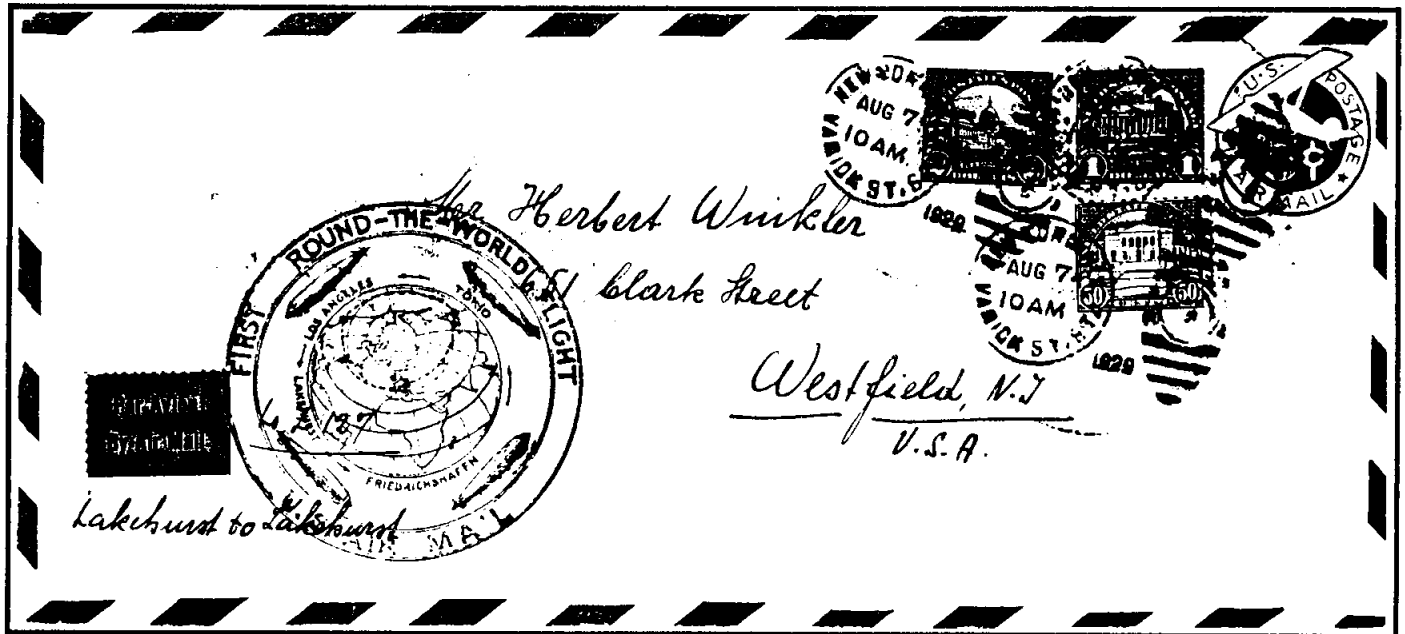


Figure 4. Cover flown around the world on board the GRAF ZEPPELIN, 1929.
(25% reduction)

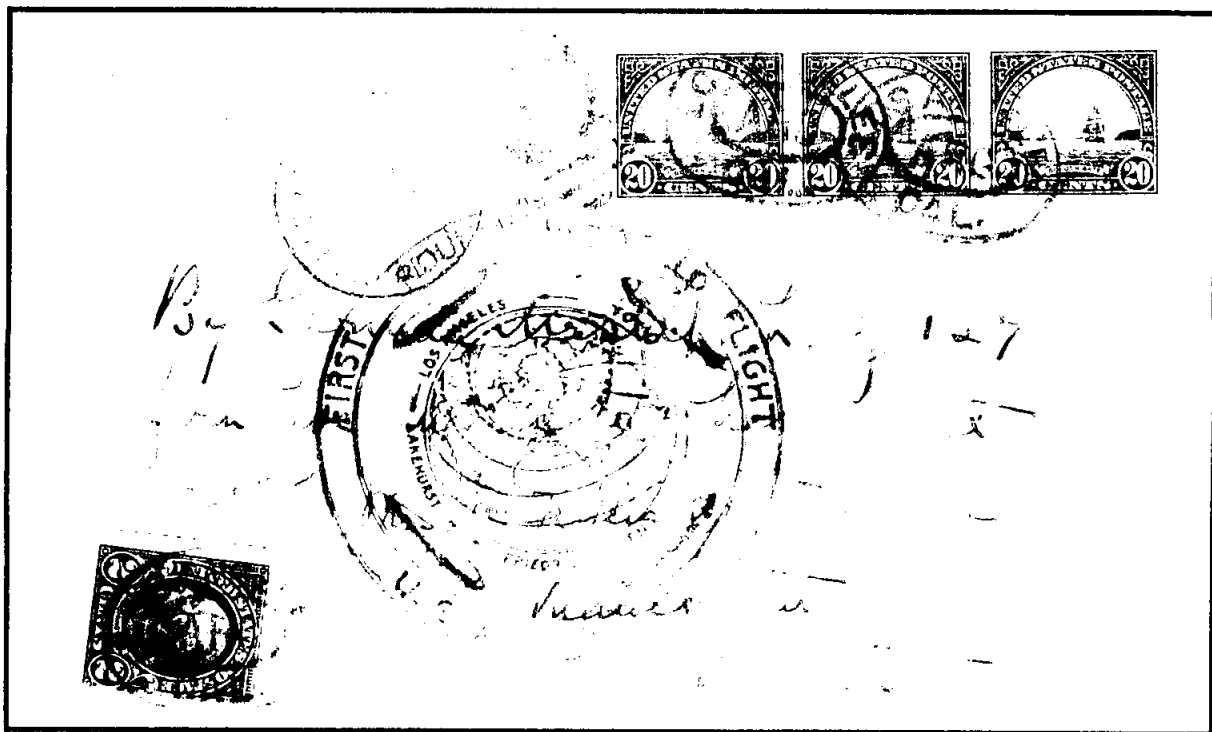


Figure 5. Cover which was flown on GRAF ZEPPELIN over Texas on the Los Angeles to Lakehurst "short" flight and then forwarded to Manchester, Vermont, 1929. Paid 60 cents initial air mail postage plus 2 cents for forwarding by conventional means.

USS AKRON, May 1932

Of all the great airships, the AKRON spent the longest time over Texas, although not by design. In May of 1932 she embarked on a cross-country flight to join the Pacific fleet for maneuvers off the California coast. On this flight she was commanded by a Texan, Commander Charles E. Rosendahl. Incidentally, Commander Rosendahl's papers are now housed at the University of Texas at Dallas' History of Aviation Collection in the special collections section supervised by Dr. Larry Sall.

The AKRON entered Texas at Orange at noon on Monday, May 9, 1932. She headed northwest and reached San Angelo at 10:30 p.m., intent on flying on to Big Spring in order to follow the lighted highway west toward El Paso. However, just outside San Angelo she encountered a powerful thunderstorm with severe wind and lightning which caused Commander Rosendahl to order a retreat to San Angelo. Punished by wind, rain and crop-destroying hail stone, AKRON labored over San Angelo giving the mistaken impression to the citizens that she was in trouble and needed volunteers to man mooring lines. The hundreds who gathered below on an airfield wished to be of assistance but were not needed.

She then turned wouth and daybreak found her near Langtry where the crew hoped to be able to follow the Southern Pacific tracks west to El Paso. She reached the vacinity of Toyah and Kent before again having to retire to Langtry as other strong storms blocked the way west. Visability was so poor that the crew was forced to fly low, just above the Pecos River, hoping the river's course would lead them safely through the surrounding hills.

Finally, a pathway through the clouds appeared and AKRON and her exhausted crew were able to sail through to El Paso. Within sight of El Paso, however, they were hit by dust storms which blew sand into the gondola. These dust storms were to plague them for the rest of the trip to the west coast.

The AKRON spent 22 hours over Texas, dodging and waiting out these dangerous storms. This must be a record of some sort for airships. The AKRON was capable of cruising at 80 mph or better, so 22 hours was indeed a long and exhausting flight.

The return trip on June 11th was uneventful but West Texas was approached with caution and dread. Eastward trips were considered more hazardous because they traveled a shorter distance before reaching the mountains and passes of Texas. That's because less fuel and supplies had been used and the ship was heavier. With this in mind, AKRON ordered that the two aircraft on board be flown off to land at Pecos. (Yes, the AKRON and MACON were aircraft carriers). When AKRON arrived over Pecos after having safely navigated the mountains, rather than take the planes back aboard she telegraphed that the planes make their own way back to Lakehurst. The AKRON was over Midland on Sunday June 12th at 3000' flying at 70 mph. Later that day she was over Cleburne where Commander Rosendahl's mother resided at that time.

The AKRON carried mail on this flight. Nearly 42,000 cover were aboard, each marked with the cachet and backstamp shown in Figure 6. Figure 7. is a cover that flew with the AKRON on her 22 hour Texas ordeal.

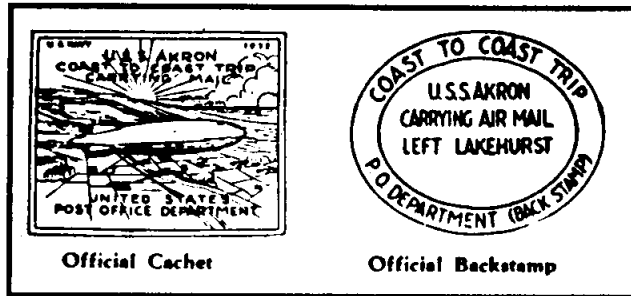


Figure 6. Markings for AKRON's cross country trip which labored for 22 hours over Texas.

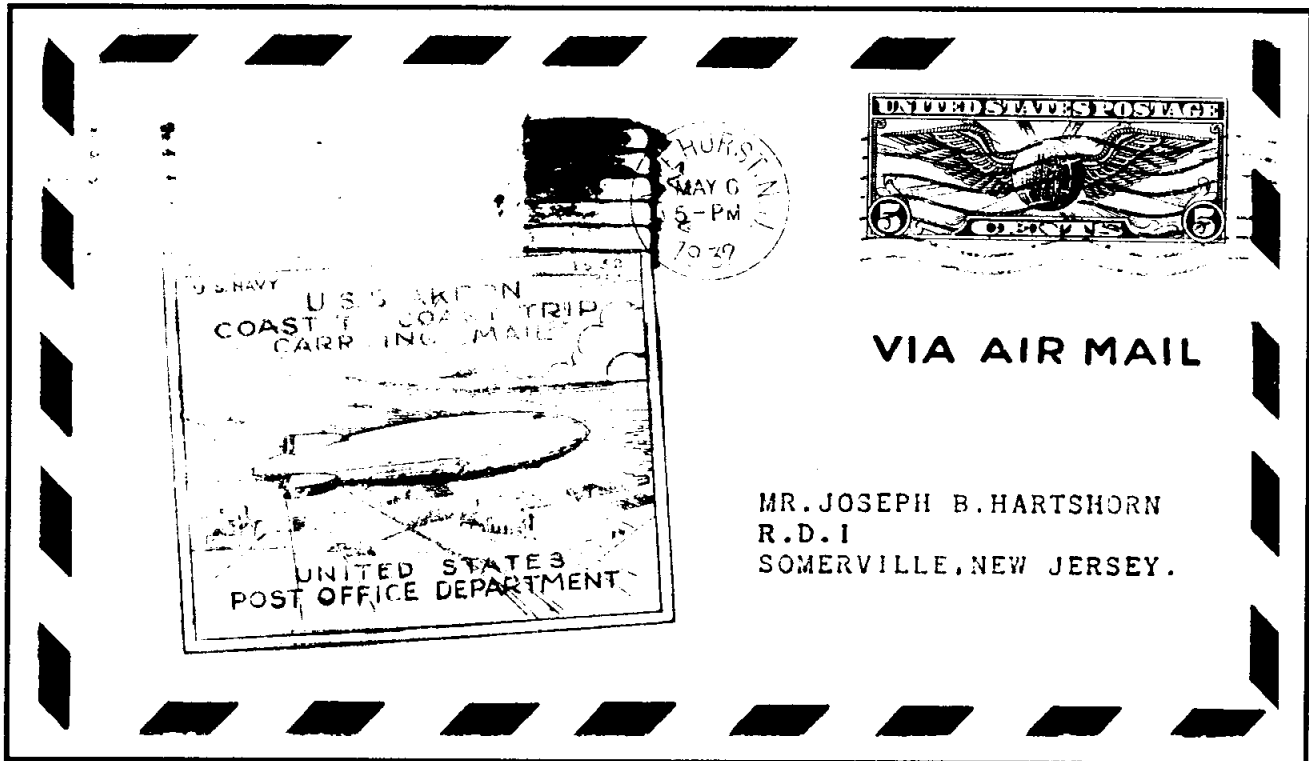


Figure 7. AKRON cover from cross-country flight.

USS MACON, October 1933 and Apr/May 1934

The USS MACON crossed Texas three times. The first flight was east to west on October 13, 1933. The second time was a west to east flight on April 21, 1934. The final crossing was May 16-17, 1934 and was an east to west flight.

The 1933 flight was from the eastern US to the west coast and its "home" base at Moffet Field near Sunnyvale, California. On this trip the MACON encountered fog and a storm which caused the 785-foot airship to idle over Midland-Odessa for three hours waiting for weather over the mountains to the west to clear. The crew felt secure enough that the airplane on board was not flown off. California was safely reached on October 15.

A Naval Institute Press history of the AKRON and MACON refers to West Texas simply as "the land of airship troubles." This title was appropriate on her second crossing of Texas in April of 1934 when the MACON came very close . . . "to a disastrous end in a Texas canyon." As she neared Van Horn the air conditions became extremely violent and

she found herself being knocked about by winds, rising and falling 36 feet a second. Crewmen had to perform their duties while hanging on for dear life. . . becoming exhausted after only 10 minutes on station. During this beating two diagonal girders near the stabilizing fins broke. Crewmen who heard the grinding noise of the twisting metal rushed to the rescue with timbers and bolts with which they reinforced the failed girders. Time was of the essence because the frame itself was in danger of failing without support from the broken girders. Their quick-fix was successful and saved the ship.

Van Horn now behind, the course to their destination in Florida was all downhill. She was reported over Austin at 8:00 p.m. flying smoothly at 80 mph toward the east. The damaged airship finally arrived safely.

On her final trip west she flew across the Gulf of Mexico to Houston on May 16-17, 1934. Figure 8 shows a postcard of the MACON on this flight. She was seen over Austin again at 11:40 p.m. flying at 70 mph with her cabin lights clearly visible to observers watching from the downtown area. She then flew on to West Texas where she encountered the usual winds and turbulence. However, she successfully navigated through it and reported a "relatively uneventful" cruise of 51 hours to Moffet Field.



Figure 8. Postcard showing MACON over Houston, May, 1934

Both the MACON and AKRON inspired numerous covers. Figure 8. is typical. Many bear attractive cachets. I am not aware of any commercial covers being carried aboard the MACON, so any covers would probably be considered philatelic.

The navy's experiment with the giant airship as a major part of the fleet was a complete failure. The rapid evolution of heavier-than-air craft saw to that. In addition, all the American built dirigibles came to disastrous ends: the SHENANDOAH broke up over Ohio in September of 1925 killing 14 of her crew; in April of 1933 the AKRON crashed into the Atlantic with 74 dead (more than the HINDENBURG); and the MACON crashed into the Pacific in February of 1935 killing two.

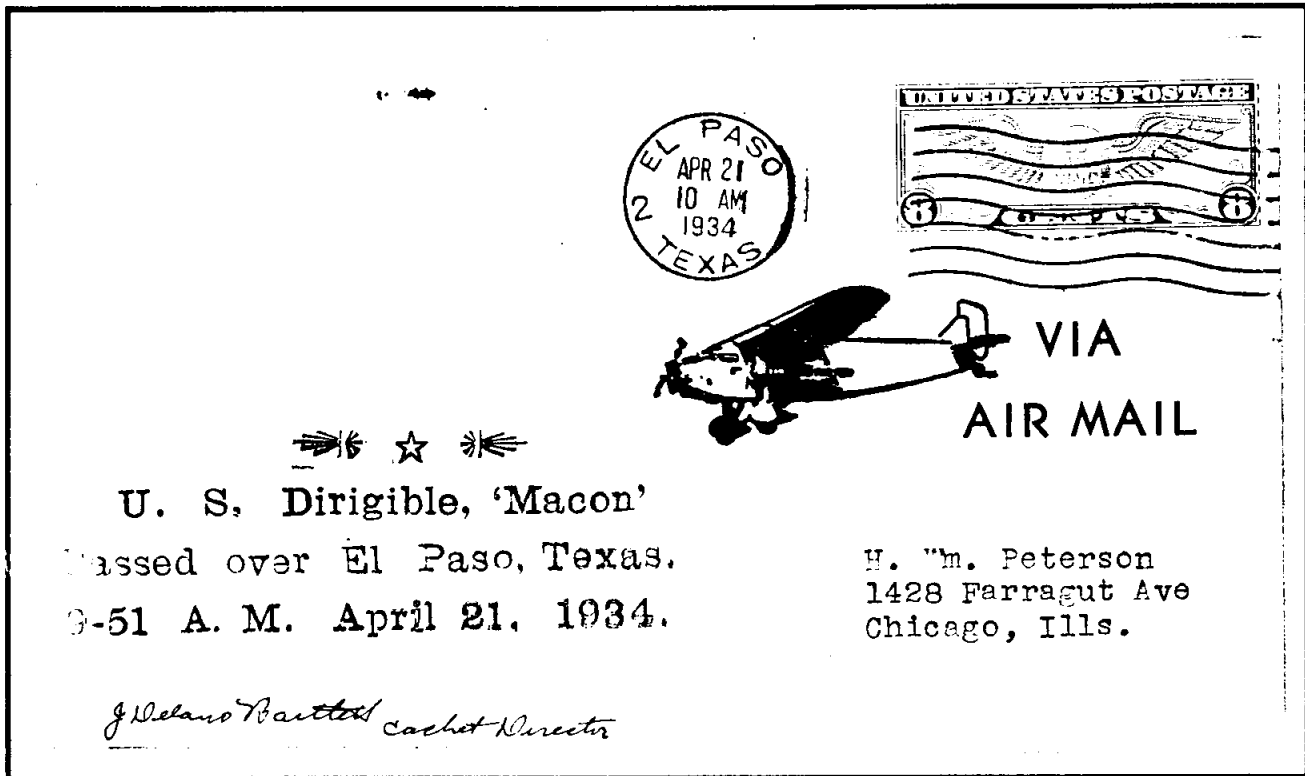


Figure 9. MACON souvenir cover. Not flown on dirigible.

Nevertheless, during their brief time on the scene the great airships were viewed as a wonder, prompting large crowds and headlines wherever they flew and providing those of us who collect covers and stamps with highly desirable items.

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ADDITIONS TO THE TEXAS DOANE LIST
by Jack M. Smith, Sr.

The following list of Doanes was received after the original list was published (August 1999). This new Doane data has been added to the original list and the only change other than the count of each type was the earliest and latest dates or the Type #3.

CHANGES TO TEXAS DOANE LIST							
POST OFFICE	COUNTY	TYPE	NO. IN BARS	EARLIEST DATE	LATEST DATE	NO. COPIES EXAMINED	PERIOD OF OPERATION
Adamsville	Lampasas	1	?	10 Jan 1906	16 Mar 1907	2	1891-P
Aid	Grimes	2	?		10 Apr 1908	1	1904-1913
Brogado	Reeves	1	1		19 Oct 1906	1	1904-1918
Camp San Saba	McCulloch	2	1		31 Oct ?	1	1876-1976
Carney	Haskell	2	1?		17 NOV 1908	1	1903-1908
Casablanca	Jim Wells	1	2		10 Nov 1904	1	1860-1922
Cawthon	Grimes	2	1		9 Mar 1907	1	1892-1907
Clairette	Erath	2	?	5 Apr 1905	16 Aug 1907	2	1892-P
Colburn	Wharton	2	2		20 Sep 1907	1	1895-1909
Deweese	Wilson	3	1	10 Aug 1907	21 Apr 1908	3	1906-1911
Ebony	Mills	2	1		19 Dec 1909	1	1891-1945
Evant	Coryell	2	3	23 May 1906	27 May 1907	3	1885-P
Files	Hill	2	2		27 Mar 1905	1	1880-1907
Grigsby	Shelby	3	1		8 Apr 1908	1	1905-1936
Grovesville	Lubbock	3	1		28 Mar 1912	1	1905-1912
Hasse	Comanche	3	2		30 Jul 1907	1	1900-P
Henze	Edwards	2	1		15 Apr 1909	1	1904-1914
Hortense	Polk	3	2	10 Feb 1909	16 Aug 1909	2	1891-1951
Independence	Washington	2	3	30 Oct 1909	15 Feb 1910	2	1846-1958
Lindale	Smith	2	1	12 Sep 1905	20 Jan 1910	7	1874-P
Loving	Young	2	1	16 Mar 1910	24 Aug 1916	2	1905-P
Martinsville	Nacogdoches	2	1		12 Feb 1907	1	1867-P
Martinsville	Nacogdoches	2	1		12 Feb 1907	1	1867-P
Mendoza	Caldwell	3	2	6 Apr 1908	26 Dec 1908	2	1892-1911
Mereta	Tom Green	2	1		6 May 1908	1	1902-P
Oak Hill	Travis	1	1		1 Oct ????	1	1870-1910
Oran	Palo Pinto	1	1		?? Mar 1910	1	1886-1958
Pflugerville	Travis	2	2	19 May 1907	26 Dec 1908	3	1893-P
Purmela	Coryell	3	7		27 Jul 190?	1	1879-P
Reese	Cherokee	2	1	8 Jul 1906	28 Nov 1909	3	1902-P
Rosser	Kaufman	2	4		9 Aug 1908	1	1886-P
Rossville	Atascosa	2	1?		18 Apr 1907	1	1877-1912
Round Timber	Baylor	3	2		1 Jan 191?	1	1879-1930
Russell	Leon	3	1	3 Sep 1907	26 Mar 1908	3	1885-1952
Swift	Nacogdoches	2	1	25 Feb 1908	29 Feb 1910	2	1883-1940
Tolbert	Wilbarger	3	1	Mar 1908	1909	2	1893-1933
Truitt	Runnels	2	1	5 Oct 1907	23 Nov 1908	1	1904-1912
Wall	Tom Green	3	?		13 Aug 1907	1	1906-P

Type	Number of Cancels	Earliest date	Latest date
1	50	20 Feb 1904	29 Dec 1911
2	344	1 Apr 1903	25 Mar 1919
3	184	25 Jan 1905	29 Dec 1921

IN MEMORIAM -- R. E. (BOB) WALLACE

REPORT OF THE SECRETARY / TREASURER

For the year ended December 31, 1999

MEMBERSHIP

In 1999, we added 11 new members, and one previous member renewed. In addition, three members passed away and four others failed to renew in 1999. Here are their names and home cities:

New Members: (11)

Anita Eisenhower, Corpus Christi, TX	James V. Lusby, Houston, TX
Ted Franks, Cleburne, TX	Robert S. Olds, Austin, TX
John Hutshings, Galveston, TX	John T. Pearson, San Antonio, TX
Tom Koch, DeSoto, TX	Dr. Gale J. Raymond, Sugar Land, TX
Kim J. Kowalczyk, State College, PA	Kenneth C. Wukasch, San Marcos, TX
Jim Looby, Corpus Christi, TX	

Renewed: (1) Dallas Public Library

Deceased: (3)

Glenn J. Butler, Dallas, TX	Carl W. Goerte, Jr., Shiner, TX
R.E. Wallace, Fort Worth, TX	

Dropped: (4)

H.P. Ellsworth, Corpus Christi, TX	Hugh Goldberg, Altoona, PA
Abraham Siegel, Long Island City, NY	Ronald Silliman, McKinney, TX

DUES

Our membership roll is now at 103 members. As of January 1, 72 members have paid their dues for 2000. The 31 that have not paid have a reminder on their mailing labels. If your mailing label is marked, check to verify that you haven't paid them, then send in your \$10.00 dues as soon as possible to the address below to keep receiving the TPHS Journal.

FINANCIAL DATA

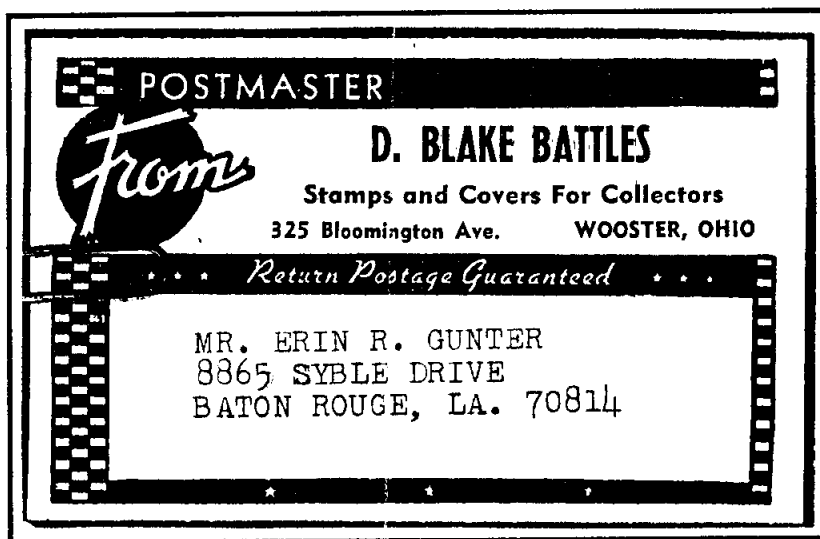
Activity for 1999 compared to 1998 results is shown below:

	1998	1999
<i>Income:</i> Dues	\$1,220.00	\$1,010.00
Old Journals and Index	82.50	85.75
Journal Advertisements	30.00	120.00
Interest Income	34.85	21.21
Other	.10	.00
Total Income	\$1,367.45	\$1,236.96
<i>Expenses:</i> Journal Preparation	\$ 1,093.77	\$1,256.23
Emery Award	214.58	132.19
TPA Dues	10.00	20.00
Member Retention	21.11	.00
Advertising Expense	4.16	.00
Postage	21.32	20.24
Total Expenses	\$1,364.94	\$1,428.66
Net Income / Expense	\$ 2.51	(\$ 191.70)
Balance of Funds	\$2,536.88	\$2,345.18

Submitted by: Lyle Boardman 1/2/2000
 Lyle Boardman, Secretary/Treasurer Date
 3916 Wyldwood Road
 Austin, Texas 78739-3005

FEEDBACK

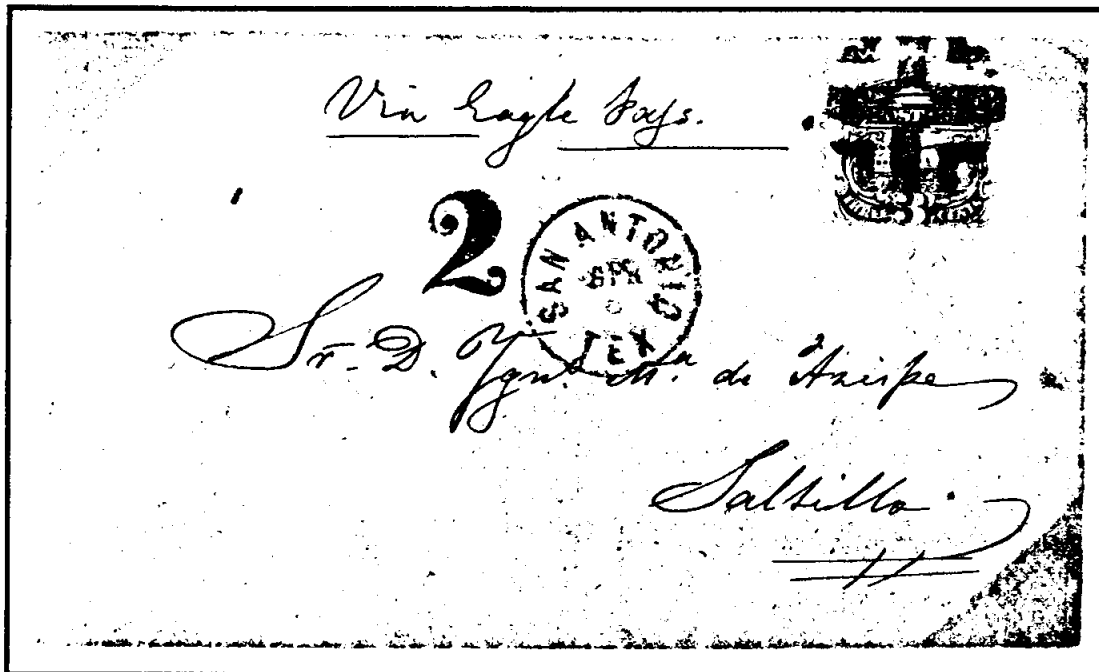
The last paragraph of the article in the November 1999 *Journal* about a letter from San Patricio to Notre Dame, Indiana stated that there probably is no answer as to how this cover got into the philatelic market-place. The speculation was that it was rescued from the trash heap by a collector. Not so! TPHS member Erin Gunter reports that 40+ years ago -- probably the 1950's -- a dealer named D. Blake Battles purchased some 25,000 envelopes without enclosures from the Notre Dame archives. Mr. Battles did philately a great service. Erin owns several of these covers which were addressed to various religious dignitaries. Obviously this is the source of the article cover. Shown below is a mail label from one of Erin's purchases.



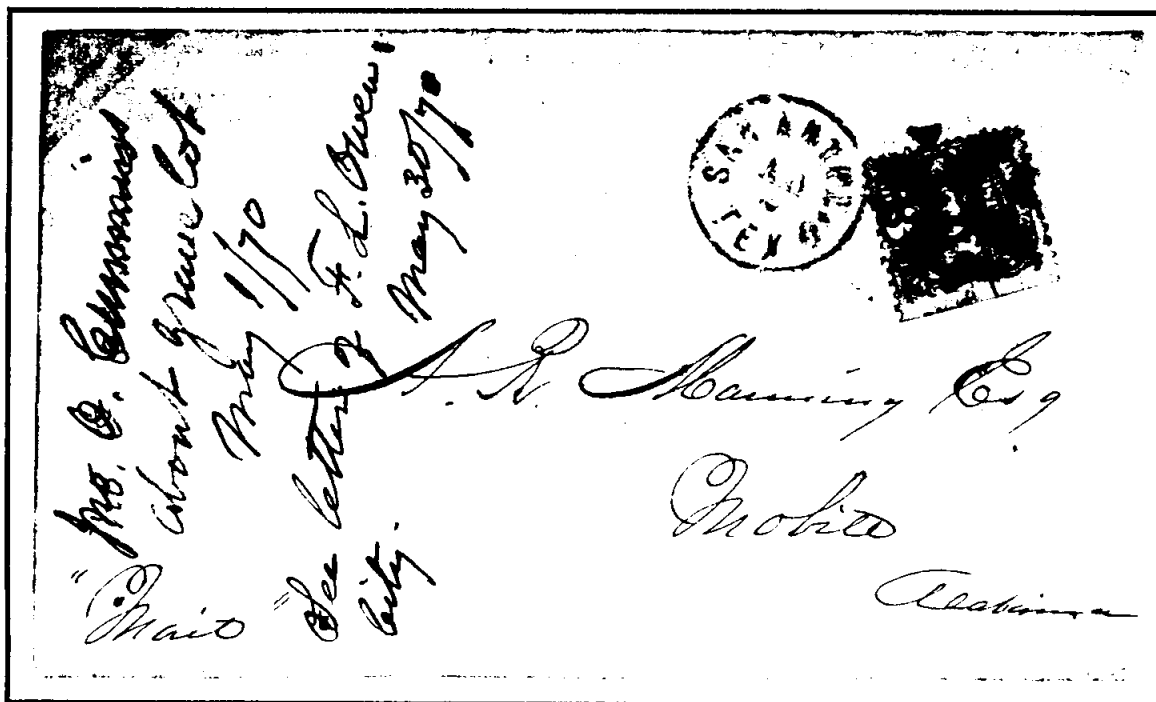
FEEDBACK REQUEST

On the next page copies are shown of two covers posted at San Antonio, one in April and one in May of 1870. Each cover bears a 3-cent locomotive of the 1869 issue cancelled by a striking geometric killer used at that time. This cancellation is unlisted in Skinner-Eno but similar to some New York City marks described as "elaborate" geometrics (page 73). Was this San Antonio cancel used prior to April 1870 and/or after May 1870? Does any TPHS member own or know about other covers with this marking? Perhaps the period of usage could be narrowed.

Are there other distinctive Texas cancels that could be highlighted in this *Journal*? Check your collection. Whether a mark is 19th Century or 20th Century doesn't matter. What matters is making the effort.



Posted at San Antonio April 3, year unknown but probably 1870. That's because the 3-cent locomotive was issued March 27, 1869 and a stamp supply would not have reached San Antonio by April 3rd. Cover addressed to Saltillo, Mexico paid the US domestic rate to the frontier (Eagle Pass), charged 2 reales due for Mexican transit. Geometric cancel.



Posted at San Antonio May 2, 1870 to Mobile, Alabama. Year date determined by docketing at left. Geometric cancel of 3-cent 1869 stamp.

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