Eleventh Biennial Virginia Garrett Lectures on the History of Cartography

PATHS TO HIGHWAYS:
Routes of Exploration, Settlement and Commerce

and

Texas Map Society Fall 2018 Meeting

and

Joint Meeting with the Philip Lee Phillips Society

October 5 - 6, 2018
UT Arlington Central Library, Sixth Floor

For meeting details, please see page 3 and 4.

Above Map
Map of the United States and Mexico, color lithograph on paper, 74 x 90 cm. (New York; published by Johnson & Browning under the direction of Col. Carlos Butterfield, December 1859)
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Texas Map Society members and others who helped produce this issue are: David Finfrock, Ed Grusnis, James Harkins, Ben Huseman, Russell Martin, Brenda McClurkin, Brandice Nelson, Bill Stallings, Patrick Walsh, Walt Wilson, and our graphic designer Carol Lehman.

A Neatline is the outermost drawn line surrounding a map.
It defines the height and width of the map and usually constrains the cartographic images.

The fall meeting will soon be upon us: I encourage you to make your plans to be in Arlington Oct. 5-6 for our joint meeting with the Phillip Lee Phillips Society and also to partake of the Eleventh Biennial Virginia Garrett Lectures in the History of Cartography. There will be two full days of formal talks, informal conversations, and good food and drink. It is the perfect occasion to invite friends who may be interested in maps and history. As always, the exhibit that Ben Huseman curates will be a feast for the eyes and the mind. See the detailed schedule and registration options elsewhere in The Neatline. For those traveling from out of town, a block of rooms has been reserved at the Arlington Hilton.

At our business meeting on Saturday, we will also elect new officers. It has been my privilege to serve as president for the past two years. Luckily for the Texas Map Society, this administration will soon come to an end. As President Johnson said over 50 years ago, “I shall not seek, and I will not accept, the nomination of my party for another term as your president.” However, I don’t expect our venerable Society to fall into the chaos that enveloped the 1968 Democratic convention in Chicago. We have a thriving membership and system in place and I predict we’ll move quickly forward under new leadership!

With thanks to all of you for making the Texas Map Society a vital and unique organization, I look forward to seeing you soon in Arlington!

- Russell L. Martin III, TMS President

In the past, I have missed most spring TMS meetings, because of my employment as a meteorologist with KXAS-TV, NBC 5 in Dallas-Fort Worth. I always had to stay in town to be available to cover severe weather when it develops.

But now that I am semi-retired (scheduled to work just 100 days this year), I have much greater flexibility in scheduling. So I was able to attend the TMS meeting in San Antonio this past spring. You can find my review of that meeting in this issue of The Neatline.

And I will definitely be attending the TMS fall meeting, in conjunction with the Virginia Garrett lectures, in October. I hope to see you all there.

And if you do come to the fall gathering, please consider bringing one of your favorite maps or curiosities from your own personal collection. From 2 to 3 pm Saturday we will have a Show and Tell session, with a chance for you to share your treasure with the TMS membership and discuss it for five minutes or so. There is always an eclectic mix of maps and other items, and it is always a fun way to end our program.

I want to offer particular thanks to all of the TMS members who contributed articles to this edition of our newsletter. At 24 pages, it is our longest issue ever! Be sure to examine the names in the Credit Box below, and in the bylines in each article. If you come to Arlington in October be sure to thank them for their contributions to The Neatline. And consider writing one yourself for our next edition in the spring.

Always remember that all of the archived editions of The Neatline, and much more information on the Texas Map Society can always be found at our website at: www.TexasMapSociety.org.

- David Finfrock, Editor of The Neatline
Eleventh Biennial Virginia Garrett Lectures on the History of Cartography
Joint Meeting with the Philip Lee Phillips Society and Texas Map Society

PROGRAM

Thursday, October 4

6:30 pm
Dinner at Arlington Hilton Hotel for VGL Committee and VGL/TMS speakers

6:30 pm
Philip Lee Phillips Society dinner and fall meeting, Dallas

Friday, October 5

8:00 – 9:00 am
Registration, coffee and light breakfast

9:00 – 9:15 am
Welcome

9:15 – 10:15 am
Presentation I
Mapping the Indigenous Trails around Chicago
Dr. David Buisseret
UT Arlington Professor Emeritus and Newberry Library, Chicago

10:15 – 10:30 am
Break

10:30 – 11:30 am
Presentation II
Chemins des Voyageurs: Pathways and Stories from Three Early Maps of Louisiana
Jason Wiese
Associate Director of the Williams Research Center of the Historic New Orleans Collection

11:30 am – 1:00 pm
Lunch

1:00 – 2:00 pm
Presentation III
One Great National Highway Across the Continent: Maps and the Overland Road, 1821-1912
Will Bagley
Independent historian and author

2:00 – 2:15 pm
Break

2:15 – 3:15 pm
Presentation IV
Taken from Texas: How the 1859 Gold Rush Put Colorado on the Map
Wes Brown
Denver map collector and author

3:15-3:30 pm
Break

3:30 – 4:30 pm
Presentation V
Overland Routes through Western Texas, 1850 – 1890 and the Role of Maps in Promoting Exploration and Exploitation of Natural Resources
Dr. Glen Ely
Texas historian and documentary producer

4:30 – 6:00 pm
Exhibit tour
Paths to Highways Map Exhibit

5:15 – 6:00 pm
Wine and Cheese Reception

6:00 – 8:00 pm
Dinner and Keynote Presentation
Reflections of a Beleaguered Historian
Dr. David Buisseret
UT Arlington Professor Emeritus and Newberry Library, Chicago

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Arlington Hilton Rooms
A limited number of rooms (double beds) have been reserved at the Arlington Hilton Hotel, October 4-7, 2018, for $125 per night plus taxes. The room block expires on September 13 or when all rooms are booked.
To reserve a room: call (817) 640-3322 and ask for the Garrett Lectures block of rooms, or reserve online at http://www.hilton.com/en/hi/groups/personalized/A/ARLAHHF-G18-20181004/index.jhtml?WT.mc_id=POG
2018 Meeting continued

Saturday, October 6
Texas Map Society Meeting

8:00 – 9:00 am
Registration, coffee and light breakfast

9:00 – 9:15 am
Welcome

9:15 – 10:00 am
Presentation I
Maps and the Chisholm Trail
Wayne Ludwig
Independent historian and author

10:00 – 10:15 am
Break

10:15 – 11:00 am
Presentation II
The Texas Cattle Trail to Abilene, Kansas
(It's Not What You Are Thinking)
Gary and Margaret Kraisinger
Independent historians and authors

11:00 – 11:15 am
Break

11:15 am – Noon
Presentation III
Texas Highway No. 1: The Bankhead Highway in Texas
Dan Smith
Independent historian and author

Noon – 1:00 pm
Lunch

Registration Information
Registration for both the Virginia Garrett Lectures and the Texas Map Society meeting should be completed through the UTA Libraries website: https://library.uta.edu/virginia-garrett-lectures.

Registration fees are:
• VG Lectures: $100 per person
  (includes parking, lunch, breaks, wine and cheese reception and dinner)
• TMS Meeting: $50 per person
  (includes parking, lunch and breaks)
• VG Lectures dinner guest: $35 per person
  (includes parking, wine and cheese reception and dinner)
• VG Lectures and TMS: $125 per person
  (discounted registration if attending both meetings)
  (includes parking, all breaks and meals)

1:00 – 1:45 pm
Presentation IV
Signs and Numbers: Rand McNally’s 1917-1926 Auto Trail Maps and the Emergence of the Encoded Highway
Dr. Marcel Brousseau
Visiting Assistant Professor of English, University of Oregon

1:45 – 2:00 pm
Break

2:00 – 3:00 pm
David Finfrock’s “My Favorite Map”

3:00 – 3:30 pm
Texas Map Society annual meeting

3:30 – 5:00 pm
Exhibit tour
Paths to Highways Map Exhibit

For further information on the Garrett Lectures, please contact:
Ben Huseman (huseman@uta.edu) or Brenda McClurkin (mcclurkin@uta.edu)
The Texas Map Society was pleased to return to San Antonio on 25-26 May 2018 for its annual Spring meeting. It was especially appropriate to meet in the Alamo City, as this year marks the 300th anniversary of the founding of the city.

Friday afternoon, the membership checked into our rooms at the Hilton Palacio del Rio, which as the name implies, is located right on the banks of the famed San Antonio Riverwalk. At 2 pm, several dozen members met at the new Daughters of the Republic of Texas library. It is located in the Bexar County Archives building, and is affiliated with Texas A&M University – San Antonio. Leslie Stapleton, Archives and Special Collections Manager, gave a tour of current exhibits in the Presidio Gallery, and of the building itself, (formerly the Federal Reserve Building, complete with impenetrable bank vaults). Two of her student interns took us into those vaults where we examined part of the map collection along with numerous paintings of Texas history.

TMS members even got to see a traditional Canary Islander dress, typical of those who came to Texas to help in the original founding of San Antonio 300 years ago.

Friday evening featured a formal dinner at Club Giraud, which occupies some of the original 1851 buildings of the Ursuline Academy, including the kitchen, carriage sheds, music rooms and laundry. Francois Giraud, the namesake of the club was not only the architect of those buildings, but as an early conservationist, persuaded the city of San Antonio to set aside land around San Pedro Springs as a public park in 1852, only the second urban park in the nation, after the Boston Commons.

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The Texas Map Society members gathered Saturday morning at the Witte Museum. After a continental breakfast, President Russell Martin welcomed everyone to the meeting, and introduced our first speaker, our own Ben Huseman.

As Cartographic Archivist, UTA Special Collections, Ben was well-versed in the history of “Delisle’s 1718 Carte de la Louisiane…: 300 Years for a Milestone in Texas Cartographic History”. It was no coincidence that Ben chose this particular map, as it was published the very year that San Antonio was founded.

The second presentation of the morning was by Brandice Nelson, Map Curator, Texas General Land Office, Austin. She discussed “De Page’s Carte D’Une Partie De L’Amerique Septentrionale, 1782: De Page’s Fantastic Journey through the New World (and San Antonio)”.

Dr. Mylynka Kilgore Cardon, Assistant Professor of History, Texas A&M University Commerce followed with “Enticing Immigration: Using railroad maps to populate nineteenth-century Texas”.

James Harkins Manager of Public Services, Texas General Land Office, Austin, then spoke about how the “Connecting Texas: 300 Years of Trails, Rails, and Roads” exhibit came together. The overall theme of the entire meeting kept coming back to those 300 years since San Antonio was founded.

The group had just over an hour to peruse the maps in the “Connecting Texas: 300 Years of Trails, Rails, and Roads” exhibit in the museum. At 12:30 we returned to the meeting room for lunch. And those who finished their meal quickly, found time to return to the exhibit to examine some of the maps more closely.

At 2 pm, Dr. Andres Tijerina, Professor of History, Austin Community College, began his talk on “Confluence and Culture: 300 Years of San Antonio History”. After a long day of meetings and a big midday meal, it is sometimes easy to slip into siesta mode, and tend to nod off. But not with Dr. Tijerina speaking! He spoke passionately about the city he loves, and its history, about how the Tejano and Anglo cultures came together in San Antonio to create something new. The Mexican idea of community property giving co-ownership of land to wives was new to the patriarchal Anglo society. And the citizens of Bexar were the first in Mexico to adopt Anglo ideas of religious tolerance, and trial by a jury of your peers. The Spanish roots of San Antonio clearly show up in how the cathedral and Governor’s Palace are situated around the original plaza laid out in 1718. (Unlike the Anglo settlements that typically place the courthouse in the middle of the town square). Even the defense of the city showed the Tejano roots as the compania volante, or flying squadron of mounted troops was a unique roving guard for the frontera of Texas.

TMS attendees then had time to walk through the second big exhibit of the day, “Confluence and Culture: 300 Years of San Antonio History” which celebrated the city where we had gathered for the day. As one of the exhibits noted:

“It was here in Texas that the westward-moving line of the Anglo-American frontier intersected the Spanish-Mexican frontera by early 1800s. Tejas was the military center of the frontera, and San Antonio de Bexar became the vortex in the contest of civilizations.”

After a several hour break, most of the attendees reconvened Saturday evening at the home of Dianne and Boone Powell. They graciously offered to host an evening of food, drink, conversation, and of course, maps. Dianne had part of her collection on display. Dinner was a wonderful Italian buffet. The chance for all of the members to socialize, eat, drink and chat, made for a perfect ending to another TMS gathering.

Photos by David Finfrock
A month or so after I retired I noticed an ad in the Texas Historical Commission Quarterly to join the Texas Archaeological Society and sign up to go to their annual Field School in June; that year to be at a ranch in Presidio County. It sounded like a challenge so I signed up. When I headed out, I wasn’t sure of what I was getting into. The Field School was at the McGuire Ranch, about 15 miles south of Marfa, Texas, and over 300 people were signed up and camped there. It was 5:00 AM when I arrived and totally dark. This was because that’s when they start serving breakfast. For the work project, you had a number of crews to pick from; whatever your interest was. I had no idea of what each of the options were, I let them slot me as they chose. I wound up on a survey crew; this proved to be walking the land looking for evidence of whatever was the object chosen, whether Indian artifacts or, in our assigned case, looking for the remaining evidence of “The Chihuahua Trail”. This was an important wagon trade route that began at the Port of Indianola on the Texas coast, through San Antonio, on through west Texas, crossing the Rio Grande at Presidio del Norte, and terminating at Ciudad Chihuahua, in the state of Chihuahua. Trade goods were hauled down to Chihuahua and silver coins or bullion from the mines brought out. It was used extensively from about 1850 until 1883, or the coming of the Galveston, Harrisburg, and San Antonio Railroad across west Texas.

There were about 15 people in our crew and after breakfast a leader led us to a spot about a mile or so from the camp where some bedrock was exposed. He showed us where obvious wagon ruts had been worn into the rock, and pointing up a slope, said: “That’s the trail, go follow it!”

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The Neatline

And follow it we did, almost immediately finding, what we soon learned, were real indicators of the trail; horse or mule shoes, square or cut nails, horse or mule tack, wagon parts, etc, etc. A few of the team had metal detectors and they began finding metal objects, some on the surface, some buried a few inches under the surface. The trail led up to high ground where we had a great view of the wide Alamitos Valley, and by the end of the day we had had a great time. In a word, we were hooked. When that week was over, about 7 or 8 of us decided we would take on this quest as our own project. We traveled to Presidio and Brewster Counties at least twice a year for the next 8 years, and got permission to go on over 25 ranches.

We knew from historical accounts the route of the “Trail” generally followed
My Favorite Map continued

Alamito Creek, the principle drainage of Presidio County. This is a good place to mention the overriding reason for the trail following the route chosen was water. This was arid west Texas and part of the Chihuahuan Desert into Mexico, and half of the “fuel” for the trip was water for the stock and lots of it, and springs were all important stopping points. The Alamito, was an intermittent stream at best, but had a number of springs down its length to the Rio Grande.

A year or so after we started our project, we discovered that the Texas General Land Office was a treasure trove of maps - all kinds of maps, and in particular, section maps of counties. We thought maybe some of these maps may actually show our trail, so we made our way to Austin and the GLO. We had accounts of wagon trains stopping at Alamo Springs about half way down the county, so that was a starting point. Knowing what maps to ask or look for is a little intimidating at first, but with the help of the map specialists, we found the report for Block 9 of the H. & T.C. R.R. Co. Survey and the No. 1 Section report, where there should be an overall map of that group. And, sure enough there was, and it was very detailed. It was called a Sketch map and drawn in 1889 by George Spiller, State Surveyor, and showing for the length of the map, The Presidio del Norte and Fort Davis Road; “our” road.

One particular feature of the map was a sort of loop that might show up on a later map. Sure enough in looking at the U.S. Geological Survey Maps of “Alamo Springs” and “Casa Piedra” of Presidio County, editions of 1983, showed a dotted line trail or road with a similar loop.

With this information in hand, on our next journey to West Texas, we contacted a rancher in that area in question and gained permission to visit. We met Ted and Frances Harper, both then in their 80s, at their gate and followed them to the road. Ted was an old-time cowboy, “the real deal,” as was Frances, who had been a rodeo performer in her day. Ted told us that the road had been there a long time, but he wasn’t sure if it was as old as we hoped. Anyway we got our gear and metal detectors, and started out. We plodded along working both sides of the road, but after more than a mile, we weren’t getting any hits with the detectors nor were we seeing anything of promise on the surface; nada, nil, nothing. I kept thinking this has got to be THE road because of the map.

Finally one of our members got bored and said she was heading off the road to check flakes of stone that appeared worked by early Indians.

We followed her, and almost immediately started seeing all sorts of metal bits and pieces laying on the ground; broken horseshoes, square nails, rusty lead-sealed cans, etc. of all description. We said what is this? A little further on we came to small trickles of water here and there, and realized we were at one of the group of springs of Alamo Springs. It slowly dawned that what we had found was a campground where the old freighters had camped and watered their mules and horses. As we walked back to the road and just past the campground, we crossed an area of slight depressions, and looking to the left and right, realized this was the old original trail we were looking for! Now making our way along these old ruts, we could hardly go more than 6 feet or so without getting a hit with the metal detectors, and finding lots of metal debris. Heavy wagons pulled by mule power could not go straight up an incline, but to avoid double teaming, it was necessary to gradually curve around a slope, thus the many twist and turns of the original trail.

Later after some research, we learned that soon after the turn of the 20th Century and the coming of powered vehicles, the route had been straightened.
Willem Blaeu’s West Indische Paskaert

By Ed Grusnis

Title
West-Indische paskaert vaer in de graden derbreede over weder zyden vande middellyn wassende so vergrootten dat die geproportioneert syn teggen hunne nevenstaende graden der lengde ; vertonende behalve Europae zuydelijeste alle de Zeekustien van Africa en America begrepen in t’octroy bij de H.M.H. Staten Generael der vereenichde Nederlverleent aende Generale West Indische Compagnie ; mitsgaders die van Peru en Chili inde groote Zuyd Zee

Creators
Willem Jansz. Blaeu (1571 – 1638), Pieter Goos, Johannes van Keulen (1654 -1715)

Location/Date
Amsterdam, between 1674 and 1693

Description
A Seventeenth Century Chart of “Landmark Importance”
The First Sea Chart on Mercator’s Projection to Show North America
Exceedingly Rare – Only Known Example In Private Hands

Continued on page 11
This magnificent artifact remains intimately related to and an inseparable part of the Golden Age of Dutch cartography and mercantile success. Blaeu’s sea chart has been called a “scientific and artistic document of the first order, marking an important date in the history of nautical cartography and one of the most important contributions that the Lowlands produced in the XVII century” (Destombes & Gernez). Burden says of it: “Willem Blaeu’s West Indische Paskaert is of landmark importance, being the first sea chart relating to North America to use Gerard Mercator’s projection”.

What sets Blaeu’s chart apart and above all others of the time was its accuracy, being the first to adopt Mercator’s projection for charting the seas around North America. This is the first general chart of American waters that was actually useful for navigation. It became, therefore, a practical tool for navigation by seafarers, for which vellum makes far more sense than paper for its durability under marine conditions. Prior to the introduction of the Mercator Projection, mariners from medieval to early modern times used plane charts for navigation. The plane chart was essentially a square grid, which allowed for no variation of longitude as one sailed north or south of the equator. The plane chart was effective in the Mediterranean, and worked well at the equator, but errors were magnified considerably as mariners sailed into northern and southern latitudes, as the circumference of the globe decreases to absolute zero at the poles. Using Mercator’s projection, sailors could see their bearing along a straight line and reach their destination more successfully than in the past.

The map has original hand-coloring to coastal outlines, and details such as the large decorative title cartouche in Africa supported by native figures, one holding a large elephant’s tusk, with garlands of fruit below, lions and an ostrich to either side. The publisher’s cartouche of Pieter Goos and van Keulen is at upper left over North America; with arms of France, the Netherlands, Great Britain and Spain arranged in that order. A large inset chart of the southern tip of South America resides on the top left with Goos’ s name indicates that the map was created by Johannes van Keulen around 1680. The latter may be the case; from this example by close comparison with the 4th state of c.1693 issued by Johannes Loots. The split of the name ‘Africæ’ by the title cartouche is one example, where Blaeu’s original chart on paper, and Loots’s on vellum have just ‘cæ’ to the right, van Keulen’s has ‘icæ’. Further research is required to settle the controversy, although the author is aware of one very accomplished Dutch map dealer who is convinced this map was struck from the Blaeu plate. In either case, the map’s stature is undiminished. There is some debate over whether publication of this map conforms to Burden’s state 3 in the succession of ownership of a single copperplate originally produced by Willem Blaeu around 1630, or if it was a variant plate, as Burden argues, created by Johannes van Keulen around 1680. The latter may be the case; from this example by close comparison with the 4th state of c.1693 issued by Johannes Loots. The split of the name ‘Africæ’ by the title cartouche is one example, where Blaeu’s original chart on paper, and Loots’s on vellum have just ‘cæ’ to the right, van Keulen’s has ‘icæ’. Further research is required to settle the controversy, although the author is aware of one very accomplished Dutch map dealer who is convinced this map was struck from the Blaeu plate. In either case, the map’s stature is undiminished.

According to the curator at the Osher (Maine) Map Library who catalogued their copy, “…the chart was originally produced by Willem Janszoon Blaeu for the Dutch West Indies Company. The chart served as a basis for maps published by other Dutch mapmakers such as Hendrik Doncker and Johannes van Keulen. In 1674-75 Pieter Goos republished Blaeu’s chart. The cartouche on the top left with Goos’s name indicates that the map was “bekoomen” or obtained by Johannus van Keulen. His name is misspelled on the cartouche. Chart also includes coats of arms of countries claiming particular regions such as Spain, the Netherlands, the Ottoman Empire.”

In 1680, Johannes van Keulen published a group of four major sea charts on vellum, comprising this one and others of South East Asia, the Greek Archipelago, and two of Europe, all of Blaeu/Goos origin. At the time of the great Blaeu stock sale of 1674, the plate of West Indische Paskaert was acquired first by Jacob Robijn, and then very soon after by Pieter Goos. Goos revised the upper left cartouche to accommodate his own imprint, which remains in the successor publication by Johannes Lootsman, who

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Willem Blaeu’s West Indische Paskaert continued

acquired the plate around 1693, adding his name to the foot of the title cartouche. In this plate van Keulen’s name appears discreetly, though strangely misspelled van Kuelen, below that of Goos. The date of publication is approximate.

Provenance: Chateau de Champtoceaux, in the Loire region, the family originally from Nantes, France, and part of the Atlantic triangle trade of the seventeenth and eighteenth century.

Notes on the Importance of the Mercator Projection

In 1569 Gerardus Mercator, a genius cartographer whose name is familiar to the general public, devised a new projection that revolutionized mapmaking and is used to this day. He solved one of the biggest problems facing early cartographers: how to reproduce the entire surface of a sphere on a continuous, two-dimensional rectangle. Using Mercator’s method, the lines of latitude and longitude cross each other at right angles and gradually enlarge the size of the earth as the latitude lines approach the poles; at the poles themselves, the parallels of latitude are the same length as the equator. Thus Greenland, which is close to the North Pole, looks enormous on a Mercator projection map. Despite the distortions, the projection solved more problems than it created, partly because so little was known about the land at the poles in the sixteenth century.

Until Mercator’s projection, maps were almost useless for mariners traveling long distances, since plotting curved courses required constant correction. On a chart or map drawn on the Mercator projection a mariner could plot a single, straight-line course from any point to any other point. Considering the necessity of this technology in an age of transoceanic voyages, it is somewhat surprising the projection had not been invented before 1569, when Mercator presented it for the first time on a wall map of the world. Such maps were difficult to create, and as a result the projection languished for years before anyone put it to practical use. Mercator himself abandoned the projection when he published other maps, including those in his atlas of 1595. Further, he did not publish the calculations that would have enabled others to use his creation. It wasn’t until 1605 that the British scholar and mathematician, Thomas Harriot used calculus to deduce the mathematics behind the Mercator projection.

Background on Cartographers

Willem Janszoon Blaeu (1571-1638) was a prominent Dutch geographer and publisher. Born the son of a herring merchant, Blaeu chose not fish but mathematics and astronomy for his focus. He studied with the famous Danish astronomer Tycho Brahe, with whom he honed his instrument and globe making skills. Blaeu set up shop in Amsterdam, where he sold instruments and globes, published maps, and edited the works of intellectuals like Descartes and Hugo Grotius. In 1635, he released his atlas, *Theatrum Orbis Terrarum, sive, Atlas novus*.

Willem died in 1638. He had two sons, Cornelis (1610-1648) and Joan (1596-1673). Joan trained as a lawyer, but joined his father’s business rather than practice. After his father’s death, the brothers took over their father’s shop and Joan took on his work as hydrographer to the Dutch East India Company. Later in life, Joan would modify and greatly expand his father’s *Atlas Novus*, eventually releasing his masterpiece, the *Atlas Maior*, between 1662 and 1672.

Pieter Goos (ca. 1616-1675) was a Dutch map and chart maker, whose father Abraham Goos (approx. 1590-1643) had already published numerous globes, land and sea maps together with Jodocus Hondius and Johannes Janssonius in Antwerp.

Pieter Goos gained recognition due to the publication of sea charts. He bought the copperplates of the famous guide book for sailors, *De Lichtende Columne ofte Zeespiegel* (Amsterdam 1644, 1649, 1650), from Anthonie Jacobsz. Goos published his own editions of this work in various languages, while adding his own maps. In 1666, he published his *De Zee-Atlas ofte Water-Weereld*, which is considered one of the best sea atlases of its time. Goos’ sea charts came to dominate the Dutch market until the 1680s, when the Van Keulen family began to come to prominence.

Johannes van Keulen (1654-1715) was born in 1654 and taken to Amsterdam as a child. In 1678 registered as a bookseller there. In 1693 he bought the business sand premises of Hendrik Doncker which did much to contribute to his status as a major publisher of marine charts.

Van Keulen represents the beginning of the third and last generation of great Dutch sea chart publishers. While Goos took ten years to publish his second volume of sea charts after his first volume in 1675 (of America), van Keulen stole the market. Between 1681 and 1684 he published all five volumes of his sea atlas (the *Zee Fakkel* or *Sea Torch*). Van Keulen was an accomplished publisher, but relied heavily Claes Janz Vought, a prominent mathematician for the technical aspects of chart-making. Van Keulen’s first work was the *Zee Atlas*, which was a collection of newly engraved charts of the world. Volume Four covered the Americas, and was printed in 1684.
Correct Map of Texas and Louisiana

By Brandice Nelson, GLO Map Curator; Patrick Walsh, GLO Researcher; and James Harkins, GLO Director of Public Services

This large promotional map shows the routes of the major railroad lines operated by the Southern Pacific Railway Company. It was published by the Southern Pacific, headquartered in Houston, and printed by the Poole Brothers of Chicago. Once employed by Rand, McNally & Co., George and William Poole’s printing house became synonymous with railroad map publication. They provided maps for nearly every major railroad in the country, including many in Texas.¹

From the mid-1850s to 1917, when this map was issued, several railroad companies bore the name “Southern Pacific.”² The iteration of the company represented by this map combined

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The Neatline

Houston is shown as one of several major railroad hubs within the state. The city served as the Southern Pacific headquarters.

A notation in the panhandle of Texas shows lands designated to fund the construction of the state capitol building.

The State Encampment Grounds, located northwest of Austin, are marked by an American flag.

several railroads, including the Galveston, Harrisburg & San Antonio; the Texas & New Orleans; the Houston & Texas Central; the Houston, East & West; and the Houston & Shreveport. This amalgamation concentrated control over hundreds of miles of track throughout Texas.

A wealth of information is included on the map. Railroads are prominently drawn throughout the state. Red lines represent the five Southern Pacific-owned railroads, while black lines show routes belonging to other companies, notably the International & Great Northern and Missouri-Kansas-Texas. Within each county, the county seat and other notable towns and cities are labeled, as well as bodies of water. Locations of larger railroad stops are noted by bold red capitalized lettering.

A list of nine active military installations is represented by blue stars on the map. World War I continued for a year after its publication.
Correct Map  \textit{continued}

Examining the finer details of the map reveal additional information. In the western portion of the Texas Panhandle, a shaded area covers parts of counties from Dallam in the north to Hockley further south. It contains a notation that identifies the three million acres in the area as land that was set aside to provide funding for the construction of the state capitol building during the late nineteenth century (the Poole brothers referenced the Illinois-based company that organized the Capitol Syndicate as the “Chicago Syndicate,” perhaps in a nod to the hometown of their publishing house). Nine major military installations active during WWI are indicated by six-pointed blue stars. The State Encampment Grounds just northwest of Austin are marked by an American flag.

\textit{Continued on page 16}

Two distance tables relate remote Eagle Pass and El Paso to other important destinations.

Scenes of Texas agriculture are featured in the upper right corner, alongside an invitation to contact the Industrial, Immigration and Advertising Bureau for more information.
In the lower left corner, Southern Pacific advertised the frequency and amenities of their trains. Several connections were available between New Orleans and Houston, San Antonio, and El Paso. These routes provided connections throughout Texas, and linked the state to the rest of the western United States all the way to the Pacific coast. The company also touted its dining cars and an “Observation Car” on the famed “Sunset Route.” Two boxes in the western portion of Texas list distances between Eagle Pass and El Paso, demonstrating that even these seemingly far-away cities could be reached by the Southern Pacific.

While the interior of the map contains extensive information, the periphery includes several photographic embellishments. Images in the upper right of the map illustrate the agricultural advantages of living and working in Texas. Potential immigrants are encouraged to contact the Industrial, Immigration, and Advertising Bureau of the Southern Pacific Lines in Houston to learn more about “the best agricultural sections of Texas and Louisiana.” In the upper left, a selection of Texas scenery is displayed. Mission San José appears, labeled as “One of the old missions near San Antonio,” as well as the 321-foot-high Pecos Viaduct bridge, which provided a river crossing for the “Sunset Route.” On the lower-right corner is an image of the steamship *Momus*, which was launched by the Southern Pacific Railway Company in 1906. Some Southern Pacific Steamship Company ships served Galveston, Texas but the *Momus* normally sailed between New York City and New Orleans.

Railroads were the iron-and-steel backbone of American industry during the second half of the nineteenth century, helping to settle and connect the rural frontier, encourage immigration, and facilitate agricultural and economic growth. The Southern Pacific was one of the many railroad companies that benefited from Texas’ generous land-for-rail policies and in turn, helped to modernize the state into the economic powerhouse it is today.

This map was partially adopted by Linda Abbett and Friends of the Texas General Land Office, and conservation was funded in 2005.

Reproductions of this map can be purchased from the GLO’s website.

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4 Several laws providing scrip for building railroads were passed, beginning in 1854. Although the exact provisions varied, generally a specified amount of land was provided for each mile of rail constructed. The Constitution of 1876 provided 16 sections (640 acres to a section) per mile. Railroads were required to survey an equal amount of land to be set aside for the state (later designated for the use of funding the public schools). To prevent the railroad companies from accumulating monopolistic land holdings, they were required to sell off their land at specified intervals.
This edition of *The Neatline* continues a series on American school atlases published between the years 1835 and 1850. The previous articles covered the atlases of Roswell Chamberlain Smith, William Channing Woodbridge, Thomas Smiley, and Daniel Adams. This edition features Richard McAllister Smith (1819 - 1870).

R. M. Smith was the founder and principal of the Warren Green Boarding School and Academy in Warrenton, VA (aka Warrenton Academy). The Warren Green building had been a tavern prior to Smith’s arrival in 1839 when he opened his college preparatory school for young men. Smith bought the building sometime before the owner died in 1843 and continued operations there through 1850. His academy offered the requisite classical education at an annual cost of $100 for room and board, $16-33 for tuition, plus $4 additional for modern language classes.

The cost of the 44 week course of instruction remained static through 1850 with the exception of the modern language fee that was increased by a dollar. The census of 1850 shows Smith living at Warren Green with his family, sixteen male students aged 12 to 23, and three teachers. Smith had married the former Ellen Harris Blackwell (1820–1878) just prior to opening the academy and by 1850 they had two children living with them, Rebecca (1842 - 1864) and William Waugh (1845 - 1912). One of the Academy’s three teachers was a female, a progressive idea for the era, perhaps made more palpable by Emily Judston’s husband Charles who was one of the other instructors.

Like many educators, R.M. Smith produced a curriculum that resulted in text books for his students. His first published edition was in 1846 and titled, *A New System of Modern Geography, for the Use of Schools, Academies, &c.* Unlike the his eleven other school geography and atlas publishing competitors, R.M. Smith was the only one operating below the Mason-Dixon line. The others all hailed from the New England or Middle Atlantic States.

In 1848, Smith followed up his first book with an updated geography text that was “illustrated with maps and numerous engravings.” This “quarto” atlas combined the geography text and related illustrations with maps in the style pioneered by Sidney Morse in 1845. The quarto style had printing on both sides of a single page and typically used a mono-chromatic outline or a pale wash to highlight political boundaries. This technique became a popular, cost effective method of combining two books into one.

R.M. Smith’s *Modern geography: for Use of Schools, Academies, etc. on a New Plan* appeared in just two unnumbered editions in 1848 and 1849. They are identical except for the dates on the title page, minor variations in the hand colored outlines, and the map of Europe is bound at the top in the 1848 edition and at the bottom in the 1849 edition. Both have stiff hardcover boards in the standard 12 ¼” x 9 ½” size. There are 83 pages (iii +80) and all of the maps and the numerous illustrations were done by Henry Brightly.

Since there were no large school book printing or publishing houses in the south, it is not surprising that Smith chose the Philadelphia-based Grigg, Elliott & Co. as his publisher.

The company headed by John Griggs was reputed to be the largest book wholesaling or jobbing business in the country by 1849. Although the company had a national distribution, Grigg specialized in supplying booksellers in the South and West. John Grigg had lived with his relatives in Richmond for about a year when he was a young man and moved to both Ohio and Kentucky before establishing his publishing house in Philadelphia in 1816. He published books from its 14 N. Fourth Street address from 1848 to 1850 when he sold the business to Lippincott, Grambo, and Co, the predecessor to J.B. Lippincott & Co.
School Atlases continued

There are a total of seventeen maps, one double page, eleven full page, and five partial page. The only double page map is of the United States [pictured] and it is actually printed on two separate plates. This separation creates a gap in the middle of the US that runs from “Minisotah” Territory through East Texas. It is easily the most interesting map in the atlas with its depiction of a stovepipe-shaped Texas, the post-Treaty of Guadalupe Hidalgo border with Mexico, and the Upper California, Oregon, Indian, Missouri, and Nebraska territories.

There are no separate maps of any individual state. The US regional maps (Eastern, Middle, Southern 1 & 2, and Western States) omit the new territories of the American West and only include a small sliver of East Texas in one of the two Southern States maps. Other single page maps include North America [pictured], Africa, Asia, Europe, South America, and The World (east and west hemispheres). The partial page maps include Palestine or the Holy Land; British Isles; Germany, Denmark, Holland, &c; New Brunswick, and Washington, DC (depicts Alexandria, VA within the District’s boundary).

The vignette engravings and associated tables and data cover industry, mining, railroads, canals, commerce, colleges, important buildings/landmarks, people, the solar system, and animals. In presenting this broad array of information, R.M. Smith’s geography books reveal only a minor regional bias. For example, his description of Virginia stretches over two columns while the space allocated to other states are all just over one column or less. He does, however, echo the same expressions of blatant Anglo-Saxon racial and cultural superiority as his Northern counterparts. In the illustrated section titled “Varieties of the Human Race [pictured],” Smith has the following descriptions:

“The inhabitants of the torrid zone are generally of a brown or black color; and are indolent and effeminate in body and mind. … The inhabitants of the frigid zones are an ignorant and inoffensive race, of a dark or swarthy appearance, small size, and filthy habits. … Those belonging to the European race are distinguished for their fair complexions; and are much superior to the other races in civilization and personal beauty.”

The short, two-year production run and Southern distribution of R.M. Smith school atlases make them amongst the rarest of the school atlases of this era. There are none in David Ramsey’s online collection and the only R. M. Smith holding in the Newberry Library is a copy of his 1849 edition of the Child’s First Book in Geography. Despite their rarity, Smith’s Modern Geography atlases are not particularly valuable. Today, quarto-style school atlases are less popular with collectors who prefer more attractive and colorful maps with blank versos, and would rather not have to choose which map to display when there are two maps printed on a single sheet. One of R.M. Smith’s 1849 atlases recently sold on eBay for less than $50. Modern reprint editions of his 1849 atlas are also available in soft cover and hard bound editions.

The reasons for R.M. Smith’s short-lived school atlas venture were probably two fold. First, the Lippincott publishing house might have balked at continuing the contract started by Grigg, Elliott & Co. Second, a tornado in May 1850 damaged the academy building. Although Smith advertised the start of the fall semester in 1850, by January 1851 Warren Green had been converted into a hotel. About that same time, Smith became the editor of Warrenton’s pro-Southern newspaper, the Flag of ’98. He
became active in Democratic Party political affairs, and a director of the Alexandria and Washington Railroad Co.

He then moved to nearby Alexandria, VA and established another newspaper, the Sentinel. With the outbreak of war, Smith moved his family to Richmond. There, he became the editor of the Richmond Enquirer and was elected to be the Superintendent of Public Printing for the Confederate Congress.

Despite holding two jobs and the wartime shortage of ink and paper, Smith resumed his textbook writing efforts. With a Richmond publisher, George L. Bidgood, Smith produced a series of Confederate spelling books, primers, and first readers containing selections in prose and poetry. They were specifically intended “for the younger children in the schools and families of the Confederate States.”

At the close of war, R.M. Smith became president of the Petersburg Female College until he was elected a professor of natural science at Randolph Macon College, a small liberal arts college near Richmond. He remained there until his death in 1870 at the age of 50. He was widely mourned as a, “fine scholar, a writer of rare ability, and a man who always acted under a high sense of honor” [Virginian-Pilot, Norfolk, VA, Feb 12, 1870]. His son, Dr. William Waugh Smith followed in his father’s academic footsteps. He taught at Bethel Military Academy near Warrenton, and then at Randolph-Macon College. William became president of the College in 1886 and served until 1897, when he became the first chancellor of the Randolph-Macon System until his death in 1912.

Conservation in Action:
Map of the Surveyed Part of Peters Colony Texas

Conservation funded thanks to $7,500 donation from the Dallas Genealogical Society
By James Harkins

Among the most recent conservation efforts in the Texas General Land Office Archives is an 1858 *Map of the Surveyed Part of Peters Colony Texas*. This rare lithograph map illustrates surveyed land grants in the North Texas Republic-era empresario colony, as well as the vast amount of territory that had yet to be settled within its boundaries. Conservation was funded by a 2017 donation from the Dallas Genealogical Society and a matching contribution from the GLO, which allowed for the conservation of additional Peters Colony contract records.

The map prior to conservation on the left, with the results shown on the right. Henry O. Hedgcoxe, *Map of the Surveyed Part of Peters Colony Texas*, Louisville, KY: C. Bruder, 1858, Map #1982, Map Collection, Archives and Records Program, Texas General Land Office, Austin, TX.

“The donation of $7,500 from the Dallas Genealogical Society last year has gone a long way in helping the GLO save an important piece of Texas history,” said Mark Lambert, Deputy Commissioner of the GLO Archives and Records. “The partnership with the Dallas Genealogical Society was responsible for one of the best conservation treatments that we’ve ever seen. Prior to conservation, the Map of the Surveyed Part of Peters Colony Texas was in fairly poor condition. Now, it’s a true work of art, and we are pleased that we will be able to preserve and provide access to it for future generations.”

To conserve the map, the GLO Archives worked with the Northeast Document Conservation Center (NEDCC) in Andover, MA. The map was delivered in May 2018. The conservator’s report on its original condition notes that it was “cut into four sections and then laminated with plastic,” and that “the four laminated sections were then joined together with one-inch overlaps, but there were gaps between the cut edges.” There were indications that the laminate was curling and shrinking, and pieces of the map were missing from the outer edges and at the interior cut edges. Two reddish lines indicating exposure to moisture extended horizontally across the map in both the upper and lower sections.

The interior edges of the map were realigned and stabilized as part of the conservation process. [top — pre-conservation, bottom — post-conservation]

Treatments performed by the NDCC were extensive. The old laminate was removed in a series of four acetone baths. Each section of the map was then washed on blotters for two hours to reduce staining, discoloration, and acidity. Facing tissues and cloth backings were removed, and the previously cut edges were realigned, with loose pieces inserted back in their places. The four sections were aligned and backed with toned Japanese paper and wheat starch paste/methyl cellulose as an adhesive. Finally, the map was mounted on linen for additional support, 1% methyl cellulose was brushed over the surface, and it was stretch-dried flat on a board.

“The members and supporters of the Dallas Genealogical Society are proud to be associated with the preservation and digitization of this historically significant map. It will be an invaluable aid to generations of genealogists and historians who are researching the early settlement of this part of Texas,” said Todd DeDecker, President of the Dallas Genealogical Society.

While the missing pieces of the map cannot be replaced, the tears along the edges were stabilized so they will not continue to deteriorate. [left — pre-conservation, right — post-conservation]

The map was returned to the GLO in July, where it was promptly rescanned. The new digital image replaced the pre-conservation image in the GLO’s online database, and the map was returned to its climate-controlled housing in the GLO’s state-of-the-art map vault. The conservation work combined with its stable and controlled storage will allow the map to be a useful research tool for generations of Texans to come.

The groundwork for Peters Colony was established by a law passed by the Fifth Congress of the Republic of Texas on February 4, 1841, entitled *An Act Granting Land to Emigrants*. [1] The law authorized the President to enter into a contract with W.S.

Continued on page 21
Peters and his associates[2] “for the purpose of colonizing and settling thousands of pioneers on a portion of the vacant and unappropriated lands of the republic.” Congress reasoned that, to overcome a stagnant economy, increasing immigration into the Republic would be crucial. A larger population would drive up the price of land, Texas’ primary commodity at the time, and build an increasing tax base from which the government could build its treasury.[3] With the Peters contract, the empresario system that had helped build Texas’ population under Mexican rule and the guidance of Stephen F. Austin and others was rebooted.

The moisture stain could not be completely removed, but cleaning and mounting the map on linen will protect it in the long term. [top — pre-conservation, bottom — post-conservation]

The map lays out the individually-numbered 640-acre sections granted under the Peters Colony in an orderly grid and includes numbered mile posts along the boundaries of the colony, which are labeled at the map’s margins. Empty space indicates land within the colony that had not yet been surveyed or granted. County lines are not drawn, but the northeast corner of Young County is established in an unsurveyed portion of land in the upper central area of the map, and the south line of Fannin Land District is shown bisecting the colony.

Topographical features include rivers and creeks, many of which are named on the map, as well as hachures representing changes in elevation. Numerous roads are also identified, and several bearing lines converge north of Fort Belknap on the Brazos River.

After conservation, the white lines indicating the interior edges of the four sheets are no longer visible. left — pre-conservation, right — post-conservation]

The title block identifies Henry O. Hedgcoxe as the agent and general superintendent of surveys for the colony. A controversial figure due to his treatment of colonists’ land claims and favorability toward speculators, Hedgcoxe was run out of his office in Collin County by an armed mob on July 16, 1852, in what came to be known as the Hedgcoxe War.[4]

A cornerstone of the Save Texas History Program’s mission is map and document preservation and conservation, so that generations of Texans may continue to benefit from our rich historical resources. Conservation is a detail oriented, time-intensive, and expensive task necessary to preserve Land Office holdings. Teaming with private contractors, we examine, document, treat, and conserve the physical objects found within our Archives.

Tens-of-thousands of documents have been conserved, but many others continue to age and are in need because of continuous use and poor early storage conditions. Conservation efforts are funded solely by grants, private donations, and photocopyst and map reproduction sales. No state money is appropriated for document conservation. To make a tax-deductible donation to support the Save Texas History Program’s conservation efforts, please click here.

Established in 1955, the Dallas Genealogical Society (http://dallasgenealogy.org) has three main areas of focus: creating, fostering and maintaining an interest in genealogy; assisting and supporting the Genealogy Section of the J. Erik Jonsson Central Library in Dallas, Texas; and collecting, preserving, copying and indexing information related to Dallas County and its early history.

The society conducts monthly educational presentations and supports special interest groups on a variety of topics; all of these activities are free and open to the public. Our fee-based seminars provide attendees with access to nationally known experts at a reasonable cost. Our members are also active in a variety of indexing and digitization efforts.


Texas Map Society Essay Contest

By Walt Wilson

The Texas Map Society is pleased to announce our first annual Essay Contest for undergraduate and graduate students from universities and colleges in Texas and adjoining states (New Mexico, Oklahoma, Arkansas, and Louisiana). Our purpose is to recognize outstanding students who can help share our excitement about the study, application, and appreciation of maps.

The essay should reflect original research and analysis that has not been previously published. It may include the output resulting from a community college, 4-year undergraduate, or graduate class assignment or individual research.

Suggested topics may include:

- History of Cartography
- History of an individual map or map-maker, cartographer
- Surveying, Geosciences/GIS (e.g., Historical Geography, Environmental Studies, Meteorology, Oceanography)
- Application of maps to understanding the cultural, geo-political, or physical characteristics of an area, era or event
- Visual Arts (e.g., engraving, map-making techniques, artistry)

Length: 1,000-2,000 words, plus footnotes and bibliography. Illustrations and footnotes required.

Citation format: Chicago Manual of Style.

Submission: All entries should be submitted to the editor of Texas Map Society The Neatline in Word format. Include JPG or TIF files for images (300 dpi minimum). Essays should be sent to: editortms@aol.com

Deadline: December 1, 2018 (entries received after this date will not be eligible for consideration).

Judging Criteria: Essays will be judged on their originality, analytical insight, clarity of expression, and creative use of cartography. A panel of TMS Members will select three winning essays: a first prize and two runners-up.

Prizes:

- All qualified entrants will receive a free one-year membership in the Texas Map Society.
- The first prize winner will receive a $200 stipend
- The two runners-up will each receive a $100 stipend.
- All winners will have their winning essays published in The Neatline, receive a two year TMS membership, and have the option of attending and presenting their paper at a future TMS event.
- The judges may select additional essays for honorable mention recognition, publication, and membership awards.

Submission of an essay for consideration will also constitute permission to edit (as needed) and publish it in the Texas Map Society (TMS) newsletter, The Neatline and post it on the TMS website https://texasmapsociety.org/

Students can download the ENTRY FORM for the contest here: https://texasmapsocietyorg.files.wordpress.com/2018/05/texas-map-society-essay-contest.pdf
Save History Symposium • September 14-15

You are invited to the 9th Annual Save Texas History Symposium this month. Featuring over 16 presentations at the TEXAS Menger Hotel, Alamo Hall, and the Witte Museum, we will examine many different aspects of San Antonio’s diverse 300-year history.

For only $100, you will be registered for the following:

- A ticket to the full-day symposium at the Menger Hotel. BBQ lunch included. Saturday, September 15, 8:00am-5:00pm.
- A ticket to the closing reception of the exhibit Connecting Texas: 300 Years of Trails, Rails, and Roads at the Witte Museum (shuttle included), on Saturday, September 15, 7:00-9:00pm.
- An optional ticket for the Texas History Resources Workshop on Friday, September 14, at Alamo Hall, 1:00-5:15pm. (Space is limited.)
- An optional ticket for a night-time tour of the Alamo on Friday, September 14, 5:30-6:30pm. (Space is limited.)
- An optional ticket for a special reception at Alamo Hall, on Friday, September 14, 6:30-8:30pm. (Space is limited.)

Speakers & Topics Include:

- Dr. Frank de la Teja - San Antonio’s Spanish-Colonial Military Heritage
- Dr. Amy Porter - Early San Antonio Women and the Wars of Independence
- Dr. James Crisp - After the Alamo: San Antonio in an Independent Texas
- Dr. Mark Allan Goldberg - Before Alamo City: Health and Medicine in 19th-Century San Antonio and Early National Mexico
- Mr. Everett Fly - San Antonio Black History: One Foot In and One Foot Out
- Dr. Laura Hernández-Ehrisman - San Antonio ’68: Hemisfair and the US Commission on Civil Rights
- Mr. Gregory Garrett - Invisible Diamonds: Black Baseball in the Greater San Antonio Area
- Mr. Douglass W. McDonald, CEO, Alamo Trust, Inc. - Remembering the Alamo
- Ms. Machaia McClenny & Ms. Sherri Driscoll - The Diversity of Alamo Defenders
- Ms. Jackie Davis - 300 Years of Military Service: The first 127 years
- Mr. Jake Mangum - Using the Portal to Texas History
- Ms. Leslie Stapleton - An Overview of the Archives and Special Collections at Texas A&M University – San Antonio
- Ms. Lynn Yakubik - Resources Available at the Institute of Texas Cultures
- Mr. John Wheat - The Béxar Archives: The Story of Spanish and Mexican Texas
- Mr. Robert Langston - Resources Available at the San Antonio Museum of Art
- Optional activities at the Alamo including a battlefield tour and a pioneer surveying exhibition

This event may sell out in advance, so call 512-463-3289 or email archives@glo.texas.gov if you are interested in attending, or have any questions.
Texas Map Society Mission
The mission of the organization is: “The Texas Map Society supports and promotes map collecting, cartography, and the study of cartographic history.” According to the “Who We Are” section of the website, which is language that came from the previous webpage: “The Texas Map Society was organized in November 1996 to foster the study, understanding, preservation, restoration, and collection of historical maps as well as the general history of cartography. Membership only requires an interest in maps of any nature or focus. Members participate in special events and programs. TMS is one of only a few such societies in the United States and the only one in Texas.”

Please help us keep our signals straight! Send updates of your contact information (email address & physical address) to huseman@uta.edu or to

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