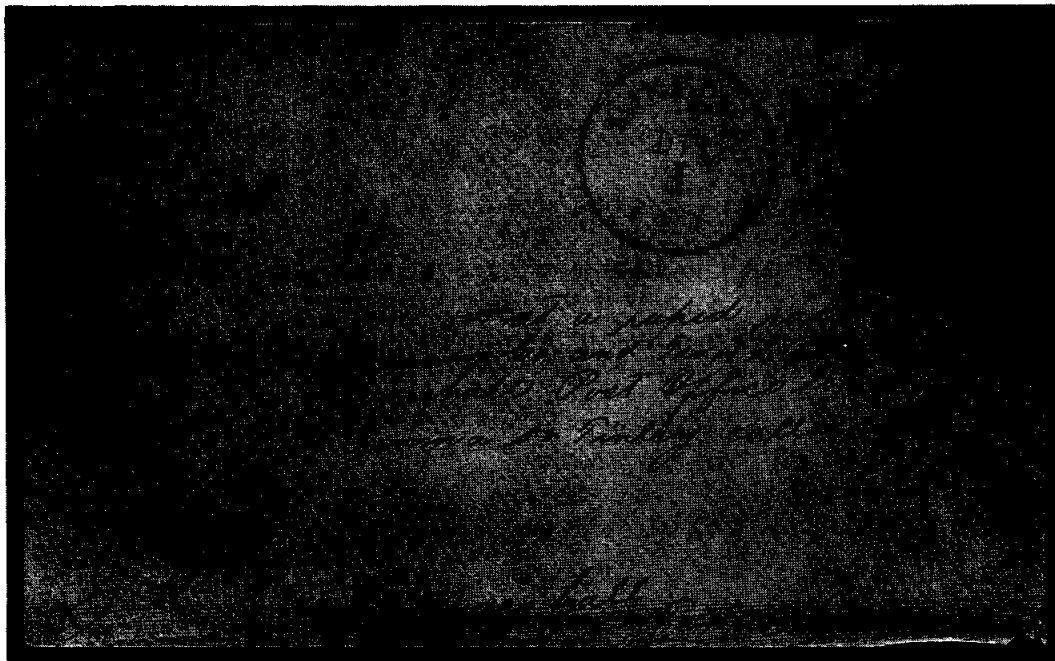


THE TEXAS POSTAL HISTORY SOCIETY JOURNAL



Volume 4, Number 2

June, 1979

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Shown on the front cover of this issue is a rather interesting cover with a most unusual address. The cancellation is nothing special, and the cover is not in the best of condition, but the address is a beauty. It was apparently from a young man wishing to attract the attention of Miss Emma Finley of Marshall, Texas. It was directed from Mineola, Texas to Marshall with this address:

"Bear me on at a rapid rate
To Harrison Co. and Texas State
At Marshall Post Office let me be
Till Emma H. Finley calls for me."

THE TEXAS POSTAL HISTORY SOCIETY

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THE PRESIDENTS PAGE

The annual meeting of the TPH Society was held at the University of Texas in Arlington on April 28th. Though attendance at the meeting was disappointing, the enthusiasm and interest of those present made the get-together a worthwhile and productive affair. We were treated to a showing of some of the fabulous postal history items held by Gordon Bleuler. Numerous trades and purchases occurred, and it appeared we all came away with something new for our collection or exhibits.

The meeting room on the 6th floor of the University of Texas Arlington Library was outstanding. This facility, geared primarily to the study of Texas history and culture, highlights such key documents as the 1835 Declaration of Causes, and the 1836 printing of the Texas Declaration of Independence. Exhibited on the walls are original maps from the Spanish, the Mexican, the Republic of Texas, and the early Texas statehood periods. Whether you are a native Texan, or a new arrival to the state, you would enjoy seeing this fabulous storehouse of Texas history.

TEXPEX '79' and HOUPEX '79':

These exhibitions offer two great opportunities for T.P.H.S. members to write up and show their prize covers. TEXPEX '79 will be held at the Quality Inn in Amarillo on June 22-24, hosted by the Golden Spread Stamp Club. HOUPEX '79 will be on August 24-26, at the Stouffer Greenway Plaza Hotel in Houston, hosted by the Houston Philatelic Society.

It is anticipated that the T.P.H.S. will be well represented by member-exhibits at both shows. If you have never exhibited, or would like to see some fine postal history exhibits, plan now to attend one or both shows. Take notes on what you like best about each exhibit. When you return home get out your collection, set down with your notes and new ideas, and work them up into a future exhibit. You will find the search for ideas "challenging", the documentation of the historical facts "educational", the change from your normal activities "thera-

peutic", and the new friendships you will make "priceless". Reap "all" the benefits available to the active postal historian.

OTHER MATTERS:

In the first issue of the T.P.H.S. Journal, Charles Deaton brought to your attention the monumental work of Jim Wheat, entitled Postmasters and Postoffices in Texas, 1846-1930. This research tool has been instrumental in providing detailed information relating to Texas Postal history. That study was both a great stimulant, and I believe, a major factor in the amalgamation of the states postal history collectors.

Recently another discovery has been made which could provide an equally useful and stimulating research tool for the Texas postal historian. From 1845 to 1900 each postmaster was required to submit detailed information relating to the location of his office to the 4th Asst. Postmaster General. This geographical information aided the U.S. Postoffice Department in the preparation of postal maps for the state. Copies of the maps for 1849, 1858, and 1878 can be obtained by writing the:

General Services Administration
National Archives and Research Service
Washington, D. C. 20408

The Texas maps are contained in Special List No. 29, map numbers 772, 776, and 777. The charge for copying the three Texas maps is currently \$12.80. Happy hunting.

PRIVATE FORWARDING AGENTS OF EARLY TEXAS

By Bill Emery

Many postal historians have written articles describing in detail the operation of the official mail system under its different administrations. Seldom have these articles given more than a brief note to the very substantial role played by private carriers and forwarding agents in the handling of early Texas mail.

A forwarding agent has been defined as, "a person or firm who undertakes to see that the goods or correspondence of another are transported without himself acting as the carrier."

During the Mexican period (1820-36) Texas was sparsely populated and the volume of mail was extremely small. The Mexican officials actively suppressed trade and effectively reduced communication between the settlers and their out-of-state contacts. Letters had to be smuggled out on horseback or sent by ships that were often searched for contraband. Forwarding agents may have participated but did not openly advertise their activities.

Later, during the Republic of Texas (1836-45) extensive plans for improved mail service were formulated by John Rice Jones, 1st Postmaster General. Implementation of these plans however, proved painfully slow. Continued threats of war, indian troubles, together with a depleted treasury left the government unable to carry out many of their plans and obligations. Settlers were openly bitter and distrustful of the official mail system.

These frontier settlers, challenged almost daily by their harsh environment, were quick to develop alternatives. A private network for mail exchange was established. Anyone who has examined a number of these letters from early Texas can not help being impressed by the frequency with which the following statement appears, "I take this opportunity of writing, as Mr. _____ will be coming your way." The difficulty with this private system lay in the transfer of out-of-state and foreign mail. This problem was ultimately solved by the private forwarding agents.

After Texas gained her independence in 1836, settlers immigrated to the state in ever increasing numbers. An agricultural economy developed and with it the need for household goods and manufactured farm equipment. Agricultural produce, such as cotton, had to be sold. Businesses which advertised themselves as "Forwarding and Commission Merchants" opened in coastal ports to handle the importation of these supplies. These businesses purchased the settlers crops for future export and sale in the markets for the United States and Europe.

Since these business firms had ready access to shipping, they often accommodated their customers by sending packets of letters to

New Orleans or to European ports. At first they did this service without charge. Later, as the volume of mail handled grew, many began to collect a charge for their service.

One of the earliest articles dealing with these private forwarding agents was by the noted postal historian Harry Konwiser. In 1942, Mr. Konwiser with the help of several fellow collectors compiled a list of private forwarding agents that had applied handstamps to American mail and published it in "The Stamp Speicalist." His list contains two early Texas agents, E. H. Cushing of Houston and A. F. James of Galveston. Later Kenneth Rowe in his book, "Forwarding Agents" (1966) listed four additional firms from Texas which had applied a forwarding handstamp to mail passing through their offices. Alex ter Braake in his book, "Texas, The Drama of its Postal Past" illustrates three such private forwarding agents.

This author, believing the number of private forwarding agents was exceedingly small, began his own search. With the cooperation of T.P.H.S. members Gordon Bleuler, Brad Beard, and Charles Deaton, the number of known agents utilizing handstamps on Texas mail has been more than doubled. Shown in Figure 1 and 2 are two forwarders handstamps not previously reported. Without doubt there remains many agents still to be discovered.

Figure 1:

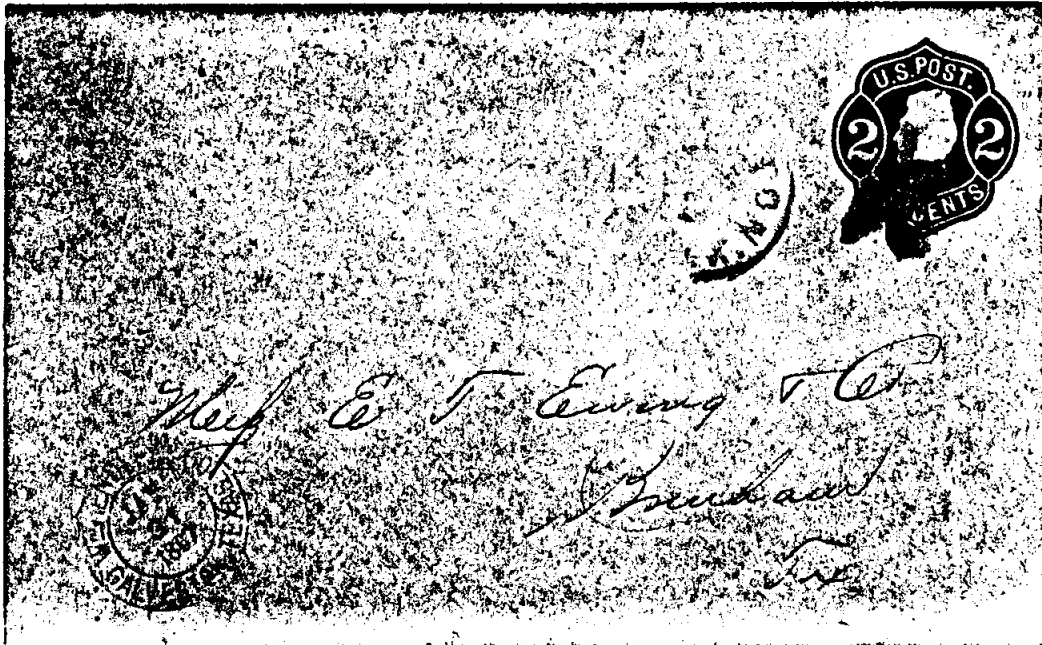


Figure 2:



Doctor J. B. Bover - 12
Geo Engelmann

This article represents a progress report in what might become a significant new contribution to a better understanding of early Texas communications. A cursory survey of the Texas Almanac's from 1857-67 reveals advertisements for more than forty forwarding and commission merchants. The following list shows those agents now reported as applying handstamp or manuscript markings on early Texas mail.

TEXAS FORWARDING AGENTS 1839-1866

Adams Express Co.	Galveston	1865
Adams-Harris Co.	Houston	1839
Ball, Hutchings & Co.	Galveston	1866
Cushing, E. H.	Houston	1863
Dodge & Co. Express	-----	1850
Fulton & Hensley	Port Lavaca	1850
Hendley, Wm. & Co.	Galveston	1850
James, A. F.	Galveston	1840
Klaener, D. H.	Galveston	1848
Miller, Theodore	Indian Point	1846
Pacific Express	Cuero	1865
Prom, J. & J. Co.	Houston	1862
Reis & Nichols	Houston	1844
Reddif, A. N.	Galveston	1839
Russel, J. W. & J. R. & Co.	Jefferson	----
Runge & Fromme	Indian Point	1846
Scranton	Houston	1847

It is hoped that readers of this article who know of additional handstamped or manuscript markings by forwarding agents on Texas mail will communicate their information to the author. It will be deeply appreciated.

CONTRACT AIR MAIL COMES TO TEXAS

By Fred Boughner

After the three Texas pioneer flights at Houston (1912), Galveston (1912) and Seguin (1915), there was to be a gap of some eleven years before another collectible bit of airmail postal history appeared in this state.

During this Texas airpost hiatus, the government-operated airmail started flying from New York to Washington; attempted an unsuccessful route from Washington to Boston; flew experimentally from New York to Chicago and, for a brief week, toted the airmail from Macon to Atlanta, Ga.

Other trial routes -- none of them in Texas -- waxed and waned out of the airmail story. By 1919 the new airmail service had broken out of its New York to Washington eastern cocoon and was offering regular service from New York to Chicago. In 1921 that first eastern route was abandoned entirely and the airmail embarked on its greatest adventure -- flying mail across the nation from New York to San Francisco. Not until 1920 was this cross-country carry implemented on a regular service basis.

That service flew in daylight only. At night the airmail planes were grounded. Six years after the airmail had begun, the DeHavillands began to fly day and night coast-to-coast over the "highway of lights". In mid-1924 the long-held dream of flying in the dark was finally a reality.

Texas was not involved in any of this early developmental process. It was not until a CAM (Contract Air Mail) flight in 1926 that regular airmail service touched this state.

Henry Ford's superb airplanes had flown the very first CAM flights in February of 1926 between Chicago-Detroit and Detroit-Cleveland. Contrary to popular opinion, it was a Ford-produced single engine version of the later and more famous Ford trimotor that carried the first CAM mail.

In mid-April of that year, two unknown fliers named Philip Love and Charles Lindbergh flew the mail between Chicago and St. Louis. By then, plans were already underway to bring airmail to Texas. CAM Route #3 -- actually the seventh such route to be established chronologically -- was inaugurated between Chicago and Dallas on May 12, 1926.

The planes of CAM 3 also stopped at the intermediate cities of Fort Worth, Oklahoma City, Wichita, Kansas City, St. Joseph, Mo. and Moline, Ill. The route was intended to form the major north-south airpost highway for the fledgling airmail service. The Post Office

Department expected a heavy volume of mail to be handled between Dallas and Chicago and they were not disappointed.

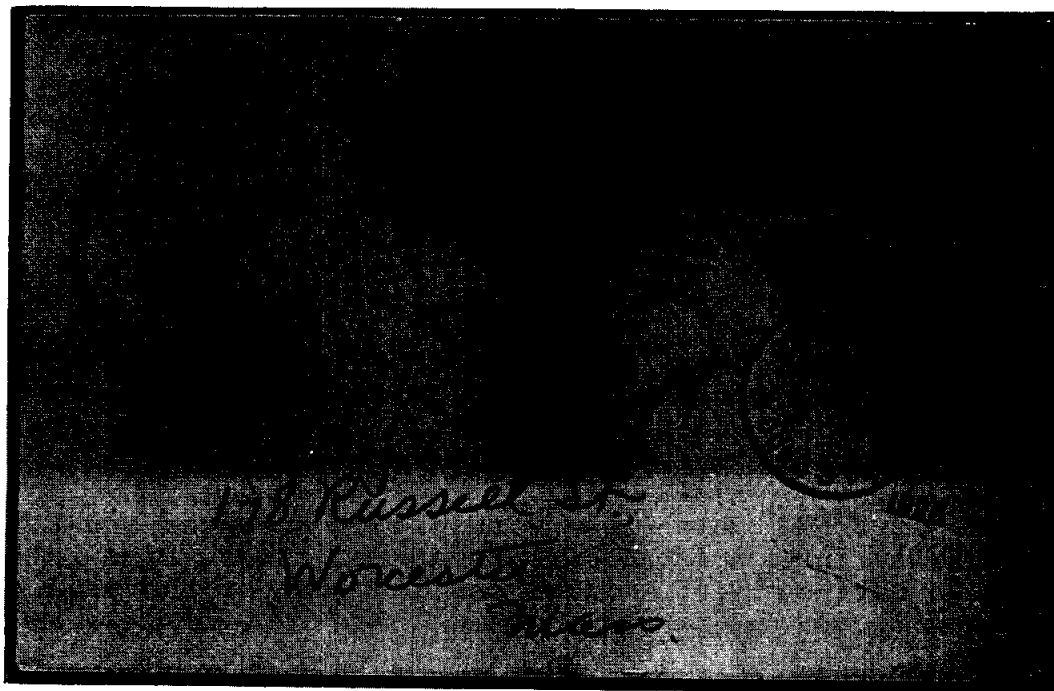
The contract carrier for this first regular Texas air service was National Air Transport, Inc., a line that was later to form part of Braniff Airlines. The familiar round "cartwheel" cachet and cancel, so typical of early CAM flights, was applied at both Fort Worth and Dallas. It might be well to note here that these attractive cachet/postmarks are also sought by many pure postmark collectors as well as airmail fans -- a fact that has made some of the early CAM covers somewhat hard to find nowadays.

Happily, this is not the case with the Dallas and Fort Worth first flight covers of CAM 3. They are among the most plentiful and least expensive of the early CAMs. Some 350 pounds of airmail flew out of Dallas on that first flight while approximately 250 pounds was leaving Fort Worth. At 30-40 covers per pound, that translates into many thousands of first day envelopes coming out of the two Texas origination points. They are priced in the American Air Mail Catalog at from \$1.50 to \$2.50 each depending on cachet color.

You may also find these pilot signatures on CAM 3 first days: Askew, Dobie, Fatt, Garrison, Johnson, Kindred and Matucha. None others are legitimate.

Illustration number 1 shows such a CAM cover from Dallas. In this instance the cachet is supplemented by a postmark as well as the local marking of a Texas state outline bearing the words "Dallas, City of the Hour". Both of these cachets on this cover are in green ink although varieties are known in magenta and black as well.

Illustration #1:



Dallas cachets are time marked "7:00 A.M." while most Fort Worth cartwheels carry a "7:30 A.M." timing. I say "most" since a much rarer Fort Worth CAM marking carries a "5:00 P.M." designation. All of the Fort Worth covers are found in either purple or magenta.

An even scarcer cachet exists from Fort Worth bearing the cancellation "Fort Worth, Tex. -- Term. R.P.O.". It seems that the Railway Postal Service maintained a transfer clerk at the Fort Worth airfield temporarily and this mark was applied to the very few letters posted directly at that installation.

The next airmail items that belong in a postal history collection of Texas would be CAM covers from routes #21 and #22. Though both services began on the same day -- February 6, 1928 -- they must be considered separately as far as first flight markings are concerned. This is a must, even though some of the same cities were included in both CAM flights.

By this time, the familia. cartwheel cachets had largely given way to the hexagonal marking as shown in illustration number 2. The carrier for these routes was Texas Air Transport with pilots Hugh Brewster and C. F. Pedley assigned to the Dallas-Ft. Worth-Houston-Galveston mail carry. You may find either or both of these signatures on Route #21 covers.

Dallas cachets are known in green, magenta, purple, and blue; Fort Worth in purple and magenta; Houston in magenta, blue, purple, black and green (and combos thereof) with Galveston markings in blue, purple and black -- both single colors and combination hues.

Illustration #2:



Waco was added as an intermediate stop on March 5, 1928 and similar cachets can be found from this city in purple, orange magenta and brown orange. Direct flights from Dallas to Houston and an extension to Corpus Christi came along in 1935 and 1936 but these covers are beyond the scope of this report time-wise.

Route #22 of 2/6/28 was flown with pilots Brewster and L. S. Andrews initially involved. Brewster carried covers from both routes from Dallas to Fort Worth. Andrews carried most of the mail of Route

#22 to Waco, Austin and San Antonio. A myriad of cachet colors can be found from cities along this route -- green, magenta, purple and black. Combinations are also known.

So-called "error" cachets from these flights are not as easily found in dealers' cover boxes as the regular first flights. With both Dallas and Fort Worth involved in each route on the same first day, some covers on Route #21 were stamped with Route #22 cachets and vice-versa. In order to spot these errors, proper backstamps at the arrival point are needed since no route numbers appear in the cachets themselves -- just the route cities involved.

An important extension of Route #22 to Laredo was flown first on Oct. 1, 1928. Mexico had just established an airmail service from Mexico City to Nuevo Laredo and this extension gave Texas its very first international airmail connection. Covers from both San Antonio and Laredo dated 10/1/28 bear a different cachet consisting of a pair of wings surmounted by the words "First Flight" in an arc and "Air Mail United States-Mexico" in straight line markings.

On March 9, 1929 Laredo was dropped as the Mexican "connection" and Brownsville took its place. The cover cachet reverted back to the hexagonal style for these first carries with the words "Dallas-Brownsville" under the winged vignette.

These Texas routes continued until mid-February, 1934 when incoming Postmaster General James Farley canceled all CAM contracts, sending the inadequate planes of the Army aloft to fly a skin-and-bones reduced airmail service throughout the U.S.

That action -- more political than postal in nature -- resulted in death and disaster for many of the Army pilots and subsequently changed almost all route numbers and flight contractors when commercial carrying of the airmail was finally resumed.

Next time we shall look at the Houston-New Orleans airmail post of 1929 and the east-west beginnings of cross-country air mail through the southern states from Atlanta to Dallas to Los Angeles.

THE PABST AND REIMERS CENTENNIAL COVERS

By Charles Deaton

Two of the most beautiful and distinctive series of cachets for the 1936 Centennial events were produced by Texas firms, one a stamp dealer and the other an engraving company. C. D. Reimers, a Fort Worth stamp dealer, produced and sold cacheted covers for at least eight different events during that year, while the Pabst Engraving Co. of San Antonio also produced eight different designs.

The Reimers cachets will probably be familiar to most students of Texas postal history. Shown below is a typical example (see figure 1), this one issued for the opening day of the Centennial Exposition on June 6. The six flags of Texas are printed in color across the top, while the wording on the bottom denotes the event being commemorated. The illustration in the center of the map of Texas changes with each event. A listing of the Reimers covers known at this time follows:

C. D. REIMERS CACHETS

<u>Type</u>	<u>Date</u>	<u>Event</u>	<u>Illustration</u>
1.	March 2	First Day of #776	State Seal of Texas
2.	March 6	Alamo Day at San Antonio	Alamo
3.	March 13-21	Fort Worth Fat Stock Show	Cowboy on Bronco
4.	March 27	Mission La Bahia at Goliad	Mission
5.	March 27	100th Anniversary of Goliad Massacre	Fannin Battlefield
6.	April 21	100th Anniversary of Battle of San Jacinto	Santa Anna Surrendering to Sam Houston
7.	April 24-26	40th Anniversary of Texas Philatelic Association	Present TPA President A. H. Schumacker
8.	April 24-26	40th Anniversary of Texas Philatelic Association	TPA Member No. 1 and First Secretary E. W. Heusinger

The two designs issued for the TPA convention are apparently the scarcest of the series; the covers for the San Jacinto and Mission La Bahia celebrations appear to be the most common. The designs for the Centennial Exposition, the Fort Worth Fat Stock Show, and the Goliad Massacre are relatively scarce. Retail prices for these Reimers Cachets are currently in the \$3 - \$10 range depending on scarcity of the cachet. Figures 2 and 3 illustrate a couple of these designs.

Figure 1:

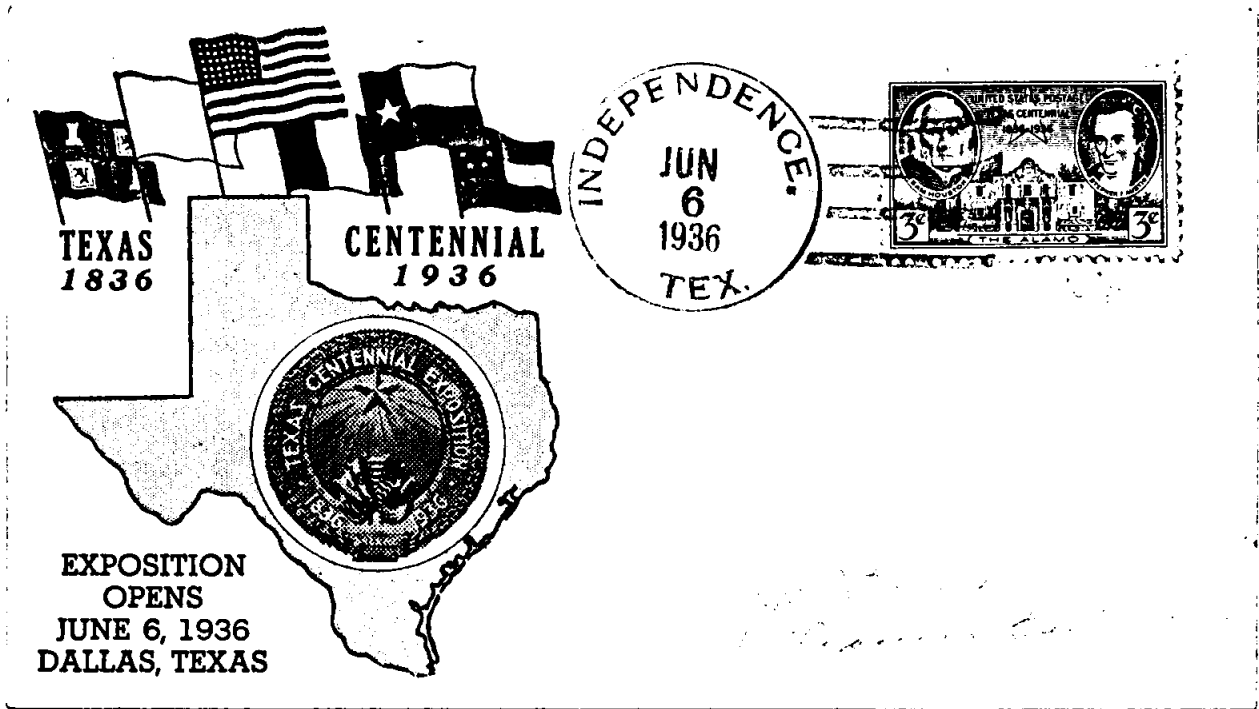


Figure 2:



Figure 3:



The Pabst series is possibly the finest produced in this country for any event in terms of beauty and quality. Three of these feature full color designs and can be breathtaking sights indeed. The other five are exquisite examples of the engravers' art. A listing follows:

PABST ENGRAVING CO. CACHETS

Full-Color Designs:

<u>Type</u>	<u>Design</u>
1.	Six Flags of Texas surrounding Seal of State
2.	Cluster of Bluebonnets on either side of State Seal
3.	Bluebonnets in silver basket with red ribbon tied at top; Alamo in background

Other Designs:

4.	The Massacre at Goliad
5.	Monument at the Fannin Battlefield
6.	The Alamo Founded 1718 (vertical design)
7.	The Alamo Built 1718 (horizontal design)
8.	Flag of Goliad and Velasco

The full-color designs are illustrated in Figures 4-6. The two bluebonnet covers are most attractive especially when found on covers that are bright and fresh. The Type 3 cover, bluebonnets in a silver basket with a red ribbon, is, in the author's opinion, the most beautiful of all 1936 covers. (It is also one of the scarcest). The other Pabst cachets are illustrated in Figure 7. Prices applied to these are generally in the \$5 to \$15 range, depending on scarcity of the design and condition. All of these cachets are relatively scarce.

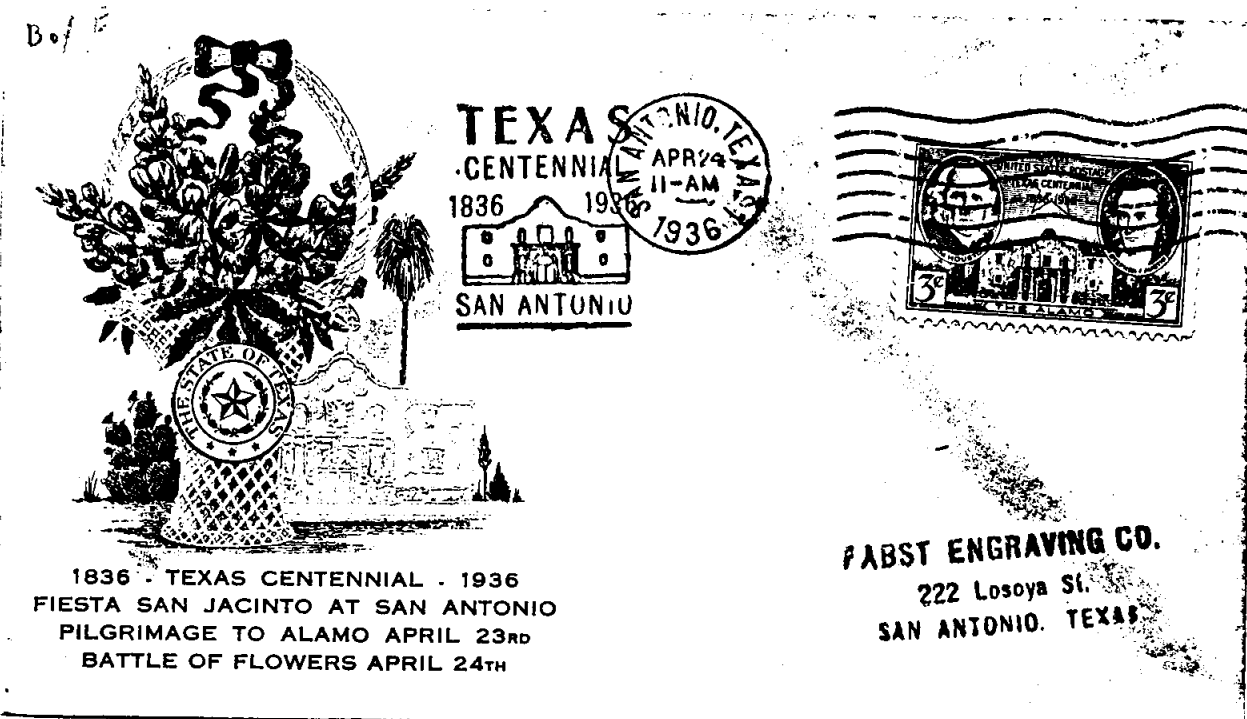


Figure 5:

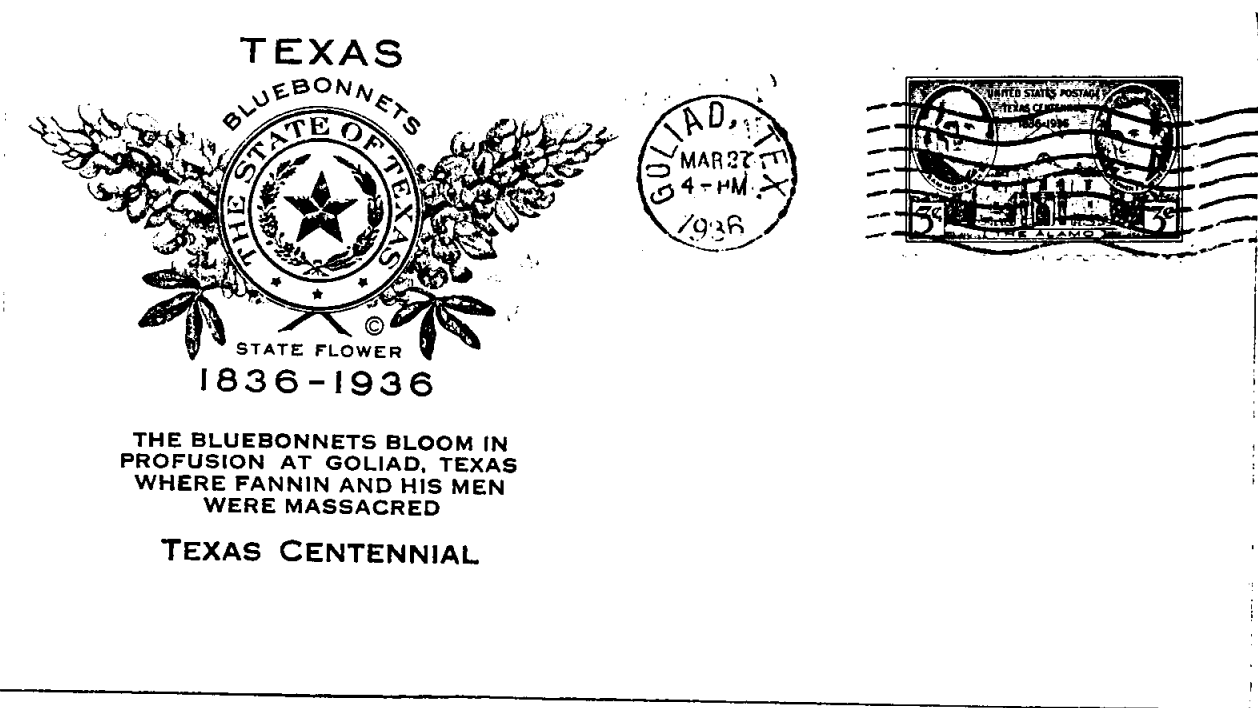


Figure 6:

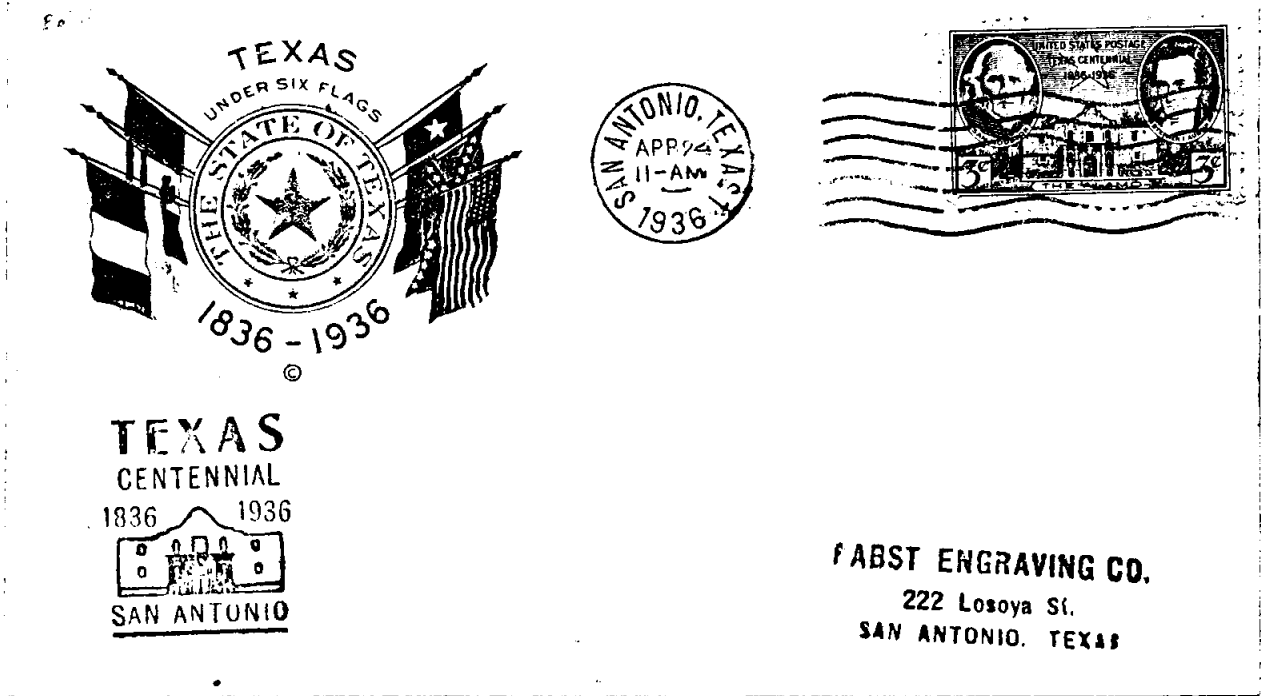


Figure 7:

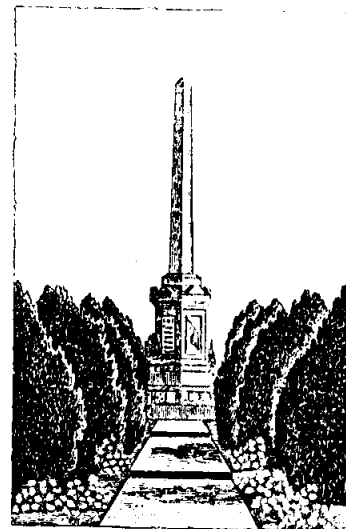


THE MASSACRE AT GOLIAD

Engraving by G. Fabst

COLONEL FANNIN AND MORE THAN 300 MEN WERE SHOT DOWN AFTER SURRENDERING WITH GUARANTEES MARCH 27TH 1836

TEXAS CENTENNIAL - 1936



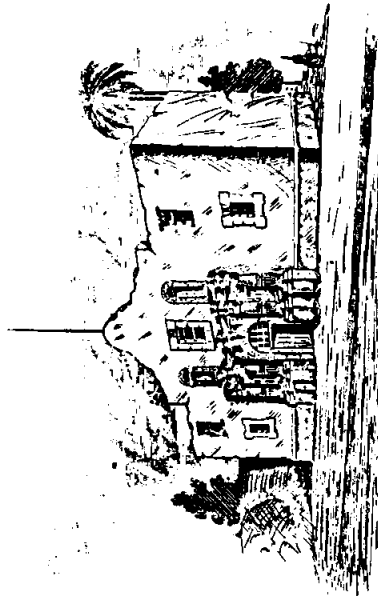
MONUMENT AT THE FANNIN BATTLEFIELD FANNIN, TEXAS

Engraving by G. Fabst

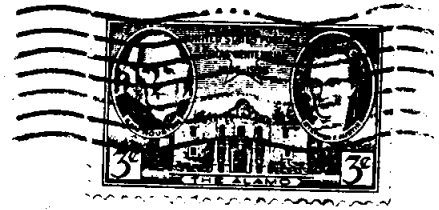
Type 4:

Type 5:

B-47



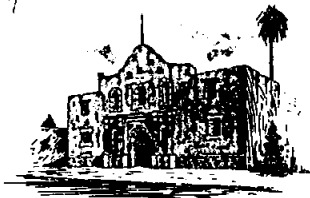
THE ALAMO FOUNDED 1718



FABST ENGRAVING CO.
222 Losoya St.
SAN ANTONIO, TEXAS

Type 6:

B-47



THE ALAMO BUILT 1718

**(CRADLE OF TEXAS LIBERTY)
WHERE TRAVIS, BONHAM, BOWIE
CROCKETT AND OTHER HEROES DIED**

1836 TEXAS CENTENNIAL 1936



**FLAG OF GOLIAD & VELASCO
GOLIAD**
Etching by J. Pichl

Type 7:

Type 8:

JUDGING POSTAL HISTORY EXHIBITS

By Ernst M. Cohn

The following two items are the result of the International Federation of Philately's meeting at Prague in September 1978. The first is a delimitation, mutually agreed upon by the executive offices of the Postal History and Traditional Philately Commissions of FIP (called "Bureaux" in international language), between the two collecting areas. The postal history portion of that delimitation is as follows:

A postal history collection should aim to show the methods and means of franking and payment of postage and despatching and routing of correspondence. It should consist primarily of covers of all kinds, and may also contain relevant illustrative material including adhesive stamps off cover. The emphasis of the collection should be mainly on the history of postal communication and therefore research and knowledge shown in the exhibit may be as important as the material shown.

It is hoped that the following notes, approved at Prague, also will find wide application within the United States.

NOTES ON JUDGING POSTAL HISTORY CLASS EXHIBITS (These notes are not mandatory.)

A. Since FIP has, in article 1 of the postal history class regulations, defined a postal history collection, this definition should be borne in mind by judges at all times.

A Postal History Collection is one based on a study and classification of postal and philatelic items which are directly relevant to the methods, routing and conditions of despatch of postal communications of all periods, or to the organization to this end of postal services whether government, local, or private.

Three important guidelines for judges to follow from this definition:

1. the emphasis in any postal history exhibit (or collection) should be on study and classification--illustrated by the material shown:
2. such a postal history exhibit may contain two kinds of material (i.e., on the one hand, postal maps, letter bills, notices, illustrations, etc., and on the other, used stamps, envelopes, postcards, parcel labels, etc., which have seen postal use). There should normally be a marked preponderance of postally used items;
3. the exhibit/collection and all the material included should be "directly relevant" to postal communications or to the "organization to this end of postal services."

B. Specific Points in Assessing an Exhibit

1. Study and Classification (Research)

The content and quality of the information on the album pages of the exhibit should explain the reason for showing the item (i.e., what postal rate, marking, or special usage is illustrated by the item).

2. Completeness

How well does the exhibit cover its declared scope?

(a) Is the subject too large to be properly dealt with in the number of frames allocated (e.g., the postal history of London 1680-1914 in five frames)?

(b) Conversely, has a very restricted subject been over-elaborated to fill a specific number of frames (e.g., Ligne 'X' maritime cancellations of France in eight frames)?

(c) Is the coverage of the subject balanced--are the "difficult" periods or services adequately shown, or is most of the exhibit devoted to the more common markings/services?

(d) The material exhibited should correspond with the title.

3. Originality and personal research

Has the exhibitor chosen an original subject? Is it one on which since there is little or no published information, the exhibitor must have done much research (in whole or part), and, if so, how full and convincing is the story of postal development he has revealed--and illustrated--in his exhibit?

4. Relevance and quality of exhibits

(a) Relevance

(i) a postal history collection/exhibit sometimes includes eye-catching (and valuable) covers which are almost irrelevant to the declared subject (because they are outside the specified dates or the subject of the exhibit). Judges should never be influenced by such items when assessing the exhibit.

(ii) the inclusion of mint stamps or unused postal stationery is in no case relevant to a postal history exhibit.

(iii) "philatelic" covers. Though commercial and other non-philatelic covers are always preferable, sometimes certain aspects of a country's postal history are almost impossible to show without "philatelic" covers (e.g., Early Samoa). Judges should take such instances into account.

(b) Quality

(i) Except in the case of "wrech" and disinfected covers, the closer a postal history item is to its original condition, the better; judges should, of course, use their experience in allowing for the effects of age, methods of transport, or climate and the (non) availability of similar covers in fine condition.

(ii) Nevertheless, a cover must be judged above all on the quality of its postal history aspects (the clarity of impressions, the relevance and rarity of its postal markings).

(iii) As between two items of equal (postal history) quality, the use of a rare stamp on one cover may make it more attractive; this should only carry real weight in judging (as opposed to the auction sale) if the rare stamp was issued and used properly at the right period for a particular postal service or rate.

5. Presentation

Neatness and conciseness are always to be commended. A type-written text should not be discriminated against.