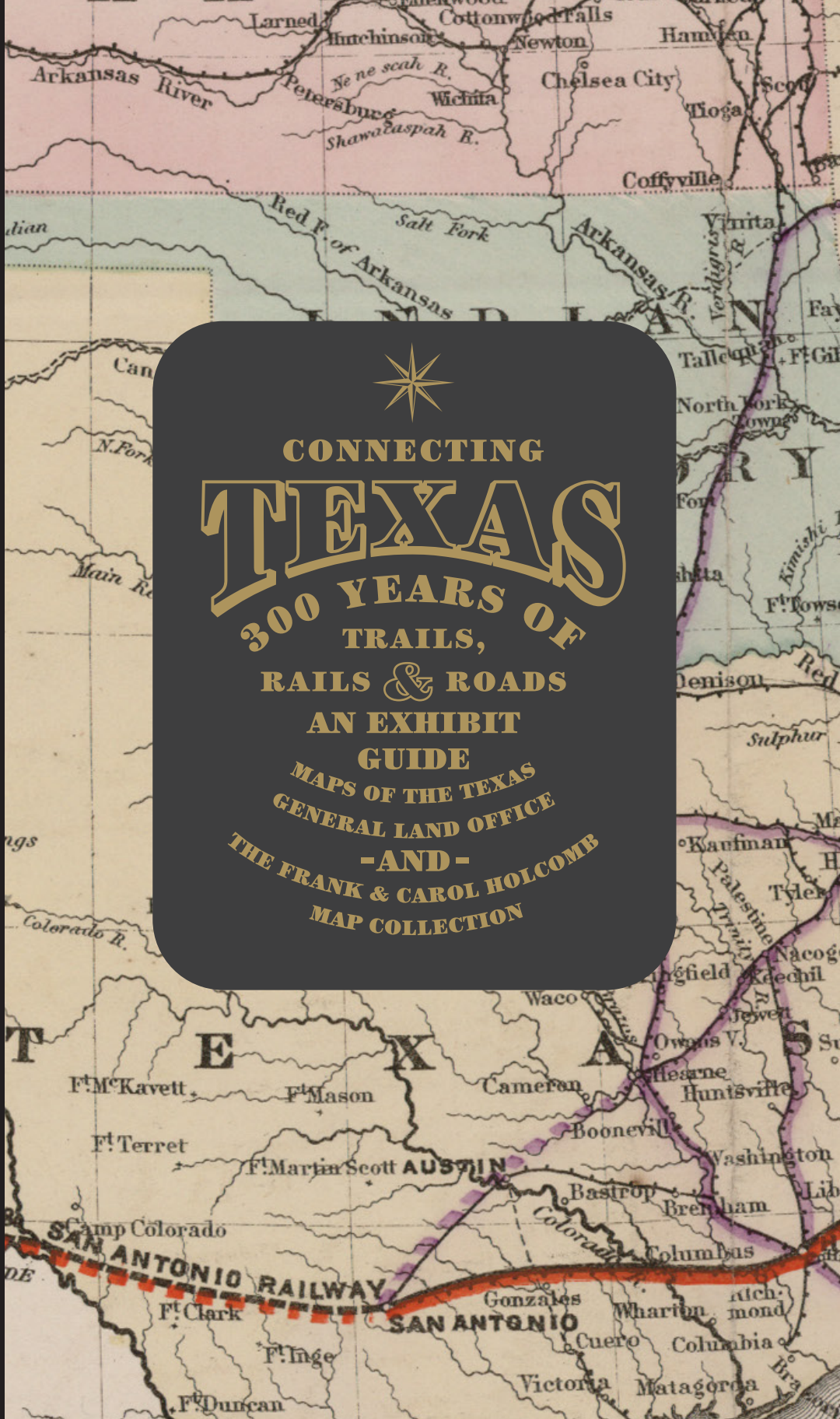




**CONNECTING**  
**TEXAS**  
**300 YEARS OF**  
**TRAILS, OF**  
**RAILS & ROADS**  
**AN EXHIBIT**  
**GUIDE**  
**MAPS OF THE TEXAS**  
**GENERAL LAND OFFICE**  
**-AND-**  
**THE FRANK & CAROL HOLCOMB**  
**MAP COLLECTION**



# CONNECTING TEXAS: 300 YEARS OF TRAILS, RAILS & ROADS

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## AN EXHIBIT GUIDE

Proudly presented by

The Texas General Land Office





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Published by the Texas General Land Office  
Austin, Texas

Printed in the United States of America

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**ISBN: 978-0-9986812-2-1**

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Cover

[Detail] G. W. and C. B. Colton and Co., Map showing the line of the True Southern Pacific Railway and the short link necessary for its completion, New York, 1881, Map #93789, Map Collection, Archives and Records Program, Texas General Land Office, Austin, TX.

# **CONNECTING TEXAS: 300 YEARS OF TRAILS, RAILS & ROADS**

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**MAPS OF THE  
TEXAS GENERAL LAND OFFICE  
AND  
THE FRANK & CAROL HOLCOMB  
MAP COLLECTION**

**ADDITIONAL LENDERS  
BILL PRICE, HOUSTON  
TED & SHARON LUSHER, THE LUSHER COLLECTION, AUSTIN, TX**

**WITTE MUSEUM EXHIBIT  
2018**



# ACKNOWLEDGMENTS

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A tremendous thanks to the Witte Museum for hosting *Connecting Texas: 300 Years of Trails, Rails & Roads* in the Robert J. and Helen C. Kleberg South Texas Heritage Center, as well as for providing staffing, expertise, and additional maps for exhibition. The Witte is a world-class venue where thousands of Texans will see these treasures from the Texas General Land Office Archives. This is the second major map exhibition curated by the Texas General Land Office at the Witte Museum. The Witte Museum has been an amazing collaborator and an important partner for the General Land Office in helping to share our valuable collections with Texans outside of Austin. The “new” Witte is an amazing asset for San Antonio.

Specifically, thank you to Marise McDermott, President & CEO of the Witte Museum, for her leadership and guidance during our collaborations. Without her, *Connecting Texas* would not be possible. Additionally, thank you to Bruce Shackelford, Curator of the Robert J. and Helen C. Kleberg South Texas Heritage Center. Bruce has been the lead person on staff at the Witte Museum during this project,

## **GLO Curators**

Mark Lambert—*Deputy Director, Archives and Records*

James Harkins—*Director of Public Services*

Brian Stauffer, PhD.—*Spanish Translator and Curator of the Spanish Collection*

Patrick Walsh—*Researcher*

Brandice Nelson—*Map Curator*

and he helped guide it from just an idea to an exhibition. Katherine Nelson Hall, Witte Museum Researcher, has also been crucial to the project. Thanks also to Amy Fulkerson, Chief Curator at the Witte, for approving the exhibit, and committing the Witte’s staff and financial resources to support it. Thanks also to all the other Witte staffers who helped support it.

Many thanks also to Frank & Carol Holcomb of Houston for loaning eight maps from their personal collection for this exhibition, including an 1830 Stephen F. Austin Map of Texas, arguably the most important map in Texas history. We are grateful for Frank and Carol’s continued support, and appreciate their efforts to allow students, teachers, and all Texans to have access to their map collection by providing original maps for exhibitions as well as for allowing the GLO to digitize their entire collection.

Finally, thank you also to Ted & Sharon Lusher for loaning a map to complete the “*Building and Connecting Texas: The Railroads*” section of this exhibit.

## **GLO Exhibit Guide Design**

Andrea Morgan—*Graphic Designer*

Lance McIlhany—*Graphic Designer*



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# COMMISSIONER'S FOREWORD

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I am pleased that the Texas General Land Office (GLO) is once again collaborating with such a valuable partner as the Witte Museum in San Antonio to bring Texans the exhibit, *Connecting Texas: 300 Years of Trails, Rails & Roads*. This is our second major map exhibition at the Witte Museum, the first being *Mapping Texas: From Frontier to the Lone Star State*, which was seen by over 100,000 visitors in 2016.

*Connecting Texas* pulls from the unique archival resources of the Texas General Land Office, home to over 45,000 maps and sketches that detail the history of the public lands of Texas. It examines how explorers, Native Americans, armies, immigrants and early settlers moved in, around and across Texas over the last 300 years. The exhibit also celebrates the tricentennial anniversary of San Antonio's founding, and emphasizes the integral role of the city to political, cultural and economic movement through time.

As Commissioner of the General Land Office, I am the official custodian of over 36 million documents and maps that trace the origins and distribution of the public lands of Texas. Part of our agency's mission is to preserve our state's history and to provide access to these holdings, which date back to the 16th century. As a Texan, I'm extremely proud of this history, and I am honored to be able to share it with the people of Texas.

The General Land Office first opened for business in 1837 and is the oldest state agency in Texas. Throughout its existence, the GLO has worked tirelessly for the benefit of every Texan by raising money for education, caring for our veterans, protecting the Texas coast, managing public lands, responding to disasters and preserving our state's history. We've experienced, made and collected some amazing history and have always been considered a "hidden treasure" in state government. One of my goals as Commissioner is to reveal the agency's historical treasures and bring awareness to the public of what can be found at the General Land Office.

We rely on partners like the Witte Museum, Houston Museum of Natural Science, Bob Bullock Texas State History Museum, George H.W. Bush Presidential Library, the Alamo and many others to bring these cartographic treasures to the people of Texas in an easily accessible manner. While citizens are always invited to visit the Texas General Land Office Archives in Austin for a tour, having the maps promoted by and displayed in world-class facilities like the Witte Museum and the other institutions mentioned here, elevates and amplifies our message. It allows thousands

of school children, historians and all Texans in the world to see this Texas history up close, and hopefully it inspires them for the future.

George P. Bush  
Commissioner  
Texas General Land Office

# PRESIDENT & CEO'S FOREWORD

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The Witte Museum is a focal point of the 2018 Tricentennial in San Antonio, in part because of this powerful exhibition, *Connecting Texas: 300 Years of Trails, Rails & Roads*, produced by the Texas General Land Office (GLO). We at the Witte treasure the partnership with the General Land Office, given that the immense archives of the GLO and the critically important collections of the Witte Museum both center on the history of Texas as it changed shape and emerged under many flags.

The Witte Museum, founded in 1926 as the largest museum in Texas, is where Nature, Science and Culture meet. At the Witte, we view the themes of land, sky, and water through the lens of Deep Texas Time, animating Texas history and culture for centuries, from paleontological findings to current scientific discoveries. The Witte is the canvas for the outstanding map exhibitions developed by archivists and historians of the General Land Office. Early 19th century maps that reveal the topography along the Rio Grande, for instance, are vital to understanding why people lived in these areas for 12,000 years and why this area was chosen by the Southern Pacific Railway to traverse the nation. The Witte draws upon environmental histories that demonstrate people's connection to the land. Today, the Witte is the steward of the White Shaman Preserve in this area of West Texas, home to one of the most important rock art narratives in the world and which, not coincidentally, is also near the railway. Thousands of years of trails led to these historic rails and roads, connecting what is now Texas.

The power of *Connecting Texas* is the evidence of how the state was pieced together through a confluence of cultures, from American Indian trails, Spanish *Caminos Reales* (*King's Roads*), Colonies of the Empresarios, German immigration routes, and cattle industry trails. The complexity of these pathways reflects the many cultures that found a place in the landscape and created what is now Texas, once almost half of what is now the United States. The contest for this land was not always peaceful, however, and the map narratives shed light upon the horrific battles for territories and the lives lost building roads through disputed terrain.

What a poetic testament to the importance of San Antonio during this Tricentennial year to confirm that this city was the largest in Texas for almost all of its 300-year history and was certainly at the center of the confluence of cultures that makes up the great state of Texas. The last chapter makes a case for an influx of cultures over these centuries, and it shows where the growth of the city “dwarfed” the original Spanish plazas. Still the “concentric circle” of growth has, perhaps,

helped sustain and energize the convergence of people, with historic roads spreading from the center like wagon wheel spokes. The highways that host trucks from Mexico to Canada traverse the same trails, all centered on commercial and cultural exchange in this cosmopolitan city.

We are grateful for the leadership of Commissioner George P. Bush in bringing awareness to the historically valuable maps that provide visual testament to the shaping of Texas. We are proud to be the site of this great exhibition during such a pivotal anniversary for San Antonio.

Marise McDermott  
President and CEO  
Witte Museum



## *Connecting Texas: 300 Years of Trails, Rails & Roads—An Introduction*

From the earliest foot paths to modern highways, people have traversed Texas to make connections. Historic maps provide a glimpse into these journeys.

Early Texas trails brought peoples and cultures into contact and conflict. They were the lifeline of remote colonies and supported an often-unsteady economy. Colonization movements emphasized the need to know more about the new frontier as Texas grew. Military expeditions yielded valuable information on how to more safely travel within the vast territory.

During the 19th century, population increase, political upheaval, and wars created connections from one end of the state to the other. After the Civil War, railroads became a major catalyst in the modernization and industrialization of Texas. By the mid-20th century, highway systems connected the state to more places than ever before.

At the heart of Texas' evolution lies the 300-year-old city of San Antonio. From a humble Spanish outpost, to the capitol of Mexican Texas, to a modern crossroads of international cultural exchange, the city inspires Texans to connect with the past and navigate toward a bright future.

Through the cartographic resources of the Texas General Land Office, this exhibit invites you to learn about how Texas and Texans have connected over the last 300 years.

CONNECTING TEXAS



300 YEARS OF RAILS, TRAILS & ROADS



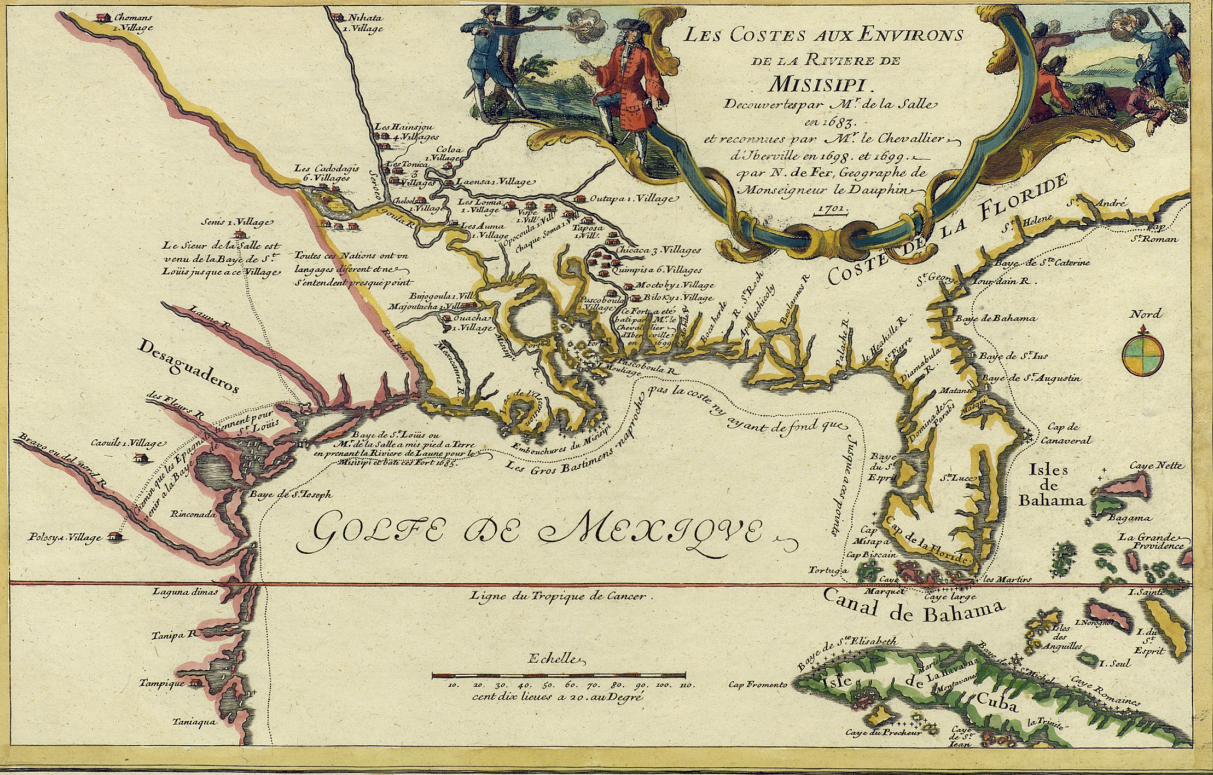
## 01 *Paths, Routes, and Caminos: Blazing Trails in Early Texas*

Trails shaped early Texas history. They brought peoples and cultures into contact and conflict, connected precarious settlements to colonial heartlands, and fueled commercial markets of both the legal and contraband varieties.

The creation of a trail system through early Texas was a cumulative work of many centuries and peoples, though the builders would not have thought of themselves as collaborators. Centuries before Europeans arrived in the region, American Indians blazed trails through Texas to connect with trading partners as far away as Florida and central Mexico. Spanish conquerors pushed New Spain's boundaries north along these and other trails. They established new colonies on the frontier and inaugurated the northernmost expanse of the Camino Real (or King's Road), the lifeline connecting Texas to the rich, silver-producing regions of Mexico. Anglo traders and immigrants used and expanded this trail system in the early 19th century as they moved southwest into Texas in search of land and commercial opportunities.

Spain's jealous guard over scientific information about its colonies fueled speculation and rumor in Europe, and many of the maps in this section reflect the attempts of its imperial rivals (especially France) to learn more about New Spain through overland expeditions.<sup>1</sup>





*Les costes aux environs de la Riviere de Misisipi decouvertes par M. de la Salle en 1683 et reconnues par M. le Chevallier d'Iberville en 1698 et 1699*

**Nicolas de Fer**  
**Paris, 1701**  
**Engraving**

Taken from an atlas by French court cartographer Nicolas de Fer, this map features one of the earliest detailed depictions of the Texas coastline. Its purpose, however, was as much historical and political as it was cartographic. It identified the border between the French and Spanish empires and illustrated the route of Sieur de La Salle's famous expedition to find the mouth of the Mississippi River in 1685. Also included is the route of the 1689 Spanish expedition from Monclova to intercept the French intruders after La Salle's ship was wrecked on Matagorda Bay.

The map's most notable feature is its graphic depiction of La Salle's demise at the hands of his own mutinous soldiers while searching for the Mississippi. The assassination of the principal mutineer by a La Salle loyalist is also featured at the top right.<sup>2</sup>

**General Land Office. Map #93756**



*Carte de la Louisiane et du Cours du Mississipi*

**Guillaume De L'Isle**  
**Paris, 1718**  
**Engraving**

This map provided an up-to-date picture of the American south, including the Spanish fort at San Juan Bautista, the Misión de los Tejas in East Texas (established only two years prior), and La Salle's failed Fort François near Matagorda Bay.

The map also recorded the routes of various early North American explorers. Trailblazing expeditions across Texas featured on the map include La Salle's fateful last expedition of 1687, Alonso de León's 1689 reconnaissance of Matagorda Bay, and Louis Juchereau de Saint Denis's trek across Texas to the Rio Grande in 1713.<sup>3</sup>

Béxar was founded in the same year this was published, though the city does not appear on the map.

**Frank & Carol Holcomb Collection. Map #93821**





*Mapa de la Sierra Gorda y Costa de el Seno Mexicano, desde la Ciudad de Querétaro, que se halla situada cerca de los veinte y un grados, hasta los veinte y ocho y medio en que esta la Bahía de el Espiritu Santo, sus Ríos, Ensenadas, y Fronteras*

**José de Escandón**  
**[Santander] + Querétaro, 1747**  
**Copy of manuscript (Reproduction)**

In the mid-18th century, José de Escandón, Count of the Sierra Gorda, explored the Rio Grande and coastal regions of Texas as part of his mission to establish the gulf-coast colony of Nuevo Santander. This map, first produced in 1747 and frequently copied afterwards, was produced to show royal officials the extent and progress of Escandón's colony, already dotted with new missions, towns, and presidios. Recorded in dashed lines are the various routes used by Escandón and his collaborators in their colonizing enterprise. Especially notable are the routes tracing the movements of the parties that subsequently founded several towns along the Rio Grande, including Laredo, Revilla (Guerrero), Mier, Camargo, and Reynosa.<sup>4</sup>

Original held at the Archivo General de Indias, Seville, Spain. Copy donated to the GLO by Dr. Andrés Tijerina.

**General Land Office. Map #94267**



*Carte d'une partie de l'Amérique Séptentrionale, qui contient partie de la Nle. Espagne, et de la Louisiane*

**Pierre Marie François de Pagès, Captain, French Navy**

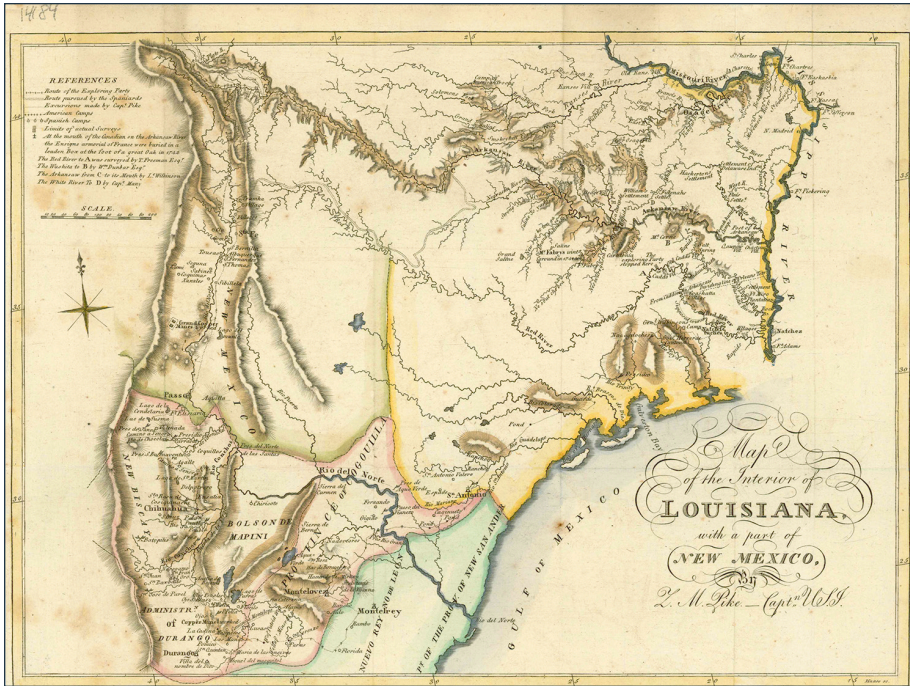
**Paris, 1782**

**Engraving**

In 1767, French naval officer and writer Pierre Marie François de Pagès set out from New Orleans on a global journey. Taking advantage of the cooling of New World hostilities between France and Spain with the conclusion of the Seven Years' War, he traversed Spanish Texas on horseback. He passed through the San Antonio missions and the young settlement of Laredo before continuing south through central Mexico to the port of Acapulco, from which he sailed to the Far East.

This map appeared in de Pagès' published account of his adventures, *Voyages Autour Du Monde* (Paris, 1782), which contains one of the most important first-hand accounts of Texas in the eighteenth century.<sup>5</sup> Though de Pagès was not always enthusiastic about what he saw in Texas, he noted that "the inhabitants of San Antonio are excellent horsemen, and particularly fond of hunting or *lacing* [lassoing] their wild animals."<sup>6</sup>

**General Land Office. Map #94096**



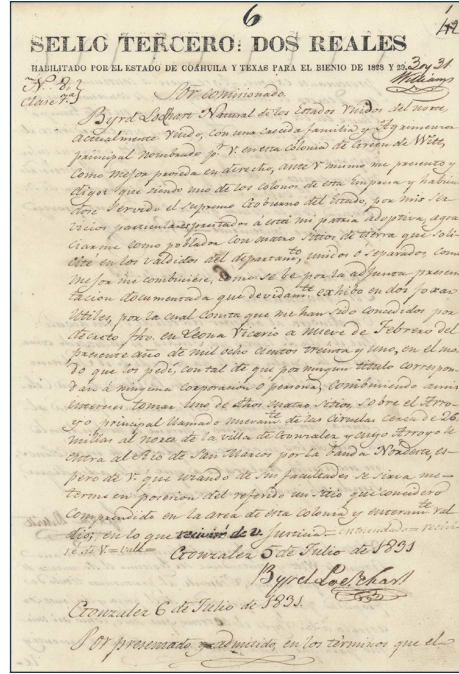
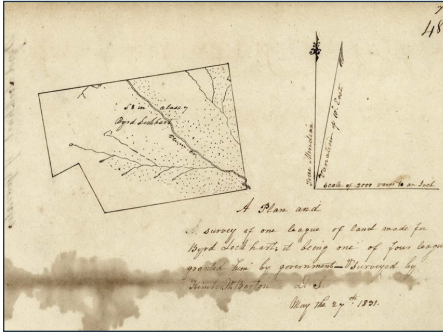
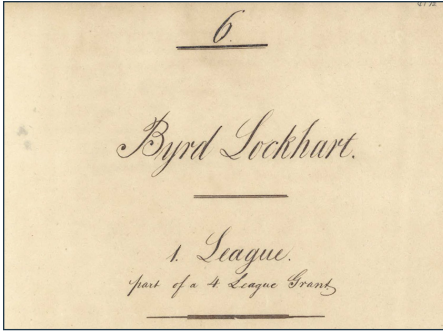
*Map of the Interior of Louisiana with a part of New Mexico*

**Z. [Zebulon] M. Pike, Captain U.S.I. (U.S. [Army] Infantry)**  
**London, 1811**  
**Engraving (Reproduction)**

After the Louisiana Purchase in 1806, the U.S. government under Thomas Jefferson sent Captain Zebulon Montgomery Pike to explore and map the southwestern portion of the vast, newly acquired territory. While reconnoitering the Rocky Mountains in present-day Colorado, Pike's party crossed the border and was captured by Spanish officials and sent to Chihuahua. The governor of the province ultimately decided to let them return to the U.S. Pike and his party were marched through the Province of Texas on the Old San Antonio Road, providing the explorer with an intimate portrait of northern New Spain. He supplied this information to readers and U.S. officials in a book published in 1810.

Pike drew this map to illustrate his intelligence-gathering expedition. An attractive and surprisingly accurate piece of cartographic espionage, the map combined the most up-to-date information (taken mostly from Alexander Von Humboldt's 1809 map of New Spain) with Pike's own first-hand observations of the region. His long journey from Chihuahua to Natchitoches is traced on the map, showing the party's many stops along the way.<sup>7</sup>

**Bill Price Collection. Map #94269**



### Byrd Lockhart's petition for 4 leagues of land as compensation for road building

July 5, 1831

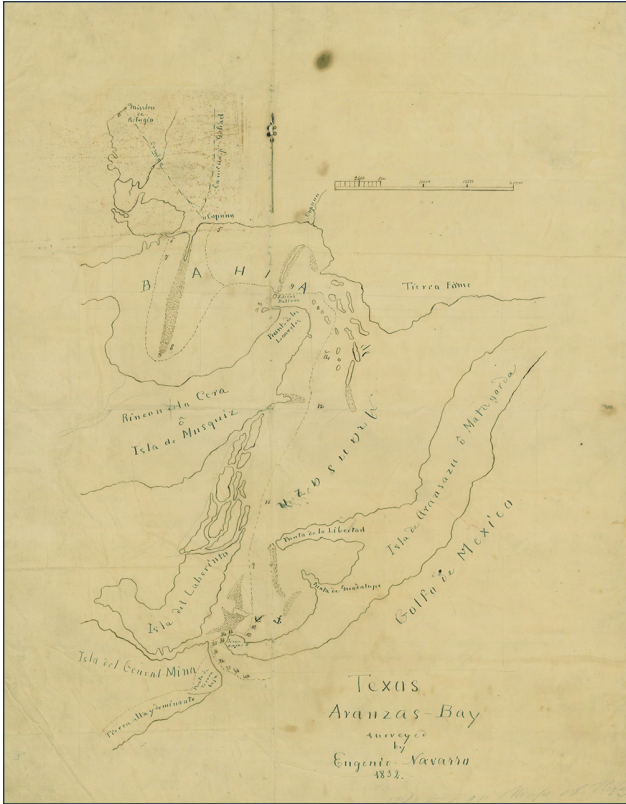
#### Manuscript on stamped paper (Reproduction)

This document offers a glimpse of the Mexican government's attempts to promote road-building in Texas in the 1830s as part of a larger push to integrate and develop the region. One such scheme would become the preferred mechanism for development in Texas after 1836: the granting of land in return for internal improvements by individuals or companies.

In his petition for four leagues of land in 1831 (right), surveyor Byrd Lockhart reminded the colony land commissioner that he had cut new roads from Béxar to San Felipe de Austin (via Gonzales) and from Gonzales to Matagorda Bay at his own expense in order to “facilitate transit and stimulate commerce.” Lockhart’s Béxar-San Felipe road boasted a length of 65 leagues (171 miles) and was “wide enough to accommodate large wagons” (a word he Hispanicized as “huaguines”). The state government granted Lockhart’s request.

The plat of one of Lockhart’s leagues, drawn by surveyor Kimber W. Barton, appears on the left. The grant straddles Plum Creek and takes in most of the town of Lockhart today, which was named for the famous surveyor and Alamo defender.

General Land Office. Spanish Collection, Box 119, Folder 6



*Texas Aransas-Bay [sic]*

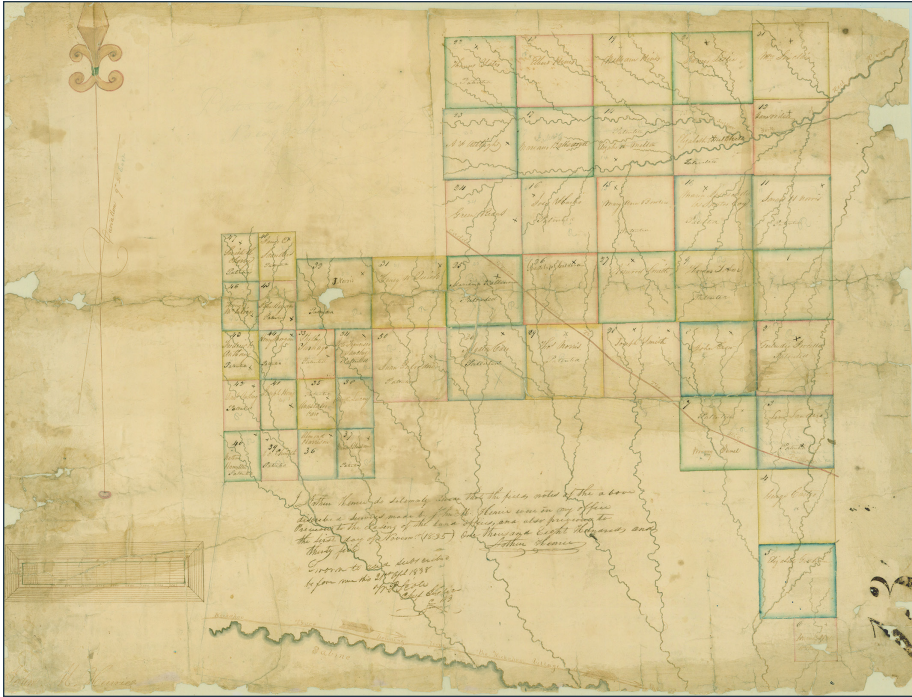
**Eugenio Navarro, Alférez, Alamo Company<sup>8</sup>  
[Aransas Bay], 1832  
Manuscript**

Based on a depth survey performed by the brother of notable San Antonio statesman José Antonio Navarro, this map shows the safest route for ships to reach the defunct Cópamo Port through the island-strewn Aransas Bay. In addition to sounding depths, the map indicates shoals and anchoring spots in the bay and natural features on the land. It also shows roads leading from Cópamo to Mission Refugio and Goliad.

A more polished copy of this map was later acquired by Col. Juan N. Almonte, who included it in his “Secret Report on the Present Situation in Texas, 1834.” The secret report supplied the government with crucial information on political and economic developments in Texas and advice for keeping it under Mexican control.

**General Land Office. Map #145**





*[Surveys in Hopkins and Wood Counties]*

**John M. Henrie**

**1838**

**Manuscript**

This sketch of completed surveys offer a rare glimpse of the extensive raiding and trading trail system developed by American Indians through Texas over several centuries. The Caddo Indians of central Texas and the Louisiana borderlands had maintained trading relationships with indigenous communities as far away as Florida and central Mexico long before the arrival of Europeans in North America.

This sketch shows a section of the Caddo Trail cutting across Hopkins and Wood counties, as well as the Kickapoo Trace along the Sabine River.

**General Land Office. Map #365**



## 02 *Military Expeditions Across Texas*

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Military expeditions have long been crucial sources of information concerning the lands of Texas. Although the Republic laid claim to a vast territory, much of it was neglected, unoccupied, or both, well into the mid-19th century. When the city of Austin was established as the capital of the Republic in 1839, frontier defense became an immediate concern, which the Legislature quickly addressed by calling for the creation of a military road connecting Austin to defensive fortifications.

After annexation exploration intensified as Texas' western frontier expanded. Mounting hostilities with Mexico brought in a large number of federal troops, the movements of which contributed to a better understanding of the frontier, its resources, and its challenges.

Following the Mexican-American War, a series of defensive outposts was installed stretching across central Texas to protect rapidly-growing settlements. The soldiers stationed in these forts continued the practice of charting the area around them.

During the Civil War, the Texas Coast became an area of U.S. concern, and much effort was expended to bring the ports under Union control.

The need to map Texas for military expeditions continued into the 20th century. Today, we take for granted that air travel can quickly and efficiently move troops and supplies across the state. Before this was possible, topographic maps that included precise details and descriptions of roads were a critical resource.



*[Sketch of Col. Cooke's Military Road expedition from Red River to Austin]*

**H.L. Upshur**

**Austin, ca. 1841**

**Manuscript (Reproduction)**

**General Land Office. Map #82272**

In 1840, Colonel William Gordon Cooke and the First Regiment of infantry were tasked under an 1839 law with establishing a road connecting Austin and Fort Inghish (present-day Bonham).<sup>9</sup> The military road was conceived to provide much-needed frontier protection for the new capital and the surrounding area north to the Red River.

Cooke's Military Road expedition overcame nearly disastrous conditions to reach its destination. The threat of starvation due to the loss of their cattle and scarcity of game forced the men to dine on horses, mules, and dogs. Dry conditions caused them to camp several times without water. Difficult terrain slowed the group's progress, and five men were killed in an Indian raid.<sup>10</sup>

Cooke's route, represented by a dashed black line, proceeded from Austin to Waco Village on the Brazos River, then on to the future site of the Cedar Springs post on the Trinity River (present-day Dallas). Aside from a brief supply run east along the Chihuahua Trail toward the Bois d'Arc River, it continued north-by-northwest. The route terminated near Coffee's Station in present-day Grayson County, where Cooke founded Ft. Johnson.<sup>11</sup>

Other markings on the map may suggest proposed alternate routes for roads. On the left side of the bottom sheet, a faint inscription reads "Route recommended by Engineer." More prominently, a red dashed line deviates from Cooke's path at the Brazos River and proceeds north-by-northeast to Beale's Ferry on the Red River.

*Texas and part of Mexico & the United States, showing the route of the first Santa Fe Expedition*

**W. Kemble  
New York, 1844  
Engraving**

**General Land Office.  
Map #94035**



The Santa Fe Expedition was conceived by President Mirabeau Lamar as a plan to direct trade into Texas and bring New Mexican territory under control of the Republic.<sup>12</sup> Led by Brigadier General Hugh McLeod,<sup>13</sup> the expedition departed from Kenney's Fort near Austin on June 19, 1841.

This map traces the route of the Expedition north into the Western Cross Timbers, an unforgiving, hilly terrain,<sup>14</sup> from which it turned west at the Chihuahua Trail, following the Wichita River (mistakenly thought to be the Red River). The expedition, beleaguered by hunger, thirst, and attacks from American Indians, slowly angled northwest. In September, advance scouts reached settlements near Santa Fe, only to be greeted by Mexican troops. The entirety of the Texan force was captured peacefully five days later, thus ending the Santa Fe Expedition. The map details the prisoners' march through numerous Mexican towns en route to Mexico City, where they were held for over eighteen months.

The story of the Santa Fe Expedition was spread among a wide audience thanks to one member, George Wilkins Kendall, founder of the New Orleans *Picayune*. His book, *Narrative of the Texan Santa Fe Expedition*, included two years Kendall spent imprisoned in Mexico. The wide distribution of the book increased exposure to Kemble's map and helped to rekindle interest in Texas.<sup>15</sup>



*Map of Texas and the Countries Adjacent: Compiled in the Bureau of the Corps of Topographical Engineers from the Best Authorities*

**J.J. Abert (Col.), W.H. Emory (1st Lt.), United States War Department  
Washington, D.C., 1844  
Engraving with ink wash additions**

John James Abert and William Hemsley Emory, members of the United States Army's Corps of Topographical Engineers, created this map of Texas for the U.S. State Department in 1844. It was included in documents provided to the Senate by President John Tyler as part of the failed initial process of approving Texas' annexation. This map was so important to the politics of annexation that the Senate ordered six thousand copies of it by the end of 1844.<sup>16</sup> The work of Emory, who had never been to Texas but relied on established authorities to create this map, was foundational in understanding the landscape, topography, and natural resources of the Republic.<sup>17</sup>

With a faint red outline, the map depicts for the first time the full extent of the territorial claim of the Republic of Texas extending north into the Rocky Mountains.<sup>18</sup> It provides detailed renderings of geographic features and names many notable forts, including Ft. Alamo in San Antonio. Numerous roads are noted, including the Old Presidio Road connecting San Antonio and Nacogdoches and exploratory routes into the far northern reaches of Texas' claims.

This map was once owned by General George M. Brooke, which is stamped on the cover. In 1846, two years after the map was published, Brooke was appointed as the commander of the Western Division of the United States Army—the territory of the United States west of the Mississippi River. Later, Brooke helped develop a chain of forts across central Texas, from Fort Worth to the south, shortly after Texas joined the United States to protect the frontier. During the Mexican War, Brooke was responsible for supplying reinforcements to the field armies of generals Zachary Taylor and Winfield Scott in Mexico. He also presided over the court-martial of Lt. Col. John Charles Frémont.

**Frank & Carol Holcomb Collection. Map #93867**



*Map showing the Line of March of the Centre Division, Army of Mexico, under the Command of Brig. Gen. John R. Wool, from San Antonio de Bexar, Texas to Saltillo, Mexico*

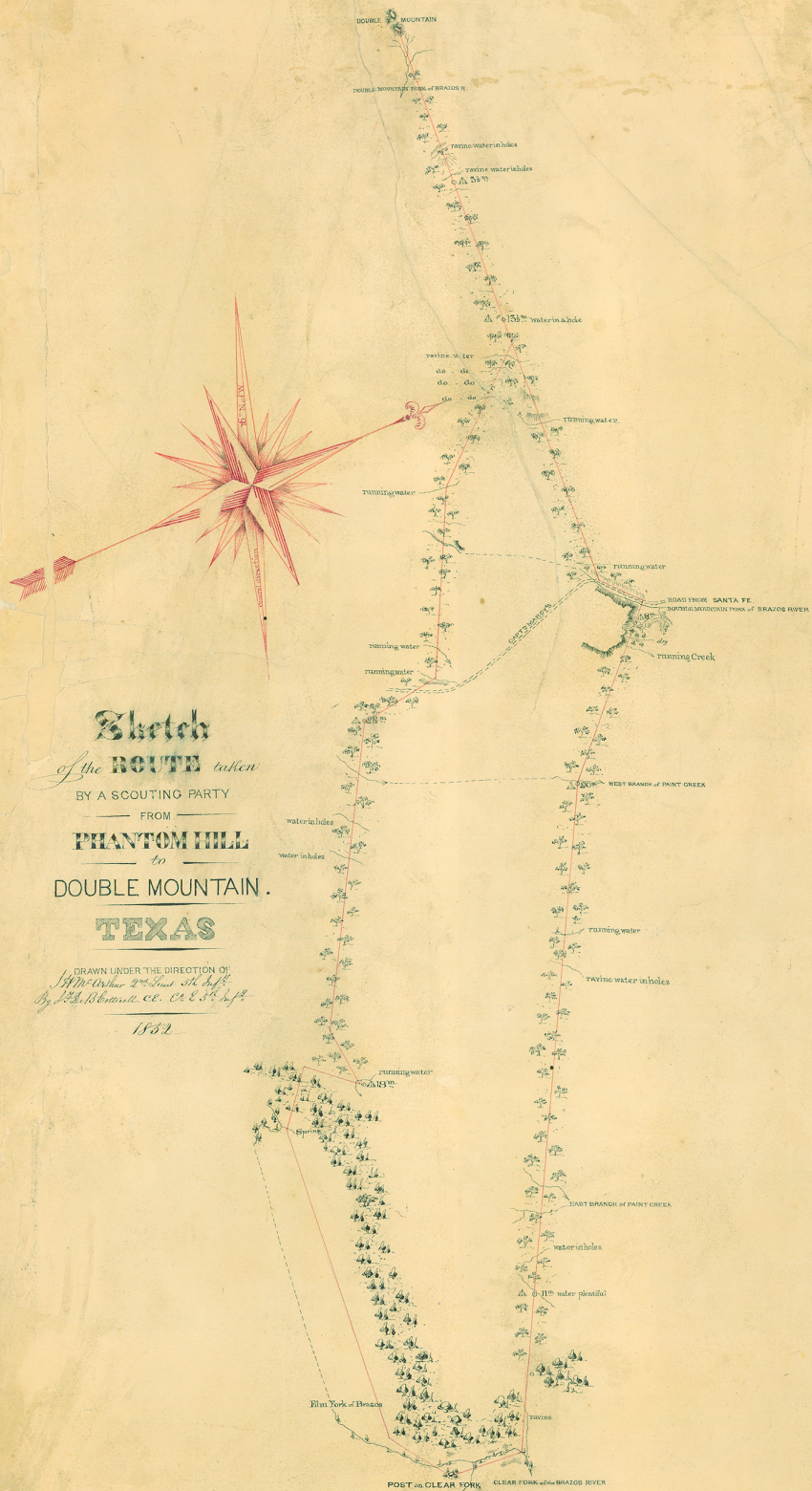
**George W. Hughes (Capt.), L. Sitgreaves (Lieut.), W.B. Franklin (Lieut.), Top. Eng.s [U.S. Army]  
Washington, D.C., 1846  
Lithograph**

Brigadier General John Ellis Wool established Camp Crockett at San Antonio in July of 1846 as a base for approximately 3,400 American soldiers under his command during the Mexican-American War.<sup>19</sup> His Center Division was ordered to invade Chihuahua. Instead, it was diverted east to assemble with General Zachary Taylor's forces to attack Saltillo.

This map details the movements of Wool's Center Division as it marched 900 miles from San Antonio to Saltillo. Wool crossed the Rio Grande near Presidio del Rio Grande and progressed southwest toward Santa Rosa, before heading south to Monclova. From there, he continued to Monterrey and, finally, Saltillo, where the combination of Wool and Taylor's forces, though outnumbered, defeated the army of Antonio López de Santa Anna.

For his service, Wool was promoted to Major General and, years later, the United States Congress officially thanked him and presented him with a ceremonial sword.

**General Land Office. Map #94074**

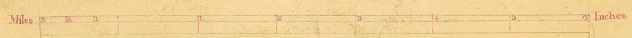


**Sketch**  
*of the* **ROUTE** *taken*  
 BY A SCOUTING PARTY  
 FROM  
**PHANTOM HILL**  
*to*  
**DOUBLE MOUNTAIN.**  
**TEXAS**

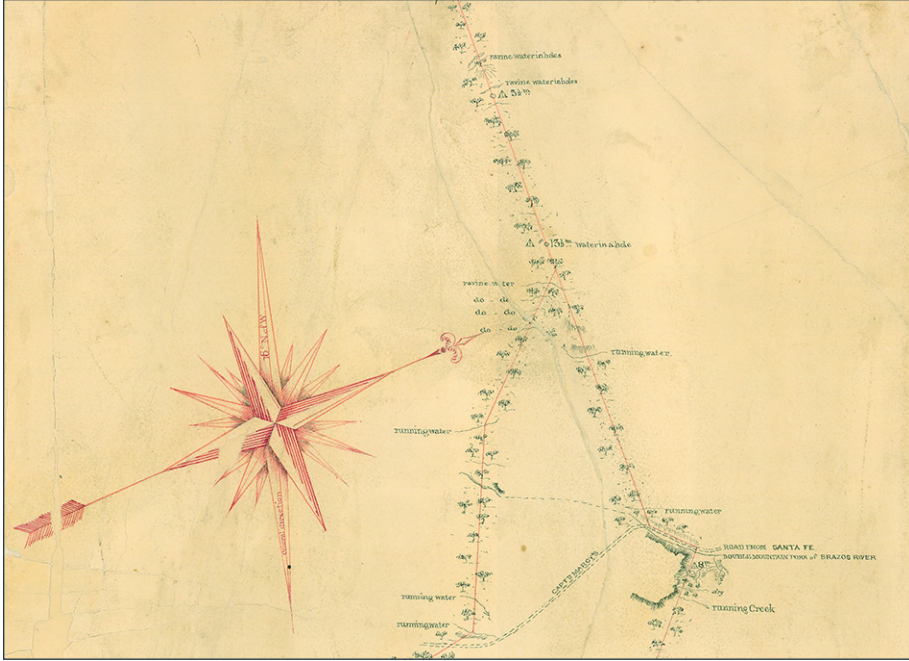
DRAWN UNDER THE DIRECTION OF  
*Wm. Walter 2nd Lt. U.S.A.*  
*By J. B. Williams, et. al. 1852.*  
 1852

Distance going 54 1/2  
 ditto return 61 1/2  
 distance from last Camp to Mountains 7 1/2

*Scale 3 Miles to an Inch.*



K-7-12



*Sketch of the route taken by a scouting party from Phantom Hill to Double Mountain, Texas*

**J. F. de B. Cotterell, C.E., Co. "E" 5th Infantry, J. H. McArthur, 2nd Lieut., 5th Infantry  
[Phantom Hill], 1852  
Manuscript**

As the western frontier of Texas expanded in the middle of the 19th century, a line of forts was established to provide for the defense of settlers and those passing through Texas en route to the California gold rush. Fort Phantom Hill, labeled on this map as "Post on Clear Fork" (of the Brazos River) was one such installation, established in present-day Jones County by Lt. Col. John J. Abercrombie and the Fifth Infantry on November 14, 1851.<sup>20</sup>

The map traces the route of a scouting party dispatched to Double Mountain, located northwest of Ft. Phantom Hill, in present-day Stonewall County.<sup>21</sup> Water and timber, critical to the survival of the fort, are identified along the scouts' path, which covered 119 miles. The map includes a portion of Captain Randolph B. Marcy's trail connecting Fort Smith and Santa Fe, which was important to commerce and hunting in the area.<sup>22</sup>

Adopted by Michael and Joan Kilpatrick. Conservation funded in 2006 by Friends of the Texas General Land Office.

**General Land Office. Map #2006**





*Map exhibiting the lines of march passed over by the troops of the United States during the year ending June 30th, 1858 prepared by order of the Hon. J.B. Floyd, Sec. War*

**Hon. J.B. Floyd, Sec. War., War Depart.**

**Washington D.C., 1858**

**Lithograph**

Drawn without state boundary lines, this 1858 map of the United States, Mexico, and Central America details the extensive movements of the U.S. Army both within its own borders and throughout the region. Most involve overland or river travel; however, there are extensive naval voyages originating in San Francisco and New York City, with destinations including Cuba and Panama.

In Texas, over thirty forts, camps, and cities are named. Much of the Army's movements are concentrated in the center of the state, where a newly established line of forts ran from the Rio Grande to the Red River to provide frontier defense. There was little activity in sparsely populated West Texas, and none east of Austin, where the residents did not face the same threats as their counterparts on the frontier. Fort Mason, in present-day Mason County, was the home of the 2nd United States Cavalry and a hub of activity, with numerous movements originating in or passing through the installation.<sup>23</sup>

**General Land Office. Map #94079**



*Texas Coast Showing Points of Occupation of Expedition Under Major General N. P. Banks, November 1863*

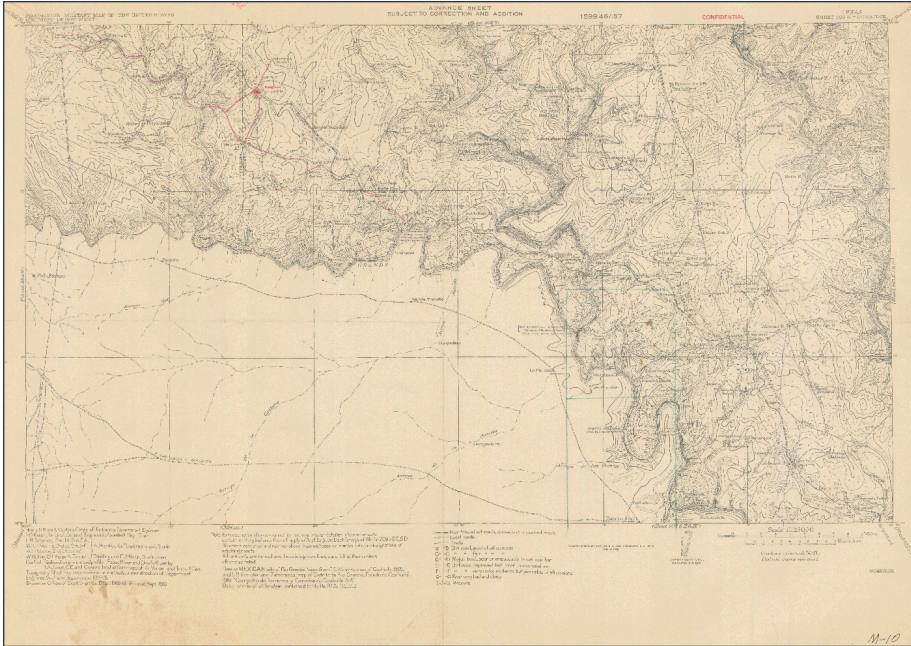
**War Department, Office of Quartermaster General  
1863  
Color print (Reproduction)**

This map represents a particularly contentious episode in the Union Army's efforts to secure Southern ports during the Civil War. Fear of aid from the French imperialist government in Mexico to Confederates in Texas, as well as the desire to cut off the army's valuable supply routes along the Gulf Coast, drove President Lincoln to send an expedition led by Major General Nathaniel P. Banks.<sup>24</sup>

In late October 1863, Banks landed a detachment of Union troops at the mouth of the Rio Grande and moved north, successfully taking the south Texas coastal ports. These sites are marked by American flags. Banks took notes regarding the depth of potential landing sites during the winter of 1863—the Brazos in particular rose three and a half feet. Several mishaps involving the Union naval fleet, noted on the map, inhibited the desired total occupation of the coast.

Banks intended to march as far west as San Antonio and marked potential routes in red, but refusal of the military powers in Washington to send more troops left him lacking the manpower and confidence needed to hold the city. This expedition led to his involvement in the failed Red River Campaign shortly afterward, which attempted to wrest control of Shreveport, Louisiana from rebel forces and secure the rest of the Gulf Coast for the Union.<sup>25</sup>

**National Archives and Records Administration, #305823; GLO #88593**



*Progressive Military Map of the United States, Southern Department, Sheet 403N, Comstock*

**U.S. Army, Dept. of Engineers, Southern Dept.  
Washington D.C., 1916, 1929  
Lithograph**

Starting in 1894 and continuing until 1945, the U.S. Army Corps of Engineers drafted a set of topographic maps of the United States as a resource for efficient troop movement across the country.<sup>26</sup> The maps are arranged in a grid system first proposed by William Bowie, Major of Engineers in the U.S. Army and Chief of the Division of Geodesy.<sup>27</sup>

This sheet focuses with intricate detail on a stretch of Texas land in Terrell and Val Verde counties along the northern bank of the Rio Grande. Topographic features, including rivers, creeks, and canyons, are mapped extensively. Railroad and road systems are illustrated, with roads evaluated based on their composition and travel-worthiness in various seasons and conditions. A hand-drawn red line traces part of a road labeled “Bullis Trail,” with a detour to Pumpville, so named for its function as a pumping station to supply water for steam locomotives on the Galveston, Harrisburg and San Antonio Railroad.<sup>28</sup>

**Twichell Survey Records, General Land Office. Map #92062**



## 03 *Immigration and Colonization of Texas*

The ambition of the newly independent Mexican government led to the most successful colonization movement in Texas history, spearheaded by Stephen F. Austin in the 1820s and 1830s. Several colonization attempts coincided with Austin's efforts, and others followed after Texas independence. Some were successful, while others failed.

During the 1840s, following Austin's example, the Republic of Texas established laws empowering the President to negotiate contracts with private individuals and companies to promote immigration. Several of those contracts were made with foreign entities interested in bringing Europeans to Texas. The goals of this initiative included building a buffer between Indians and Texan population centers, building an infrastructure, and developing a tax base in order to get out of debt.

There were four major colonization contracts negotiated by the Republic of Texas: Peter's Colony and Mercer's Colony in North Texas; Castro's Colony, west of San Antonio; and the Fisher-Miller Colony, in Central Texas northwest of Fredericksburg.

Though none of the colonies were as successful as Austin's original efforts, they did succeed in introducing tens of thousands of new settlers to Texas.





*Map of Texas with Parts of the Adjoining States*

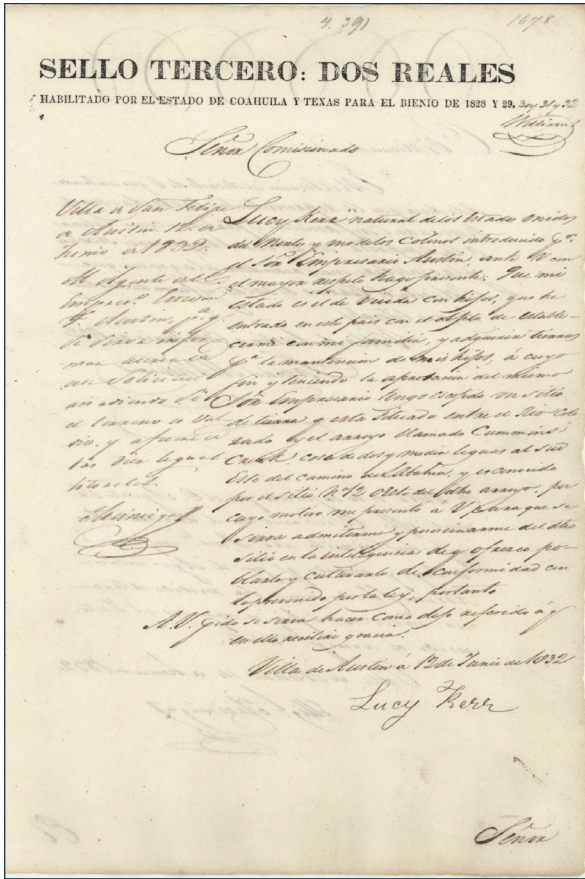
**Stephen F. Austin**  
**Philadelphia, 1830**  
**Engraving**

Widely considered to be the definitive depiction of early Texas, Austin's map served as the cartographical foundation of the region for almost two decades. Published by premier cartographer H.S. Tanner of Philadelphia, the highly detailed and accurate map was the first of the region to be commercially produced in the U.S. Its stated purpose was to provide the Mexican government with a precise depiction of its territory. In the United States, however, this map would be used to promote immigration to Texas, specifically to Austin's Colony. Earlier maps of the region were inaccurate, causing serious problems such as overlapping colony boundaries. To compile an accurate map, Austin hired surveyors, charted the coast, and acquired boundary surveys compiled by General Mier y Terán on behalf of the Mexican government.

The map was re-issued many times by Tanner. Later versions are referred to as "General Austin's Map of Texas," in deference to the map's creator. The last re-issue was in 1848 – eighteen years after Austin's first compilation. While all of Austin's maps of Texas are highly prized, this is considered the most important printed map of Texas because of its influence on the cartography of the state and impact on immigration and colonization in Texas.

This particular map belonged to Hugh and Lucy Kerr who obtained a land grant from Stephen F. Austin in 1831 northwest of present-day Burton. Hugh made small notations on this map to show where they acquired land and to emphasize other locations such as the Battleground at San Jacinto in 1836 and the city of Austin in 1839.

**Frank & Carol Holcomb Collection. Map #94440**



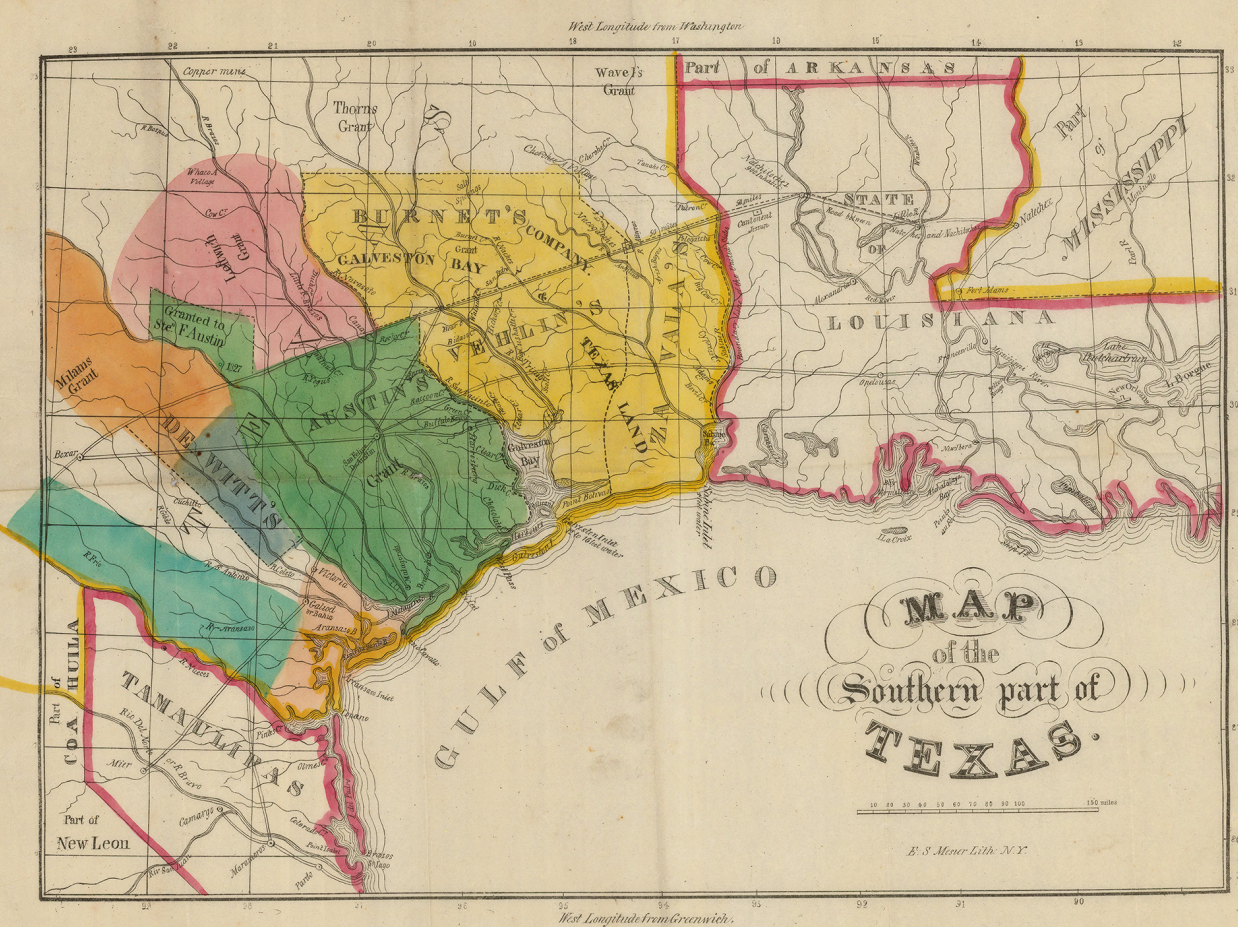
*Lucy Kerr's Petition for Land  
in Austin's Colony*

**San Felipe de Austin, 1832  
Manuscript on Stamped  
Paper**

This document shows that Lucy Kerr, wife of Hugh Kerr, solicited and received a land grant in Austin's Colony between the Colorado River and Cummins Creek in June 1832. Kerr describes herself as a native of the United States and a widow with children who is seeking land as a way to provide for them. Colony land commissioner Miguel Arciniega passed the petition to Austin's agent, Samuel May Williams, for confirmation that Kerr was indeed one of his colonists, which Williams promptly supplied. Surveyor Horatio Chriesman then performed the survey of the tract of one league of land (4,428.4 acres), which is found in present-day Fayette County.

Lucy was the sister of Alexander Thomson, a partner of Sterling Robertson who invested \$20,000 in Robertson's Colony. When the family arrived at Harrisburg on April 21, 1831 they intended to settle in Robertson's Colony. But the Law of April 6, 1830, which prohibited immigration from the United States, prevented their settlement. Austin had secured an exemption for his colony and Green DeWitt's, so Hugh and Lucy settled in Austin's Colony, close to present-day Union Hill. After her husband's death, Lucy petitioned for and received this land grant near present-day Fayetteville.

**General Land Office, Records of the Spanish Collection Box 12, Folder 15**



### *Map of the Southern Part of Texas*

**E.S. Mesier**

**New York, [ca 1831]**

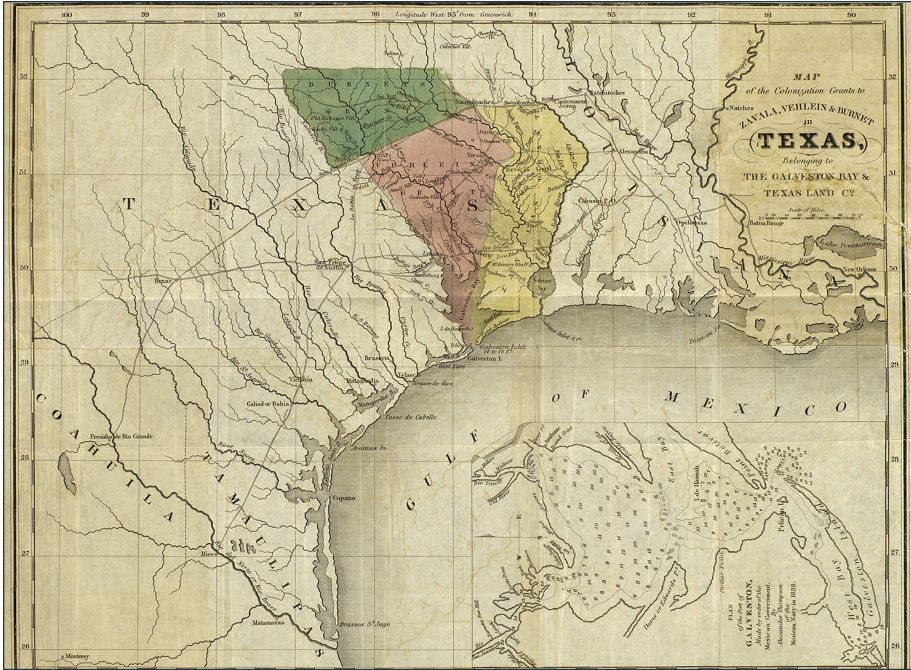
**Lithograph**

Mesier's *Map of the Southern Part of Texas* is believed to be the second oldest American printed map of Texas, after Stephen F. Austin's *Map of Texas with Parts of the Adjoining States*. The map was issued in New York to promote colonization via the Galveston Bay & Texas Land Company, which was formed in 1830.

The Galveston Bay & Texas Land Company was formed in 1830 by combining the contracts of David Burnet, Lorenzo de Zavala, and Joseph Vehlein, after the three empresarios had encountered difficulties in starting their colonies. Each empresario's colony is identified on the map in yellow, stretching from the Louisiana border to the eastern boundary of Austin's Colony at the San Jacinto River. The company was organized with agents, land counselors, surveyors, and salesmen; it did not own land itself but sold scrip that purported to allow the settlers simply to move into the area allotted to the three empresarios. Settlers, however, could have moved into the area without the aid of the scrip.

**Frank & Carol Holcomb Collection. Map #94442**





*Map of the Colonization Grants to Zavala, Vehlein & Burnet in Texas, belonging to the Galveston Bay & Texas Land Co.*

**S. Stiles & Co.  
New York, 1835**

**Engraving with added color**

32

Appearing in David Woodman's *Guide to Texas Emigrants*, the first Texas guide printed in English, this map was created to encourage immigration to East Texas, between the San Jacinto and Sabine Rivers, within the Galveston Bay & Texas Land Company.<sup>29</sup>

Immigrants were enticed by this map, and the accompanying guide with such descriptive prose as, "*The difference between the condition of the farmers in New England and Texas may be summed up in a few words. Here [New England], the owner is at work for the support of his beasts the whole year round; and there [Texas], the cattle are at work the whole time for the profit of the owner.*"<sup>30</sup>

The company sold scrip in New York that was almost worthless in Texas, as settlers still had to complete all the normal requirements of any other immigrant in order to obtain title. While the buyers of this worthless scrip wasted their investment, the company itself made a huge profit.<sup>31</sup>

To assist ocean-going vessels that may sail through Galveston Bay, a soundings chart made by the Mexican Navy in 1828 appears in the lower right corner of the sheet.

**Frank & Carol Holcomb Collection. Map #93851**



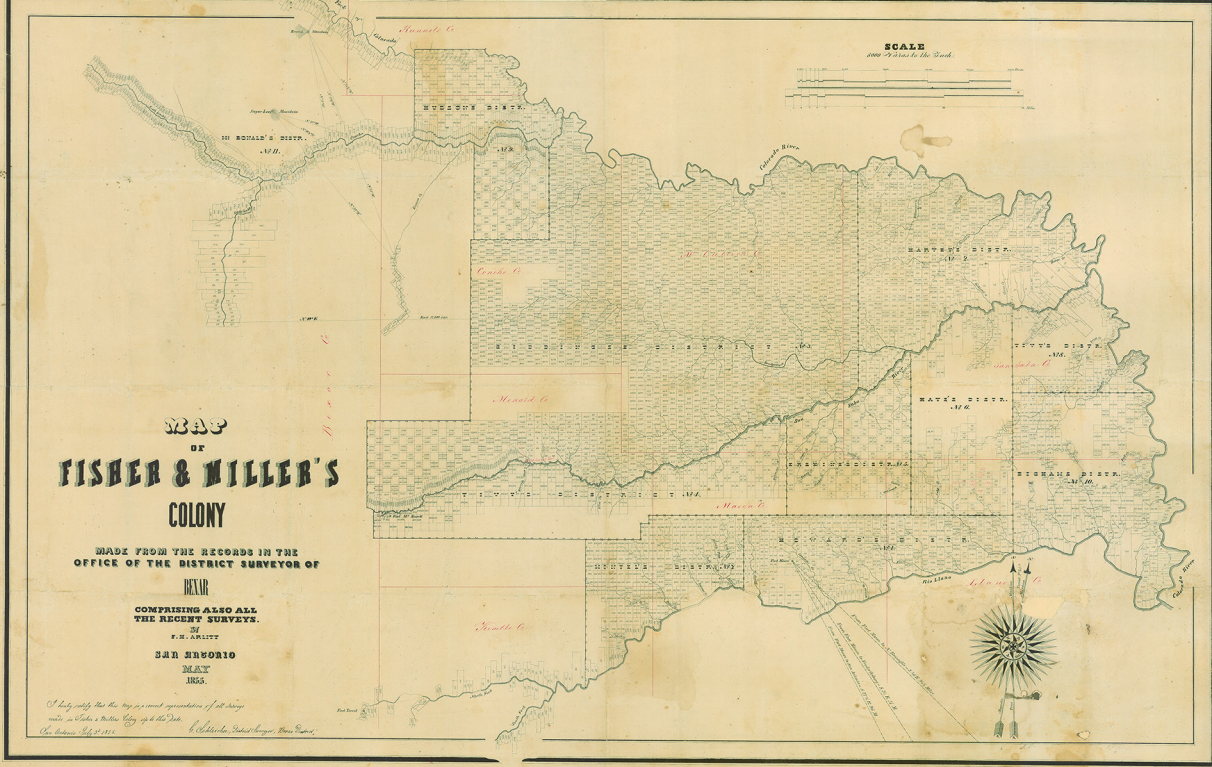
*Karte von Texas entworfen nach den Vermessungen welche in den Acten der General-Land-Office der Republik*

**Baron von Ehrenkreutz**  
**Coblenz, [1846]**  
**Lithograph**

This map of Texas, published in Coblenz (now Koblenz), Germany in 1846, was included in a German emigrants' guidebook to help facilitate their transition to Texas. Colorful borders define the counties. A key on the lower-left portion of the sheet locates various minerals, including gold and silver. Additionally, Indian villages, missions, forts, the Alamo, land grants, and various geographical features are identified. There are five major roads connecting San Antonio to Mexico, Bastrop, Gonzales, Seguin, Goliad, and beyond.

A line traces the path of many Germans who arrived at Galveston, made their way to Indianola, and proceeded towards several German-friendly communities like Fredericksburg and New Braunfels. There is a proposed railroad between Clarksville (Red River Colony) and Milam, near present-day Waco.<sup>32</sup>

**Frank & Carol Holcomb Collection. Map #94118**



**MAP  
OF  
FISHER & MILLER'S  
COLONY**

MADE FROM THE RECORDS IN THE  
OFFICE OF THE DISTRICT SURVEYOR OF

**BEXAR**  
COMPRISING ALSO ALL  
THE RECENT SURVEYS.  
BY  
**F. H. ARLITT**  
**SAN ANTONIO**  
**MAY**  
**1855.**

*I hereby certify that this map is a correct representation of all things  
shown in Fisher & Miller's Colony of the State of Texas.  
San Antonio, May 21st 1855.*

U. STATES OF AMERICA. }  
STATE OF TEXAS. } KNOW ALL MEN BY THESE PRESENTS:--  
COUNTY OF COMAL.

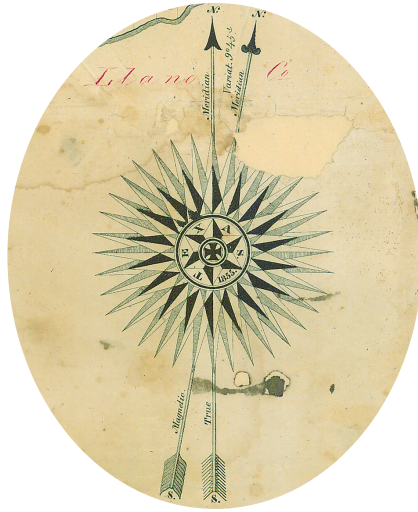
That *Jacob Kuechler* one of the emigrants introduced as a colonist under a certain contract of colonization entered upon between the Government of the Republic of Texas and Henry B. Fisher and B. Miller, bearing date the 1st day of September, A. D. 1843, and by the later assign and transferred to the German Emigration and Railroad Company, do by these presents acknowledge and declare, that I arrived in Texas on board the *St Paul*:  
*from Hamburg* at the port of *Galveston* on the *fourth*  
day of *July* A. D. 1847 and that by virtue of said colonization contract, I am *being a single man over the age of 21 years* entitled to a conditional grant of *Three hundred and twenty* acres of land. Now be it known, that I the said *do* by these presents accept the same upon the terms and conditions in the said colonization contract set forth and contained, and I do for myself, my heirs and administrators, in consideration of the trouble and expenses of the said Company, had for transportation and otherwise, also in consideration of One Dollar to me in hand paid by the said Company, the receipt whereof I do hereby acknowledge, and in pursuance of the permission granted to me in the said colonization contract, by these presents release, assign and set over unto the said German Emigration and Railroad Company, the one-half of the said *being* *acres* of land, together with all my rights, claim and interest, of, in and out of the same, in fee simple. In witness whereof, I have herunto set my hand and seal by way of seal, this *the seventh* day of *September* A. D. 1847

*Jacob Kuechler*

*H. Seale*

Map of Fisher and Miller's Colony made from the records in the Office of the District Surveyor of Bexar comprising also all the recent surveys; Fisher Miller Colony Transfer Certificate 000500, Jacob Kuechler, September 7, 1847

F.H. Arlitt  
San Antonio, 1855  
Engraving; Manuscript on Printed Form



This map illustrates lands that constituted Henry Francis Fisher and Burchard Miller's colony, established in 1842, with the goal of settling 1,000 immigrant families of German descent, as well as other European nationalities. The grant included more than three million acres between the Llano and Colorado Rivers.<sup>33</sup> Each section on the map is numbered to correspond to a different grantee.

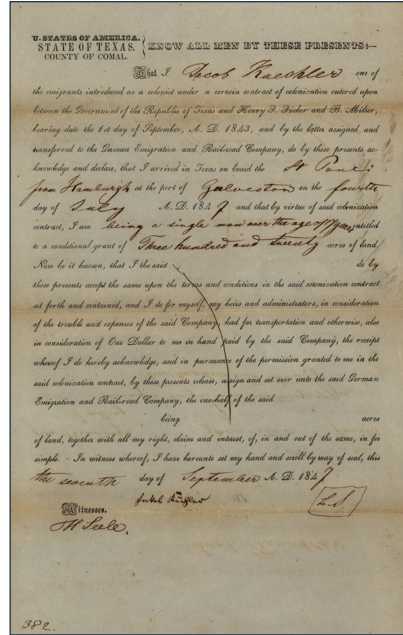
By 1845, Fisher and Miller sold their rights to the *Adelsverein* (the Society for the Protection of German Immigrants in Texas). Although the colony itself was not successful, the German colonization movement to Texas was extremely effective, as thousands of Germans immigrated.

The map shows several natural features, two forts—Mason and McKavett—and a manuscript notation of an old Spanish fort, a reference to Presidio San Sabá, originally known as Presidio San Luis de las Amarillas.<sup>34</sup> From Fort Mason there are three bearing and distance lines to New Braunfels, Fredericksburg, and San Antonio. The map also includes a unique compass rose in the lower right, containing a six-pointed star for Texas, resembling the Star of David, which is normally associated with Judaism. Texas is usually represented by a five-pointed star. Additionally, an Iron Cross is shown at the center of the star, a symbol that was associated with Prussia or Germany long before it became associated with Nazism.<sup>35</sup>

Included is a Fisher-Miller Colony Transfer Certificate, which guaranteed Jacob Kuechler 320 acres within the colony. Kuechler was a notable early German-Texan who arrived from Hamburg to Galveston at the age of 17 on July 4, 1847. He had a distinguished career in Texas as a surveyor, Union officer, and Commissioner of the General Land Office.

Map donated to the GLO by Anne and Jack Jones and Kristy Bragg Staats, descendants of D. C. Cowan. Conservation funded in 2006 by Friends of the Texas General Land Office.

**General Land Office. Map #82026. Fisher Miller Transfer Certificate 000500**



Map of Castro's Colony - Bexar District; Certificate #261 for 320 Acres

### J. Kitian Potschiusky, Draftsman, and F.L. McDonald, Surveyor San Antonio, 1851

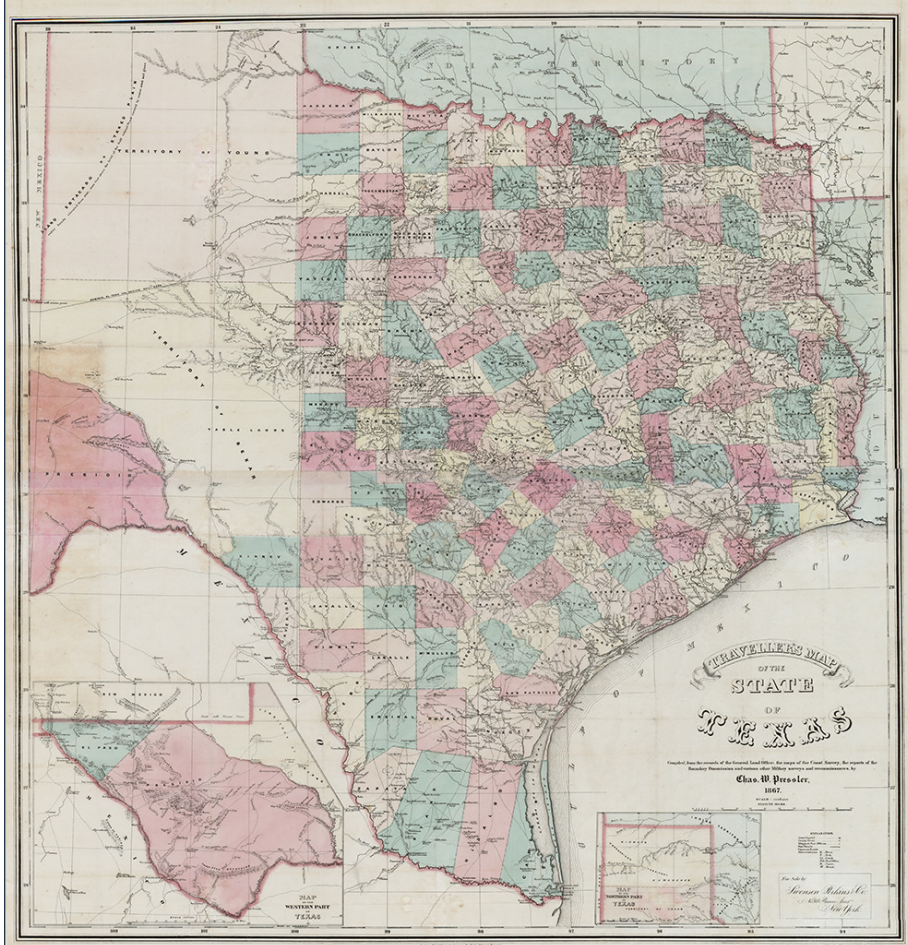
#### Manuscript map with colored inks added; printed land certificate with manuscript additions

This sparse manuscript map of Castro's Colony highlights land that had been granted to colonists, and conversely, land that was still available for future settlers. A notation under the title block reads "Open for any locations after Oct. 1st 1851." Several roads are identified, including the Presidio, the Old Presidio, Old Pita, Fort Merrill, and many smaller routes. A faint road from Castroville to San Antonio is indicated crossing the Medina River.

Castro's Colony was established on February 15, 1842 by Henri Castro, an empresario of the Republic of Texas. He recruited 2,134 colonists from France, particularly from Alsace, during the colony's first year. The colony suffered from Indian raids, cholera, and the drought of 1848, but the population increased sufficiently for the formation of Medina County.

Included with the map is Theodore Gentilz's certificate for 320 acres, the amount of land due to a single man over age 17. The famous German painter located his land in the lower portion of the colony between Frio and Atascosa counties. An orange ink stain on the map marks its approximate location, section 147.

#### General Land Office. Map #1962. Bex-3-001001



*Traveller's Map of the State of Texas*

**Charles W. Pressler**

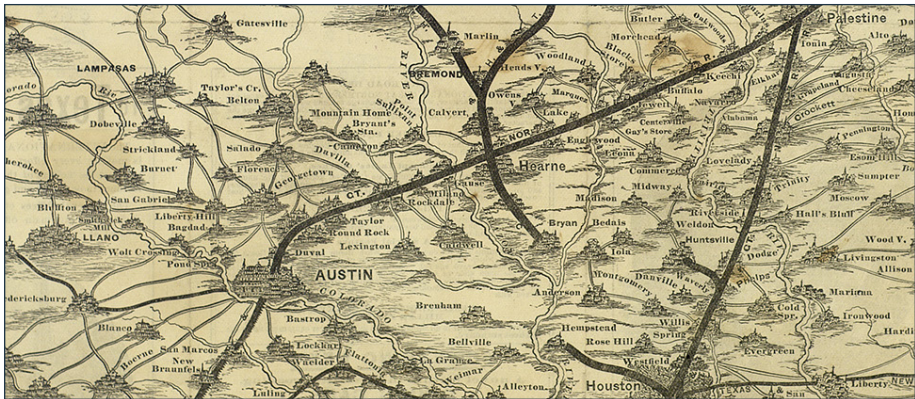
**New York, 1867**

**Photo-Lithograph**

Charles W. Pressler was one of the preeminent Texas mapmakers of the 19th century, and a stalwart of the General Land Office drafting department for almost fifty years (1850-1899). This map is one of his finest, because it benefitted from the incorporation of the most recent information available. Sources included the archival files of the General Land Office, coastal surveys, and reports of the Boundary Commission, as well as various military surveys.<sup>36</sup> Pressler's maps can be regarded as the first truly accurate maps of the state, particularly west Texas, where errors and guesswork were common.<sup>37</sup>

Pressler arrived in Texas as part of the Adelsverein (the Society for the Protection of German Immigrants in Texas), so he was aware of the needs of new arrivals to the state. Through his mapping, he provided aid by making travel literature and comprehensive maps available.<sup>38</sup> The distributor of the map marked in the lower right, Swenson Perkins & Co., was the firm of prominent Swedish Texan Swante Magnus (S. M.) Swenson, who fled Texas during the Civil War, eventually settling and later dying in New York City.<sup>39</sup>

**Frank & Carol Holcomb Collection. Map #93906**



*Colonists' and Emigrants' Route to Texas*

**Rand McNally & Co.**

**Chicago, 1878**

**Cerograph (wax-engraving)**

Created to promote immigration via the International & Great Northern Railroad, this map shows rail lines connecting the rest of the United States to Texas. Illustrations of buildings in varying sizes indicate the relative population of each town. Reminiscent of classical European villages, this imagery suggests the possibility of immigrants recreating their familiar culture in Texas. Galveston, the largest city in Texas at the time, is linked to New York and Liverpool by steam ship routes, while other major cities are connected by rail lines. The artist exaggerated the size of Palestine, home of the International & Great Northern Railroad Company.

**General Land Office. Map #94033**



## 04 *Building & Connecting Texas: The Railroad*

Railroads were the iron-and-steel backbone of American industry during the second half of the 19th century. Their arrival helped settle and connect the rural frontier, encouraged immigration, connected Texas to the rest of the United States, and made agricultural and industrial products available more quickly.

The extensive railroad network in Texas was initially planned as early as 1837. It did not come to fruition until the 1850s, with the start of a generous land-for-rail policy that lasted through the 1880s. In 1854, the state began providing sixteen 640-acre sections of land per mile of completed rail, with alternate and equal sections dedicated to public education.

Prior to the Civil War, railroad construction struggled to take hold. During the war, railroads became a secondary concern, which resulted in near-stagnant growth, and, in some cases, regression, for the Lone Star State's transportation network. After the war, railroads flourished.

By 1882, there were approximately 6,000 miles of track, with 2,765 miles constructed between 1880-1882.<sup>40</sup> In 1883 there was a steep drop off in railroad construction, with only 189 miles of rail completed.<sup>41</sup> The total cost of bringing railroads to Texas during this period was over 32 million acres. Railroads continued to benefit the Texas economy well into the 20th century.





12

**Map**  
 OF THE  
 REPUBLIC  
 of  
**TEXAS**

Showing its division into Counties  
 and latest improvements to

1837

Compiled & Published by  
 A. A. Phelps & Son, New York



*Map of the Republic of Texas shewing [sic] its division into Counties and Latest Improvements to 1837*

**H. Groves**  
**New Orleans, 1837**  
**Lithograph with ink and colored wash additions**

This is considered the first printed map showing the counties of the Republic, and it is the earliest to show projected railroads in Texas. The map first appeared as part of a promotional publication entitled *City of Galveston, on Galveston Island, in Texas*.

The map shows three proposed rail lines, imagining Houston as an early rail hub. Railroads are projected from Houston to Washington-on-the-Brazos and to Richmond. A northern rail line is proposed from the three forks of the Trinity River, near where Dallas was eventually founded, to Jonesboro, on the present-day Oklahoma border.

The inclusion of the suggested rail lines in 1837 indicates the prospective growth of this new nation, though it would be more than a decade before any railroads came to Texas.

**General Land Office. Map #476**

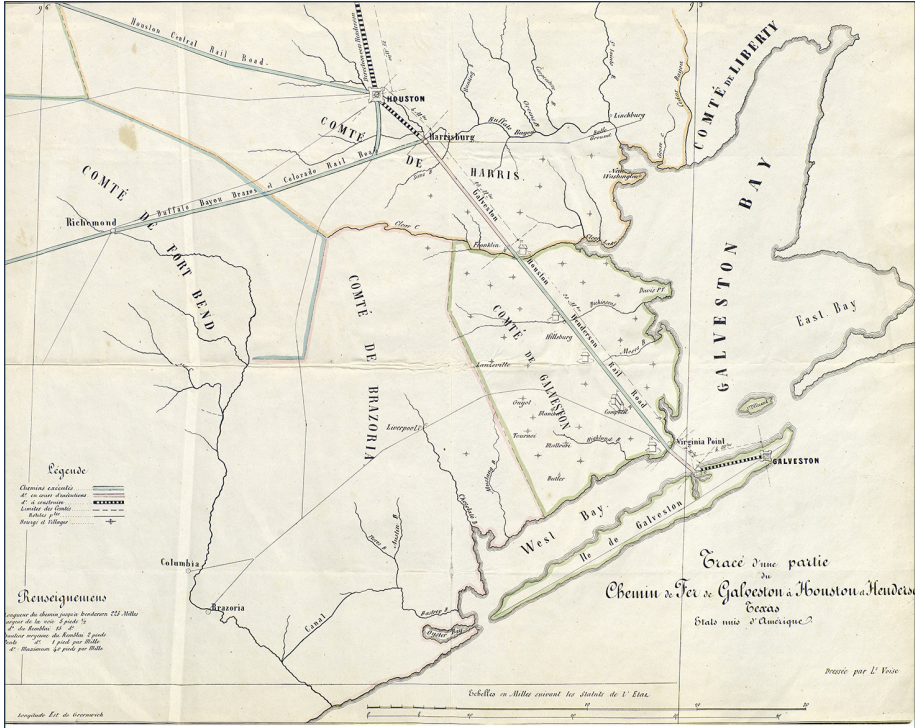


*Disturnell's New Map of the United States and Canada; showing all the canals, railroads, telegraph lines and principal stage routes*

**J. Disturnell**  
**New York, 1853**  
**Engraving**

This map of the eastern United States, including Texas, features major cities and towns, canals, roads, telegraph lines, railroads, and unfinished railroads. The map was drawn by the official topographer of the United States Post Office Department, Henry A. Burr, brother of David Burr, another well-known mapmaker of the 19th century. Chicago, pictured here at the center of two blue concentric circles indicating relative travel times to Cleveland and New York, was the main hub for rail transportation linking the east and west. The increasing number of options for travel, as well as their speed and scheduled regularity, transformed the way news, information, people, and goods moved around the U.S. The U.S. Post Office had an obvious interest in railroad development across the country.

The proposed rail lines to the Pacific Ocean included a major route passing through Jefferson, Henderson, Waco, Brazos Falls, and then moving into New Mexico, notably bypassing El Paso. This proposed route splits the difference between the two actual Texas routes that reached the Pacific in the 1880s. The more southern route, known as the "Sunset Route" passed through Houston and San Antonio in 1883, while the northern route, the Texas and Pacific, passed through Dallas and Fort Worth before continuing west through El Paso and beyond. Additionally, the map features many pencil notations marking specific coordinates of various cities around the country.



*Trace d'une partie Chemin de Fer de Galveston à Houston et Henderson, Texas, Etats unis d'Amérique*

**Ls. Voise**

**Paris, 1857**

**Lithograph with color wash additions**

Voise's map is possibly the first depiction of all the completed railroads in Texas prior to the Civil War. This map shows the completed lines in blue. Pink sections indicate rail lines under construction. The black and white lines are proposed railways that would connect Houston north to Henderson, and south through Harrisburg to the port at Galveston.

Beginning in 1853-1854, the Galveston, Houston & Henderson Railroad raised money in London and Paris to finance development of the line. The intended audiences of this map were English, Dutch, and French investors.

The route reached Galveston in 1860 and remained active among blockade runners during the Civil War. The tracks and Galveston Bay Bridge were used by General John B. Magruder in his recapture of the island on January 1, 1863.

**Frank & Carol Holcomb Collection. Map #93905**



*Map of the Territory of the United States from the Mississippi to the Pacific Ocean*

**U.S. Pacific Railroad Survey**  
**Washington, D.C., War Dept., 1857**  
**Lithograph**

Over fifty years of exploration contributed to this map, which was the most comprehensive and accurate representation of the western United States at the time.

The California gold rush created a need for reliable mapping of the West by the U.S. government to identify future intercontinental routes to the Pacific. Information from a variety of reputable sources was compiled by Lieutenant G.K. Warren of the Corps of Topographical Engineers, under the direction of Secretary of War Jefferson Davis, to produce the map. It was regularly updated with new information from expedition reports throughout the 1850s and 1860s.

In addition to detailed topographical features, the map's depiction of Texas includes major roads and military posts throughout the state. It also shows developing railroad routes, although many of these were severely altered or destroyed during the Civil War.

**General Land Office. Map #94276**

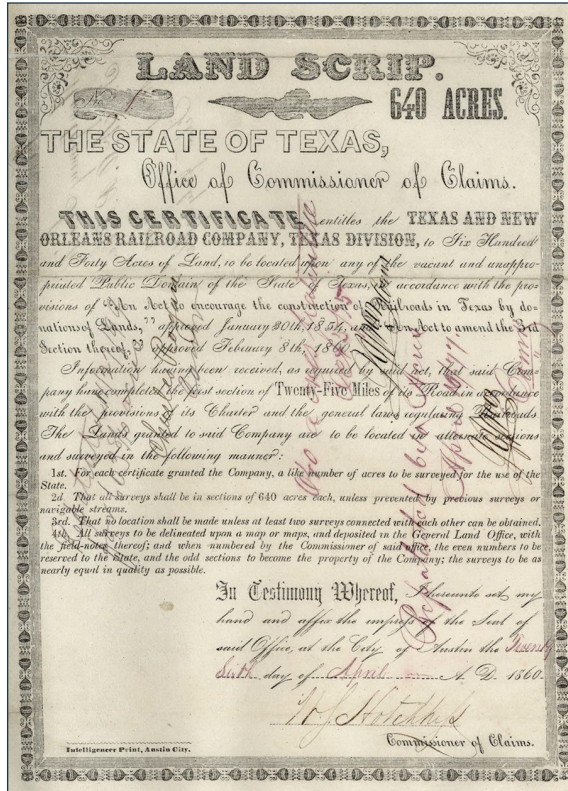


*Map of Texas and New Orleans R.R. or Sabine and Galveston Bay Rail Road; Scrip Certificate #1 for 640 Acres for the Texas and New Orleans Railroad Company, Texas Division*

**George K. Otis, Secretary, Texas and New Orleans Railroad**

**September 26, 1859**

**Manuscript tracing with ink and colored wash additions; printed certificate with manuscript additions (Reproduction)**



The promoters of the Texas and New Orleans Railroad, chartered in 1856, dreamt of connecting Houston to New Orleans. By 1861, the railroad had constructed 81 miles between Beaumont and Houston. It took another nineteen years for the line to be completed to New Orleans.

During the Civil War, the railroad was used extensively as a Confederate supply line, requiring the protection of approximately 1,000 soldiers. The completion of a line between New Orleans and Texas was a high priority for the Confederate government. The capture of New Orleans, however, ended all attempts to build across Louisiana.

Included is Scrip Certificate #1 for the Texas and New Orleans Railroad Company, Texas Division, allowing the company to locate 640 acres upon any of the vacant and unappropriated public domain in return for having completed the first twenty-five miles of rail.

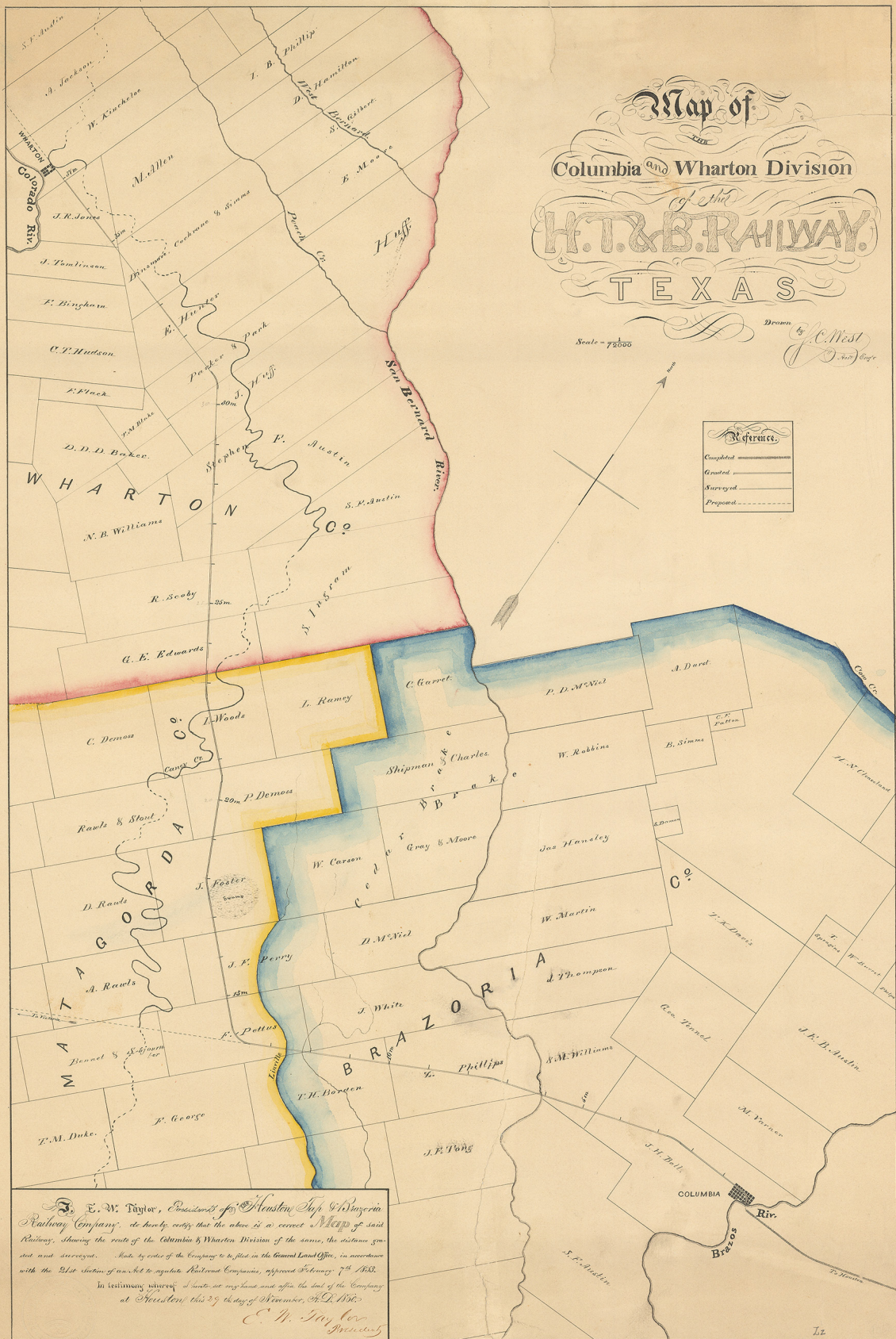
**General Land Office. Map #64091. Montgomery Scrip 000086**

# Map of Columbia and Wharton Division of the H.T. & B. RAILWAY TEXAS

Scale - 75000

Drawn by J. C. West  
J. C. West Eng.

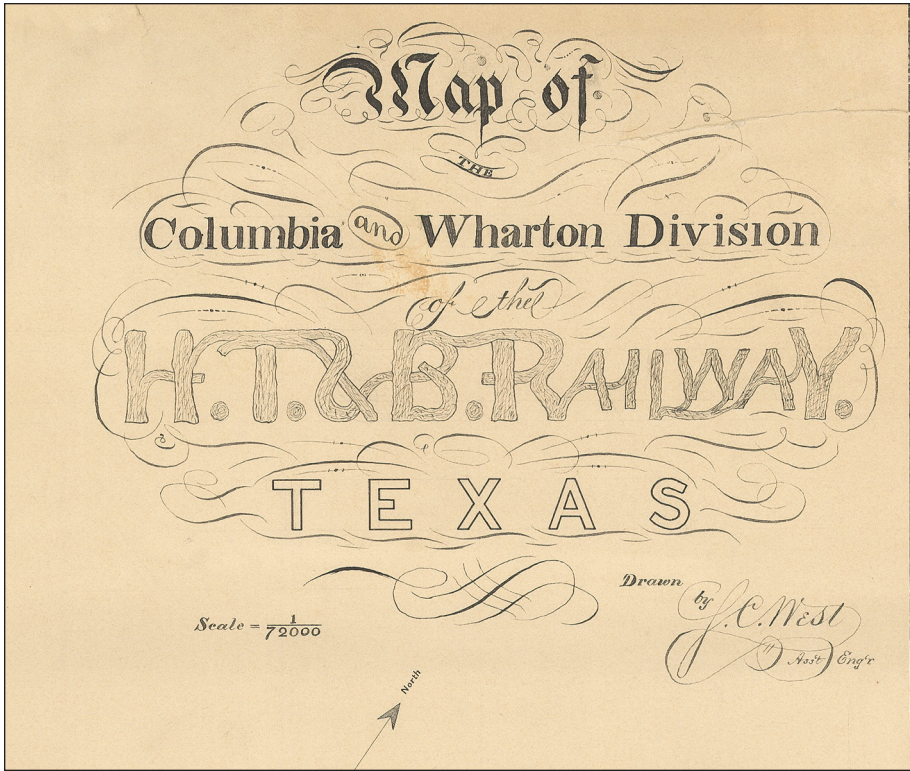
References.	
Completed	—————
Granted	—————
Surveyed	—————
Proposed	-----



E. W. Taylor, President of the Houston, Texas & Brazos River Railway Company, do hereby certify that the above is a correct Map of said Railway, showing the route of the Columbia & Wharton Division of the same, the distance given and surveyed. Made by order of the Company to be filed in the General Land Office, in accordance with the 1st section of an act to regulate Railroad Companies, approved February 7th 1852. In testimony whereof I have set my hand and affix the seal of the Company at Houston this 29th day of November, A.D. 1856.

E. W. Taylor  
President

Filed in General Land Office  
Dec 17th 1856 John M. Collins



*Map of Columbia and Wharton Division of the H.T. & B. Railway (Houston Tap & Brazoria Railway), Texas*

**J.C. West**

**Houston, 1860**

**Manuscript map with color wash additions (Reproduction)**

This map was created to show the progress of construction on the Houston Tap & Brazoria Railway. It was submitted to the GLO in order for the company to receive compensation from the state in the form of land grants.

Chartered in 1856, the Houston Tap & Brazoria Railway was sometimes called the “Sugar Road” because it served the Brazoria County region, which had established the sugar trade as early as 1843.

During the Civil War and its aftermath, the railroad fell into disrepair. Lacking resources due to Union blockades, some Texans salvaged iron from the track to manufacture weapons. By the late 1860s, the track had deteriorated to such a point that only infrequent service was attempted. The Railway never recovered financially after the war, and it was sold to the Houston and Great Northern Railroad in 1873.<sup>42</sup>

**General Land Office. Map #64415**





COLORADO

KANSAS

MISSOURI

INDIAN TERRITORY

NEW MEXICO

ARKANSAS

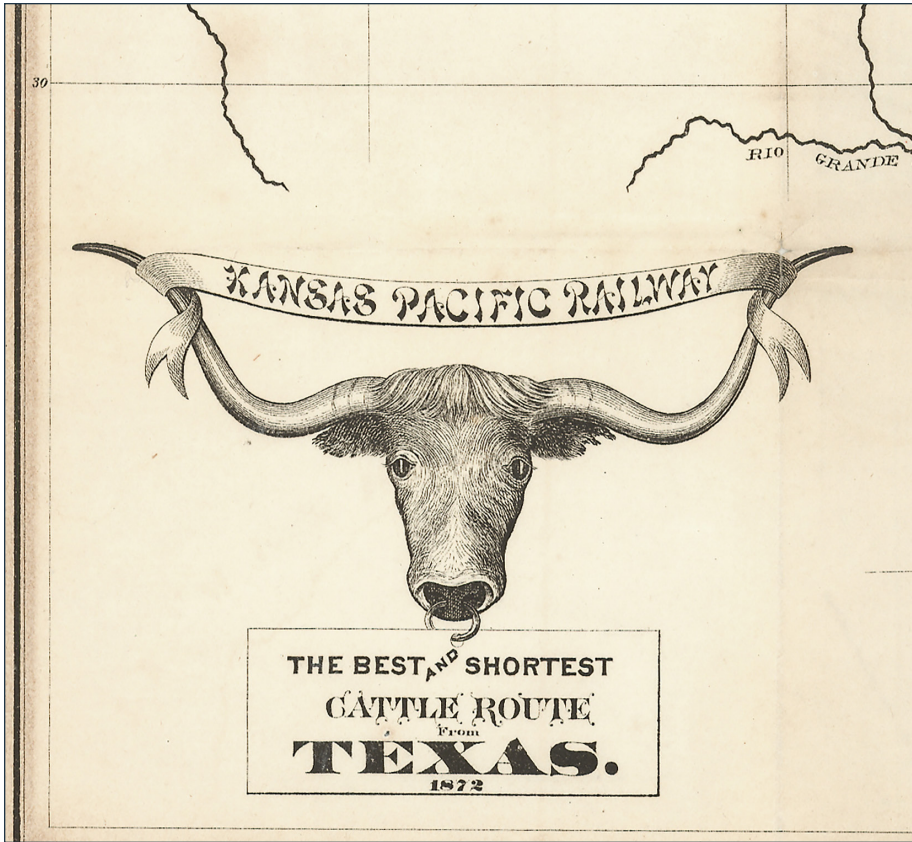
LLANO ESTACADO  
OR  
STAKED PLAINS

ATASCOSA  
COUNTRY

GULF OF MEXICO



THE BEST AND SHORTEST  
CATTLE ROUTE  
TEXAS.  
1873



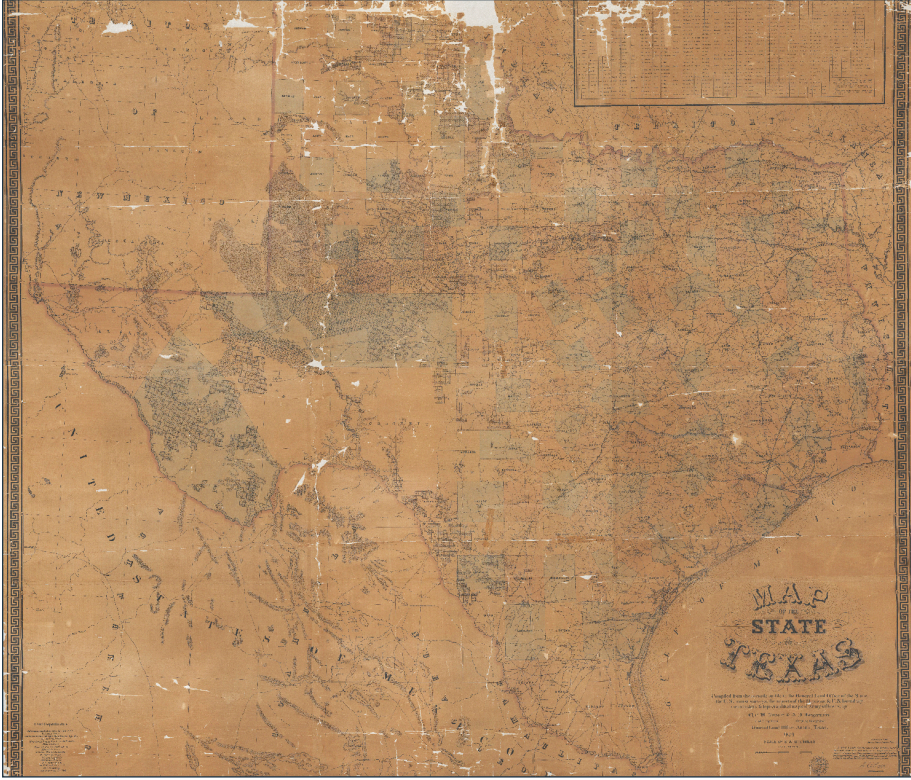
*The Best and Shortest Cattle Trail from Texas*

**Kansas Pacific Railway**  
**St. Louis, 1872**  
**Lithograph map**

By the 1870s, Texas ranches had become primary suppliers of beef to the growing population of the United States. Annual drives brought hundreds of thousands of cattle north to railheads in Kansas for shipment to points as far west as Denver.

This map, included in a promotional guidebook produced by the Kansas Pacific Railway Company and distributed freely to Texas ranchers, claimed to show the “Best and Shortest Cattle Trail from Texas to Kansas City.” Several cattle trails start in prominent cities across Texas. Notably, San Antonio, Houston, Dallas, and Fort Worth all lack connections to the Kansas-bound trail. Other editions of this map were manipulated to promote other towns and railheads. The distinctive longhorn at the lower left, now an icon of Texas and its cattle industry, makes an early appearance on this map.<sup>43</sup>

**Ted & Sharon Lusher, The Lusher Collection, Austin, TX. Map #94453**



*Map of the State of Texas*

**Charles W. Pressler and A.B. Langermann**

**Austin, 1879**

**Photo-Lithograph**

Pressler and Langermann compiled this map primarily from the records of the Texas General Land Office, where they worked as draftsmen. They also incorporated information from official U.S. coastal surveys, reports of the Boundary Commission, and various military sources. This large-format map represented major improvements in the depiction of Texas in the 19th century. It shows the importance of the railroad system throughout the state and illustrates the vast amounts of land that the railway companies received as an incentive to invest in Texas.

The map also details the locations of post offices, trails, and roads. The letters “P.O.” follow the name of a town where a post office was established. Large ranches in South Texas are indicated by an “R” before the name of the landowner. The early network of roads is also depicted by a double line. Although they are not labeled, the roads provide a visual record of how Texans traveled across the state.

Conservation funded in 2001 by Friends of the Texas General Land Office.

**General Land Office. Map #16973**



*Map showing the Line of the True Southern Pacific Railway and the Short Link necessary for its Completion*

**G.W. and C.B. Colton and Co.**  
**New York, 1881**  
**Lithograph**

This rare map of the Southern Pacific Railroad exhibits what would become the second transcontinental link in the United States. By 1881, the Southern Pacific stretched south from San Francisco to Los Angeles, and east to El Paso.

The company needed the Galveston, Harrisburg & San Antonio Railway to be completed between El Paso and San Antonio to connect “Every Gulf City and Every Atlantic City” with the Pacific Coast. On January 12, 1883, the Southern Pacific tracks met the Galveston, Harrisburg & San Antonio Railway at the Pecos River, 227 miles west of San Antonio, completing what came to be known as “The Sunset Route.”

**General Land Office. Map #93789**



*The Range and Ranch Cattle Area of the United States*

**Bureau of Statistics, United States Department of the Treasury, Joseph Nimmo  
Washington, D.C., 1884**

**Photo-Lithograph**

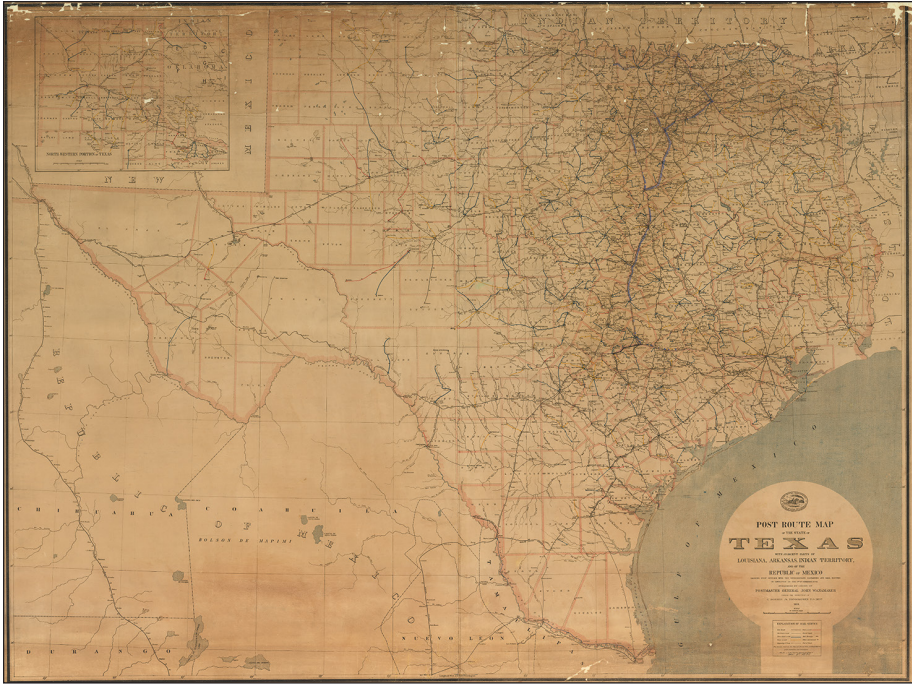
Made to accompany an extensive report to Congress on the “Internal Commerce of the United States,” this map offers a comprehensive picture of the state of the cattle industry in the last days of the “open range.”

The map addressed numerous interlocking issues affecting the cattle business. Chief among these issues was a petition for the U.S. to set aside a 50-mile strip of land for a “national cattle trail” to link Texas to the abundant grazing lands of the northern plains. The “cattle highway” would restrict private settlement in the 50-mile strip.

The project was complicated by fears among plains ranchers that a bovine disease called “Texas Fever” could threaten their own herds. The “Quarantine Lines” shown on the map designate areas declared off-limits for Texas cattle by the states of Kansas and Colorado. Indicated by double dashed lines, the proposed cattle trail veers west from the Ft. Griffin-Dodge City Trail at the Kansas border, then continues north.

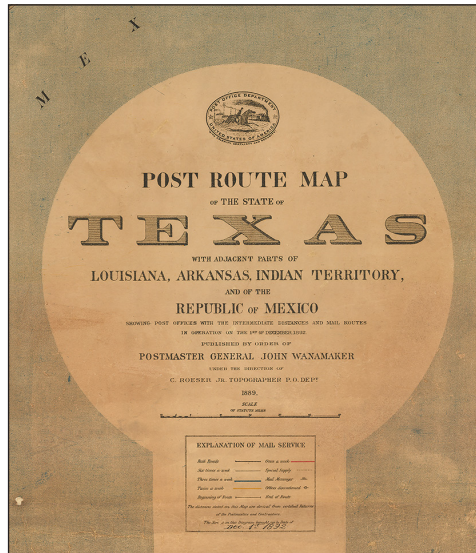
The proposed cattle highway was blocked by northern ranching and Texas railroad interests. Its failure, and along with the introduction of barbed wire, helped to bring about the end of cattle trail.<sup>44</sup>

**General Land Office. Map #94077**



*Post Route Map of the State of Texas with adjacent parts of Louisiana, Arkansas, Indian Territory, and of the Republic of Mexico showing post offices with the intermediate and mail routes in operation on the 1st of December, 1892*

**Post Office Department, United States of America**  
**Washington, D.C., Dec. 1st, 1892**  
**Lithograph**



“With celerity, certainty, and security,” this large map of Texas was published by the United States Post Office to indicate postal routes for the state. The map, first printed in 1889 and revised in 1892, includes information on the frequency of delivery. Like other industries and services at the time, the U.S. Postal Service was using state-of-the-art technology by harnessing the power of the railroad to connect cities and towns. Also identified are discontinued offices and special supply routes.

**General Land Office. Map #94080**



*Correct Map of Texas and Louisiana*

**Southern Pacific Lines  
Houston, 1917  
Photo-Lithograph**

This large promotional map shows the routes of the major railroad lines operated by the Southern Pacific Railway Company. On the upper-right portion of the sheet, 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.”

The red lines represent five railroads owned by the Southern Pacific, while black lines show other routes. Photographs illustrate the agricultural advantages of living and working in Texas, as well as some of the state’s history, including Mission San José, labeled on the map as “One of the old missions near San Antonio.” Also shown are nine major military installations active during WWI indicated by blue stars. On the lower-right corner is an image of the steamship *Momus*, which was launched by the Southern Pacific Railway Company in 1906 and ran between New York and New Orleans.<sup>45</sup>

Adopted by Linda Abbett and Friends of the Texas General Land Office in 2005.

**General Land Office. Map #2142**



## 05 *The Road to San Antonio*

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San Antonio has grown considerably since its founding as a humble Spanish villa and presidio in 1718. In its early years, it became a crossroads of cultures as Spanish soldiers and their families, missionaries, American Indians, and Canary Islanders came together. Ever an important cultural and civic center in Texas, the city flourished in the late-19th century as a result of German immigration while maintaining a deep sense of history and tradition.

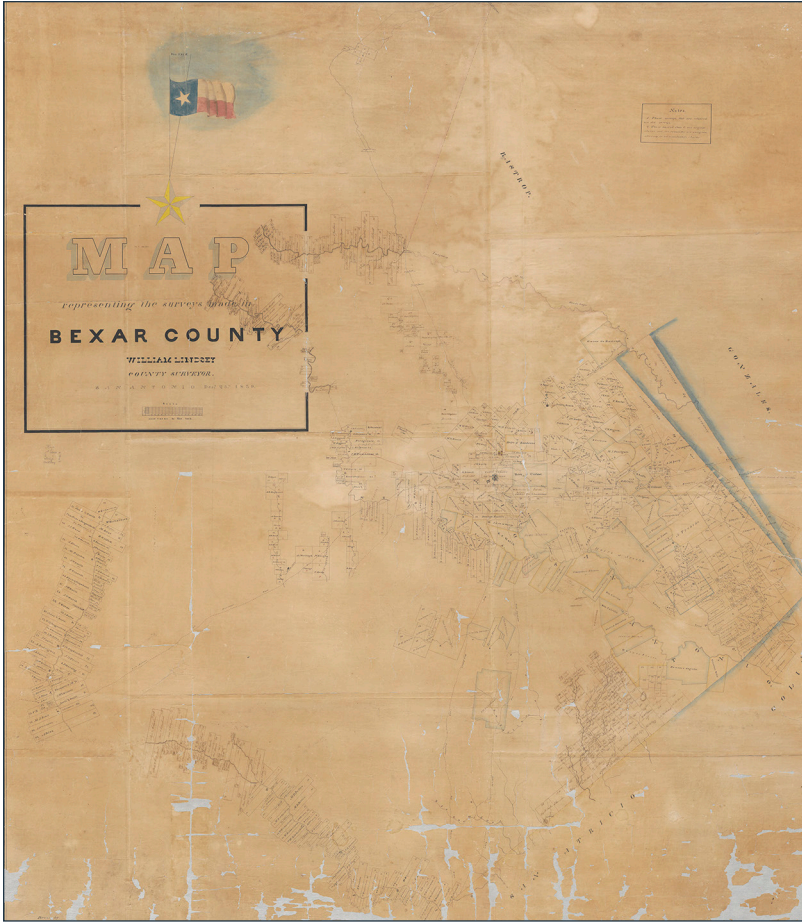
The 1877 arrival of the first railroad in San Antonio accelerated the local economy. A burst of growth in the ensuing decades revitalized the city's infrastructure. By the beginning of the 20th century, five railroads linked it to the rest of the country, and a wave of immigration made San Antonio the largest city in Texas.

Modernization continued to transform San Antonio and its surrounding areas. The construction of the highway system throughout Texas made the city more accessible than ever before. In 1940 the city expanded for the first time beyond the original town tract granted to it by the King of Spain over two centuries prior. Its footprint spread outward, dwarfing the plazas that were once such prominent features on early maps.

By 1968, 250 years after it was founded, San Antonio was at the "Confluence of Civilizations in the Americas," as it hosted Hemisfair '68, the first officially designated international exposition in the American Southwest.

As San Antonio celebrates its tricentennial in 2018, the bright future envisioned at Hemisfair '68 is a reality, proving that in Texas, all roads lead to San Antonio.





*Map Representing the Surveys Made in Bexar County*

**William Lindsey**

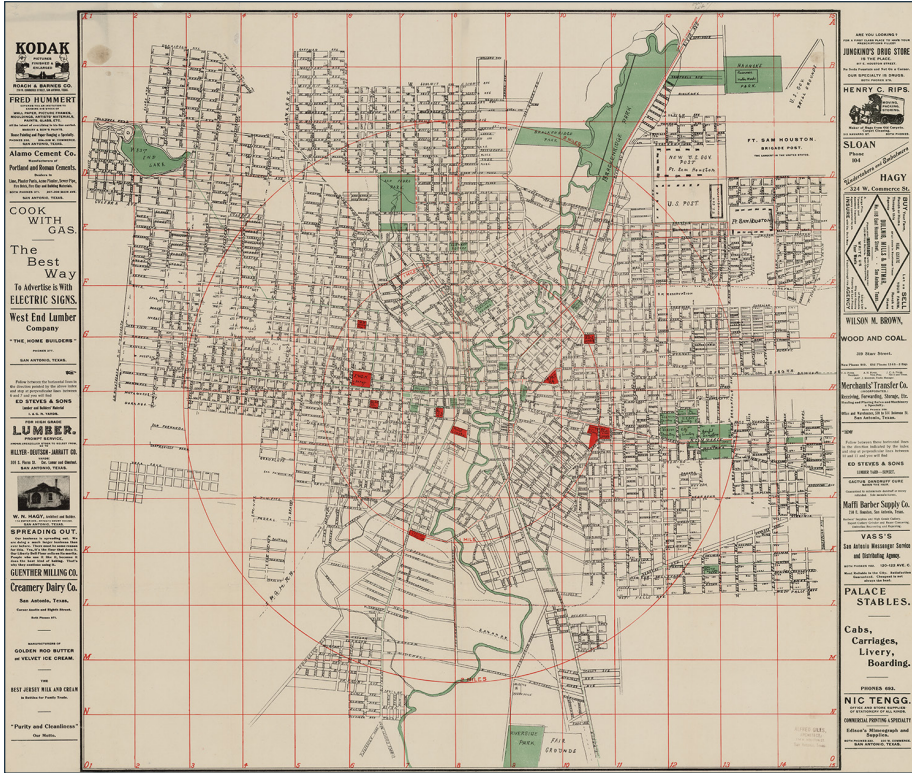
**San Antonio, December 25, 1839**

**Manuscript (Reproduction)**

Prior to the establishment of a drafting department at the Texas General Land Office in 1846, the task of identifying the original land grants in the counties fell on the district and county surveyors. Lindsey's 1839 map of Bexar County sought to identify all of the grants issued in the county, from the Frío River in the south, to the "Imaginary Course of the Guadalupe" in the north. The map also features one of the earliest depictions of the Lone Star Flag.

Several roads converge on San Antonio, including the San Antonio and Presidio Road from the southwest, the San Antonio-Goliad Road from the southeast, the San Antonio-Nacogdoches Road from the northeast, and the San Antonio-Gonzales Road from the east. A section of the latter road appears to have originally been drawn erroneously and was subsequently corrected.

**General Land Office. Map #1947**



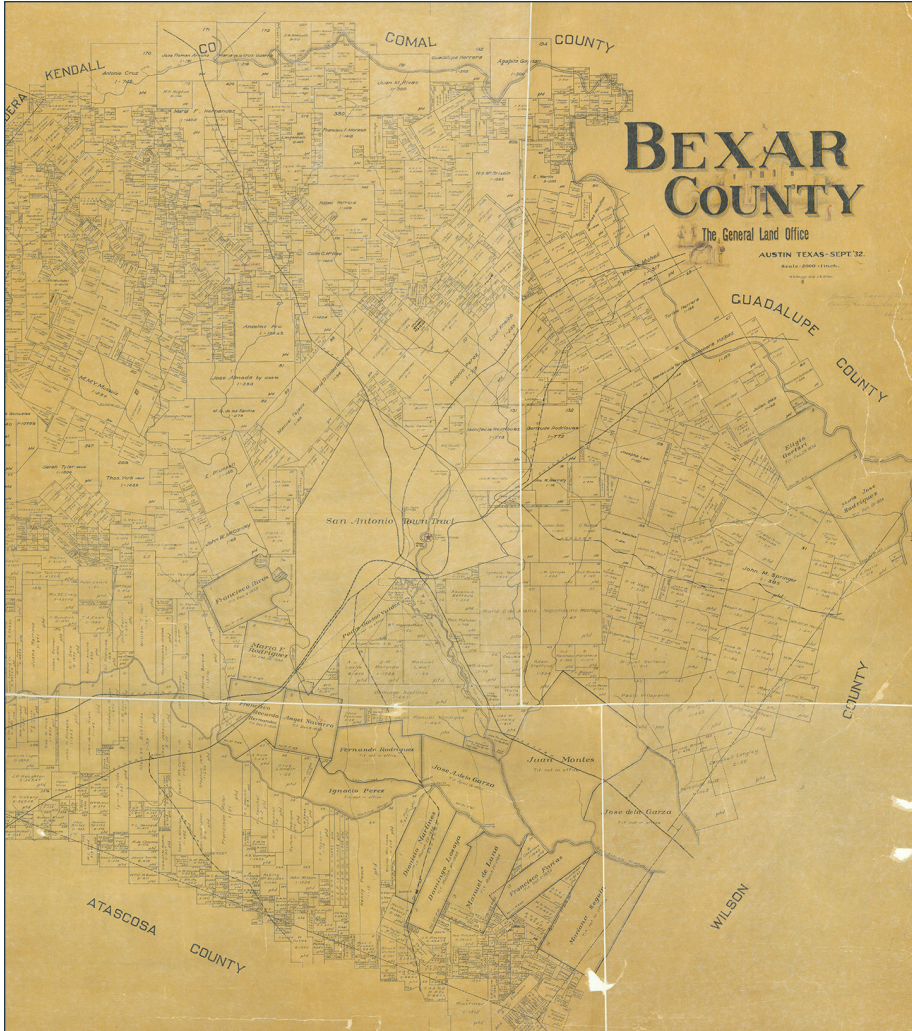
[Map of San Antonio, Texas]

**[Nic Teng (firm)]**  
**[San Antonio], [1895]**  
**Lithograph**

San Antonio is shown as it was laid out in 1895, just over one hundred years after the secularization of its famous missions.<sup>46</sup> It underwent rapid growth in the late 19th century. Census data from 1900 placed its population at 53,321, making it the largest city in Texas.

To aid in finding specific locations, the map includes both a grid and concentric circles marking mileage from downtown. Various train depots and lumber yards, some of which appear in the advertisements surrounding the map, are shaded in red, while public buildings, plazas, and parks are shaded green. The Alamo is noted adjacent to Alamo Plaza; however, the landmark battleground receives no special embellishment. Instead, the most prominent feature is Fort Sam Houston, located about two and a half miles northeast of the city center.<sup>47</sup> A note distinguishes the brigade post as the largest in the United States.

**General Land Office. Map #93399**



### *Bexar County*

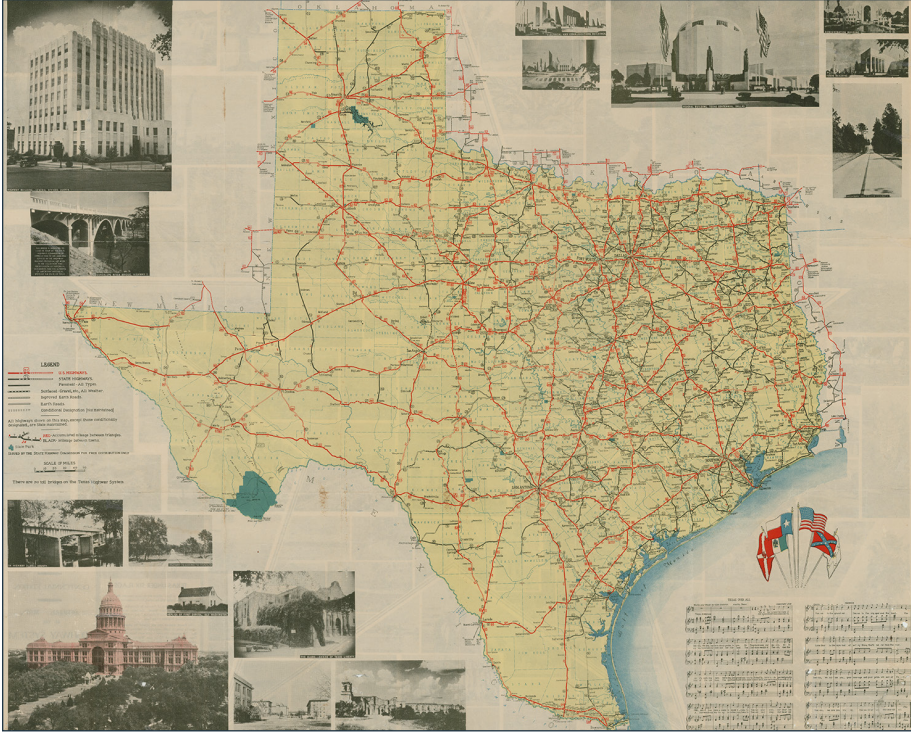
**W.K. Boggs and J. B. Giles**

**Austin, 1932**

**Manuscript**

This map juxtaposes the San Antonio area's deep historical roots with its early 20th century transformation into a booming cattle and rail hub. Besides offering up-to-date information on Bexar County's land grants, it depicts a number of new and old routes throughout the area, including sections of several trails and multiple railroads. The map's title block is superimposed upon a rustic Alamo scene featuring the *arrieros* (muleteers) who traversed the old trail system transporting goods before the advent of the railroads. Along the San Antonio River, the town's historic missions and their lands are indicated with small church-shaped icons.

**General Land Office. Map #73080**



*Official Map of the Highway System of Texas*

## State Highway Commission

Austin, 1936

Color lithograph

This map was published to commemorate the Texas Centennial. A far cry from the faint trails of the 1830s, both intra- and inter-state routes indicate increasing amounts of commercial and recreational traffic in 1936. Red and black lines depict U.S. and state highways, respectively. While many of the roads shown are paved, there are still several “earth” roads, most notably to the west of the 100th meridian. Highway 81, which would be used as a guideline for Interstate 35 within the next decade, connected San Antonio to Fort Worth, Austin, and Laredo.

The map also features photos of several state landmarks. The Texas Capitol is distinguished by its signature pink granite. The Alamo appears labeled as the “Shrine of Texas Liberty.” Newly constructed buildings on the Dallas Fair Park grounds herald the Centennial Exposition. The lyrics to “Texas Over All,” a song written by state highway engineer Gibb Gilchrist, appear under the six flags.<sup>48</sup>

**General Land Office. Map #83598**



*Finder Map of Greater San Antonio*

**Ferguson Map Company  
San Antonio, ca. 1950s  
Lithograph**

This illustration of the greater San Antonio area shows the extent of the city's expansion by the mid-20th century. The densely packed downtown area featured streets that tend to meander in some areas before giving way to a gridded pattern of blocks. Further out, sections of the city that were undeveloped fifty years prior are now fully built-out neighborhoods.

Some of the major enticements that brought people to San Antonio are featured prominently on the map. Hundreds of thousands of American soldiers have been stationed at Fort Sam Houston, which dominates the northeastern portion of the city, while East Kelly Air Force Base occupies a large piece of land southwest of downtown. The legend provides the location of schools and libraries, another major lure to the city, including Trinity University in the northeast and St. Mary's University in the west.

The Witte Museum also appears on the map alongside the San Antonio Zoo, the Sunken Garden, and the old Polo Field, now the golf driving range.

**General Land Office. Map #94029**



*Hemisfair Tourgide Map*

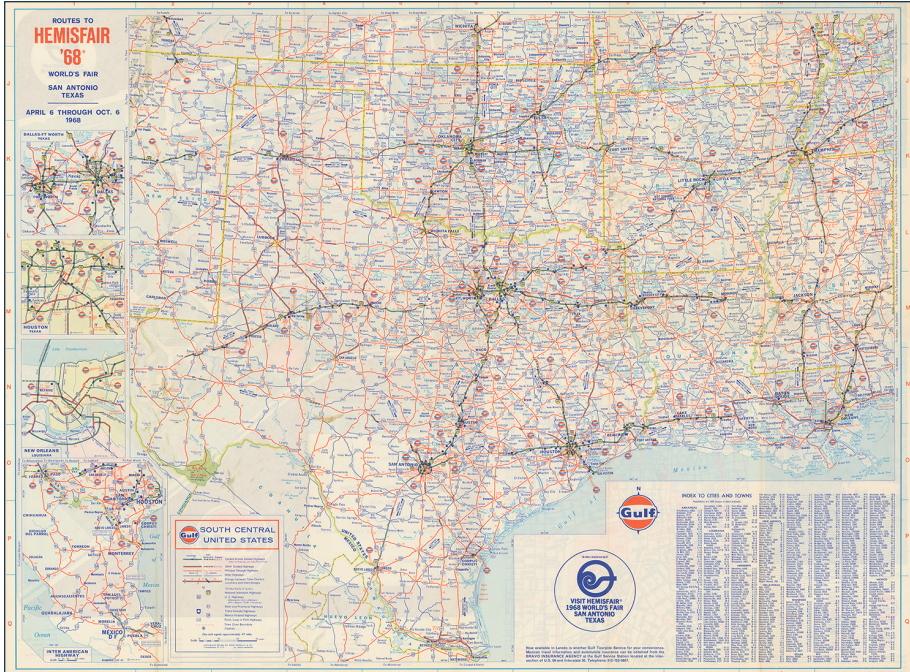
**Rand McNally & Co.  
Chicago, 1968  
Color lithograph**

Awarded official World's Fair status in 1965, Hemisfair '68 was held in San Antonio from April through October 1968, in celebration of the 250th anniversary of the founding of the city. Its theme was "Confluence of Civilizations in the Americas," and it included more than thirty nations participating in cultural events and exhibits.<sup>49</sup>

This promotional map produced by Gulf Oil Corporation lays out the fairgrounds, situated just a few blocks south of Alamo Plaza. Notable features include the 622-foot Tower of the Americas, a new convention center and arena, the Institute of Texan Cultures, an extension of the city's iconic River Walk, and substantial exhibit space, concessions, amusements, and rides. Over 6.3 million visitors attended the fair.

Map donated to the GLO by James Harkins.

**General Land Office. Map #94169**



*Routes to Hemisfair '68 World's Fair, San Antonio, Texas, April 6 through Oct. 6, 1968*

**Rand McNally & Co.**

**Chicago, 1968**

**Color lithograph (Reproduction)**

62

Founded in 1901 after the discovery of oil at Spindletop, Gulf Oil Corporation was one of the top ten American oil manufacturing companies of the 20th century. The company became known for its drive-in service stations and branding campaigns.

This map was used to promote both the Hemisfair '68 Exposition and Gulf Oil gasoline to the public. The guide shows all the major roadways leading into San Antonio, as well as the location of every Gulf gasoline station in the state. Interstate 35, which opened in Austin in 1962, was completed to San Antonio in time for the exposition. In addition to Texas, Oklahoma, Arkansas, and Louisiana are all represented in full.

Map donated to the GLO by James Harkins.

**General Land Office. Map #94168**

## End Notes & References

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- <sup>11</sup> Ibid.
- <sup>12</sup> *Handbook of Texas Online*, H. Bailey Carroll, “Texan Santa Fe Expedition,” accessed July 13, 2017, <http://www.tshaonline.org/handbook/online/articles/qyt03>.
- <sup>13</sup> *Handbook of Texas Online*, Thomas W. Cutrer, “McLeod, Hugh,” accessed July 13, 2017, <http://www.tshaonline.org/handbook/online/articles/fmc90>.
- <sup>14</sup> *Handbook of Texas Online*, “Cross Timbers,” accessed July 13, 2017, <http://www.tshaonline.org/handbook/online/articles/ryc04>.
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- <sup>16</sup> Ibid., p. 129.
- <sup>17</sup> *Handbook of Texas Online*, Joseph G. Dawson III, “Emory, William Hemsley,” accessed July 13, 2017, <http://www.tshaonline.org/handbook/online/articles/fem03>. National Geospatial-Intelligence Agency, “John James Abert,” accessed July 13, 2017, <https://www.nga.mil/About/History/NGAinHistory/Pages/JohnJamesAbert.aspx>; Martin & Martin, *Maps of Texas and the Southwest*, p.129.
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- <sup>26</sup> United States Army Corps of Engineers, [Progressive Military Maps of the United States, [Various places] : [various publishers], [1894-1945], Geography and Map Division, Library of Congress, Washington, D.C.; “[Progressive military maps of the United States]: A Finding Aid to the Collection in the Library of Congress,” prepared by Ryan Moore (Washington, D.C.: Geography and Map Division, Library of Congress, 2013), pp. 2-3.
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