

# THE TEXAS GULF HISTORICAL AND BIOGRAPHICAL RECORD

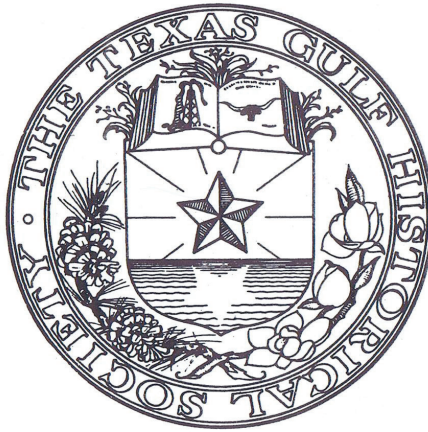
The Journal of the Texas Gulf Historical Society  
and the Lamar University History Department

Volume 54: 2018





The Texas Gulf  
Historical and Biographical  
Record



*Vox audita perdit, littera scripta manet.*

VOLUME 54

2018

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THE LAMAR UNIVERSITY HISTORY DEPARTMENT

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*The Texas Gulf Historical  
and Biographical Record*

A JOURNAL DEVOTED TO  
THE HISTORY OF SOUTHEAST  
TEXAS AND THE GULF COAST

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*VOLUME 54: 2018*

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Ann Creswell

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The background of the entire page is a historical map of Texas, showing county boundaries and names such as Anderson, Nacogdoches, Tyler, Jasper, Newton, Orange, and Jefferson. In the bottom right corner, there is a logo for 'J. De Cordova's State of Texas' with the text 'Compiled from the records of the General Land Office of the State.'

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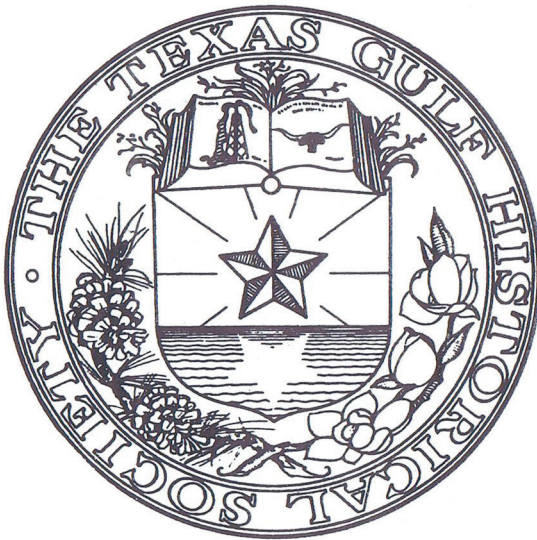
## EDITOR'S NOTE

JIMMY L. BRYAN JR.

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W elcome to the technicolor Volume 54 of *The Record*. In this issue, Cassandre Durso examines the history of prisoner of war camps in Southeast Texas during the Second World War. Most of the German soldiers housed in the region were taken captive during the Allied campaigns in northern Africa. As Durso finds, they provided crucial labor in Southeast Texas agricultural fields and lumber industry and often interacted with the local community. She further clarifies that the camps at Tyrrell Park and China were separate facilities. As editor of *The Record*, I have compiled a catalog of maps that reflect the complex history of Southeast Texas and the gulf coast. With forty-nine maps spanning from 1700 to 1960, I comment briefly on each, demonstrating the many different ways that cartography intersects with history and culture. Many thanks to Jerry Craven and the folks at the Lamar University Literary Press for facilitating the production that made this color version possible. Always, thanks to President William Yoes, Robert J. Robertson, Judith Linsley, Anne Creswell, and everyone at the Texas Gulf Historical Society for supporting *The Record* and preserving the history and culture of our region.



*Vox audita perdit, littera scripta manet.*



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# FROM THE AFRIKA KORPS TO THE GULF SHORES

*The Prisoner of War Camps of Southeast Texas*

CASSANDRE DURSO

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Travel out toward the Cattail Marsh at Tyrrell Park in Beaumont, and you will pass a derelict stone building enclosed by a chain-link fence. The roof is caving in on nearly every side, windows are boarded, and the bricks are tumbling. You can see what appears to be a water line at the base of the outer walls that probably came from the flooding brought from Hurricane Rita in 2005 and Tropical Storm Harvey in 2017. You may give it an interested look and then shrug it off as just another of Beaumont's abandoned structures that needs to be torn down.

This building, however, possesses a tremendous amount of history between its walls, dating back to the New Deal. The Tyrrell Park Community Center was constructed as part of a Civilian Conservation Corps project. During World War II, however, the building housed some of its more interesting inhabitants. Between 150 and 200 German prisoners of war (POW) traveled to Beaumont under armed guard to help with agricultural and lumber work.<sup>1</sup> Most histories of the POW camps of Texas mention Camp China, and for years, historians have confused it with the Tyrrell Park facility. Review of military records and newspaper accounts reveal that Camp China was established after the use of Tyrrell

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1. Newspaper sources report conflicting numbers in announcing the arrival of the prisoners. "POW Convoy Arrives Today," *Beaumont Journal*, October 19, 1943; "150 German War Prisoners Arrive Here for Labor," *Beaumont Enterprise*, October 20, 1943. Richard P. Walker puts an average of prisoners at 200, suggesting that the number fluctuated. *The Lone Star and the Swastika* (Austin: Eakin Press, 2001), 38.

Park. Additionally, there were seven other camps around Southeast Texas that housed POWs for labor during and after World War II.<sup>2</sup> While other comprehensive works about POW camps in Texas exist, this work serves as a more in-depth study of the POW camps in Southeast Texas. It will clarify past discrepancies, explore the types of POWs utilized in this region, and the types of labor relief they provided.

The United States accepted POWs within its borders at the request of Great Britain. Many of those who came to the Southeast Texas camps had been part of the German Afrika Korps defeated in 1942 and 1943. By this time, US allies in Europe were short on resources and space, and they transported Axis POWs across the Atlantic on liberty ships. According to historian Arnold Krammer, Allied forces transferred the prisoners from holding compounds built at Oran, Casablanca, and Marrakech. Former German POW Charlie Konig recalled his transport from Oran as fairly uneventful. In July 1943, he and his fellow prisoners boarded a liberty ship which took them to Norfolk, Virginia. Fritz Ensslin, however, remembered that his transport ship suffered daily attacks by German U-boats. Once the men reached the United States, the military processed the POWs and transported them by train to the camps.<sup>3</sup>

The use of POWs as laborers outside those military installations served a specific purpose. Many places suffered a severe deficit of workers across multiple industries due to the military draft. Attempts to offset this shortage varied depending on location. Within the agricultural industry, for example, sugar cane growers in Louisiana considered importing

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2. Walker refers to the location as Camp China, and his map puts it in Liberty County. However, the description of “a prison camp on park land provided by the City of Beaumont” suggests that the map is in error and that this is the Tyrrell site as there were no other camps in Beaumont housing POWs. Walker, *Lone Star and the Swastika*, 38.

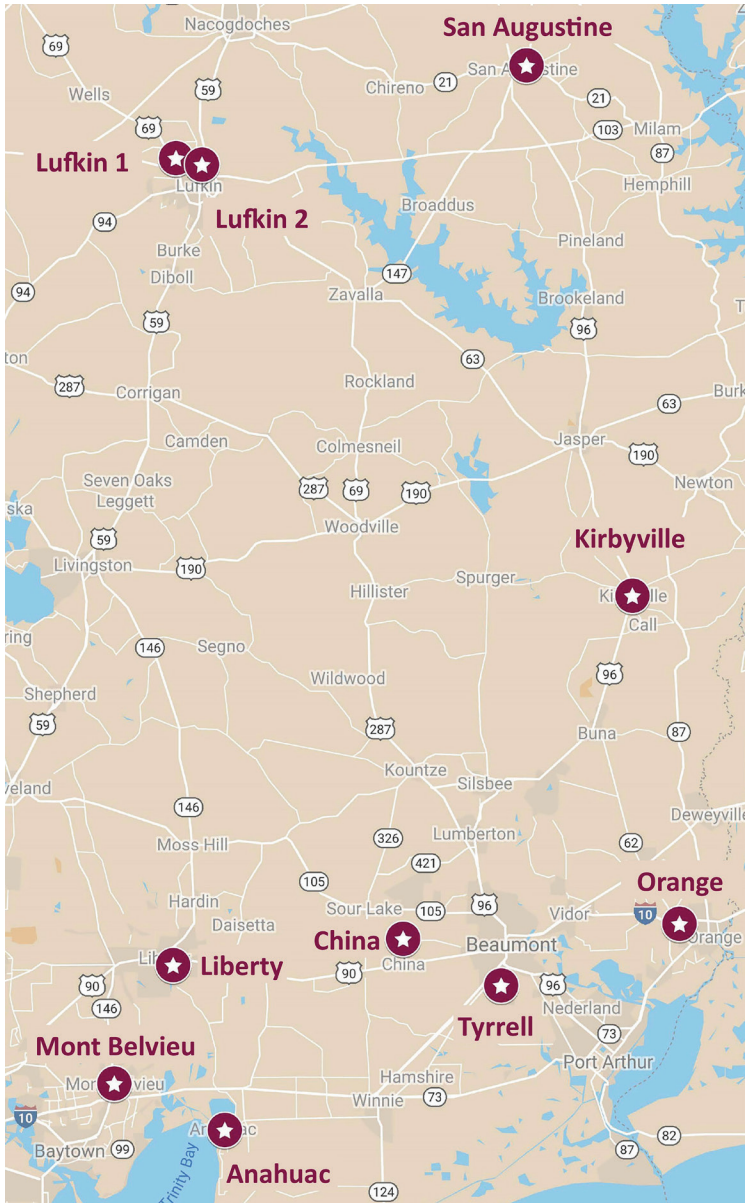
3. Charlie Konig interview by Scott Farris, April 9, 2013, Fort Polk Military Museum, Fort Polk, LA; Letter from Fritz Ensslin in “The Fallen Foe: America’s German Prisoners of War, 1942-1946,” US Army Engineer Museum, Fort Leonard Wood, MO; Sharyn Kane and Richard Keeton, *A Soldier’s Place in History: Fort Polk, Louisiana* (Tallahassee: National Park Service, 2004), 151; Arnold Krammer, *Nazi Prisoners of War in America* (Lanham: Scarborough House Publishers, 1996), 3.

laborers from Puerto Rico and some of the British West Indies, but they faced roadblocks. As historian Joseph T. Butler Jr. explained, Great Britain would “not allow their citizens, mainly Negroes, to work in areas where ‘Jim Crow’ laws or segregation existed.” Mexican labor also arose as a suggestion, but it was struck down since the federal government already planned to use this group of workers under the Bracero Program. From there, the agricultural industry turned to the use of Axis POWs. In January 1943, Claude R. Wickard, Secretary of the Department of Agriculture, wrote to R. P. Patterson, Undersecretary of War, to ask about the use of POWs for agricultural labor where shortages existed in the nation. Wickard also requested that new camps be constructed in those areas where the need for labor was desperate. Patterson forwarded this matter, with his approval, to Gen. Wilhelm Styer, Deputy Commander of the Construction Division of the Corps of Engineers for consideration, stating, “I will be glad to see the War Department help in meeting this problem.” And meet that problem they did. The army formulated procedures that complied with the Geneva Convention of 1929 regarding the treatment of POWs and also avoided exclusion of US civilian laborers.<sup>4</sup>

In order to obtain approval for a contingent of POW assistance, the War Manpower Commission required a formal declaration that employers had exhausted all attempts to find suitable civilian labor, and then a recruiting agency would need to certify the labor shortage in the area. For locations within an hour of an existing base camp, POWs were simply transferred by truck to the job sites. If the site was over an hour away, the US government would need to commission a branch camp. Guidelines for such camps required the employer of the POWs to “provide suitable buildings for kitchen and mess hall facilities for both the prisoners and guards . . . [and] buildings for lavatory facilities with the requirements of one shower per twenty men and one faucet

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4. Claude R. Wickard to R. P. Patterson, January 21, 1943, and Memorandum from Patterson to Wilhelm Styer, January 23, 1943, German Prisoners of War Collection, University Archives and Acadiana Manuscripts Collection, University of Louisiana at Lafayette (hereinafter ULL); Joseph T. Butler Jr., “Prisoner of War Labor in the Sugar Cane Fields of Lafourche Parish, Louisiana: 1943-1944,” *Louisiana History*, 14 (Summer 1973): 289.



Approximate Locations of Southeast Texas POW Camps during World War II. Base map provided by Google Maps.



for every fifteen men for both prisoners and guards. To provide water and electricity to the site of the camp.” The guidelines also stipulated work hours and wages—set at 80 cents per day, which roughly equaled the daily pay of a US Army private in 1941. All prisoners, regardless of whether they worked or not, received \$3.00 per month to spend in the canteen at the camp. In addition, the regulations capped work days at a maximum of ten hours and that time included the commute to and from the camp. Employers covered the cost of that transport and rations for the laborers hired. Finally, POWs received a “24-consecutive hour rest period each week.” To meet these regulations, communities and other organizations would raise funds for building or renovating facilities often in close proximity to local residents. One might wonder how people felt about having the enemy living near them.<sup>5</sup>

Beaumont residents apparently favored the idea of using and housing enemy soldiers. They even sent them a welcome party of young ladies. On October 15, 1943, the *Beaumont Enterprise* called for thirty girls to volunteer for a “farewell party” in favor of those POWs chosen for transfer to Beaumont from Fort Polk. Mrs. George McCracken was the chaperone that would accompany the young women on their visit. The enemy prisoners were set to arrive the following week. Original orders for the Beaumont transfer listed 500 prisoners, but the camp at Tyrrell received only 150 from Polk according to an article from October 20. The *Enterprise* further stated that the POWs themselves were quartered in the recreation building and that the guards’ quarters were elsewhere on the park grounds. Strict rules were in place to prevent unauthorized

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5. Utilization of the Services of Prisoners of War Labor, Region X, Regional Bulletin no. 337, April 13, 1944, 7-9, Records of the War Manpower Commission (RG 211), Washington, DC: US National Archives; George G. Lewis and John Mewha, *History of Prisoner of War Utilization by the United States Army, 1776-1945* (Washington, DC: Department of the Army, 1955), 77, 109; James E. Fickle and Donald W. Ellis, “POWs in the Piney Woods: German Prisoners of War in the Southern Lumber Industry, 1943-1945,” *Journal of Southern History*, 56 (November 1990): 696-697; Butler, “Prisoner of War Labor,” 290; Jeffrey L. Littlejohn and Charles H. Ford with Christopher Chance, Dale Wagner, and Carolyn Carroll, “The Origins and Construction of Camp Huntsville, in Littlejohn and Ford, eds., *The Enemy Within Never Did Without: German and Japanese Prisoners of War at Camp Huntsville, Texas, 1942-1945* (Huntsville: Texas Review Press, 2015), 27.

interaction with the public. "Civilians will not be allowed contact with the prisoners under any circumstances. Picture taking is banned."<sup>6</sup>

Upon review of the recollections of local residents, it seems that this policy was more federal than local. Janyce Martin Braswell's father was the park superintendent of Tyrrell during the war, and her family lived on the grounds. She recalled that the POWs often sang on their way to and from work on the flat-bed trucks. On Thursdays when the prisoners enjoyed movie nights, Braswell and her brother would watch the American films with them on a big outdoor screen. Jesse Rogers also recalled a positive experience with the men at Tyrrell. He said his mother initially had anxiety at having Nazis in close proximity to their home, but her hesitancy passed. He remembered that the POWs would give visiting children chocolate. Robert Bauer, whose family used laborers from Camp China, also said that his family had a positive experience with the laborers. "These people were no different than me or you or anybody else," he recalled. "The only reason they were fighting and they let us know right quick. The reason why they was fighting is the government said you pick up that gun and go fight. The very same reason our boys was over there. The very same reason. They didn't have anything against us, nor did we have anything in particular against the German people, just the government."<sup>7</sup>

This statement holds some credence when examining the system used for processing enemy POWs. The more ardent Nazis were sent to specific camps, like the one in Alva, Oklahoma, to keep them away from the others. This helped to diminish the instances of violence and even death that occurred when the groups were kept in contact. For the most part, former POWs attested to the fact that they had few problems with the camps. Fritz Gorgas told one of his civilian coworkers, "I'll do

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6. "Beaumont Girls to Participate in Camp Polk Party" and "150 German War Prisoners," *Beaumont Enterprise*, October 15 and 20, 1943.

7. "Enemy at home: War Evokes Memories of Southeast Texas POW Camps" and "Tyrrell Park Building Used as a POW Camp," *Beaumont Enterprise*, January 27, 1991, and June 25, 2007; Robert Bauer interview by Pamela Reynolds, November 10, 1988, Lamar University Special Collections.

anything they want me to because my war is over.” Erwin Rother stated that, “I couldn’t have had it any better.”<sup>8</sup>

While the prisoners relished the lax nature of their captivity, they still had to work. The Department of Agriculture granted contracts for growers in Beaumont and Orange, drawing on POWs held at Camp Polk in Leesville, Louisiana. A memo from the War Department dated October 5, 1943, recorded that 500 prisoners and 100 guards would go to Beaumont and 400 prisoners and 80 guards to Orange. J. F. Combs, the Jefferson County farm agent, negotiated a deal with the War Manpower Commission to aid in the rice harvest that year. The POWs arrived at Tyrrell Park where accommodations had been made to the specifications set forth by the Army. The local farmers along with help from the American Rice Growers Association raised \$3,000 to make those necessary improvements. The *Beaumont Enterprise* reported that some growers were concerned that the POWs were too ‘puny’ to do the work needed.<sup>9</sup>

By contrast, Gen. Blackshear M. Bryan, the Assistant Provost Marshal General, deemed the region’s lumber industry too hazardous for POWs. Such work potentially violated the Geneva Convention, which prohibited the employment of enlisted men in jobs that were dangerous, unhealthy, or had a direct tie to military operations. Work in sawmilling or logging qualified as dangerous since men were more likely to get injured. According to a study by the US Children’s Bureau in the 1930s, “the first three industries in frequency of disabling injuries were logging, coal mining, and sawmilling.” Nevertheless, POWs worked

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8. Konig mentions the “walk of the Holy Ghost” which was a punishment carried out at Camp Polk by the more loyal members of the Germans there. He states how guards would leave the soldiers to govern themselves at night. Konig interview; Kane and Keeton, *Soldier’s Place*, 152; “Tyrrell Park,” *Enterprise*, June 24, 2007; Walker, *Lone Star and the Swastika*, 92.

9. Allen W. Gullion, “Inspection of Prisoner of War Camps at Camp Polk and Camp Livingston, Louisiana,” War Department Memorandum, October 5, 1943, Matthew Schott Collection, ULL; “175 German War Prisoners will be Transferred Here for Labor in Rice Fields,” “Just Kids, and Some are Puny at That, Agent Says of German ‘Supermen’ to Work Rice Crop,” and “Tyrrell Park,” *Beaumont Enterprise*, October 13, 16 1943, and June 25, 2007.

in the lumber industry during the war and did so as early as February 1944, within mere months of the release of that statement. At various times, the camps at San Augustine, Liberty, Lufkin, Orange, Kirbyville, and China used POWs in the lumber industry.<sup>10</sup>

The China branch camp employed POWs in both agriculture and lumber industries. It received Germans from Camp Huntsville and Camp Polk. According to the *Beaumont Enterprise*, Camp China was on land leased from Stanolind Oil and Gas Company. In a visit report from November 6, 1945, Louis S. N. Phillipp of the Special Projects Division described the China facility as a semi-permanent camp established on September 1, 1944, eleven months after Camp Tyrrell opened. The two camps also differed in housing. At Tyrrell, POWs were quartered in the CCC building, but according to Phillipp's report, China prisoners slept in winterized tents.<sup>11</sup>

At China, POWs also had weekly religious services for both Catholic and Protestant congregants. The clergy for these services came over from the Lake Charles branch camp. Roughly seventy-five percent of the POWs claimed to be Catholic. China offered nightly English classes as well as instruction in geometry, stenography, French, and mathematics. Such educational programs were common features in POW camps in the United States. For recreation, China provided a library with about 170 books, a radio, and a phonograph with 80 records. A ten-piece orchestra performed regularly. Although the camp did not provide sports facilities, Phillipp noted that the POWs played fistball, handball, and ping pong. The camp spokesman, Ludwig Brehm, also

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10. "War Prisoners' Use Is Limited," *Beaumont Enterprise*, October 13, 1943; US Children's Bureau quoted in Ruth A. Allen, *East Texas Lumber Workers: An Economic and Social Picture, 1870-1950* (Austin: University of Texas Press, 1961), 111; Arnold P. Krammer, "When the Afrika Korps came to Texas," *Southwestern Historical Quarterly*, 80 (January 1977): 264; Fickle and Ellis, "POWs in the Piney Woods," 700.

11. Louis S. N. Phillipp, Prisoner of War Camp Visit, Camp Polk, Louisiana, October 5-11, 1945, Special War Problems Division, November 6, 1945, Schott Collection. In 2000, the Texas Historical Commission commemorated the site with a historical marker. "Enemy at Home" and "Small Plaque in China Makes Note of Site Where Germans Were Held in WWII," *Beaumont Enterprise*, January 27, 1991, and September 15, 2014.



told the visiting officials that men at China passed time with painting and carving. They sent some of the pieces to the International Red Cross storage in New York City. The China camp reached a top capacity of 403 prisoners in August 1945 and closed in December.<sup>12</sup>

Other small camps appearing in the reports to aid in crop harvests included sites at Anahuac and Mont Belvieu. Anahuac operated from August to December of 1944 as a branch of the Huntsville base camp, housing just over 200 POWs. In October 1945, it reopened briefly as a branch of Camp Polk with 295 detainees, closing in late November. The Camp Polk report noted that 100 men from Anahuac would “be transferred to form new camp at Mont Belvieu, Texas on October 8, 1945.”<sup>13</sup>

The Mont Belvieu camp, like Anahuac, operated on two separate occasions. It also initially served as a branch for Huntsville from September to December 1944 and later for Camp Polk from October to November of 1945. Mont Belvieu does not appear to have been in an area of high demand since the number of POWs did not exceed one hundred in reports, and by November 1945, only fifty men were present in the camp. The exact sites of both Camp Anahuac and Camp Mont Belvieu remain difficult to locate. Both were temporary, using tents to house POWs and leaving little enduring remnants.<sup>14</sup>

The US Army also operated a POW camp at Kirbyville between June and October 1945. It initially opened as a lumber branch of Huntsville, but like many of the other camps mentioned, it later fell under the jurisdiction of Camp Polk. According a report dated August 25, 1945, Camp Kirbyville housed pulpwood workers with 129 non-commissioned officers and 24 enlisted men. The report states the “cutting task is five pens (5’3” high) per day and the PWs almost always complete the task.” The loading task, however, exhibited a problem in perfor-

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12. Phillipp, Camp Visit; “Southeast Texas Camp Detained POWs,” *Beaumont Enterprise*, September 15, 2014, Littlejohn and Ford, *Enemy Within*, 36; Walker, *Lone Star and the Swastika*, 43.

13. “POW Camps in Louisiana, Mississippi, and Texas,” German Prisoners of War Collection, ULL; Phillipp, Camp Visit; Walker, *Lone Star and the Swastika*, 43.

14. POW Camps, ULL; Walker, *Lone Star and the Swastika*, 43.

mance for the prisoners. W. J. Bridges, who wrote the report, suggested a solution, recommending that the operators assign workers to specific trucks to meet the loading task. "Three prisoners could be assigned to each truck and two of the three would ride to the rail siding and unload the wood." An inspection report dated October 5, 1945, showed 141 POWs at Kirbyville, but states the camp was set to close on the 8th.<sup>15</sup>

The camps at Orange and Liberty operated as both agricultural and lumber branch camps. Camp Orange, which has a marker from the Texas Historical Commission (erected 1991), lay four miles west of the city on present-day US 90 at Womack Road. Orders to send prisoner laborers to Orange first appeared in the October 5 report. It called for 400 prisoners and 80 guards to travel to Orange for the purpose of harvesting rice. Later, Orange became a branch camp for Huntsville. For area farmers that required help with harvests after that time, prisoners were transferred from Camp China or Camp Edgerly in Louisiana. In September of 1944, as control of the camp changed, so did the work for the prisoners, from agriculture to lumber.<sup>16</sup>

Liberty followed the same shift from agriculture to lumber. The camp operated from October 1943 to December 1944. In October, the *Beaumont Enterprise* reported that Liberty received 400 more POWs to supplement the 100 already working in rice harvesting. It also states that Gordon L. Hart, the county agricultural agent for Liberty and Chambers counties, worked to secure another 125 to bring the total number of laborers in Liberty to 625. This report counters some claims that Camp Liberty did not begin until early 1944. That year, the US Forestry Service helped establish a camp in Liberty. Whether this was a second camp acting concurrently with the agriculture camp or simply a new camp solely for the purpose of lumber is unclear. In either case, the Forestry Service, in conjunction with private pulpwood companies,

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15. W. J. Bridges and R. W. Mess, Report of Inspection of Prisoner of War Camp, Camp Polk, Louisiana and Five Branch Camps, August 20-24, 1945, Schott Collection; Guillion, "Inspection of Prisoner of War Camps;" Walker, *Lone Star and the Swastika*, 43.

16. War Department Memorandum, *Inspection of Prisoner of War Camps*, October 5, 1943; Texas Historical Commission Atlas (atlas.thc.state.tx.u).

acted to salvage timber after a disastrous ice storm in January 1944. These POWs were quartered in stone buildings on land owned by the Forestry Service, which is now the Trinity Valley Exposition grounds. As previously mentioned, the War Department had prohibited the use of detainees in lumbering only four months prior, but due to a strong need for laborers, enforcement became more lax. Throughout 1945 and after, most of the work done by POWs in Southeast Texas was in lumber.<sup>17</sup>

By the latter half of 1945, Camp Polk alone still had twelve open branch camps, a handful of which were in Southeast Texas. One of those, Camp Lufkin, would continue past the end of the war. Actually, two POW camps concurrently operated in Lufkin. The first opened in February 1944 and continued through May 1946. Unlike other Southeast Texas installations, Lufkin 1 was a branch of Camp Fannin near Tyler, Texas, not Huntsville or Polk. The Southland Paper Mills company spent \$5,300 to construct the camp in conformity with War Department standards, and the US Forestry Service supplied the quarters. Lufkin 1 was located on present-day US 69, four miles north of the city. Demand and need for laborers at this camp rose in 1946 when the number of POWs increased from 406 in November 1945 to 545 in February 1946. Lufkin's second camp operated from April to September 1944 for additional aid in the lumbering industry. Southland also operated this camp. The quarters here consisted of wood and cement, and the site was one mile north of the city at the county fairgrounds, housing over 400 prisoners.<sup>18</sup>

In March 1944, the War Department established a camp at San Augustine as a branch of Camp Fannin. It closed in March 1946. At its height in July 1944, it held just over 350 prisoners working in the region's lumber industry. A Texas Historical Commission marker (erected in 2009) marks the location at the site of the San Augustine County

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17. "500 War Prisoners Already in Liberty to Help in Harvest," *Beaumont Enterprise*, October 16, 1943; Walker, *Lone Star and the Swastika*, 37.

18. Organization Chart, Camp Polk Prisoner of War Camp, July 20, 1945, German Prisoners of War Collection, ULL; POW Camps, ULL; Walker, *Lone Star and the Swastika*, 37.

Fairgrounds on Oaklawn Street, east of Clark Street in the city of San Augustine.<sup>19</sup>

Researching POW camps in the United States continues to be a topic of discovery. Within the past twenty years, historians have produced state and regional surveys that paint a clearer picture of how the nation detained and employed POWs during World War II. It is not surprising that this facet has roots in the gulf coast region of the country since the lumber and agriculture industries were crucial to the war effort. As scholars uncover more information, we gain a better understanding of where these camps were located, when they operated, and what industry they supported. The one fact that seems common to all of the sites is the way local residents welcomed the help, and how easily they worked with the Nazi POWs who traveled in their captivity from the Afrika Korps to the gulf shores.

**Cassandre Durso** is an instructor in the history department at Lamar University. She has previously published “Two States with One Goal: Texas and Louisiana Recruit Italians” for volume 48 of *The Record*. It was also selected for the 50th Anniversary Edition.

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19. POW Camps, ULL; Texas Historical Commission Atlas.



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# FROM BAYOULANDS TO INTERSTATES

*A Cartographic History of Southeast Texas, 1700-1960*

JIMMY L. BRYAN JR., EDITOR OF *THE RECORD*

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Despite their appearance of providing objective and static views of the world, maps tell a much more interesting story. Behind their creation often lay ulterior agendas. Since the early modern period, cartographers often professed to serve as impartial disseminators of knowledge, but they have always functioned as agents of empire. Their charts not only divided the world between expanding commercial and religious centers, but they also dispossessed native peoples of their lands. As map historian David Buisseret argues, “In addition to regarding the map as a topographical source, we are becoming aware of a cartographic power that is embedded in its discourse.” Fellow historian J. B. Harley agrees and adds, “Cartographers manufacture power. To catalog the world is to appropriate it, so that all these technical processes represents acts of control over its image which extend beyond the professed uses of cartography.” From this point of view, scholars often approach maps as cultural artifacts and mapmaking as a cultural operation. As cartographic scholar Gregory Nobles explains, maps “are symbols of a social construct, visual representations of an impermanent order imposed over part of the earth. Maps show the world as the mapmaker (or the mapmaker’s sponsor) wants it to be seen.”<sup>1</sup>

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1. David Buisseret, ed., *From Sea Charts to Satellite Images: Interpreting North American History through Maps* (Chicago: University of Chicago Press, 1990), 13; J. B. Harley, *The New Nature of Maps: Essays in the History of Cartography*, edited by Paul Laxton (Baltimore: John Hopkins University Press, 2001), 165-166; Gregory H. No-

Recognizing the sublimated motives behind cartography does not diminish its value as a scientific endeavor. Rather, it empowers scholars to investigate its many different uses and uncover new information about the past and human perceptions of their worlds. In addition to visualizing space and abetting empire, maps represent artistic endeavors. They facilitate navigation and commerce, sell as consumer items, foster geographic nationalism, document real estate ownership, inform military commanders, advise insurance underwriters, promote businesses, and document ethnographic and cultural history. Conducting a survey of a region's cartographic past enhances the way scholars understand changes in settlement patterns, built environments, material cultures, technological advances, natural resource exploitation, and many other forms of inquiry. The cartographic history of Southeast Texas reflects these same complexities.

Before the arrival of Europeans, Native Americans in Southeast Texas enjoyed regional trade networks and followed traditional migratory routes. They possessed sophisticated geographic knowledge of their worlds, but they did not record that information onto maps. The first cartographers to chart the area arrived with the 1519 Spanish expedition led by Alonso Álvarez de Pineda, but the map it produced provided few details. From that time, the Spanish expressed little interest in the region until the late seventeenth century. In 1685, French colonizer René Robert Cavelier, Sieur de La Salle, overshot the Mississippi River and stumbled onto the Texas coast at Matagorda Bay. His efforts to establish a settlement failed, and his crew assassinated him. Alarmed by the sudden intrusion, the Spanish launched a series of expeditions into the region, and beginning in 1690, they established several missions among the Caddos in present-day East Texas. In their contests of empire, both the Spanish and the French used maps to lay claim to lands already occupied by Native people and inaugurated a 250-year history of Southeast Texas cartography.

This essay does not attempt a comprehensive analysis of all available maps of the region, but instead, it provides a representative sampling

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bles, "Straight Lines and Stability: Mapping the Political Order of the Anglo-American Frontier," *Journal of American History*, 80 (July 1993): 11.

of forty-nine maps from 1701 to 1960. It will show how European cartographers viewed the region as a contested borderland between empires and the patterns of settlement of Native Americans and later European Americans. It will show the evolution of the region's economy from simple agriculture to commercial rice farming, from the lumber industry to petroleum production. It will show the impact of new technologies like the railroad and the automobile and chart differing cultural influences on Southeast Texas.

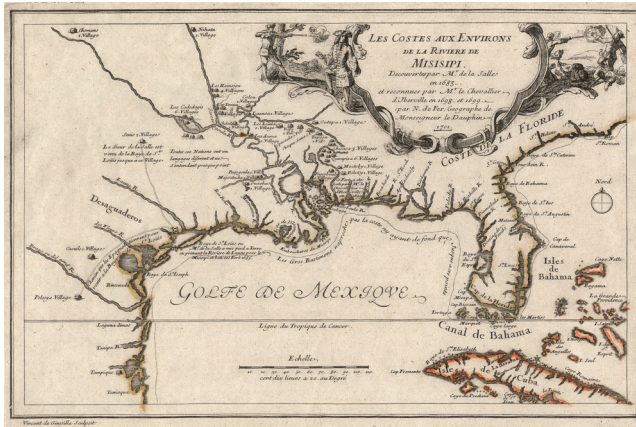
In selecting the maps for this catalog, the editor preferred easily accessible online map collections like those held by the Library of Congress, the David Rumsey Map Collection, or the Beinecke Library at Yale University (see "Sources" at the end of this catalog). Each example will include a brief essay and a small version of the whole map on the left page and a larger detail on the right. The editor framed these details in the spirit of highlighting unique aspects of each map, aware that each omits a great deal of information contained within the whole. Interested readers should consult the high-resolution versions available from the online repositories, and explore those collections for other maps that illuminate Southeast Texas history. Readers will also note that the editor maintains a rather fluid definition of "Southeast Texas" to include Southwestern Louisiana, the gulf coast from New Orleans to Houston, and north to Nacogdoches and Natchitoches.

This catalog strives to inspire interest in the cartographic history of the upper gulf coast. As Buisseret comments, "By accepting maps as fundamental documents for the study of [the] American past, we begin to appreciate how frequently maps intersect major historical processes."<sup>2</sup> In that spirit of beginning, this catalog serves as a starting point, not the final word on the many different ways that maps reflect the history and culture of Southeast Texas and beyond.

**Jimmy L. Bryan Jr.** is editor of *The Record* and associate professor of history at Lamar University.

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2. Buisseret, *From Sea Charts to Satellite Images*, 13.



**Map 1. Nicolas de Fer, *Les Costes aux Environs de la Riviere de Misisipi*. Paris, 1701. Library of Congress.**

Serving as King Louis XIV’s royal geographer, Nicolas de Fer produced “The Coasts in the Vicinity of the Mississippi River,” charting the extent of French imperial ambitions in the upper gulf coast at the turn of the seventeenth and eighteenth centuries. Based on the explorations of René Robert Cavalier, Sieur de La Salle, and Pierre Le Moyne d’Iberville as well as pirated Spanish sources, the map predates the establishment of Natchitoches (France, 1714), New Orleans (France, 1718), and San Antonio (Spain, 1718) but it ignores the presence of Spanish missions that had operated in East Texas since 1690. De Fer nevertheless depicts the extensive habitation of the Red and lower Mississippi rivers, identifying numerous Caddoan and other native villages, noting how they spoke a variety of languages. He used a fort icon to denote La Salle’s settlement on Bay Saint Louis (Matagorda) as a marker for the southwestern extent of the French claim to the region. The site, however, never functioned in a military capacity, and the Spanish had destroyed it in 1689. De Fer’s delineation of the gulf coast shows the prevalence of barrier islands, but he based this hydrography on guesswork. In the area that would become Southeast Texas, he labeled two imaginary waterways as “Ria Boho” and “Mexicanne R.” In the map’s cartouche, he depicted the assassination of La Salle.







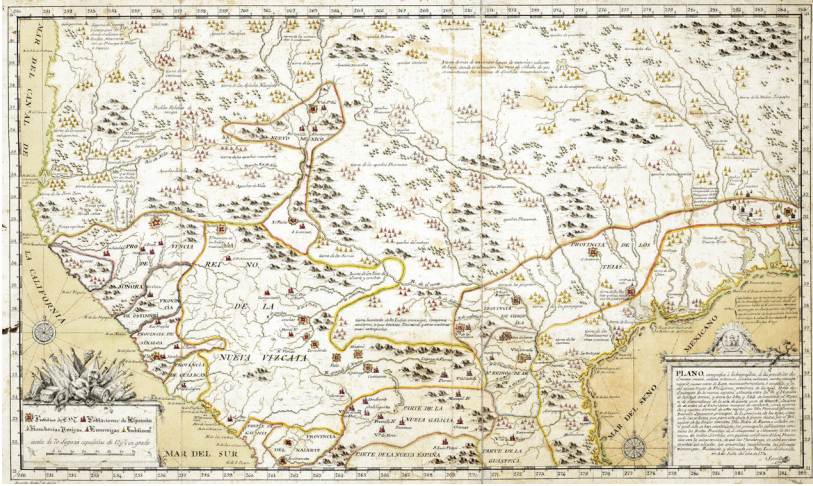


**Map 2. Guillaume Delisle, *Carte du Louisiane et du Cours du Mississipi*. Paris, 1718. David Rumsey Map Collection.**

Guillaume Delisle's 1718 map is a monument to French imperialism in North America. With the expansive labelling of "La Louisiane," he laid claim to the center of the North American continent. Like Nicolas de Fer (Map 1), Delisle identified La Salle's settlement as a fort on "Baye S Louis ou S Bernard" (Matagorda Bay). He more accurately depicted the Mississippi and Red rivers but offered little improvement of the Texas gulf coast. He located the French towns of Natchitoches and New Orleans but not the Spanish town of San Antonio. Delisle, however, noted the Spanish "Mission de los Teijas" among the Cenis (Caddos), one of the earliest appearances of the name that inspired the toponym "Texas" applied to the region. Just below this point, he located the Bidais. He accurately labeled the rivers from the Colorado to the Rio Grande, but with the exception of "R. de la Trinite" (Trinity River), Delisle filled in the blank space to the east with river names that would not endure. In addition, he applied the unfortunate generalization that this area of the gulf coast consisted of "Indiens errans et Anthropophages," referring to the mythical man eaters found in Herodotus, a common depiction among Europeans that characterized Native Americans as savage, sub-human people.







**Map 3. Luis de Surville, *Plano corografico é hydrographico de las provincias . . . [Mexico?], 1770. After Francisco Álvarez Barreiro, ca. 1728. The History Center.***

The Spanish responded to the 1685 appearance of René Robert Cavellier, Sieur de La Salle, on the Texas coast by launching aggressive exploration and missionary campaigns to lay claim to the region. From that moment, the Spanish viewed Texas as a borderland against their imperial rivals—the French, English, and Native Americans. The Spanish founded Mission Tejas (1690), Los Adaes (1717), San Antonio (1718), and others. In 1724, officials in New Spain sent Gen. Pedro de Rivera y Villalón to inspect and survey the region. Francisco Álvarez Barreiro joined the expedition and produced this remarkable map. He depicted “adaes” (Los Adaes, designated the capital of Texas in 1729) on the extreme eastern edge, fifteen miles from the French at Natchitoches, as well as the mission complex around Nacogdoches. Along the coast, Barreiro depicted separate but unlabeled Galveston Bay and Sabine Lake and showed two rivers (one “R de los nechas”) flowing into the latter—although he drew “R de Sabinas” coursing off the map to the southeast. He erroneously noted the “vidais” (Bedais) residing to the east of presumed Sabine Lake. The 1770 Luis de Surville copy of Barreiro’s map shown here currently resides in the British Library, London.



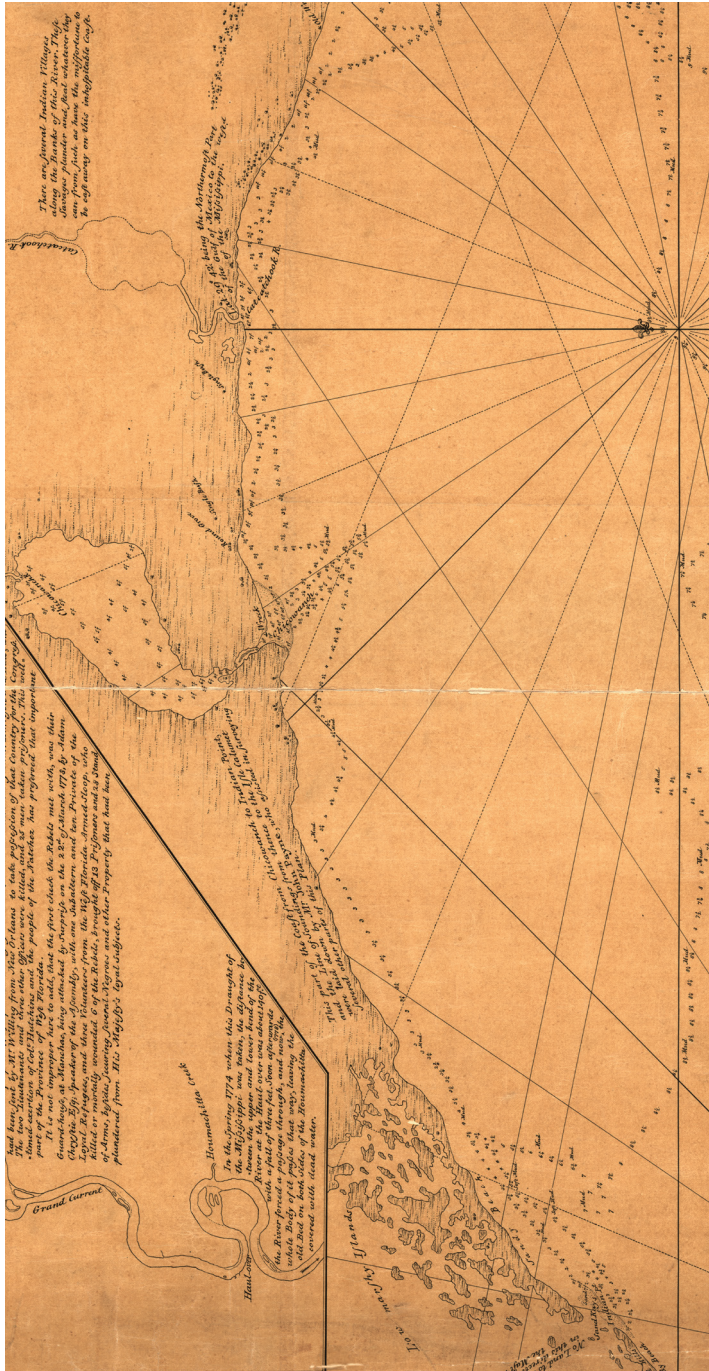


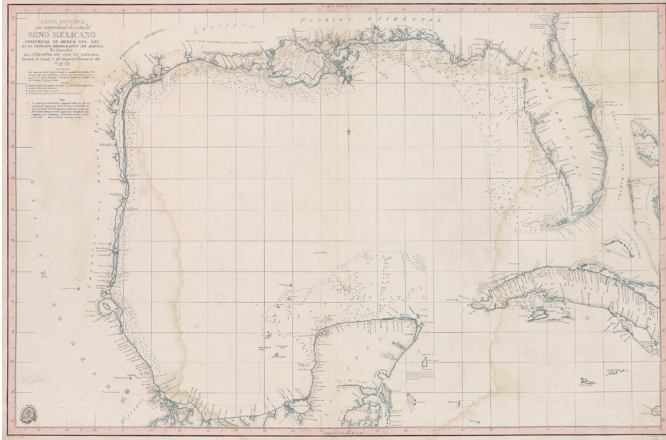


**Map 4. George Gauld, *A Plan of the Coast of Part of West Florida and Louisiana*. [London?], 1778. Library of Congress.**

In 1763 after the Seven Years War, the British acquired Florida from the Spanish who in turn acquired Louisiana from the French. By the time of the American Revolution, Britain and Spain sponsored several expeditions to better map the gulf coast. In 1777, British naval surveyor George Gauld led an expedition as far west as Galveston Bay. He was probably the first European to enter and take soundings of Sabine Lake. On his map, he accurately delineated the narrow pass between the lake and the gulf, noting a shipwreck near Louisiana Point. He labeled the Sabine River as “Chicowanch” but failed to locate the Neches River. He depicted Bolivar Peninsula as “Sandy Beach” and Galveston Island as “Sandy Hills” with its northeastern limit labeled “Indian Pt,” recording that his assistant John Payne had surveyed this part of the coast. To the east, Gauld indicated a marshy terrain but also marked “Round Grove” or “Single Bush,” suggesting that he observed the Chenier wood belts prevalent in the region. He also accounted for the Calcasieu River (as “Catcatchook R.”) and its lake. Regarding the Indians there, Gauld remarked, “These Savages plunder and steal whatever they can from such as have the misfortune to be cast away on this inhospitable coast.”







**Map 5. Deposito Hidrografico de Marina, *Carta esferica que comprehende las costas de Seno Mexicano*. Madrid, 1799, 1803. Beinecke Library, Yale University.**

After the British sent George Gauld to explore the coast in 1777, Spanish governor Bernardo de Gálvez commissioned navy captain José Antonio de Evia to make his own surveys of the region. Between 1785 and 1786, he made extensive measurements from Florida to Tampico. He sounded Sabine Lake and the bay that he named Galveston for his sponsor Gálvez. In 1799 when Spanish Secretary of State Juan de Langara issued this chart based on de Evia's data, the label "Ba. de Galvestón" likely represented the first use of that toponym on a map. The depiction of Sabine Lake lacked the detail of Gauld's map (Map 4), but it shows where both "Ro. de las Nieves" (Neches) and Ro. Sabinas (Sabine) emptied into it. The map also depicts "Ro. Arcokisas" (Trinity) flowing into Galveston Bay, a river named for the native group in the area. To the east, it charts "Ro. Carciusiu" (Calcasieu) and "Ro. Mermento" (Mermentau), also with less detail than Gauld. The cartographer noted the region of present-day Southwestern Louisiana as inhabited by Opelousas and Attakapas. In 1800 between the publication of the initial 1799 edition of the map and this Beinecke Library 1803 version, the Spanish returned Louisiana to the French, who in turn sold the territory to the United States.







**Map 6. Alexander von Humboldt, *A Map of New Spain*. London, 1810. Library of Congress.**

German-born Alexander von Humboldt traveled and wrote extensively about the natural world. In 1804, he traveled through Mexico, gathering data that would lead to the publication of his this chart. Although created with the seemingly benign objectivity of a scientist, the map became a tool for European and US imperial projects. The map shows “Provincia de Texas” within the “Intendencia de San Luis Potosi.” In the eastern margin, Humboldt inscribed a note that alluded to the 1803 Louisiana Purchase and the unsettled boundary between New Spain and the United States. Although he included Sabine Lake, Galveston Bay, and the rivers of Southwest Louisiana, his delineations were less accurate than the surveys of George Gauld (Map 4) or José Antonio de Evia (Map 5), although he used similar toponyms. Humboldt described the area to the north as “Savannahs or Meadows” and located “Pres. Nacodoch” to the west—probably referring to El Orcoquisac on the Trinity River, a presidio and mission community (near present-day Wallisville) abandoned by the Spanish in 1771. To the east of Sabine Lake, Humboldt noted “cable marshes” and the presence of the Opelousas, whose population by this time had suffered devastating losses as a result of small pox epidemics.









**Map 7. John Melish, *A Map of the United States with the Contiguous British and Spanish Possessions*. Philadelphia, 1816. Library of Congress.**

Relying on Alexander von Humbolt (Map 5), John Melish produced the first US map to incorporate the 1803 Louisiana Purchase as part of the national domain. Melish inaugurated commercial cartography in the United States, publishing maps that would appeal to consumers. This chart captured the geographic chauvinism of an expanding nation, extending the limits of the Purchase to the Pacific Ocean and to the Rio Grande. Melish harkened back to Nicolas de Fer (Map 1) and Guillaume Delisle (Map 2) when he noted the location of La Salle's settlement to support US claims. He fairly represented the rivers of Southwest Louisiana and Southeast Texas, labeling the Neches as "Natchez" into which flowed the "Attoyque R." Attoyac Bayou actually flows into the Angelina River, but it served as a landmark for travelers between Natchitoches and Nacogdoches. Melish located native groups like the Opelousas and Attakapas to the east and the "Arcokissas Bank" (Akokisa) to the west. His inaccurate rendering of Galveston Island and Bolivar Peninsula relied on Thomas Jefferys's 1777 map. In 1819, John Quincy Adams and Luis de Onís used Melish's map to draw a boundary between the United States and New Spain. The United States ceded its claim to Texas, and the Sabine River became an international border.





**Map 8. L. F. L'Héritier, *Le Champ d'Asile ou carte des établissements fondés dans l'Amérique septentrionale*. Paris, 1819. Beinecke Library, Yale University.**

After the 1815 defeat and exile of Napoleon Bonaparte, a group of his former military officers attempted to establish a settlement in Spanish Texas. In the Spring of 1818, Gen. Charles Lallemand, assisted by Pierre and Jean Laffitte, located Champ d'Asile (Field of Refuge) on the east bank of the Trinity River perhaps in the vicinity of Liberty and Moss Bluff. Neither the Spanish or US authorities welcomed the French presence and ordered them to leave. By the summer, Lallemand abandoned the project. In France, however, the romance of Bonapartist refugees inspired numerous books, novels, and artwork of which this map was a part. Louis F. L'Héritier depicted Aigleville, the French-refugee settlement in Alabama, as well as New Orleans, but he located Champ d'Asile in a blank space east of the Trinity River. Although L'Héritier borrowed from Humboldt (Map 5), he significantly exaggerated the distance between the Sabine and Trinity rivers and conflated Galveston and Matagorda bays.







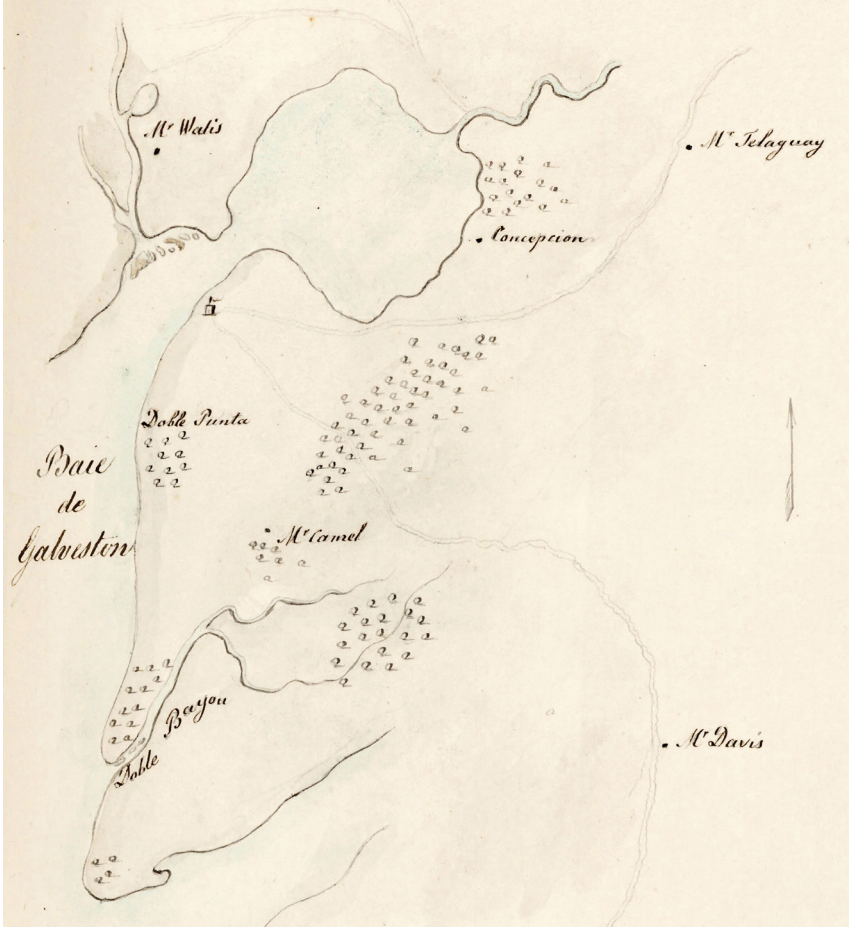
**Map 9. Stephen F. Austin, *Map of Texas with Parts of the Adjoining States*. Philadelphia, 1830. Library of Congress.**

In 1821 Mexico achieved its independence from Spain but inherited its persistent problem of securing its northern provinces from imperial rivals. Such was the desperation of Mexican officials that they agreed to allow Moses Austin to settle 300 US families in Texas. He died before he could complete the project, but in 1823, his son Stephen F. Austin received permission to continue his father's work. As part of his agreement, Austin pledge to provide Mexico with a new accurate map of the region. Upon completion, he sent a copy to commercial cartographer Henry S. Tanner who released it in March 1830, and it proved very popular among US consumers. The map focused on Austin's Colony to the west of Galveston Bay, providing rich detail on hydrography and locating Anglo-American towns like San Felipe, Harrisburg, Brazoria, and others. It also showed that Southeast Texas had yet to receive much interest from US colonists, but Austin had gathered enough information to provide an accurate rendering of Galveston Bay, Sabine Lake, Galveston Island, Bolivar Peninsula, and area waterways, including Cypress, Adams, and Cow (as Bevil) bayous in present-day Orange County. Austin traced the Opelousas Road across the region, and to the north, he located separate villages for the Alabamas and the Coushattas.









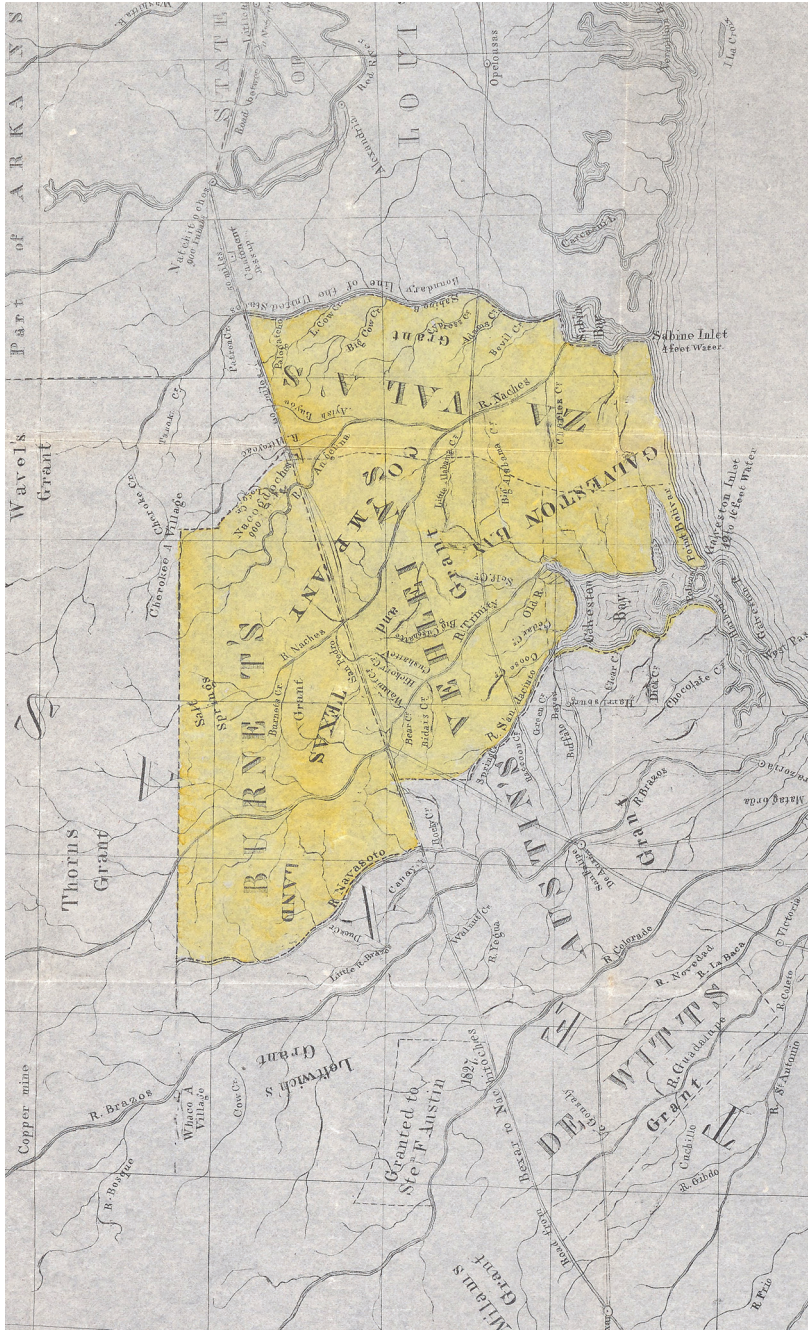


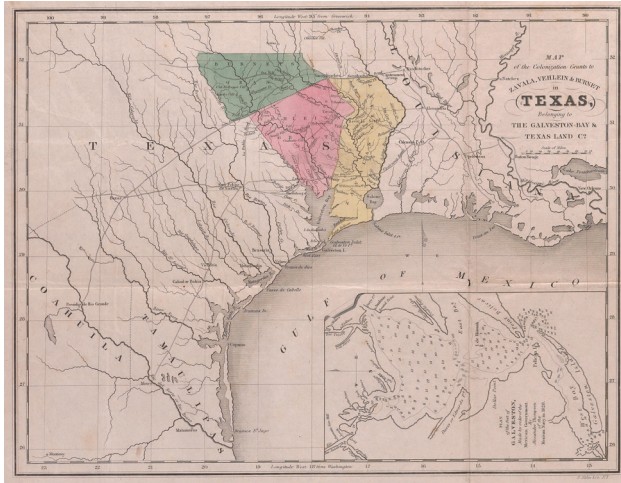


**Map 11. E. S. Mesier, *Map of the Southern Part [of] Texas*. New York, ca. 1833. Beinecke Library, Yale University.**

Following the success of Stephen F. Austin's colonies, other empresarios followed. Joseph Vehlein, David G. Burnet, and Lorenzo de Zavala received contracts to settle US families in Southeast Texas, but they were unsuccessful. In October 1830, they sold their contracts to a group of New York City investors who created the Galveston Bay and Texas Land Company. The group was much better at promoting—especially through maps—than they were in actual settlement. The company commissioned New York lithographer E. S. Mesier to produce this map based on Austin's 1830 map (Map 9). He provided fewer topographic details, primarily showing the limits of the three grants—roughly between the San Jacinto and Navasota rivers to the west and the Sabine to the east, but he also included parts of Louisiana to show the roads into Texas from Natchitoches and Opelousas as potential routes for those immigrants arriving over land rather than by way of the Gulf of Mexico.



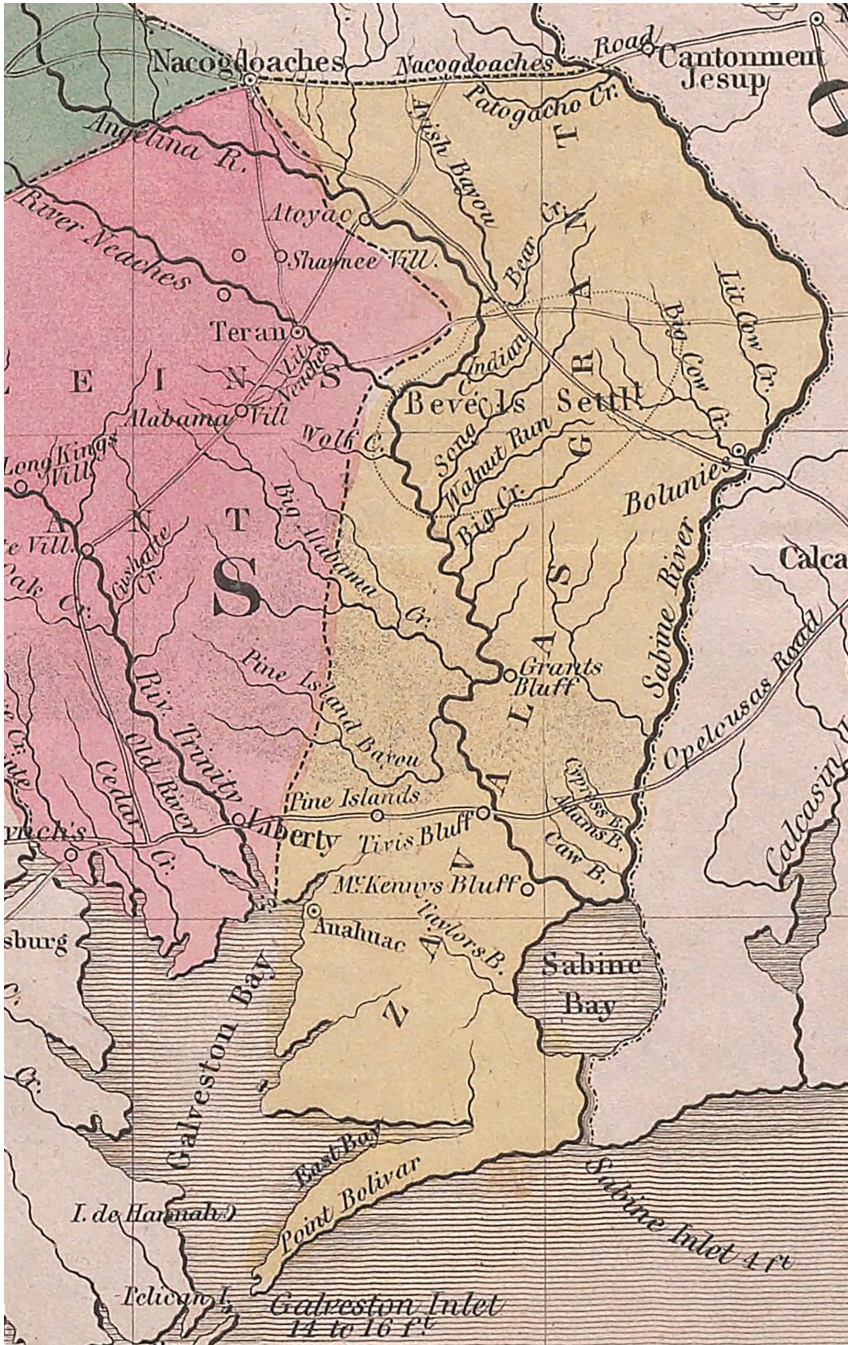




**Map 12. S. Stiles, *Map of the Colonization Grants to Zavalla, Vehlein, & Burnet in Texas*. New York, 1835. Beinecke Library, Yale University.**

The Galveston Bay and Texas Land Company included this map as part of a larger hand bill to promote their lands in Southeast Texas. Despite its size, it showed a greater degree of development in the region than their previous map (Map 11) or Austin's chart (Map 9). Several roads cross over from Louisiana including two from "Calcasin P. O.," a forerunner of Lake Charles. The Opelousas Road crosses over the Neches River at Tevis Bluff, marking the community that grew up around the 1824 settlement of Noah and Nancy Tevis. Another townsite, McKennys Bluff, lies just downstream. The road continued to Liberty on the Trinity River. To the north, the scattered Bevil's Settlement stretched between the Sabine and the Neches rivers, and about the time the company released this map, Mexican authorities organized the community as the Jasper Municipality. The mapmaker included an insert of Galveston Bay that marked numerous depth soundings to assist in navigation.





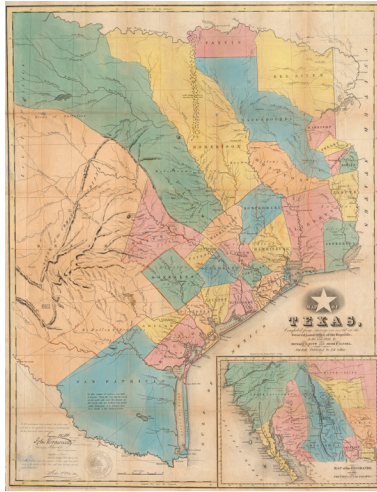


**Map 13. O. H. Delano, *Map of Jefferson County*. [n.p.], 1840. Hardin Simmons University Library, West Texas Digital Archives.**

This early local-level chart shows the lands granted to the early settlers of present-day Jefferson and Orange counties. It is one of the earliest maps that locate the townsite of Beaumont, shown within the survey assigned to Noah Tevis. County surveyor Oliver H. Delano also depicted the town of Santa Anna just downstream on the Neches River as well as Sabine Pass, a project sponsored by Phillip A. Sublette and Samuel Houston. He included a small townsite on the Neches within the survey of Thomas F. McKenny, perhaps the same as McKennys Bluff that appeared on the Galveston Bay and Texas Land Company's 1835 handbill (Map 12). The distribution of lands show how farmers, town promoters, and other investors favored locations along water courses like the Neches and Sabine rivers, Cow and Adams bayous, and the unnamed Pine Island and Taylors bayous. The number of surveys and the modest road system attest to the increasing development of the region in the first years after Texas achieved independence from Mexico. This version at the Hardin Simmons University Library appears to be a blue-line copy made at a later date.





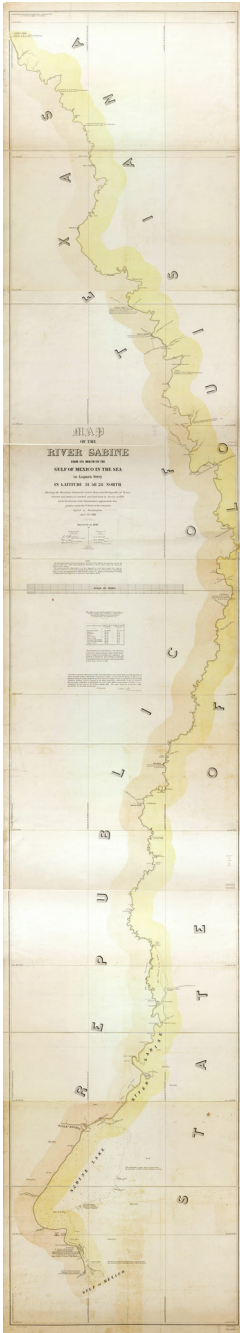


**Map 14. Richard S. Hunt and Jesse Randel, *Map of Texas*. New York, 1841. Beinecke Library, Yale University.**

After the creation of the Republic of Texas in September 1836, local governments transitioned from the Mexican municipality system to county jurisdictions. In December 1837, the Texas congress created and defined the boundaries of Jefferson County—the Gulf of Mexico to the south, a line from Wolf Point north to Big Sandy Creek (Village Creek) on the west, the Big Sandy to its mouth on the Neches River then a line east to the Sabine River for the north, then following the Sabine River to the west shore of Sabine Lake for the eastern boundary. Richard Hunt and Jesse Randel relied on surveys on file at the Texas General Land Office, and may have referenced Oliver H. Delano’s 1840 chart (Map 13), but they did not provide many details. They located the towns of Beaumont, “Sabine City,” and Aurora. During the republic era, town promoting was rampant in Texas with speculators like Henry Millard, Joseph Pulsifer, and Thomas B. Huling promoting Beaumont while Phillip A. Sublett and Samuel Houston supported Sabine Pass. While those projects established enduring towns, Almanzon Huston’s Aurora, located on the west shore of Sabine Lake, approximately on the site of present-day Port Arthur, never sold more than a few lots. Regardless of its failure, cartographers persisted in including Aurora on maps for decades after.





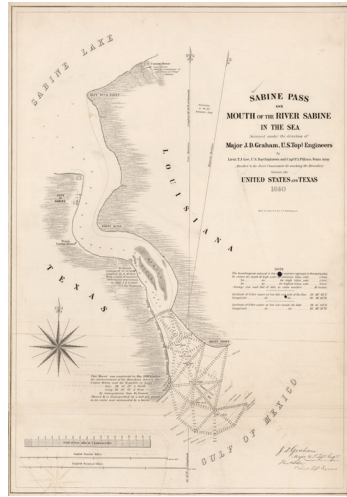


**Map 15. T. J. Lee, *Map of the River Sabine*. Washington, DC, ca. 1842. Library of Congress.**

In April 1838, the United States and the Republic of Texas held a convention that resulted in an agreement establishing the Sabine River as part of the boundary between the two nations. It confirmed the same accords that the United States had made with Spain (1819) and Mexico (1828), specifying the line along the west bank of the river. The first article of the US-Texas convention called for a joint commission to survey and mark the boundary. In May 1840, Lt. Thomas J. Lee of the US Topographical Engineers and Capt. Palmer J. Pillan of the Texas Army began the survey at Sabine Pass. The detail shown here depicts where the river empties into the lake in three different channels—East, West, and Little West passes (mislabelled) with Goat and Shell islands (not labeled) and Black Creek (Black Bayou) flowing from the Louisiana side. Alligator Cove (Old River Cove) lies just to the north of the mouth of the Neches River. Upstream into the region of present-day Orange County, the surveyors charted the mouths of Cow and Adams bayous and located Green's Bluff (future Orange) and Ballew's Ferry, among other details. In July 1848 after the United States annexed Texas, the US Congress passed a law moving the boundary from the west bank to the center of Sabine River.

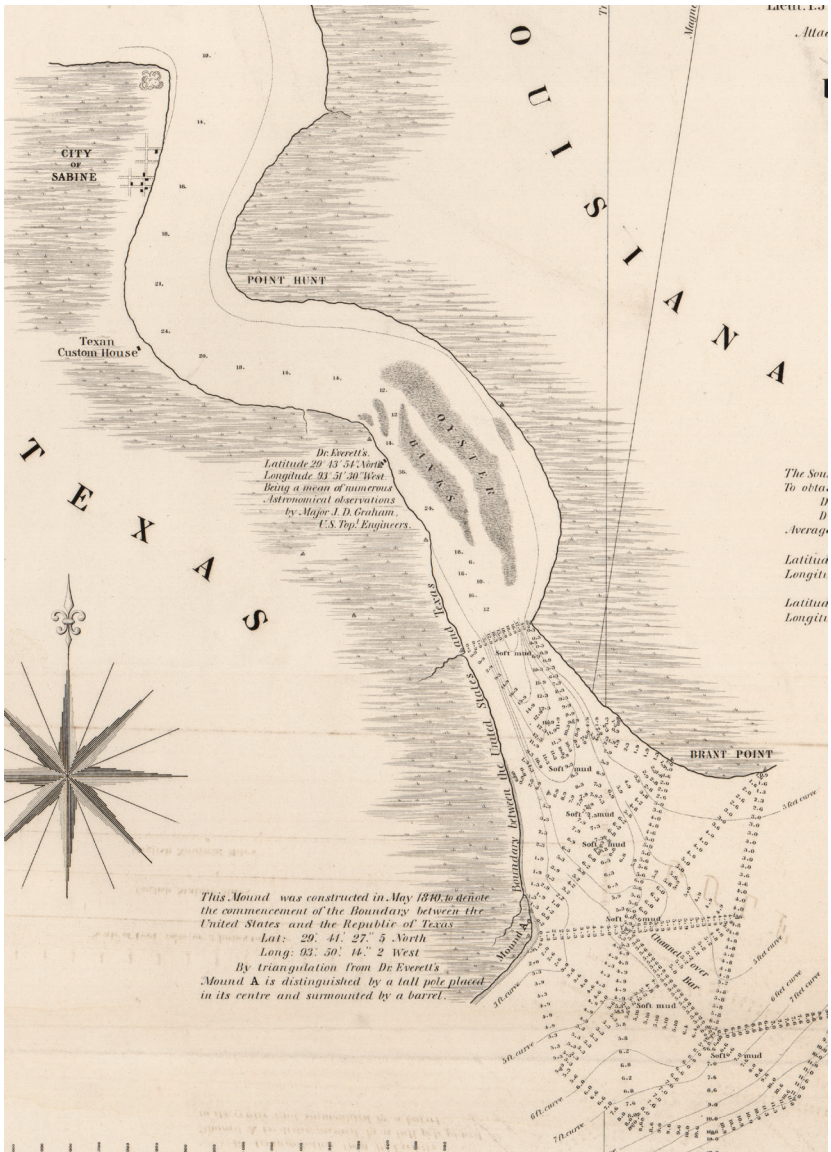


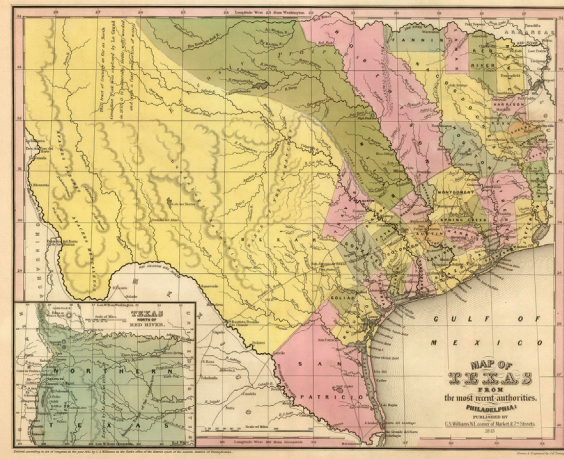




**Map 16. T. J. Lee, *Sabine Pass and Mouth of the River Sabine in the Sea*. Washington, DC, 1843. Library of Congress.**

Because the 1838 US-Texas convention stipulated the west bank of the Sabine River and Sabine Lake as the boundary between the two nations, Thomas J. Lee, Palmer J. Pillans, and their team began work on the survey at Texas Point (unlabeled). At the coordinates 29° 44' 27.5" North Latitude and 93° 50' 14.2" West Longitude (Google Maps shows these coordinates in Louisiana just west of the Chenier LNG Terminal), the commissioners constructed Mound A with pole atop which they placed a "barrell." On the Texas side, the team took their second measurements at "Dr. Everett's" opposite "Oyster Banks" within the channel of the pass. Stephen H. Everett—land speculator, merchant, signer of the Texas Declaration of Independence—operated a store here. Continuing north, Lee marked the site of the "Texan Custom House," and further north, he drew a modest grid of streets and a few buildings, designating the "City of Sabine." On the Louisiana side from south to north, Lee denoted "Brant Point," "Point Hunt," "Blue Buck Point" (not shown in the detail), and "U.S. Custom House" (not shown). In addition, the map shows extensive soundings and notations on the navigability of Sabine Pass.

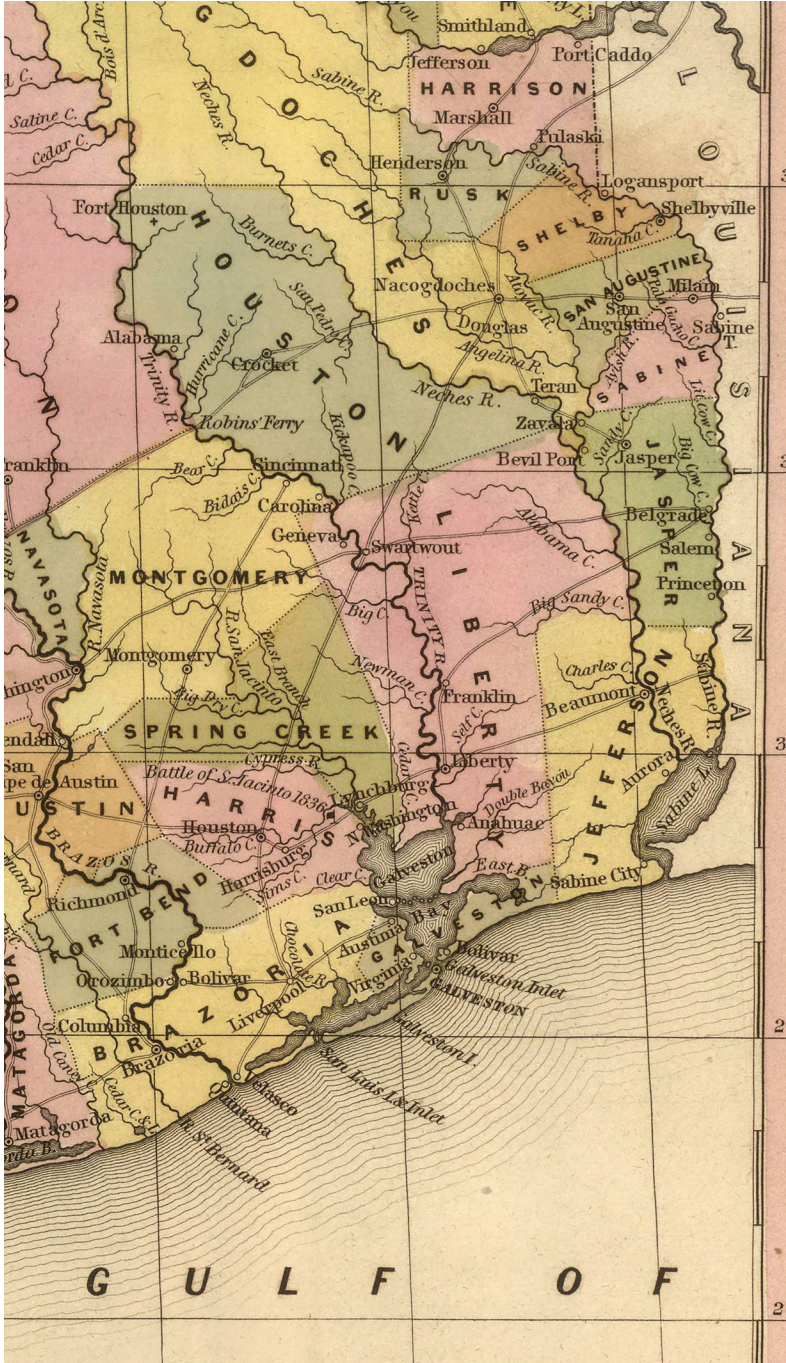


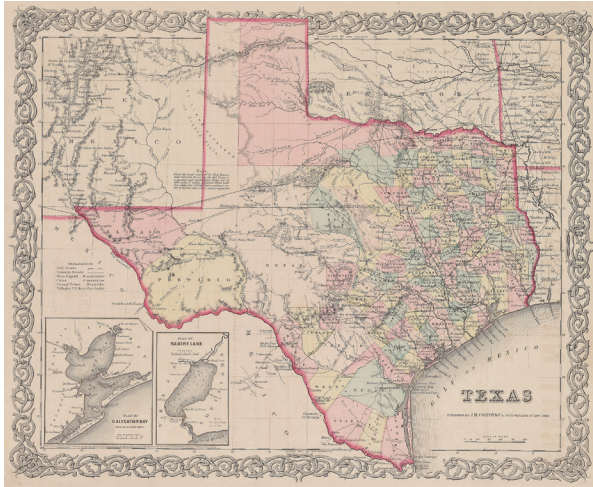


**Map 17. J. H. Young, *Map of Texas from the Most Recent Authorities*. Philadelphia, 1845. David Rumsey Map Collection.**

The publication history of this map reflected the increasing US demand for commercial cartography as well as the growing interest in Texas. During the months before the United States annexed Texas, James H. Young engraved this map for C. S. Williams, who not only produced a single-sheet version but allowed Henry S. Tanner to include it in his popular *New Universal Atlas* (1845). The map added few new details for Southeast Texas, borrowing most of its information from Richard S. Hunt and Jesse Randel's 1841 chart (Map 14). Young's version, however, may be the only map to depict Spring Creek County, situated between Harris, Montgomery, and Liberty counties. In January 1841, the Texas congress established Spring Creek as a special "judicial" county, but the next year, the Texas supreme court struck down the law as unconstitutional.



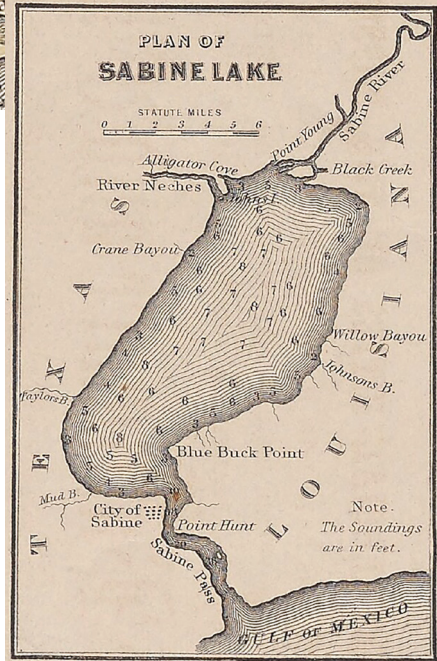
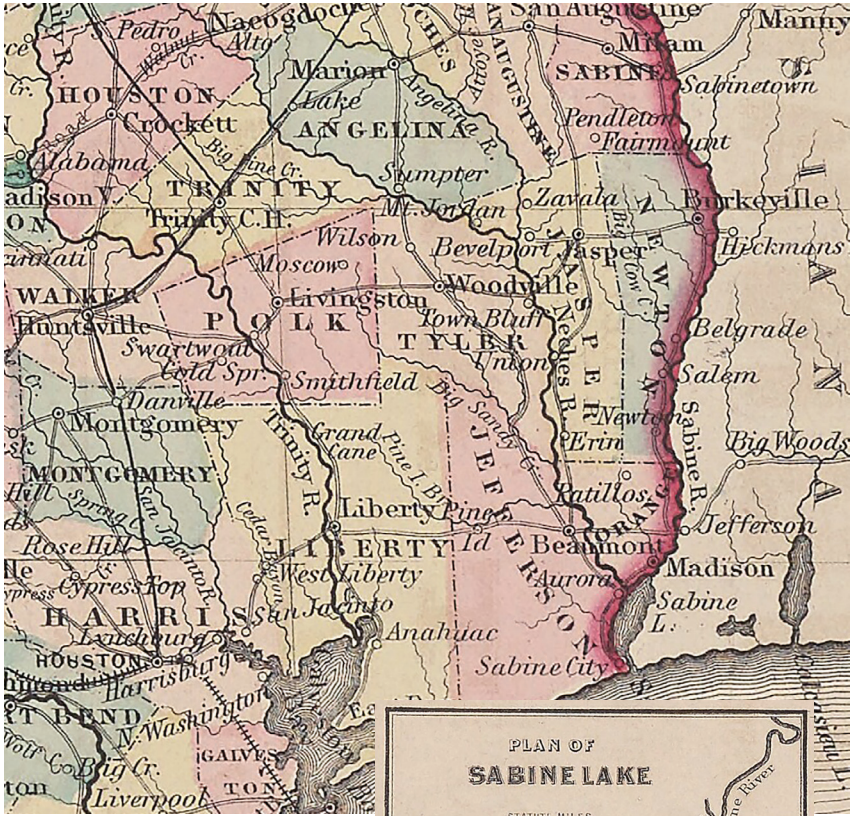




**Map 18. J. H. Colton, *Texas*. New York, 1855. Beinecke Library, Yale University.**

Texas flourished after statehood. As shown on Joseph H. Colton's 1855 map, new counties not only marked the progress of settlement to the west but also represented intensifying development in established regions. In the ten years since annexation, the legislature created seven new counties in Southeast Texas. In 1846, the first state legislature created Angelina, Newton, Polk, Tyler, and Walker counties, adding Trinity in 1850 and Orange in 1852. Young designated as county seats Huntsville (Walker), Livingston (Polk), and Woodville (Tyler)—towns that would endure into the twenty-first century. The other seats, however, were either renamed or relocated to different towns. These included Burkeville (Newton), Madison (Orange), Marion (Angelina), and Trinity Court House (Trinity). The state would not create Chambers and Hardin counties until 1858. Perhaps testifying to the growing interest in the region, Colton included an inset "Plan of Sabine Lake," based on the Lee and Pillans surveys (Maps 15 and 16). Colton also delineated the earliest railroad in Texas. The first section of the Buffalo Bayou, Brazos and Colorado opened in 1853, connecting Houston with Stafford. He included the Galveston, Houston, and Henderson Railroad Company, showing a line from Houston, crossing over to Galveston Island from Virginia point, but construction would not begin until 1857.







**Map 19. A. M. Gentry, *Map of Texas* [sic] *Showing the Sabine and Galveston Bay Rail Road*. New York, 1859. Library of Congress.**

On September 1, 1856, Abram M. Gentry with other investors chartered the Sabine and Galveston Bay Railroad and Lumber Company. The group planned to connect Houston to the Sabine River as part of a larger project to extend a line to New Orleans. Construction began at Houston in 1858 and by the time of this map's release, they completed about thirty miles—far short of Beaumont. As president of the company, Gentry used cartography as a promotional tool. He included a key to designate which railroads were complete and which were projected. To indicate his route, however, Gentry used a bold solid line from Houston to Madison (Orange) on the Sabine—a symbol not represented in the key. Although he may have fibbed on the extent of construction in 1859, the company completed the road to Beaumont in May 1861 and to Madison the following year. By the time Gentry produced this map, the company had already re-chartered its name as the Texas and New Orleans Railroad Company. The entire scope of the map depicts railroad development throughout the region with Houston serving as a hub for several lines. In Southeast Texas, Gentry also projected the Eastern Texas Railroad, chartered to connect the gulf with Henderson, Texas. By 1861, that route had connected Sabine Pass to Beaumont.







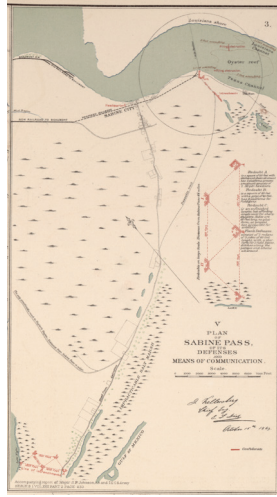
**Map 20. John Bachmann, *Birds Eye View of Texas and Part of Mexico*. New York, 1861. David Rumsey Map Collection.**

Swiss-born print maker John Bachman immigrated to the United States in 1848. He was influential in establishing a new genre of popular cartography with the “birds eye view.” He specialized in urban scenes, featuring New York City, but with the opening of the Civil War, he printed a series of scenes that would provide northern audiences the opportunity to visualize the terrains that would become the sites of warfare. Bachman focused on the coastlines because in early 1861, US authorities announced Gen. Winfield Scott’s Anaconda Plan which would rely upon the US Navy to blockade southern ports. In this print, he depicted the gulf coast from the Rio Grande to just east of the Mermentau River. The city of Galveston stands as the metropolis for the region with Houston, Beaumont, Corpus Christi, and others shown as less substantial towns. Bachman captured well the general features of the coast of barrier islands and numerous bays and lakes. For Southeast Texas, he identified Sabine Pass and Sabine Lake as well as towns like Beaumont, Madison, Pine Island, “Sabina City,” and the persistent Aurora. Bachman seemed to have guessed on the road system as some routes—such as the one between Woodville and Bolivar Peninsula—may not have existed.









**Map 21. J. Kellersberger, *Plan of Defenses of Sabine Pass*. New York, 1863, 1892. Library of Congress.**

Born in Switzerland and trained as a civil engineer in Austria, Julius G. Kellersberger came to the United States in 1847. He moved to Texas two years later only to leave for the California Gold Rush. He spent most of his time there surveying the townsites of Oakland, Berkeley, and Santa Barbara. After a few years in Mexico, he returned to Texas in 1861 and received a captain's commission as an engineer in the Confederate Army. Charged with overseeing the fortifications of the Texas coast, Kellersberger designed the defenses at Galveston, Sabine Pass, and elsewhere. In October 1863 as part of those duties, he completed this map of Sabine Pass. Almost thirty years later, the US government compiled the official records of the Civil War including the 1892 *Atlas of the War of the Rebellion*, which provided visual displays of the battles and disposition of troops and naval assets. To depict the September 8, 1863, battle of Sabine Pass, the editors overlaid the details onto Kellersberger's map, locating the site of the "Fort" (Fort Griffin), strategically placed near the obstruction created by the "Oyster Reef" (see Map 16). Among other features, it depicts Sabine City with the Eastern Texas Railroad not quite reaching the townsite. The orientation of the detail shown here places north at the bottom of the page.



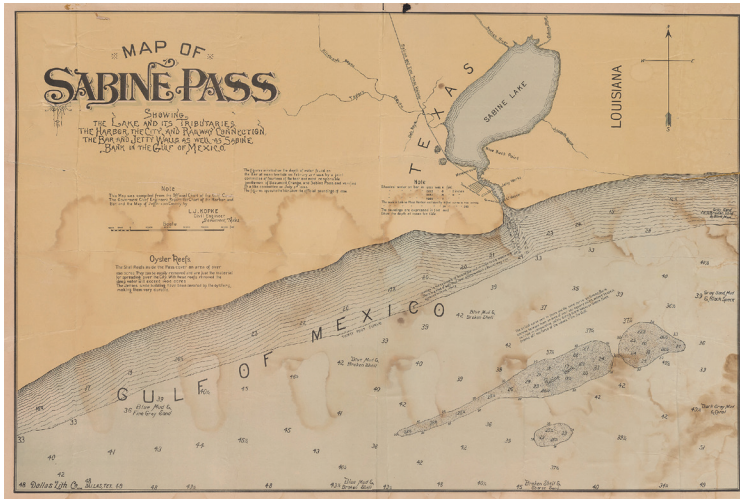


**Map 22. W. C. Walsh, *Map Jefferson County. Texas.* [Austin], 1879. Library of Congress.**

William C. Walsh's 1879 map of Jefferson County shows the extent of land surveys since Oliver H. Delano's 1840 version (Map 13). Although it provides an important record of early families, it offers few topographical and cultural details. Of note, Walsh charted Hillebrandt Bayou emptying into Taylors. He only noted two towns, Beaumont and Sabine City, and two railroads, The Texas and New Orleans and the unlabeled Eastern Texas which had been abandoned in 1863.





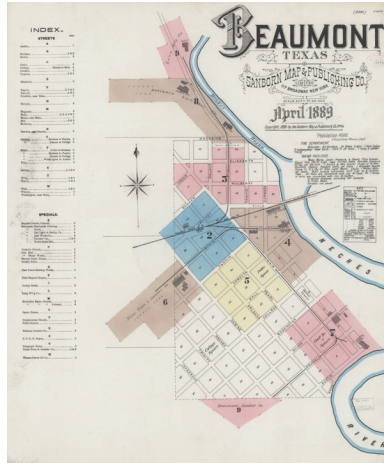


**Map 23. L. J. Kopke, *Map of Sabine Pass*. Dallas, 1888. Beinecke Library, Yale University.**

In 1881 after graduating from Texas A&M University, Louis J. Kopke moved to Beaumont to ply his trade as a civil engineer. He would become one of the leading surveyors in the city and county. He re-surveyed the city plat in 1891 and followed up by designing Beaumont's first sewage system. Kopke worked for John H. Kirby's railroad concerns and Arthur Stillwell's dream of building a city on the banks of Sabine Lake. When he produced this small chart of Sabine Pass, Kopke did not specify what purpose it served. It seems promotional in nature, and he may have issued it on behalf of the Sabine and East Texas Railway that by 1881 had completed a line between Beaumont and Sabine Pass. With the map's focus on the depths of the pass and the off-shore features, Kopke may also have created it to lobby for channel improvements. Among other inscriptions, Kopke stated that "a joint committee of fourteen of the best and most responsible gentlemen" of the region had determined the depths shown in italics. He also remarked that the off-shore Sabine Bank served as a natural storm break. Other features include the Sabine Pass Lighthouse, Keith Lake, a quarantine station, and the "USLSS" (US Life Saving Service), a forerunner of the US Coast Guard, which still maintains a station at the location.



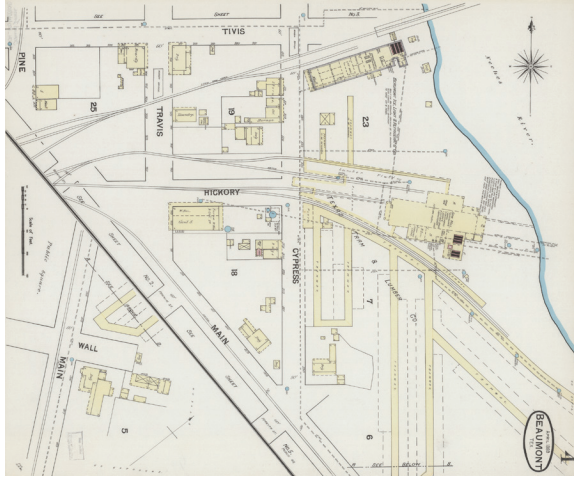




**Map 24. Sanborn Map & Publishing Co., *Beaumont Texas*. Sheet 1. New York, 1889. Library of Congress.**

In 1867, Daniel A. Sanborn founded the D. A. Sanborn National Insurance Diagram Bureau, producing detailed maps of US cities so that underwriters could better assess fire risks. The company reorganized and changed its name several times until 1902 when it settled on Sanborn Map Company. Over the course of its history, the firm produced hundreds of thousands of sheets providing minute details of urban spaces depicting the dimensions and compositions of individual buildings, street widths, water facilities, and others. The surviving maps create a rich archive that record the urban, architectural, industrial, and cultural history of hundreds of US cities, large and small. In 1889, the Sanborn company published nine sheets for its Beaumont book. Sheet 1 provides an overview of the city with different colored sections referring the underwriter to an even more detailed map. Sheet 1 here clearly documents Beaumont as a sawmill town, locating as many as four separate firms, including Beaumont Lumber, Long Manufacturing, Reliance Lumber, and Texas Tram and Lumber. The data inscribed below the cartouche records a population of 4,500 and a fire department of forty-four volunteers with no steam engine, one hand engine, and one “Hook & Ladder Truck.” It also details the water facilities and notes that the city streets remained unpaved.

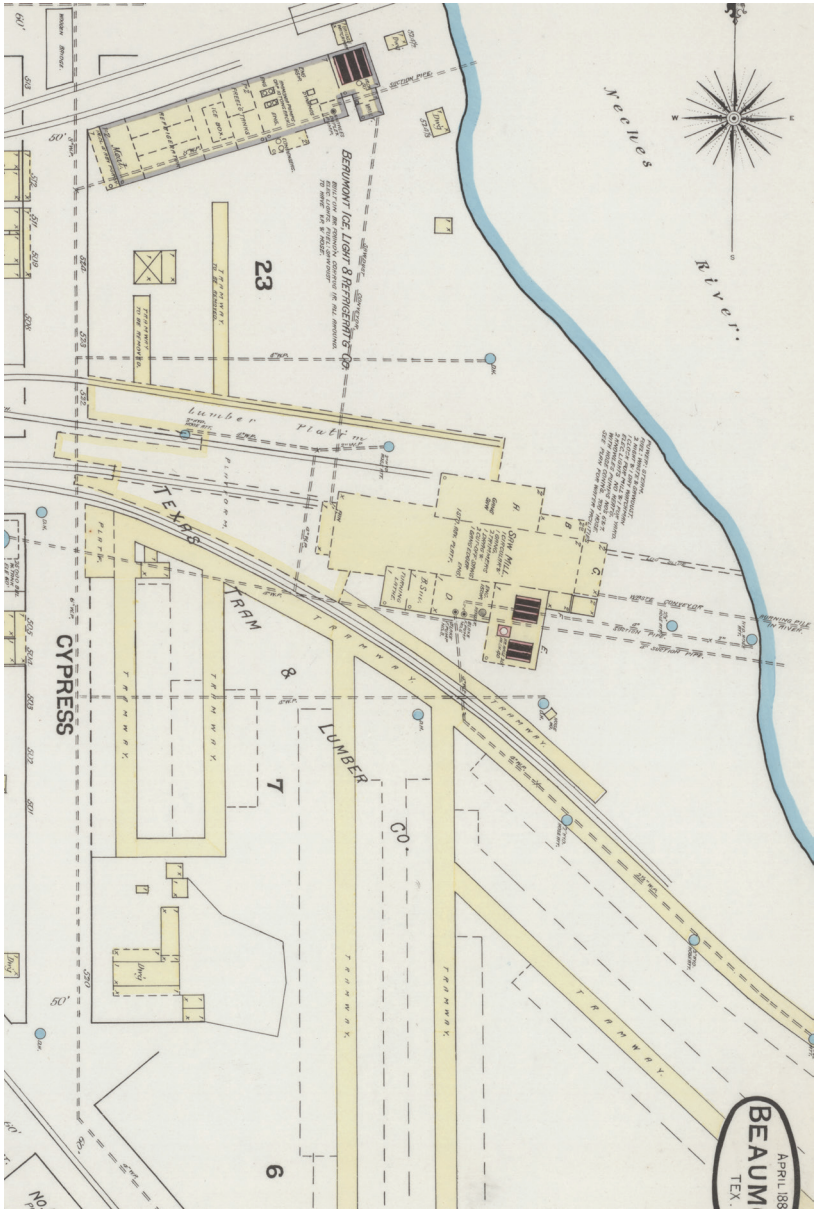




**Map 25. Sanborn Map & Publishing Co., *Beaumont Texas*. Sheet 4. New York, 1889. Library of Congress.**

Sheet 4 of Sanborn's 1889 Beaumont book shows the level of detail that the firm's surveyors and mapmakers recorded. It covers the section of town between Main Street and the Neches River, and between Tevis (shown Tivis) and Wall Streets—roughly the area of the present-day AT&T building and the Beaumont Civic Center. This section includes the Beaumont Ice, Light, and Refrigerating Company at the end of Tevis Street and the Texas Tram and Lumber Company to the south. The map records the dimensions and composition of every structure, down to specific rooms and the purpose of each (an ice box, laundry, storage, and others) as well as equipment (ammonia pump, condensers, tramways, and different types of saws). The map includes small businesses and individual dwellings (marked "Dwg"). For cities the size of Beaumont, Sanborn would occasionally update their maps, documenting in remarkable detail the urban and industrial development over time. The firm published its first, three-sheet book for Beaumont in 1885, releasing at least eight updates by 1941—an edition with 117 sheets. The orientation of the detail shown here places north at the top of the page.

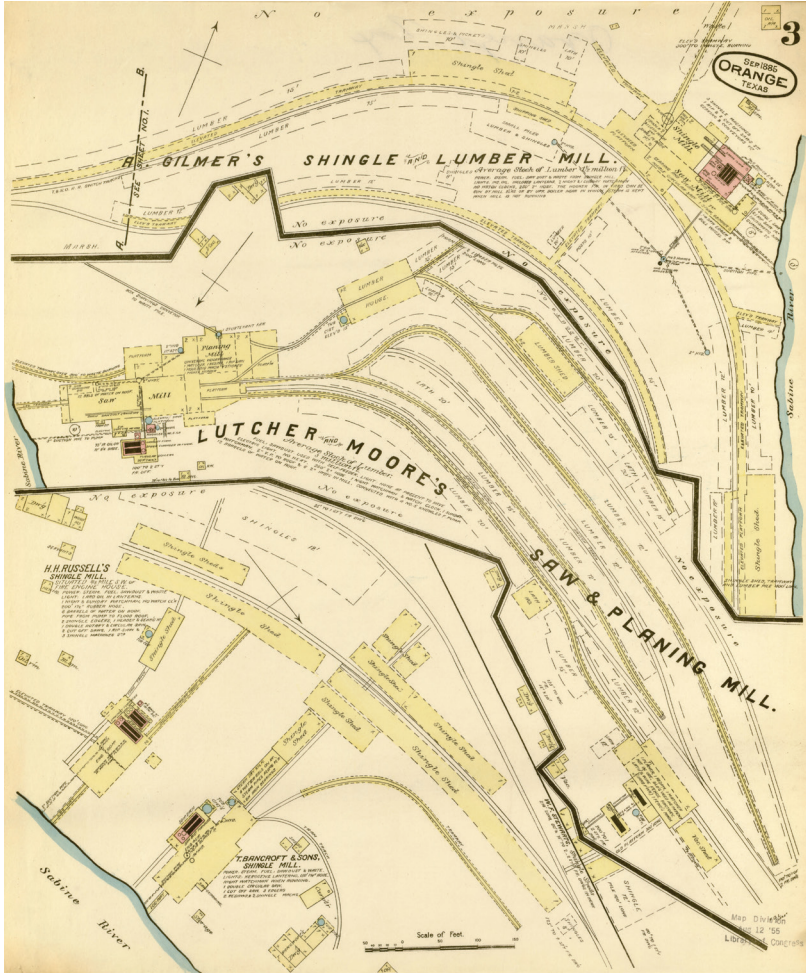




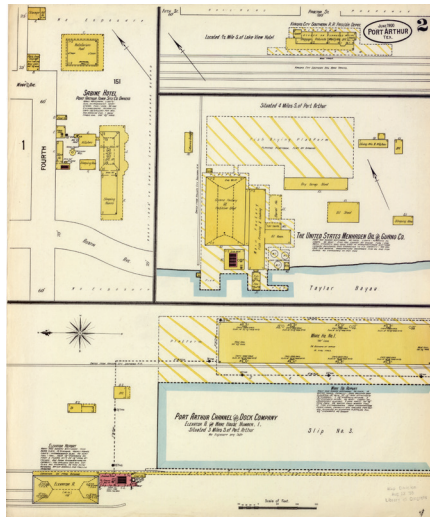


**Map 26. Sanborn Map and Publishing Co., *Orange, Texas*. Sheet 3. New York, 1885. Perry-Castañeda Library, University of Texas at Austin.**

In September 1885, the Sanborn Map and Publishing Company issued a three-sheet book on Orange, Texas. Like Beaumont (Maps 24 and 25), the lumber industry dominated the Orange economy in the 1880s. Sheet 1 calculates the town's population at 2,800, served by a fire department with one steam engine and one hand engine with "indifferent" waterworks. Sheet 3 provides extensive details of four lumber companies—"R. Gilmer's Shingle and Lumber," "Lutcher and Moore's Saw & Planing Mill," "H. H. Russell's Shingle Mill," and "T. Bancroft & Sons Shingle Mill." Separated into three sections, the map does not provide any spatial context for the facilities in relation to the town or to each other. As the compasses illustrate, each section orients north in a different direction. Nevertheless, the map records minute plans for the layout of each complex—building dimensions and composition, designation of individual rooms, notations for types of equipment, routes of tramways, and dispositions of lumber stacks and shingle storage. It shows how the designers situated each mill along the banks of the Sabine River from where the companies received and processed their supplies of timber.







**Map 27. Sanborn-Perrin Map Co., *Port Arthur, Jefferson County, Texas*. Sheet 2. New York, 1900. Perry-Castañeda Library, University of Texas at Austin.**

In 1900, Sanborn issued a two-sheet book of the relatively new town of Port Arthur. The first sheet consisted of the plat between Fourth and Sixth streets and between Waco and Crockett avenues. It recorded the population at 1,800 with a fire department with one steam engine and no hand engines. The water facilities consisted of “Sabine Lake and private water tanks.” The map, typical of other Sanborn charts, names some businesses like the Lake View and Hayden hotels or the Prater Brothers Livery while only identifying the types of others like “Tin Shop,” “Jewelry & Drugs,” or “Chinese Laundry.” Sheet 2 offers closer details of four business—the Kansas City Southern Railroad depot, the Port Arthur Channel and Dock Company, the United States Menhaden Oil and Guano Company (USMOGC), and the Sabine Hotel. The last occupied a lot on the east side of Fourth Street between Waco and Austin avenues. It included a separate “Natatorium Pool” fed by an “Artesian Well.” The detail here shows the facilities for the USMOGC, four miles south on Taylor Bayou. Although menhaden oil has enjoyed a present-day renaissance for its nutritional properties, in 1900 companies used it for fertilizer along with guano, the latter likely imported from South America.

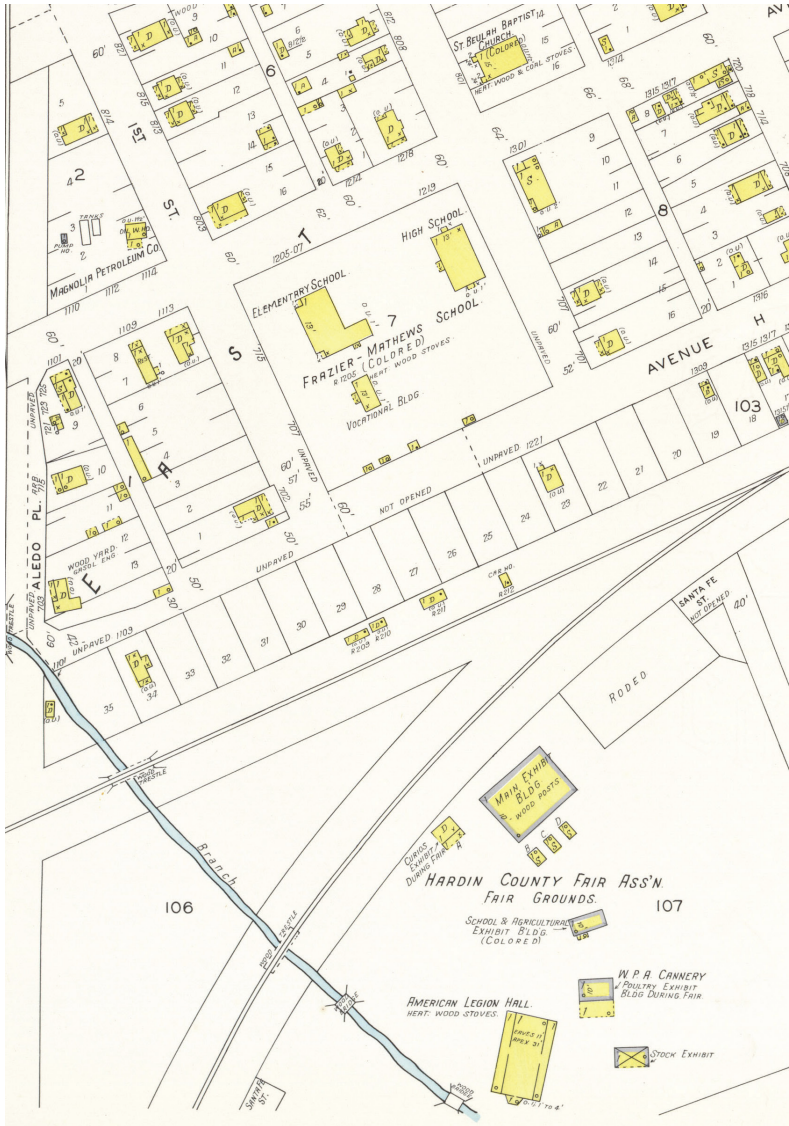




**Map 28. Sanborn Map Co., *Silsbee, Hardin County, Texas*. Sheet 4. New York, 1937. Perry-Castañeda Library, University of Texas at Austin.**

A few smaller cities of Southeast Texas warranted the Sanborn treatment. In 1937, the company issued a seven-sheet book for Silsbee. The fourth sheet demonstrates how Sanborn maps often include information helpful to the social and cultural historian. It covers the east side of town, literally across the tracks of the Colorado, Gulf and Santa Fe Railroad and records the segregation of African American residents prevalent in all Southeast Texas communities for much of the twentieth century. It designated as “colored” churches like Apostolic Holiness, St. Beulah Baptist, and St. John Baptist and schools like Frazier-Mathews. In addition, the sheet depicts the grounds for the Hardin County Fair Association southeast of town (present-day abandoned woodlot per Google Maps), showing the dimensions and orientation of various buildings like the American Legion Hall, Curios Exhibit, Main Exhibit, Stock Exhibit, and WPA Cannery Poultry Exhibit. The fair did not escape segregation, as the map records the School and Agricultural Exhibit as “colored.”





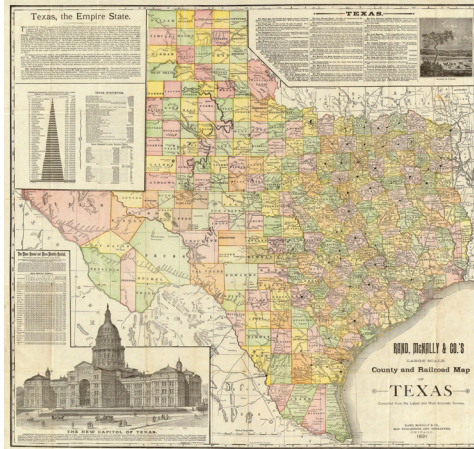


**Map 29. Sanborn Map Co., *Nederland, Jefferson County, Texas*. Sheet 2. New York, 1949. Perry-Castañeda Library, University of Texas at Austin.**

In 1949, the Sanborn Company issued a six-sheet book for Nederland. By this time, the main business section arose along Boston Avenue south of Twin City Highway. With color-coding established in the late nineteenth century, the map shows that most of the commercial buildings consisted of brick construction (red) with an auto repair shop made of concrete (blue). The yellow structures represent wooden frame construction, which included the passenger station for the Kansas City Southern Railroad and an unnamed movie theater. The Perry-Castañeda Library online map collection includes a near-comprehensive inventory of Sanborn maps for Texas. Users can easily access high-resolution scans for Southeast Texas cities like Beaumont (1885-1941), Cleveland (1926-1939), Dayton (1927-1943), Liberty (1927), Livingston (1927-1935), Nederland (1949), Orange (1885-1919), Port Arthur (1900-1930), Port Neches (1949), Silsbee (1937), and Woodville (1904-1909).

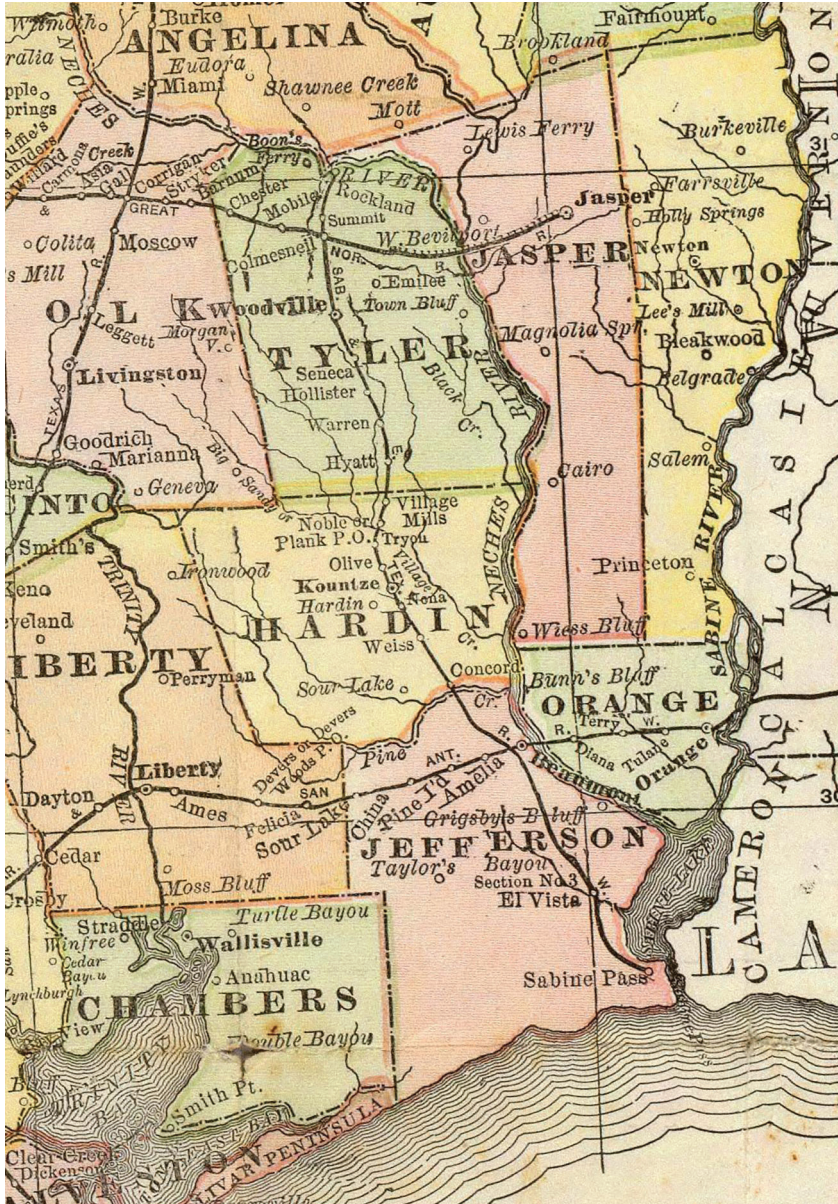




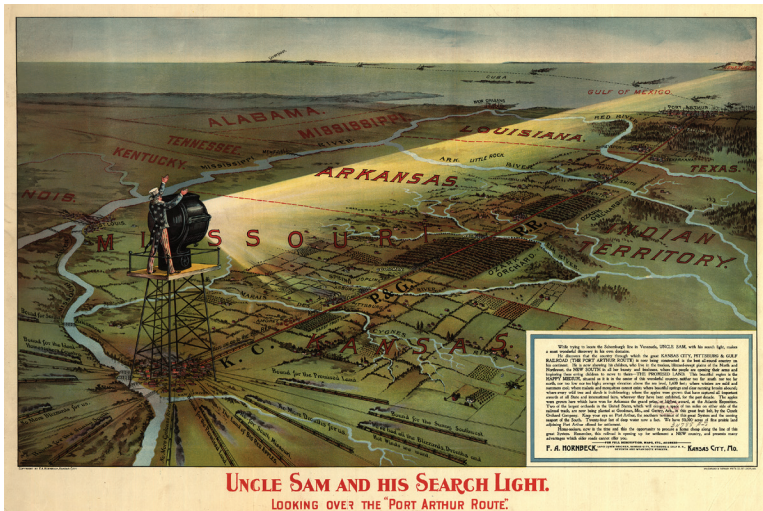


**Map 30. Rand, McNally & Co., *Large Scale County and Railroad Map of Texas*. Chicago, 1891. David Rumsey Map Collection.**

This map illustrated the growing importance of railroads in Texas and Southeast Texas as well as the monopolization of the industry during the Gilded Age. By 1883, Collis P. Huntington of the Southern Pacific had purchased the Texas and New Orleans along with the Galveston, Harrisburg and San Antonio (GH&SA) to create the Sunset Route. This consolidation likely contributed to the labeling of the Beaumont section of the Southern Pacific as the GH&SA. In 1891, the same year as the publication of this map, the state legislature created the Texas Railroad Commission in order to combat the growing influence of monopolies. According to the table of statistics on this map, Texas boasted 9,500 miles of rail lines by 1887. In addition to increasing passenger mobility and freight transport, railroad development led to a surge of town creation. Between Liberty and Orange, the map locates Ames, Devers, Felicia, Sour Lake (changed to Nome in 1903), China, Pine Island, Amelia, Diana, Terry, and Tulane. In 1881, the north-south Sabine and East Texas Railroad (S&ET) was built over the abandoned bed of the Eastern Texas, connecting Beaumont to the gulf and to the timberlands to the north. A year later, Huntington purchased the S&ET. The rail stop at El Vista lies near present-day Port Acres.







**Map 31. F. A. Hornbeck., *Uncle Sam and His Search Light Looking over the "Port Arthur Route."* St. Louis, 1896. Library of Congress.**

Few examples better represent the mania of rail construction and town development in Texas than Arthur Stillwell's project to connect Kansas City with the gulf coast. In 1895, he bought land along the west bank of Sabine Lake and platted the town of Port Arthur. In 1897 after purchasing existing lines and constructing new ones, his partners completed the Kansas City, Pittsburg and Gulf Railroad (KCP&G), acquired by the Kansas City Southern (KCS) two years later. Fred A. Hornbeck prepared this promotional map for Stillwell's venture. He used the Uncle Sam character to demonstrate the national significance of the project, placing Kansas City at the center of an extensive railway system, and depicting the KCP&G passing through abundant agricultural fields and orchards in Arkansas and Louisiana before arriving at Port Arthur. In the text, Hornbeck evoked the idea of a "New South" and a bountiful "Promised Land." He shows Port Arthur, scarcely a year old, as a metropolis lying directly on the gulf—not Sabine Lake—connected by steamship with Cuba and Liverpool, and in the distance, Venezuela beckons.





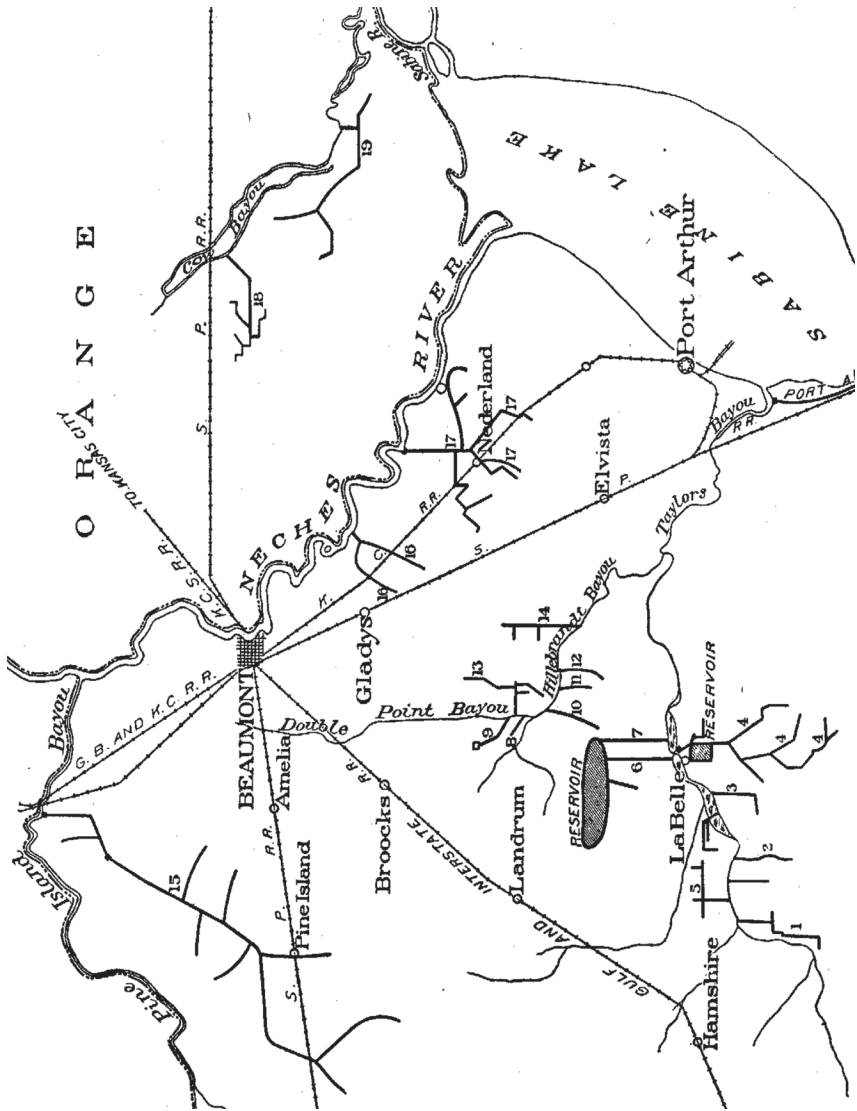


FIG. 32.—Map showing irrigation systems in the eastern half of the Beaumont section.

1. George Gill.	9. Southern Rice and Trust Co.,	17. Port Arthur Rice Company.
2. J. H. Garland.	Company.	18. Des Moines Irrigation Com-
3. J. C. Ward.	10. C. A. Penco.	pany.
4. Jefferson County Rice Com-	11. Mr. Davis.	19. Cow Bayou Canal and Irrig-
pany.	12. Schumacher & Fox.	ation Company.
5. J. H. Hoopes.	13. Cameron & McClure.	
6. Lovell Brothers.	14. Viterbo Brothers.	
7. Ed. Moore.	15. Beaumont Rice Company.	
8. Gulf Rice Growing Com-	16. McFadden & Wiss Com-	
pany.	pany.	

**Map 32. Map Showing Irrigation Systems in the Eastern Half of the Beaumont Section.** In Thomas U. Taylor, *Irrigation Systems of Texas* (1902). US Geological Survey.

During the 1890s, Southeast Texas experienced a rice boom as growers from Southwestern Louisiana sought cheaper fields across the Sabine River. Local historian W. T. Block described the intense development as “rice fever.” In 1900, Jefferson led all Texas counties with 43,000 acres dedicated to rice cultivation. Liberty County ranked fourth with 16,000 acres—Orange sixth (10,500) and Chambers eighth (9,000). Southeast Texas rice growers developed an extensive irrigation system, drawing upon the region’s rivers, bayous, and artificial wells. This map charts nineteen different canals in Jefferson and Orange counties with greatest activity centered to the southeast of Beaumont along Hillebrandt (including Double Point) and Taylors bayous. The map also shows the route of the Gulf and Interstate Railway (G&I), a route between Beaumont and Bolivar Point completed in 1896, as well as several small towns like LaBelle that had a post office since 1888 but perhaps grew in population with the rice boom. Nederland owed its origins largely to an influx of Dutch farmers who immigrated to work in the area rice fields. Brooks and Hamshire were rail stops on the G&I, and Gladys, just south of Beaumont, made history the year before this map was published with the oil strike at Spindletop.





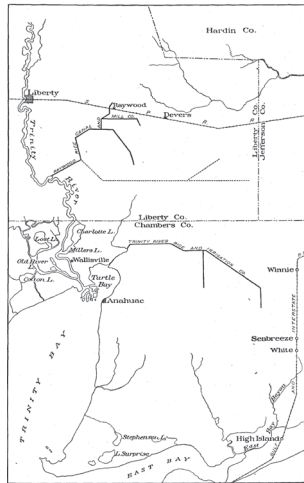
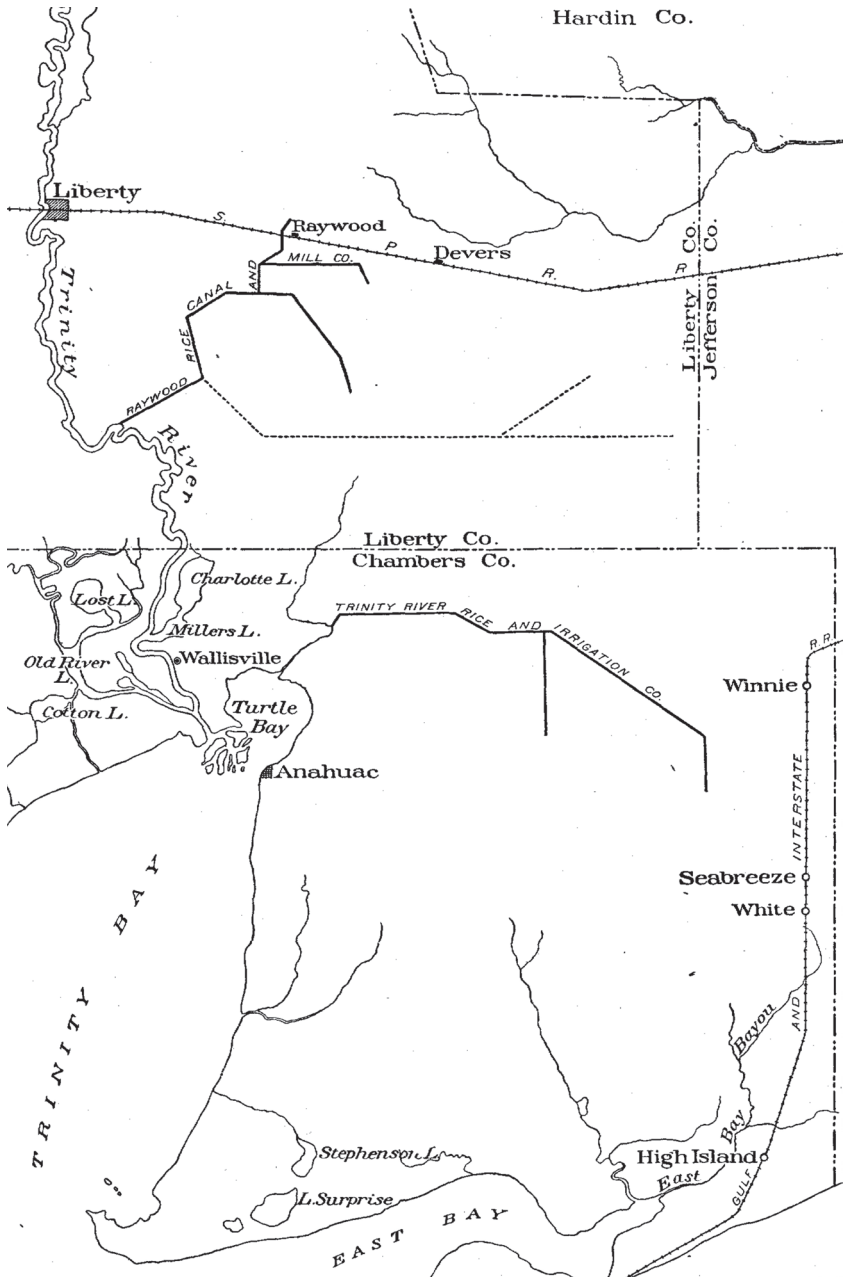
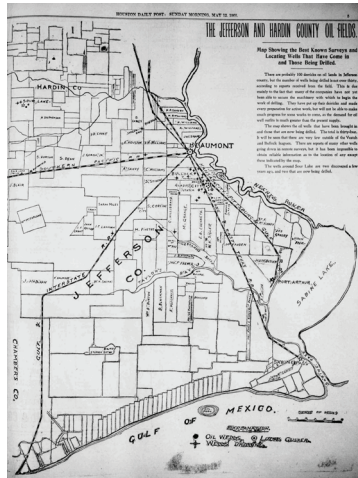


FIG. 23.—Map showing irrigation systems in the western half of the Beaumont section.

**Map 33. Map Showing Irrigation Systems in the Western Half of the Beaumont Section. In Thomas U. Taylor, *Irrigation Systems of Texas* (1902). US Geological Survey.**

Along with Jefferson and Orange, the rice industry also flourished in Liberty and Chambers counties. This map shows the construction of the Raywood Rice Canal and Mill Company's irrigation system and eastern Liberty County. The labelling of the Trinity River Rice and Irrigation Company in northwestern Chambers may have been a mistake or based on preliminary information as it appears to show the Hankamer-Stowell Canal Company system (later Farmers Canal Company). The map delineates the route for the G&I (Map 32) through western Chambers County to the upper Bolivar Peninsula in Galveston County. The G&I established Winnie and Seabreeze. White designated the stop at White's Ranch (Map 40). Although Anglo-American settlers had occupied the region since the 1840s, High Island did not receive a post office until 1897 after the G&I arrived.

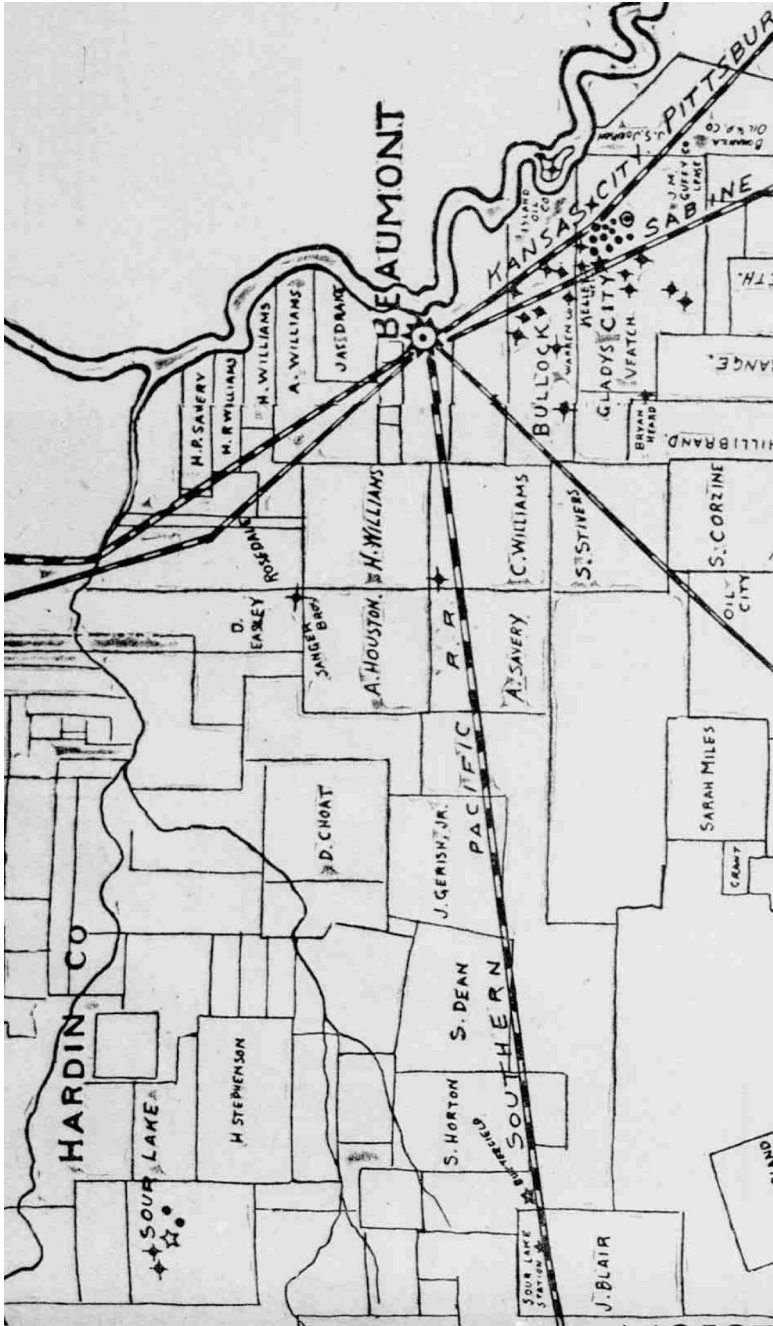




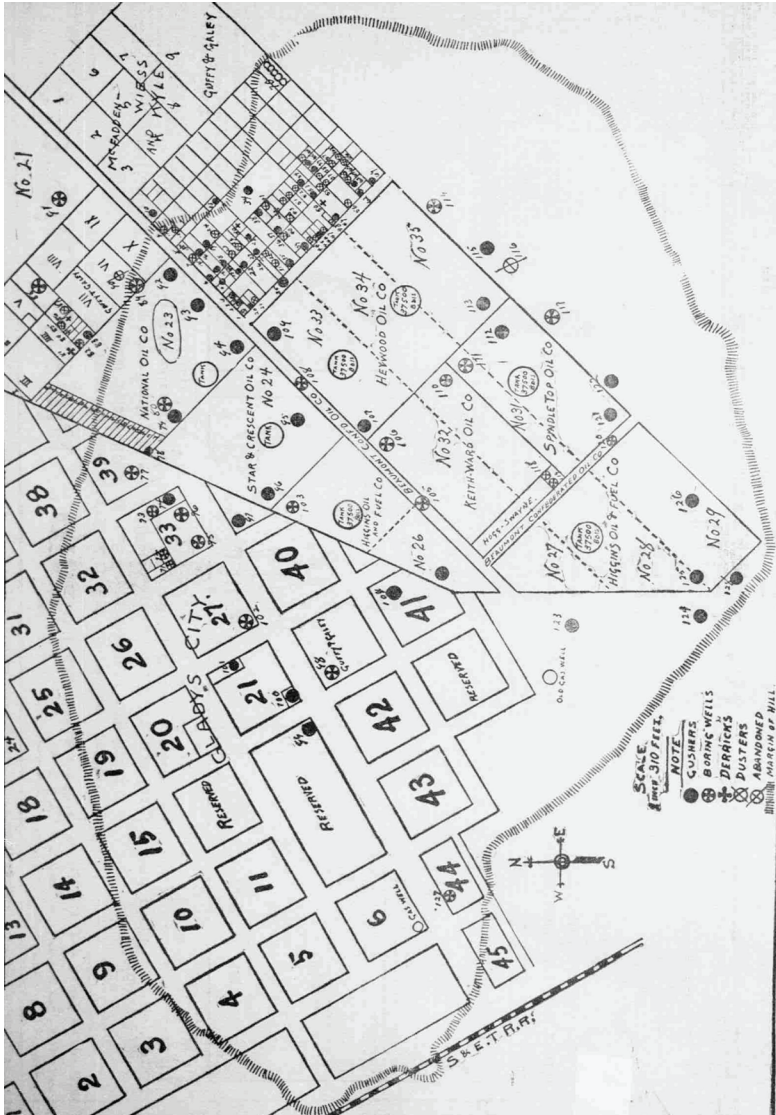
**Map 34. *The Jefferson and Hardin County Oil Fields. Houston Daily Post, May 12, 1901. Library of Congress.***

The oil strike at Spindletop inspired a news frenzy throughout the United States, and reporters, promoters, and investors conveyed information in a variety of ways including cartography. Anthony Lucas, backed by several interrelated investors, brought in his gusher on January 10, 1901. By May 12, the *Houston Daily Post* could report a rush of activity at the site south of Beaumont. “There are probably 100 derricks on oil lands in Jefferson county, but the number of wells being drilled is not over thirty . . . This is due mainly to the fact that many of the companies have not yet been able to secure the machinery” needed to drill. Imposed over the land survey map from the Texas General Land Office, the newspaper rather crudely marked the location of existing and drilling wells—most clustered within the Veatch and Bullock surveys. The map shows several wells currently drilling south and west of Beaumont as well as at Sour Lake. The *Post* noted, “The wells around Sour Lake are two discovered a few years ago, and two that are now being drilled” (see Map 37). Although difficult to see, the *Post* also noted several firms associated with the drilling around Gladys City, including Warren (not be confused with Warren Petroleum), Island Oil, and the J. M. Guffey Company—a forerunner of Gulf Oil. The map also locates the relatively new town of Port Arthur at the end of the KCP&G line.

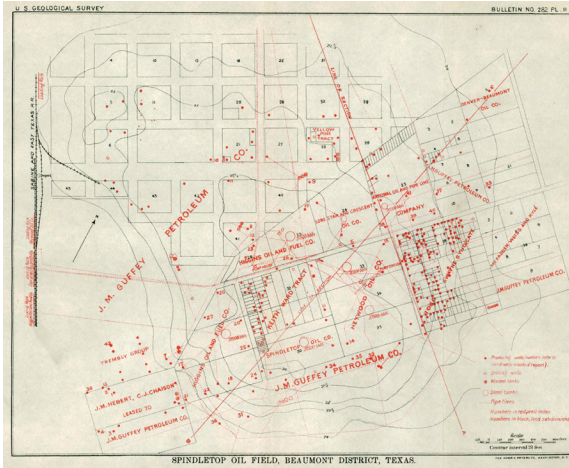






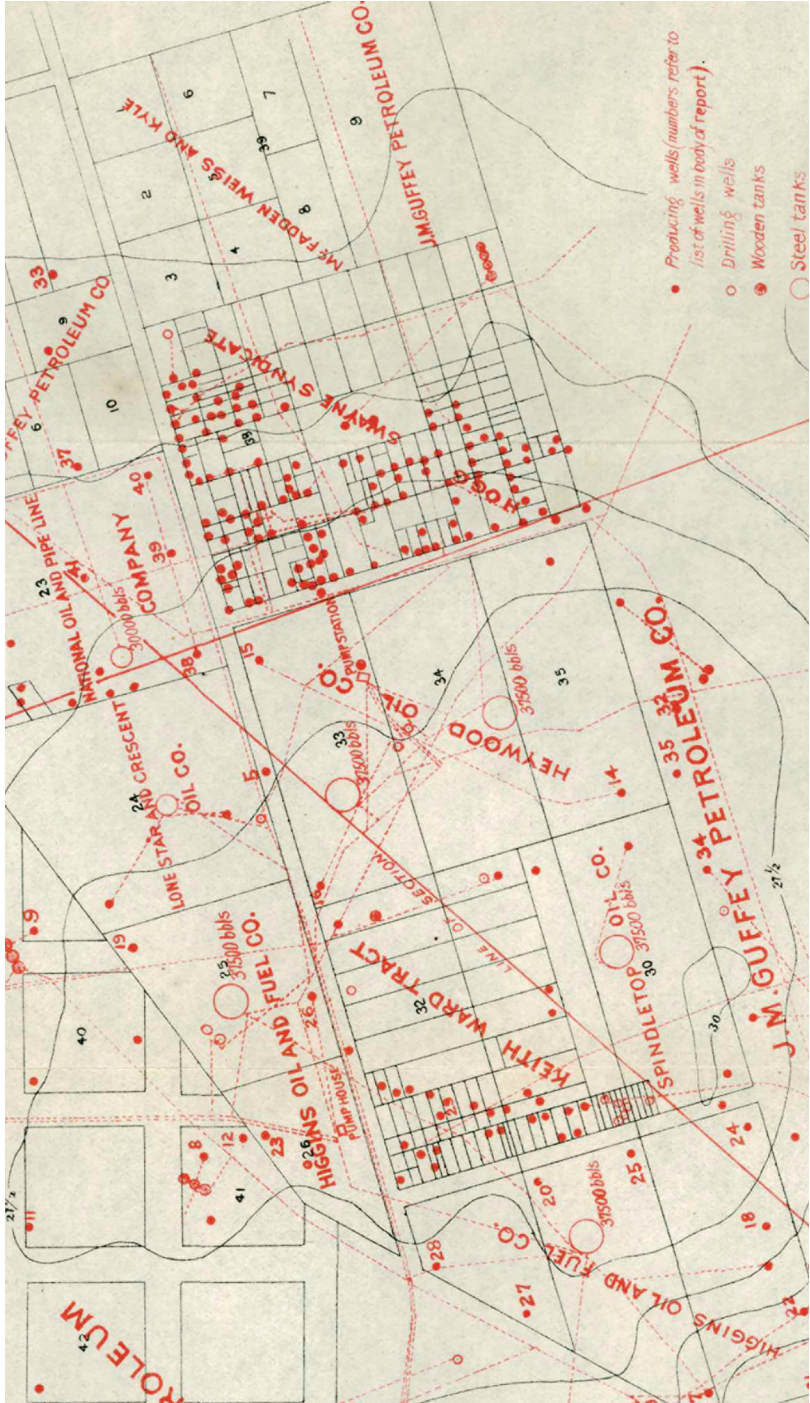


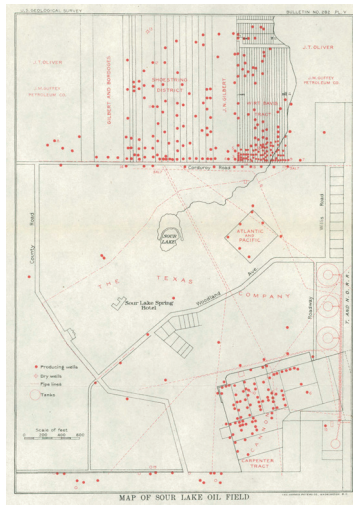




**Map 36. The Norris Peters Co., *Spindletop Oil Field, Beaumont District, Texas.* In N. M. Fenneman, *Oil Fields of the Texas-Louisiana Gulf Coast Plain* (1906). US Geological Survey.**

In 1906 using professional surveying and cartographic techniques, the US Geological Survey produced this much more precise map of the Spindletop Oil Field than provided by the *Houston Post* (Maps 34 and 35). Although this chart suggests a degree of consolidation among oil companies, production had already declined dramatically. Spindletop yielded 17.5 million barrels in 1902 but only ten thousand in 1904. New technologies, however, would permit companies to drill deeper and discover new reserves. In 1927, the field produced over 21 million barrels. By 1985, the field had yielded over 153 million barrels of oil.

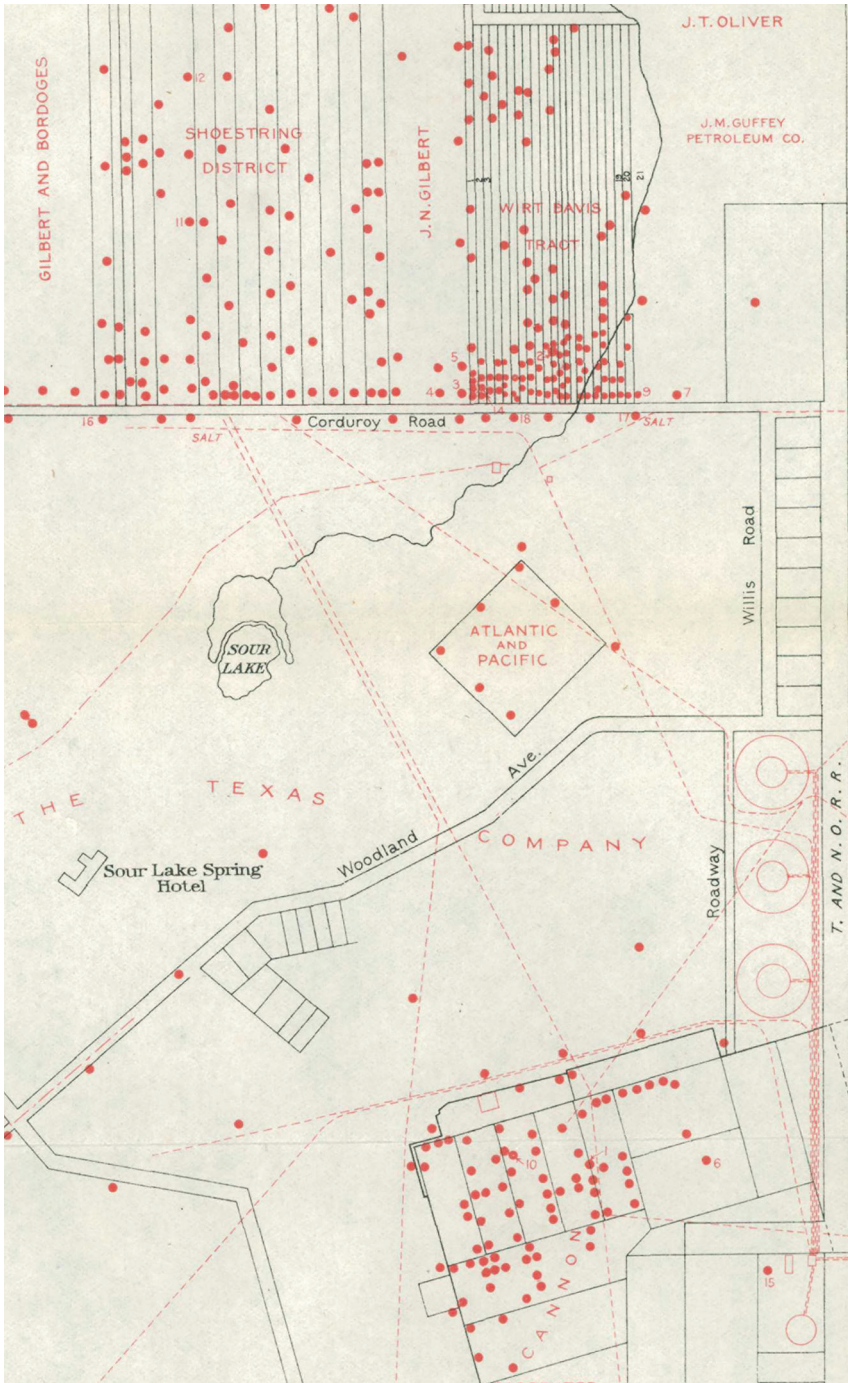




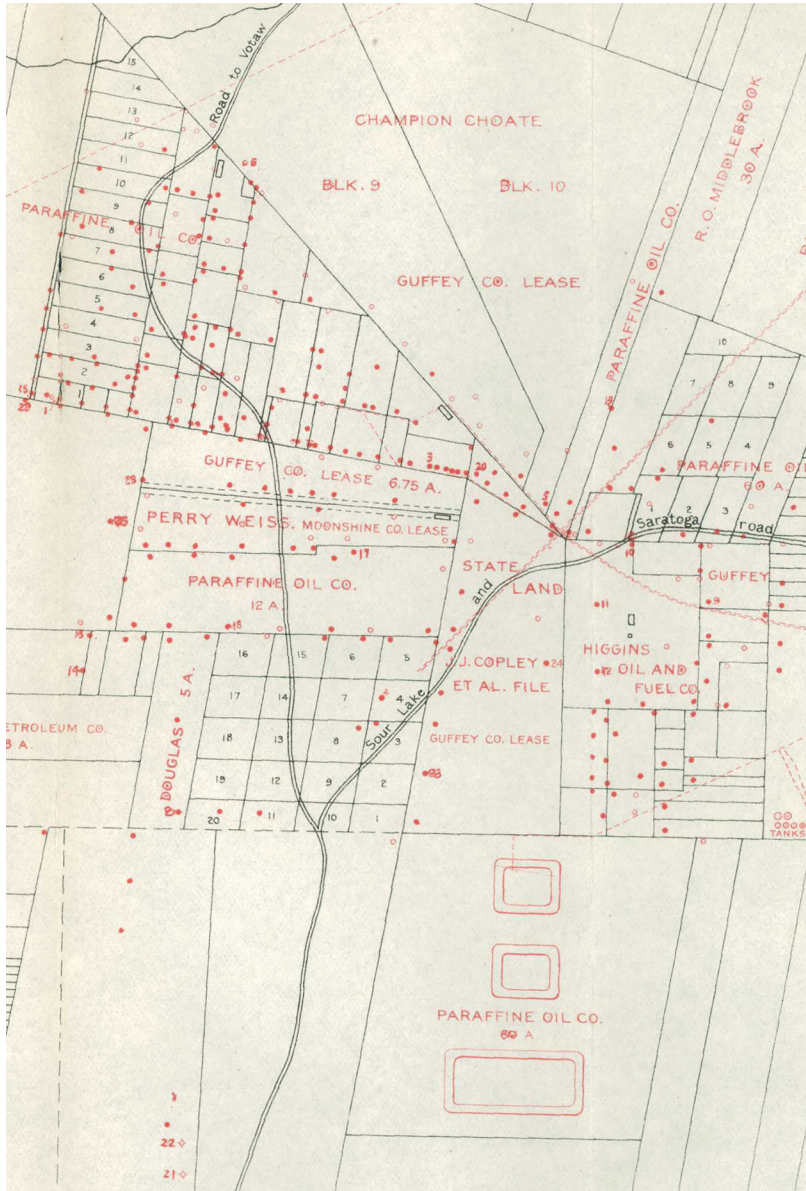
**Map 37. The Norris Peters Co., *Map of Sour Lake Oil Field*. In N. M. Fenneman, *Oil Fields of the Texas-Louisiana Gulf Coast Plain* (1906). US Geological Survey.**

Native Americans had exploited the mineral springs at Sour Lake for centuries before the arrival of Anglo-American settlers. The latter also used the oilseeps and artesian wells for health curatives and remediations since at least the 1850s. These same geological features also signaled the presence of oil. Two wells dug in 1893 and 1895 produced low amounts of oil, but enough to warrant the construction of the first refinery in Texas in 1898. The rush to the field would not occur until 1902 when the Great Western Oil Company brought in a gusher drilled to 683 feet. The map here shows the numerous successful wells drilled by 1906, but like the Spindletop field, production at Sour Lake peaked briefly in 1903 with nine million barrels, but significantly curtailed after that. The map also records the presence of the Guffey concern that would become part of the Gulf Corporation as well as the Texas Company (Texaco). In addition to oil production, the chart documents the location of the Sour Lake and the Sour Lake Spring Hotel.

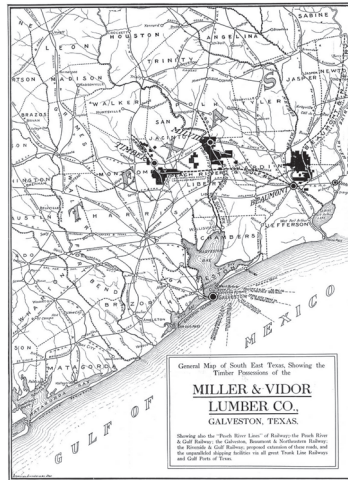






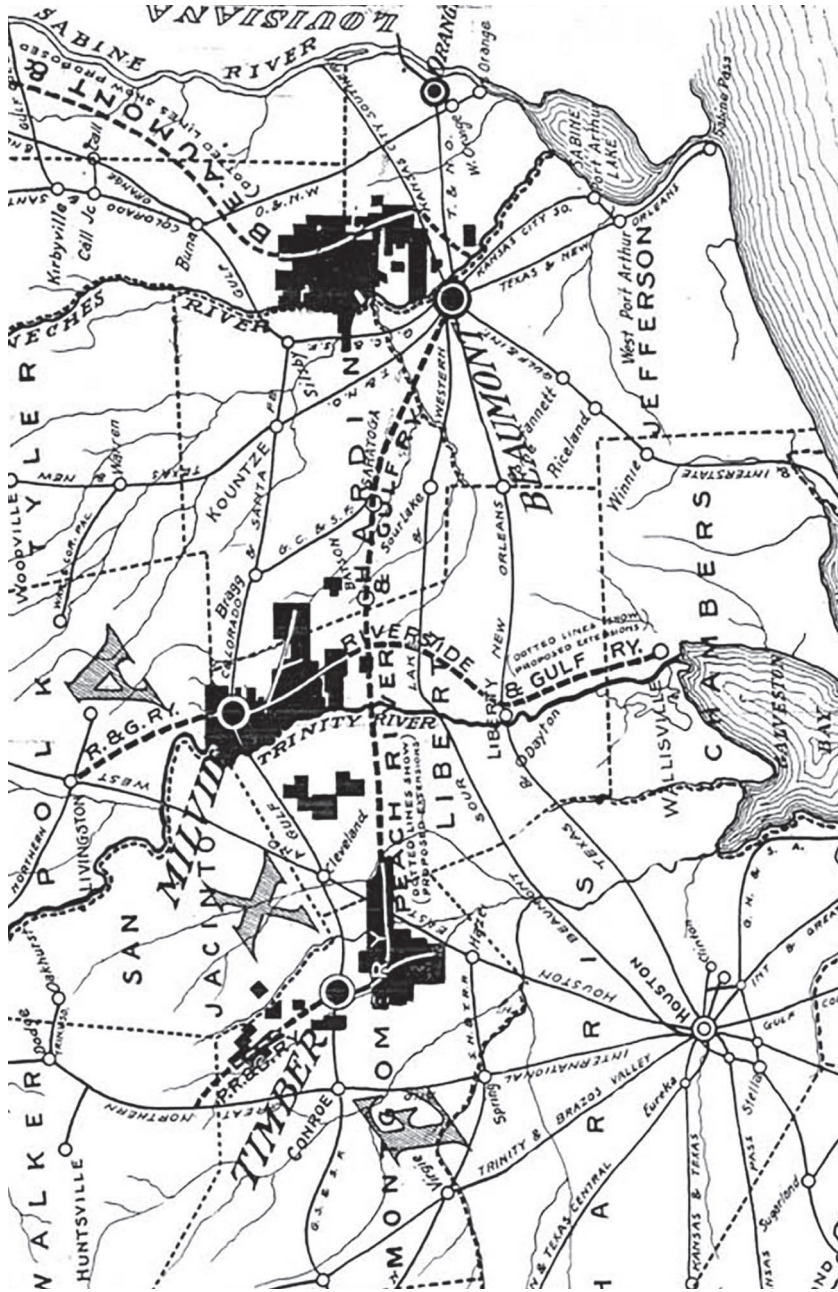


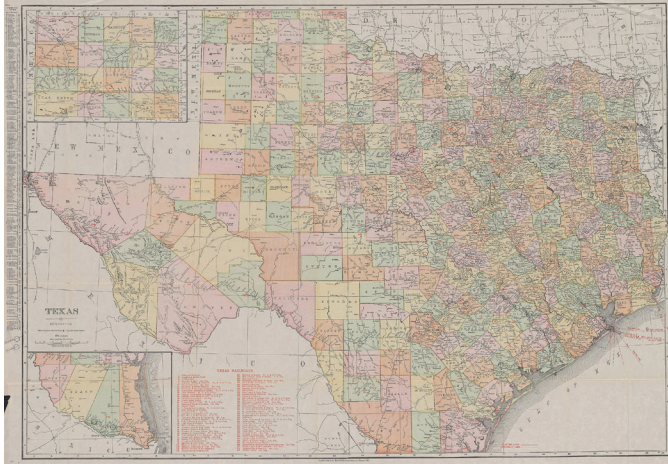




**Map 39. *General Map of South East Texas, Showing the Timber Possessions of the Miller & Vidor Lumber Co. American Lumberman, October 8, 1910. Texas Transportation Archive.***

In 1907, the lumber bonanza in Texas reached its peak with the production of 2.25 billion board feet statewide. Since the 1880s, the timber industry flourished in Southeast Texas, fueled by the increase in railroad construction. Based in Galveston, the Miller and Vidor Lumber Company (MVLC) issued this promotional map to extol the breadth of its operations. The firm held extensive timber lands in northwestern Orange, southern Jasper, northeastern Liberty, and southeastern Montgomery counties and operated mills at Beaumont, Orange, Milvid (for Miller and Vidor) in Liberty County, and Timber in Montgomery County. The company also owned three railroads to transport the harvested logs to their various mills, collectively termed the Peach River Lines. By 1907, the firm had opened seventeen miles of the Galveston, Beaumont and Northeastern between Vidor in southern Jasper County, fourteen miles of the Peach River and Gulf between Timber and Bartle, and five miles of the Riverside and Gulf between Milvid and Coy. This map further shows the proposed extensions of these lines and depicts the Orange and Northwestern (O&NW) between Orange and Buna, operated by the rival Lutchter-Moore Lumber Company.

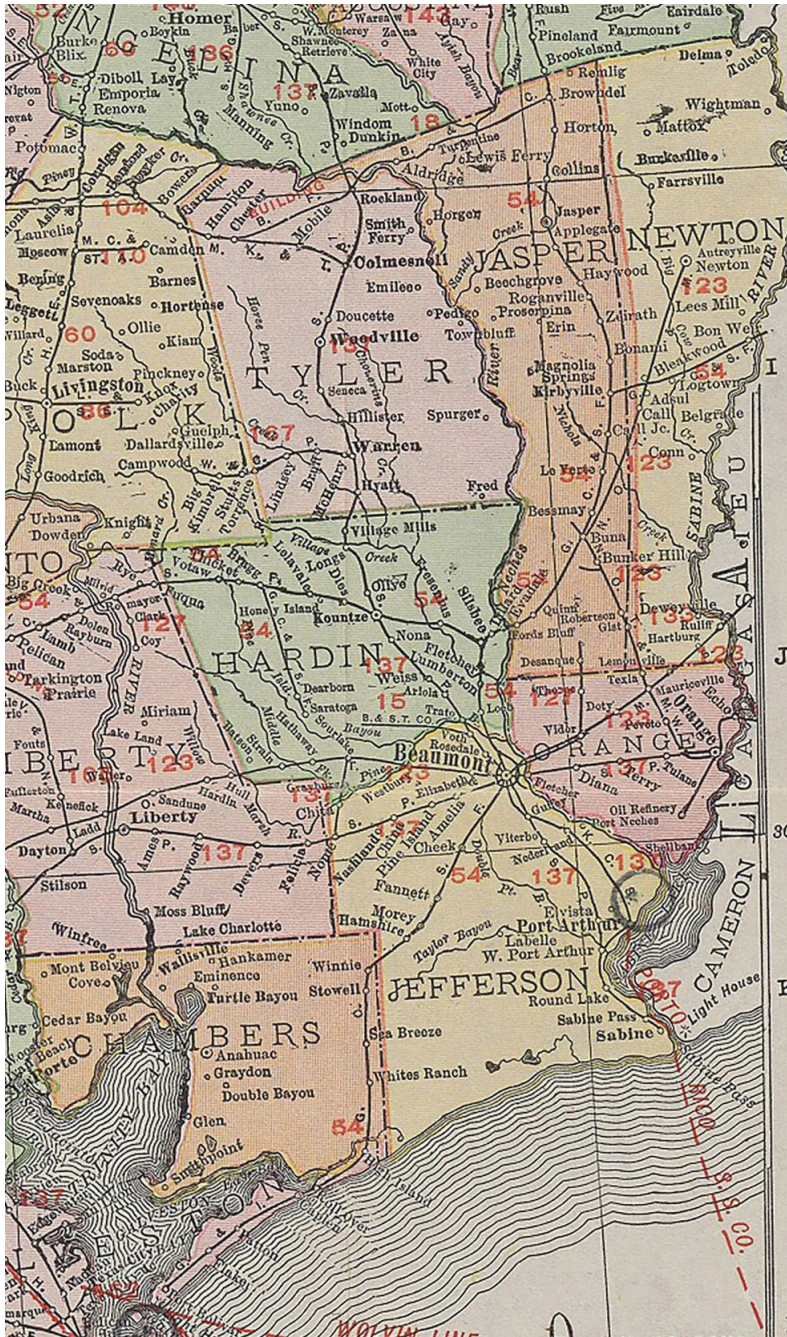


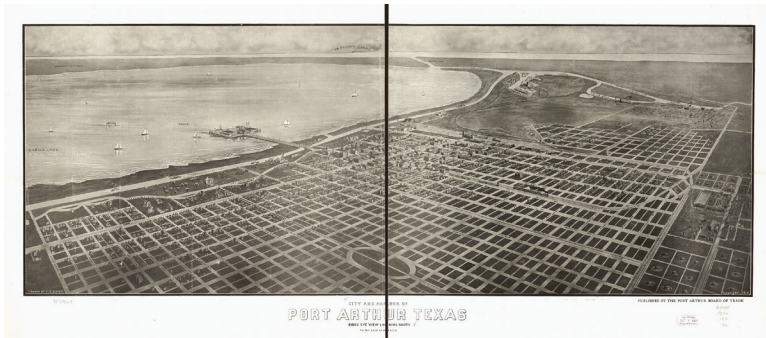


**Map 40. Rand McNally, *Texas*. Chicago, 1911. Beinecke Library, Yale University.**

In 1911, the railroad yet dominated transportation in Southeast Texas. This map shows new lines constructed during the ten years since Rand McNally issued its 1891 version (Map 30). Using red numbers (some inaccurate in Southeast Texas), the maps shows established routes like the Southern Pacific (Map 30) which had acquired the S&ET (Maps 30 and 31), the KCS (Map 31), and the Peach River Lines (Map 39). In 1904, the Beaumont, Sour Lake and Western opened with the intent to connect with Houston. The New Orleans, Texas and Mexico acquired the line in 1905 and the O&NW (Map 39) in 1906. The Gulf, Colorado and Santa Fe reached Silsbee by 1902 and acquired the G&I (Maps 32 and 33) in 1908. The Keith Lumber Company opened the Beaumont and Saratoga Transportation Company in 1905, connecting its mill at Voth to timber holdings in southern Hardin County. In 1906, the Sabine Tram Company chartered the Sabine and Northern between Ruliff and Deweyville, identified on the map only with the red number. The map also distinguishes between the two towns of Sabine Pass and Sabine. In 1878, New York investors established Sabine when they found property too expensive at Sabine Pass. It was the site of the US Life Saving Service station shown on Louis J. Kopke's map (Map 23).







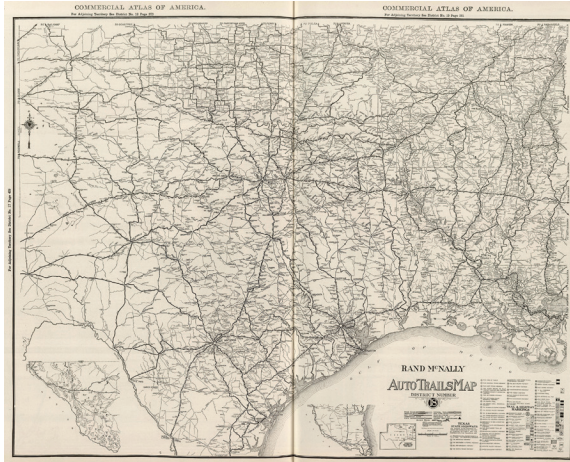
**Map 41. E. S. Glover, *City and Harbor of Port Arthur, Texas*. [Port Arthur?], 1912. Library of Congress.**

Before the advent of aerial or satellite imagery, birds eye views (sometimes called elevated views) provided town promoters and consumers with a rare perspective not easily conveyed on standard maps. Although the creators relied on their imaginations, they nevertheless used ingenious techniques that included surveying and cartography that rendered such scenes remarkably accurate. In 1868, Eli S. Glover began his career as a viewmaker, traveling across the Midwest and Pacific states, collecting subscriptions from townspeople or accepting commissions to finance his work. Glover produced this 1912 two-sheet view for the Port Arthur Board of Trade. It was the only Texas city that Glover drew, and it was his last. He portrayed the city twelve years after its founding, showing many empty lots to the northwest (bottom center) around Gilham Circle Park (Blue Bonnet Park). A busy downtown, however, developed along Proctor and Fourth streets. Glover depicted a causeway crossing over the canal and extending to Pleasure Pier. To the south and southeast, he depicted the KCS (Map 31) motoring into a railyard with an impressive depot, and to the west (right), he drew the Texas Company Refinery. Along Taylor Bayou (upper right), lay the Gulf Refinery, a rice mill, and a turning basin. To confirm the port's access to world trade, Glover located the Panama Canal on the distant horizon.



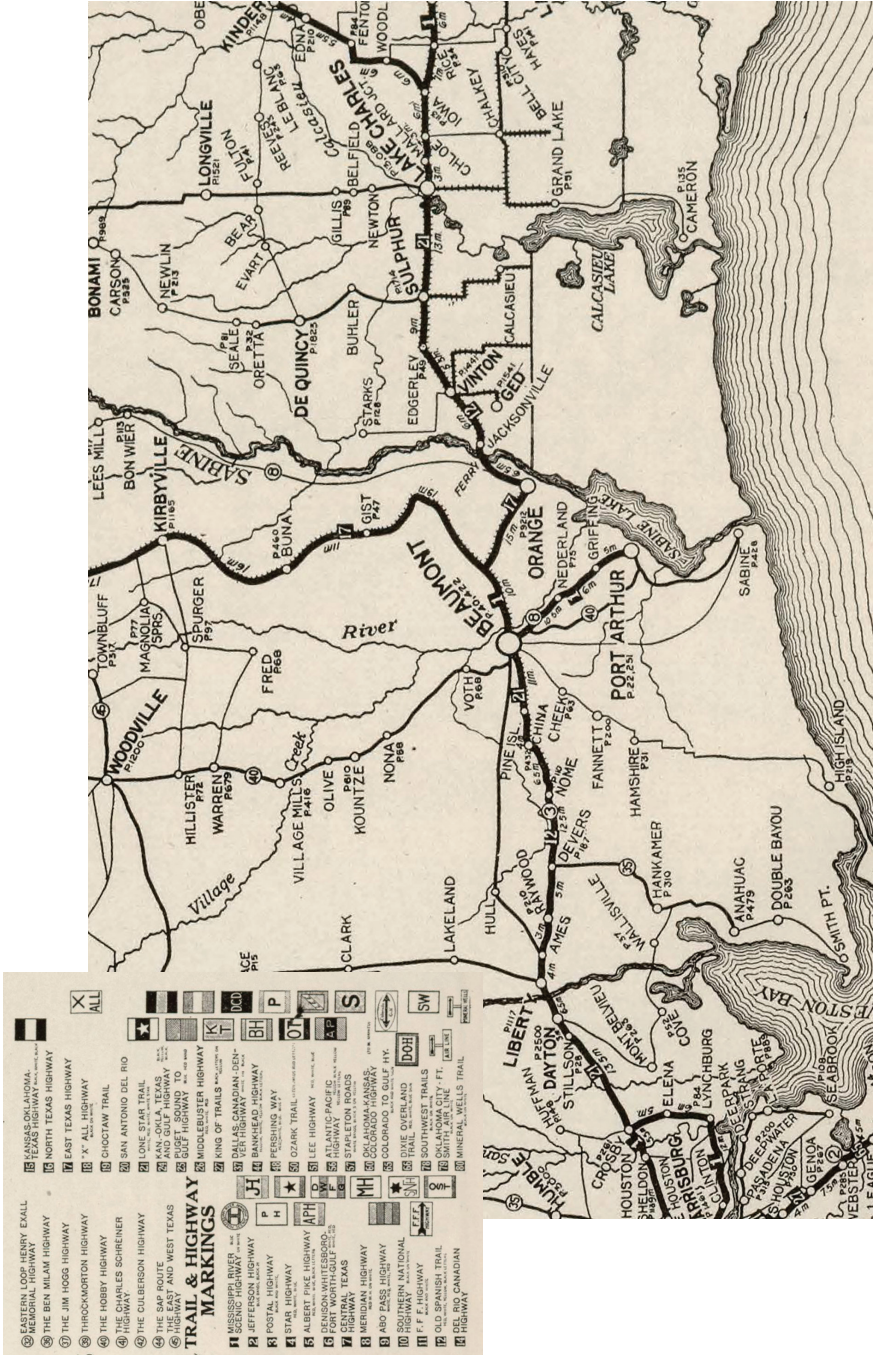


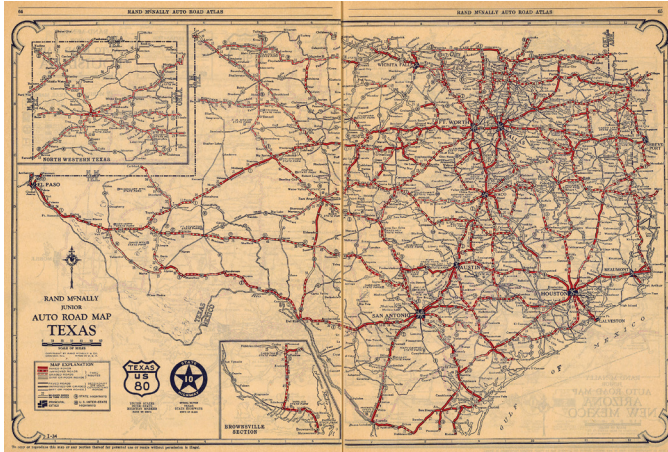




**Map 42. Rand McNally Co., *Auto Trails Map District Number 18*. Chicago, 1924. David Rumsey Map Collection.**

In 1913, the Ford Motor Company inaugurated the assembly line process in its automobile plant at Highland Park, Michigan. It contributed to a revolution in transportation in the United States that led to a greater reliance on finite oil resources and a demand for highway construction. In 1916, the first year that the legislature required registration, Texas recorded 194,720 automobiles. While federal and state governments lagged in financing new roads, citizens' groups like the Old Spanish Trail Association formed to sponsor projects that often spanned across state lines. With so many different entities involved, the highway system was non-standardized and often confusing. In 1919, Texas formalized and numbered a highway system. By 1924, four major "auto trails" and three state highways served Southeast Texas. The auto trails included the Mississippi River Scenic Highway (1); the Old Spanish Trail (12) marked with signs depicting a vertical OST; the East Texas Highway (17); and the Lone Star Trail (21) marked with a red, white, and blue star. By 1921, the OST connected Orange with El Paso. State routes included the East Texas (8), the Hobby (40), and an unnamed highway (35) between Devers and Anahuac. The Southern National (3) was the earlier state designation for the OST.

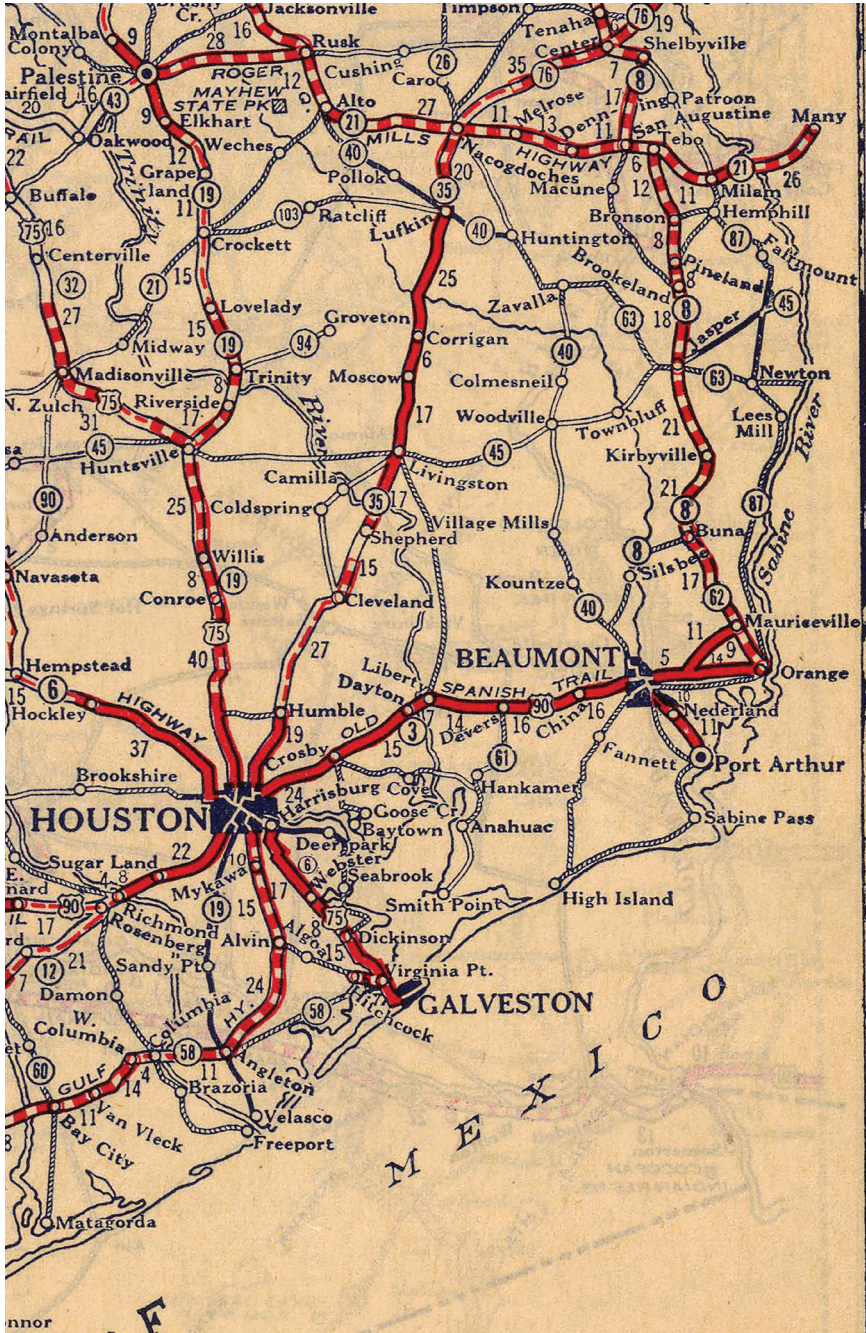


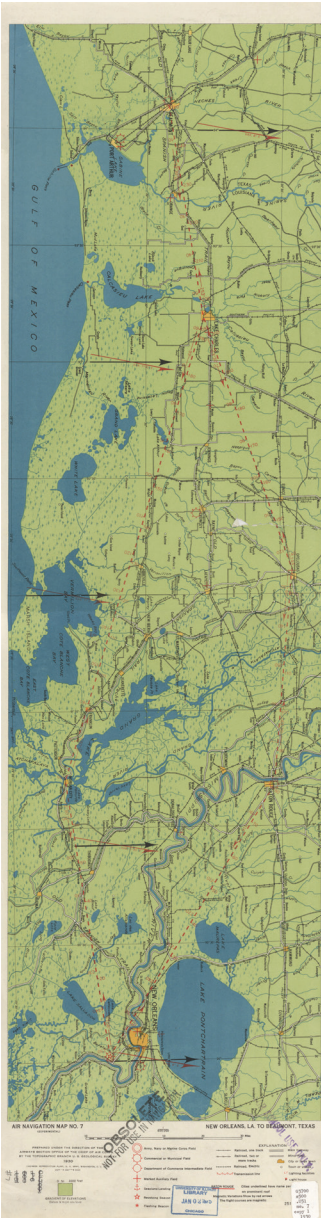


**Map 43. Rand McNally Co., *Junior Auto Trails Map Texas*. Chicago, 1927. David Rumsey Map Collection.**

In 1926, the United States adopted the numbered highway system to replace the old named system. The OST became US 90. This 1927 map from the Rand McNally atlas includes the new federal designations along with re-numbered state highways. Although Rand McNally updated the chart, the company included the old names for the major routes. The key inset reveals that the solid red lines depict paved roads for US 90 between Orange and Houston and State Highway 40 between Beaumont and Nederland. Although state roads 8 and 62 north of Orange were major “thru routes,” the dashed red line indicated that they were only “improved or graded.” All other highways crossing through Southeast Texas remained unpaved and otherwise unimproved.







**Map 44. Topographical Branch of the US Geological Survey, *Air Navigation Map No. 7*. Washington, DC, 1930. Perry-Castañeda Library, University of Texas at Austin.**

With the advent of airplane technology in the early twentieth century, US cartographers produced aeronautical strip maps to assist pilots in navigation. Typically each end of the chart fit into a roller that would permit pilots to scroll as they flew over landmarks. This high-relief map shows air routes, marked in red, from New Orleans and Baton Rouge, converging at Lake Charles before continuing to Beaumont. It depicts the terrain, city limits, railroads, highways, and other topographical features in precise detail. Red arrows provide degrees of magnetic variations for compass readings. The strip locates municipal airfields at Beaumont and Port Arthur and auxiliary fields at Kountze, Lake Charles, Orange, and Port Arthur. It marks two lighthouses at Sabine Pass and one at Calcasieu Pass. In addition, the map delineates an isolated road between Sabine Pass and Mud Lake in Southwestern Louisiana, crossing through the communities of Johnsons Bayou and Berry.









**Map 45. Curtis F. Marbut, *Soil Map of the United States. Section 10.* Washington, DC, 1931. David Rumsey Map Collection.**

The detail with which early twentieth-century cartographers could depict Southeast Texas sharply contrasted with the guesswork charts that Nicolas de Fer (Map 1) or Guillaume Delisle (Map 2) produced in the early eighteenth century. This 1931 map from the US Department of Agriculture not only included precise depictions of the region's hydrography it also provided a minute and detailed rendering of the very soil of the earth. As a sampling, the map shows the different soils from the coast in Jefferson County to Tyler County as Harris (HS), Lake Charles (Lk), Katy (Ky), Susquehanna (Sl), and Ruston (R). The Trinity River deposited Trinity soils (Ty) while the Neches and Sabine deposited Ochlockonee soils (Oc).







**Map 46. Berta and Elmer Hader, *Texas*. New York, 1932. David Rumsey Map Collection.**

As illustrators of children's books, Berta and Elmer Hader published their *Picture Book of the United States* in 1932. With limited space, they attempted to convey historical, economic, and cultural factoids to their young viewers with quaint, and often unfortunate, images. A separate key accompanied each map with numbers that correspond to the illustrations. Here, the Haders show the Texas coast busy with cargo ships. In Southeast Texas, farmers work with a team of horses. Designated with the number "9," the key relates, "Along the Gulf coast there are large rice fields." Oil derricks dramatize the region's oil industry with note "10" describing, "Beaumont is near Spindletop Wells, famous gushers." To the west (number 8) and to the north (number 14), the Haders included stereotypical depictions of African Americans at work in cotton production.



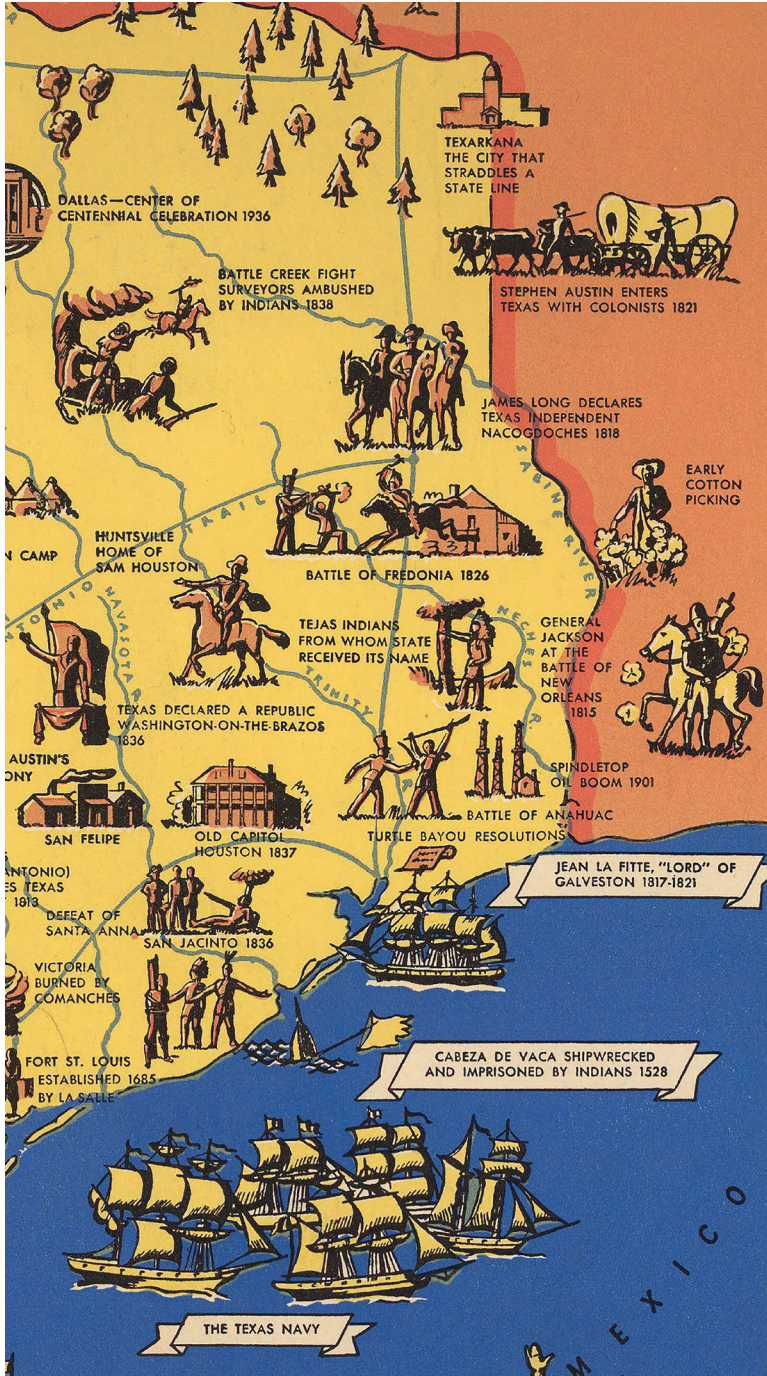




**Map 47. W. Rodney Chirpe, *Texas Centennial Exposition, 1836-1936*. Chicago, 1936. David Rumsey Map Collection.**

In the style of Berta and Elmer Hader, Chicago typographer W. Rodney Chirpe produced this history map of Texas for the Centennial Commission. Some of the events that he illustrated for Southeast Texas included Cabeza de Vaca's captivity by Native Texans in 1528 and the later activities of Jean Lafitte—both at Galveston. He noted the “Battle of Anahuac.” Two “disturbances” occurred there in 1832 and 1835, when armed groups of Anglo-Americans forced Mexican garrisons to abandon the custom house. The Turtle Bayou Resolutions refers to an 1832 petition that local Anglo-American settlers sent to the Mexican president to declare their loyalty in the aftermath of the actions at Anahuac. In the vicinity of Beaumont, Chirpe drew several derricks and a building to denote the boomtown that developed after the Spindletop strike.





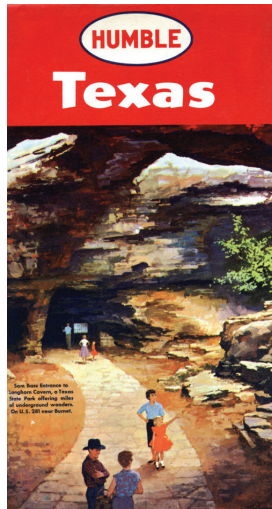




**Map 48. US Post Office Department, *Post Route Map of Texas*. Washington, DC, 1944. David Rumsey Map Collection.**

This map demonstrates that in 1944 the US Post Office relied on railroads, aircraft, and automobiles to delivery its mail. The red line shows an air route with a stop in Beaumont. Although it accurately delineates railroads, it depicts automobile and other connections in a “diagrammatic” fashion. Each town shown denotes an active post office, several of which the post office has since discontinued, like Sabine and Voth (Jefferson County), Bessmay and Gist (southern Jasper), Grayburg and Honey Island (Hardin), among others.





**Map 49. General Drafting Company, *Humble Road Map of Texas*. Houston, 1960. Dallas-Fort Worth Freeways.**

During and after the Second World War, the nation and Southeast Texas experienced another boom in transportation construction. The development of canals along the coast and bays of Texas dated back to the 1870s and the idea of an interlinking system soon followed. In October 1942, the US Congress passed the Second Supplemental National Defense Appropriation Act that provided funding and a uniform plan for the completion of the Gulf Intracoastal Waterway. In January 1946, the State of Texas began construction on the first Farm to Market Road. Three years later, the Colson-Briscoe Act allocated \$15 million per year to build new paved routes in the state's rural areas. By 1962, the state had completed 50 thousand miles of Farm to Market highways. The US Congress passed the Federal-Aid Highway Act in 1956, authorizing the construction of 45 thousand miles of interstate highway. This map shows that by 1960 the first sections of Interstate 10 opened in Southeast Texas between Beaumont and Orange to the east and between Houston and Hankamer to the west with an extension to Winnie under construction. This example also demonstrates how maps continued to serve as consumer items. Humble and other retail gasoline brands provided travelers with these convenient road and tourism guides that also served as effective advertising.





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# PROCEEDINGS

*Texas Gulf Historical Society Minutes*

ANN CRESWELL

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Fall Meeting  
October 3, 2017

The Texas Gulf Historical Society met in the McFaddin-Ward House Visitor Center. President Bill Yoes called the meeting to order at 7:00 p.m., and Marilyn Adams offered an opening prayer. Marilyn Adams introduced her guest, Kunwoo Choi, who was born in Korea.

Prior to this meeting, Recording Secretary Ann Creswell provided copies of the minutes of the Spring Meeting and they were approved as presented.

Treasurer Joe Fisher Jr. presented the financial report. Cash at Capital One is \$19,388.00—less \$1,500.00 for the Andrew and Betty Johnson Scholarship Fund leaves a net operating fund total of \$17,888.00. Income received from dues is \$1,515.00. Expenses since April 25, 2017, include \$567.00 for mailing, \$166.00 postal box rental, and \$38.00 for refreshments for a total of \$771.00. We were also reminded to please pay dues.

Work on *The Record* is progressing with articles still being determined. Drs. Miguel Chavez and Brendan Gillis joined the Lamar University History Department as assistant professors.

There was no business. Judith Linsley introduced our speaker for the evening, Mr. Tom Lamb, a long time member of the Texas Gulf Historical Society and a veteran of the Korean War.

The Korean War began when the North Korean People's Army crossed the 38th parallel in 1950 and captured Seoul. MacArthur and his forces pushed back but once they crossed the Yalu River the Chinese attacked. UN troops were soon out of North Korea and stabilizing the 38th parallel to keep the Chinese from gaining territory while peace talks occurred. They stayed until the cease-fire in 1953. The United Nations Collective Security Action (largely American troops who "trained enroute") disrupted many lives. Mr. Lamb recounted some of his memories of life on the "line of resistance" while he served with Easy Company, 2nd Battalion, 7th Regiment, 1st Marine Division near the 38th parallel. He showed numerous pictures including sandbag bunkers, foxholes, friends, and hospital ships offshore. He shared memories such as two meals a day, hikes out of bunkers for shower and clean clothes, a great chaplain and how proud he was to be a marine. He emphasized changes as result of the Korean War. He stated that the first part of the war was fought with weapons of the previous war, but by the cease-fire, there had been many innovations and advancements including personal comfort items like thermal boots and individual body armor. The Korean War recognized the importance of helicopters, and saw the development of many other things such as MASH type units which greatly cut casualties and increased survival rates. Mr. Lamb closed with a tribute to the marines and the fine men he served with, some still lifelong friends.

President Yoes expressed our appreciation for a wonderful presentation, and stated how nice it was to hear from someone who actually served in the Korean War. He thanked Mr. Lamb for his service and his poignant reflection, everyone for coming, and Kay Eastman and Sue Philp for the refreshments available prior to and after the meeting.

The meeting adjourned at 7:55 p.m



Spring Meeting  
April 17, 2018

The Texas Gulf Historical Society met in the McFaddin-Ward House Visitor Center. President Bill Yoes called the meeting to order at 7:00 p.m.

Prior to this meeting Recording Secretary Ann Creswell provided copies of the minutes of the Spring Meeting and they were approved as presented.

Treasurer Joe Fisher Jr. presented the Financial Report. Cash at Capital One is \$20,557.00—less \$1,000.00 for the Andrew and Betty Johnson Scholarship Fund leaves a net operating fund total of \$19,557.00. Income received from dues and sale of *The Record* is \$2,179.00. Expenses include \$903.00 for printing *The Record* and \$130.00 for mailing expenses for a total of \$1,033.00. Mr. Fisher expressed our thanks to Lamar University Literary Press for printing which has greatly decreased our printing cost. He asked that we please be notified of any changes of addresses so we may update our files. We were also reminded to please pay dues.

Work on *The Record* is progressing with articles still being determined.

There was no business at this time.

Judith Linsley introduced Charlotte Holliman from Special Collections and Archives at Mary and John Gray Library, Lamar University, who presented a wonderful look back through “Images in Time: the Rolfe and Gary Christopher Negatives Collection.”

The donation of the work of Christopher Studio, which covers 1946 into the 21st century, is indeed a treasure to Lamar University. Lamar received the beginning of the collection in the summer 1986 with the donation of 520 thousand negatives. An additional 800 thousand were added in 2006. Processing the collection began with various archival supplies including archival boxes. To date, 175 thousand have been processed. In 2016 additional items, including 1,500 portraits, were added to the collection. While there still is much to do, the collection it is open to researchers, and all are invited to visit.

Rolfe Christopher graduated from South Park High School, married Virginia Wood, and had 3 sons, Craig, Gary, and Todd. The Christophers were pillars of the community and their work through Christopher Studios captured the growth and development of Beaumont. In addition to his work as photographer, Rolfe also served as city councilman, Port of Beaumont commissioner, and Jefferson County commissioner.

The Christophers documented the history of Beaumont and their work provides an extensive in-depth look at the commercial and social events that shaped our past. It includes a wide variety of photos of a myriad of subjects such as industrial plants, land development, construction, disasters, promotions, family histories including graduations and social events such as the Neches River Festival.

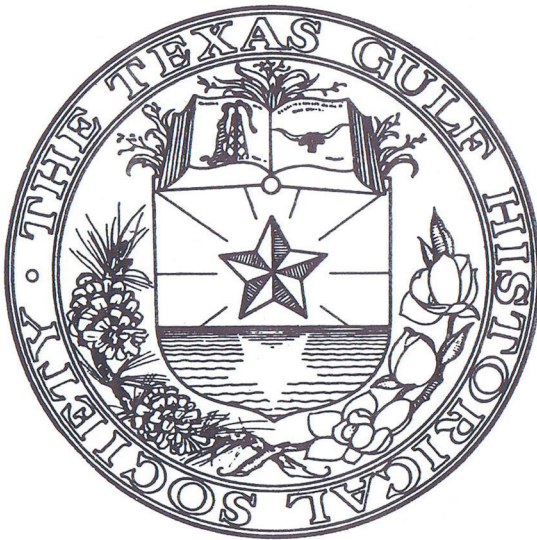
We were then treated to photos from the collection that illustrated the extent of the Christopher's work. Some photos were met with enthusiastic recognitions from the audience. Photos included celebrities, politicians, and dignitaries such as President Jimmy Carter with Congressman Jack Brooks and Senator Lloyd Bentson; Governor of Texas and Mrs. Price Daniels; Lyndon B. Johnson and Joe Fisher; Guy Lombardo at the Beaumont Club; Bob Hope; Joe DeMaggio in an exhibition game; and Beaumont's own Melody Maids. It also includes locations such as the Pyramid Drive In, the White House Dry Goods lunch counter, the Pig Stand, Stuart Stadium, and the premier of "It's a Wonderful Life" at the Jefferson Theatre. They captured social events such as luncheons and holiday parties, years of the Neches River Festival, a YMBL calf scramble at the fair in 1946, and rail yard workers on the Southern Pacific. Rolfe was also well known for aerial photos and we were privileged to see some of them: Lamar in 1961, Gulf Oil in 1957, and a rig (Western pacesetter) at Bethlehem Steel in 1973.

The Christophers were familiar faces throughout this area as their photography captured all the special events and developments. They were seemingly at every event large or small. As staples of this community, they provided abundant documentation of the life and times of Beaumont, and they generously donated it for others to research and enjoy.

President Yoes expressed our appreciation to Charlotte Holliman for a wonderful presentation. He thanked everyone for coming, and especially Kay Eastman and Sue Philp for the refreshments available prior to and after the meeting.

The meeting adjourned at 7:55 p.m.





*Vox audita perdit, littera scripta manet.*

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## MEMBERS

\*Gilbert T. Adams Jr.  
Marilyn Thornton Adams  
Kent Morrison Adams  
Molly S. Adams  
\*Patricia A. Adams  
\*Dr & Mrs. Charles L. Allen  
Hez Aubey  
Rexine Aubey  
Mr. & Mrs. Larry Beaulieu  
Sarah Bellian  
Don J. Benton  
Francis & Sam Bethea  
Dr. Robert R. Birdwell  
Susanne Brown Birdwell  
Karla Schwartz Blum  
C. Kathleen Boudreaux  
Betsy Boyt  
James Broussard Jr.  
Jimmy L. Bryant Jr.  
Elizabeth Ann Bryant  
Barbara Ellen Buchanan  
Dr. Lamar John Ryan Cecil Jr.  
Bessie F. Chisum  
Stewart M. Chisum  
Mrs. Tolbert Chisum  
Penny L. Clark  
Eugenia Coffin  
Edwin Gerald Cordts Jr.  
Grace Naquin Cordts  
Regina Babin Cox  
\*Will Block Crenshaw  
\*Joy Hopkins Crenshaw  
Ann Creswell  
Kevin Bryan Cronin  
Susannah McNeill Cronin  
C. Cohron Crutchfield Jr.  
Rosalie Woodhead Crutchfield  
James Glenn Cummings  
Linda Parmer Cummings  
Amy Dase  
George Austin Dishman III  
Judy Gay Dishman  
Melanie Dishman  
Phoebe Hambright Dishman  
\*James Dale Dowell  
Frank Allan Eastman  
Kay Eastman  
\*Virginia Elkins  
Joseph Jefferson Fisher Jr.  
Gerald R. Flatten  
Carol K. Flatten  
Joanne Stedman Fulbright  
Dr. Richard M. Gachot  
\*Madelon Douglas Graham  
Margaret Green  
Kathryn Manion Haider  
Coleen C. Hansen  
Joseph Denton Harris IV  
Donna Walters Harris  
William B. Hataway  
Joan Mayfield Hataway  
The Honorable Thad Heartfield  
Cornelia Bozada Heartfield  
David Eric Heinz  
Carolyn Benford Henderson  
Oliver Hensarling  
Ray Hensarling  
Marion Ware Holt  
Charles Allen Howell Jr.  
Elizabeth Perkins Wells Howell  
Alan E. Hubner  
Benny Hughes  
Allison Hughes  
Tanner Truett Hunt Jr.  
Mary Ellen Phelan Hunt  
Alana Inman  
Brenda Jackson  
Ron Jackson  
Dr. Andrew J. Johnson  
Betty Holmes Johnson

## MEMBERS

- Maxine Johnston  
 Martha Sue Jones  
 Christine Sanders Juckett  
 Don Kelly  
 Mr. & Mrs. Thomas K Lamb Jr.  
 Wanda Cruise Landry  
 Curtis W. Leister  
 Laurie Hall Leister  
 Judith Walker Linsley  
 Charles B. Locke  
 Gloria Swarts Locke  
 Dean Lovejoy  
 Linda Mattingly  
 Alan McNeill  
 Barbara Gordon McNeill  
 Dr. Mark Mengerink  
 David E. Montgomery  
 Leslie Millard Moor Jr.  
 Yvonne Lyle Osborne Moor  
 Jerry J. Nathan  
 \*Anne Shepherd Nelson  
 \*Dr. John Lockwood Nelson  
 \*Cynthia Tate Norvell  
 \*Lipscomb Norvell Jr.  
 T. Michael Parrish  
 Roy Marvin Philp  
 Susan Phillips Philp  
 Brenda Chance Poston  
 Wiley Ken Poston II  
 James Cornelius Potter Jr.  
 Lula Langham Potter  
 Ida McFaddin Pyle  
 Joyce Fergusson Richardson  
 Ellen Walker Rienstra  
 Rachael Ann Low Roane  
 Stephen Christopher Roane  
 Robert J. Robertson  
 June Peckham Robertson  
 Regina J. Rogers  
 Billie Sain Russell  
 Christine Moor Sanders  
 \*Robert L. Schaadt  
 Dr. Mary L. Scheer  
 Lucinda Lewis Smith Seale  
 William Seale Jr.  
 \*William Smythe Shepherd Sr.  
 Kathleen Quick Sibley  
 \*Joedna Mills Smyth  
 Dr. Mathew M. Sooudi  
 John P. Stafford  
 Suzanne K. Stafford  
 Hon. John Stevens  
 Jo Ann Pankratz Stiles  
 Dr. John W. Storey  
 Jeanie Travis  
 Marjorie Shepherd Turner  
 Dan Utley  
 \*Mr. & Mrs. Robert Keith Wade  
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 Bruce Walker  
 Kathryn Walker  
 Charles Weinbaum Jr.  
 Betty Perkins Wells  
 Melanie S. Wiggins  
 Leslie Wilson  
 Rosine McFaddin Wilson  
 Anne Fisher Winslow  
 Clark Winslow  
 Ben S. Woodhead Jr.  
 Sharon Compton Woodhead  
 Mary Baldwin Woodland  
 Bob Wortham  
 Becky Yoes  
 William H. Yoes  
 \* Life Members



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## PAST PRESIDENTS

Lipscomb Norvell	1964-1968
Chilton O'Brien	1968-1970
Dr. Charles Walker	1970-1972
Gilbert T. Adams	1972-1974
Judge Joseph J. Fisher	1974-1976
W. Smythe Shepherd	1976-1978
Jack B. Osborne	1978-1980
Peter B. Wells	1980-1982
Fred Lock Benckenstin	1982-1984
Gilbert T. Adams Jr.	1984-1986
Judge Wendell Conn Radford	1986-1988
Dale Dowell	1988-1990
Don Kelly	1990-1992
Robert J. Robertson	1992-1994
Naaman J. Woodland Jr.	1994-1996
Joan Mayfield Hataway	1996-1998
Yvonne Osborne Moor	1998-1999
William B. Hataway	1999-2001
Alex Broussard	2002-2003
Penny Louisa Clark	2004-2006
Curtis Leister	2006-2008
James Earl Brickhouse	2009-2011
Gilbert T. Adams Jr.	2012-2013
Dr. John Nelson	2013-2015
Ben S. Woodhead Jr.	2015-2017

## PAST EDITORS

Charlsie Berly, as managing editor	1965-1966
Alyce J. McWilliams	1966
Joseph F. Combs	1966-1967
Beatrice Burnaby	1968-1969
Alexine Crawford Howell	1970
J. Roger Omohundro	1971-1972
Charlsie Berly	1973, 1976, 1978-1985
W. T. Block	1974-1975, 1977
Ellen Rienstra and Judith W. Linsley	1986-1989
Marion Holt	1990-1995
Jonathon K. Gerland	1996-1999
Judith W. Linsley	1999-2002
Penny Louisa Clark	2004-2006
Robert Schott	2007-2008
Dr. Ralph Wooster	2009-2010
Dr. John Storey	2011

## INSTITUTIONAL MEMBERS

Allen County Public Library	Fort Wayne, IN
American Antiquarian Society	Worcester, MA
Baylor University Libraries	Waco, TX
Beaumont Heritage Society	Beaumont, TX
Ed Rachal Memorial Library	Falfurrias, TX
Fire Museum of Texas	Beaumont, TX
Galveston Texas History Center	Galveston, TX
Harvard College Library	Cambridge, MA
History Center, the	Diboll, TX
Houston Public Library	Houston, TX
Jefferson County Historical Commission	Beaumont, TX
Lamar State College—Orange Library	Orange, TX
Lamar State College—Port Arthur Library	Port Arthur, TX
Lamar University John Gray Library	Beaumont, TX
McFaddin Ward House	Beaumont, TX
New York Historical Society Library	New York, NY
Orange Public Library	Orange, TX
Sam Houston Regional Library	Liberty, TX
Stephen F. Austin State University Library	Nacogdoches, TX
Sterling Municipal Library	Baytown, TX
Texas Christian University Mary C. Burnett Library	Fort Worth, TX
Texas A & M University Evans Library	College Station, TX
Texas Energy Museum	Beaumont, TX
Texas Tech University Library	Lubbock, TX
Newberry Library	Chicago, IL
University of North Carolina Library	Chapel Hill, NC
University of North Texas Library	Denton, TX
University of Texas at Arlington Library	Arlington, TX





