Summary

1. Previously, thirty-six species (twenty-one genera) were recorded from Dallas County. Nineteen additional species, subspecies and forms are here recorded, bringing the total to fifty-five species, subspecies and forms (twenty-four genera) occurring in Dallas County.

2. The following subspecies and form are recorded for the first time from Texas: *Polites verna sequoyah* Freeman, and *Atrytone furcicola f. immaculatus* (Williams).

3. The following species, subspecies and forms are recorded from Dallas County for the first time: *Urbanus dornantes* (Stoll), *Cagia oatis* (Skinner), *Pyrgus communiis albecens* Ploetz, *Achlyopee hesperia* (Huebner), *Erynnis martialis* (Scudder), *Erynnis propertius* (Scudder & Burgess), *Hesperia viridis* (Edwards), *Polites ibex bretzoides* (Edwards), *Polites verna sequoyah* Freeman, *Wallengrenia otho egeremet* (Scudder), *Atrytone logan lagus* (Edwards), *Atrytone furcicola f. immaculatus* (Williams), and *Amblyscirtes rynei* Edwards.

4. Individuals of the following species, subspecies and forms, collected in Dallas County, were in the original descriptions of the following: *Hesperia metea belfragei* Freeman, *Amblyscirtes bell Freeman*, *Megathymus yuccae stallingei* Freeman, and *Megathymus yuccae stallingei* female form *dee* Freeman.

Racer’s Storm (1837), with Notes on Other Texas Hurricanes in the Period 1818-1886

S. W. Geiser

Recently, while gathering material on the life of Elijah H. Burritt (early American astronomer and engineer, leader of an emigrant-company to Texas (1837) from New Britain, Conn.) I unearthed many data on our first notable Texas hurricane. The *Racer* Storm² of Sept. 26- Oct. 10, 1837 was on the Texan coast from Oct. 2 to Oct. 6. It was especially destructive at the mouth of the Rio Grande, as also at Galveston Island where a settlement was in process of forming. Cyclonic tropical storms are not unusual in the Caribbean and Gulf region, and Texas historians will recall many in the recent period—the demolition of Brazos Santiago, Bagdad, and Clarksville at the mouth of the Rio Grande; of Indianola and Saluria not far from Paso Cavallo; and the near-destruction of Matagorda in September, 1854. Several hurricanes, over the years, affected more or less disaster at Galveston. And to these may be added—to name but a few—the Velasco storm of 1909, and the Corpus Christi hurricane of 1919. In fact, in the years from 1818 to 1886 (my special period of historical investigation), twenty-eight hurricanes are noted as having worked more or less disaster in Texas.

Hurricanes in this region have several times changed the course of history. Cabeza de Vaca’s ships were dispersed by a hurricane on October 4, 1527; Jean Lafitte’s fleet of four vessels was driven ashore on Galveston Island in a hurricane of September or October, 1818; the *Racer* Storm of 1837, while it put out of commission the Texan man-of-war, *Brutus*,
the privateer Thomas Toby, and the prizes Correo de Tabasco and Feniz, still prevented the descent upon our unprotected coast of the Mexican ships Turibide and Libertador in the critical months of 1837.

I shall not deal with the phenomena exhibited in general by the cyclonic tropical storms known as hurricanes, but refer the reader to the handbooks dealing with the subject.

Elijah H. Burritt, with his party of Connecticut millwrights and mechanics left New Haven, in the chartered brig Jane, of Saybrook. They cleared port for Texas about Sept. 2, 1837, and reached Galveston in 28 days. By late-sailing they missed five hurricanes that swept the South Atlantic coast in the period from July 26 to Sept. 2. The voyage to Texas was pleasant, without storm of any kind. On Sunday morning, October 1, they came in sight of Galveston Island.

In the meantime, the Racer Storm was approaching the Texas coast at the mouth of the Rio Grande. The storm was first known or encountered south of Jamaica, on August 26/27, 1837. Vessels at Kingston were driven from their moorings by the powerful cyclonic winds, and for two days the streets of Kingston were flooded with water, gaining in intensity, and increasing its rate of translocation.

On the 28th of August, H.M.S. Racer "took the gale" in the Yucatan Channel, was damaged, and twice hove on her beam-ends. The storm progressed across the Yucatan peninsula, reached Matamoros on the second of October, and slowly recurved toward the northeast in its rough parabolic curve. It was at the mouth of the Rio Grande and in the Matamoros region for the days October 2 to 4. At the mouth of the river the great waves engendered by the hurricane drove all the vessels ashore, and destroyed the Mexican custom-house there. At Galveston the hurricane drove nearly all the vessels ashore on the 5th and 6th, leaving them high and dry. The storm was on the Sabine River on the night of October 5/6, at New Orleans on the 6th, and (taking Baton Rouge and Natchez in its stride) reached Pensacola Bay on the night of the sixth of October and continued out into the Atlantic as late as the 10th of October. For this reason the date of the Racer Storm is stated as "September 26 to October 10", which includes all dates between its inception and dissolution. Casual mention of the damage inflicted on the town of Galveston (then undergoing a "boom" by a New York company) is found in a number of contemporary writings. Several longer and more circumstantial accounts also are found. In the Telegraph and Texas Register of Houston, the following account appears in the issue of Oct. 11, 1837:

The late accounts from the seashore are of the most distressing character. A tremendous gale appears to have swept the whole line of the coast, and destroyed an immense amount of property. It commenced on the 1st and increased in violence until the 6th. At Velasco four houses were blown down; the whole country for miles around inundated and all the vessels in the harbor, consisting of the brig "Sam Houston," and the schooners "DeKalb," "Farrin," "Texas," and "Caldwel," were driven ashore, the last named has since been got off and cleared on Sunday last for New Orleans. At Galveston the waters were driven in with such violence that they rose 6 or 7 feet higher than ordinary spring tides. They inundated a large portion of the east end of the island, and compelled the soldiers of the garrison to erect their barracks and seek shelter on the elevated ground near the intended site of Galveston City. The large new warehouse of Mr. [Thomas] McKinney and the new customhouse were completely destroyed and the goods scattered over the island. The brigs "Perseverance," "Jane," etc.

The authentic account of the Racer Storm is Reid, 1841 (given in the bibliography.) I regret that extended search did not make it available to me.

The hurricane is a great cyclonic storm, with a circular velocity of from 70 to 130 miles per hour, and a rate of translocation of the center or "eye" of the storm of from 8 to 20 miles per hour.
FIELD AND LABORATORY

the privateer Thomas Toby, and the prizes Correo de Tabasco and Feniz, still prevented the descent upon our unprotected coast of the Mexican ships Turibe and Libertador in the critical months of 1837.

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4Cf. W. J. Millham, Meteorology ... 1912, 266-82; W. L. Moore, Descriptive Meteorology, 1910, 227-32; G. T. Treverson, An Introduction to Weather and Climate, 5th ed., 1943, 279-81; L. M. Clift, Tropical Cyclones ... 1956, passim; and the work by Tanshull, cited at the end of this article.

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TEXAS HURRICANES

ula, reached Matamoros on the second of October, and slowly recurved toward the northeast in its rough parabolic curve. It was at the mouth of the Rio Grande in the Matamoros region for the days October 2 to 4. At the mouth of the river the great waves engendered by the hurricane drove all the vessels ashore, and destroyed the Mexican custom-house there. At Galveston the hurricane drove nearly all the vessels ashore on the 5th and 6th, leaving them high and dry. The storm was on the Sabine River on the night of October 5/6, at New Orleans on the 6th, and (taking Baton Rouge and Natchez in its stride) reached Pensacola Bay on the night of the sixth of October and continued out into the Atlantic as late as the 10th of October. For this reason the date of the Racer Storm is stated as "September 26 to October 10", which includes all dates between its inception and dissolution. Casual mention of the damage inflicted on the town of Galveston (then undergoing a "boom" by a New York company) is found in a number of contemporary writings. Several longer and more circumstantial accounts also are found. In the Telegraph and Texas Register of Houston, the following account appears in the issue of Oct. 11, 1837:*

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*See W. C. Redfield (Am. Jour. Sci. & Arts, (II), 1, 166-69; also I. B. Tannhill, op. cit., 1938, 123,124,125,126,127). Since Redfield's account is abstracted from Reid's original description (op. cit., 1841, 136-66), I have followed Redfield when Redfield and Tannhill are in conflict.

**See S. H. Everett, 1819; A. B. Lawrence, 1849; and Edward Steff, 1840, in the "Literature cited"; The New Yorker, 4, 123, 124, and 187, 1877, tell of the Racer Storm in Texas.

1I have copied this as given in R. C. Stuart (op. cit.), in the absence of a verbatim of litterature copy of the original. Since our own lacks titles, ship-names are in "quotation".
and "Elbe" were driven ashore, and are complete wrecks; the "Phoenix" is also ashore, but slightly injured and may be easily repaired; the deep. The schooner "Select," "Henry," "Star," "Lady of the Lake," and the prize schooner "Corona," are ashore, some of them high and dry. The "Tom Toby" (privateer) is a wreck, and the "Eunice" (Texas naval schooner) is considerably damaged. The schooner "Helena" is the only vessel which has received no damage. So far as we have been able to learn only two individuals have perished.

Stuart, in his reprint of the above, also includes the following eyewitness account by Col. Amasa Turner, but from what printed or manuscript source I am unable to determine: . . . there were about 30 vessels in Galveston Harbor when the great storm commenced on October 1st. It began with a wind from the southeast and held to that quarter mostly for three days; then it veered a little to the east. The [Texas] (customs) day, filling the [Galveston] bay very full and making a 4-foot rise a custom day, filling the bay very full and making a 4-foot rise. . . . Many vessels were swept to the northeast and blow and many vessels ashore on Virginia Point. About sunset the wind, veering all the time to the north, and, possible, increasing, brought the large volume of water from the bay on to the island with such force and violence as to sweep everything in its course. On land every house, camp, and house and inhabited structure was swept away, except the old Mexican customhouse. Only one of the vessels held to its moorings.

In The Hesperian, or Western Monthly Magazine of 1838 is a vivid account by "R," a citizen of Ohio, who came to Texas with 60 others in March of 1837. He describes (inter alia) Galveston Island as the rendezvous of Lafitte [in great detail], the prices of products in Houston, the condition of the government, his visit to San Antonio, and the products of San Antonio. Regarding the suitability of Galveston as a port of Texas, he said . . . but unfortunately, almost the whole side of the island is liable to inundation. In the month of October, [1837] during the storm which last week destroyed the whole southern coast, from Mobile to Vera Cruz, and still further south, it was not an uncommon sight to see a vessel of considerable tonnage floating over the foundations of the future city. . . .

And he continues in his narrative:

When the storm commenced, our vessel (the "Phenic") a captured Mexican vessel, was thrown down by two large anchors, which had been pitched into the mud, and notwithstanding the heavy and strong pressure of the sea, which was so great as to break the hawsers and thrown overboard, the vessel could not be kept to her moorings; and when the storm abated, she had drifted over several miles of land and was finally seen floating on the edge of the water. It appeared to me all the while as if the heavens were making battle with the earth. . . . For three days and nights the very bottom of the sea appeared to be stirred up by the violence of the winds, and during all this time darkness brooded over the deep. . . . It seemed as if the elements at last exhausted themselves by their own fury; and the calm which succeeded was as perfect as the storm had been sublime and strong . . . . Eight vessels were upon dry land, and some of them were a quarter and a half mile from water. One of the national vessels (the "Puritan") was nearly split in two, and a privateer's man of war [the "Thomas Toby"] was captured upon the beach. Brigs and schooners were seen scattered in all directions, with shattered masts and rigging torn to tatters. The "Phenic," owing to the skill of the captain, and the admirable discipline and perseverance of the men, and the assistance of the cannon, which dragged heavily on the bottom, was the only vessel in the harbor that escaped without serious injury. The scene upon land was equally terrible. The brig "Jane," of Saybrook, [Conn.] was dashed against a large three storey house [of T. F. McKinnie & W. S. Williams], which had just been enclosed, and the walls fell with the east and so controllable ruin. Not a stick of its timbers after the gale subsided could be seen. The new [Texas] custom house was destroyed; a large building was burned; the houses in the whole island survived the wreck. Human suffering in the meantime was immense. Men, women, and children were seen floating upon boards, logs and small boats, for days and nights, in every part of the island. But one life . . . was lost, which must be regarded as providential, when we consider the great destruction of property, and the imminent perils which were encountered everywhere. The scene upon the island after the storm was over, was one of utter desolation. Provisions, furniture, and goods of all kinds, had either been swept off, or were found in a ruined condition, scattered over the island; and the houseless inhabitants were seen wandering about in despair, gathering something from the wreck to hide their nakedness, or save them from starvation. . . .

Finally, we have an account of the storm as written in a letter by a member of the party 12 to Elihu Burrill, of New Britain.

. . . The sight of shore [at Galveston] afforded us no little satisfaction, this was Sunday morning [Oct. 1], the commencement of the equinoctial storm. Through anxiety to get in we ventured too far and soon found ourselves on a sand bar, exposed every moment to be dashed to pieces. We were in this situation two hours or more—no help, no hope from shore, as the sea ran high. . . . As soon as we were off the bar we put out to sea, where we were upon the raging ocean, riding upon the wings of the wind. . . . Lying safely, as we supposed, near shore, for a week [Oct. 2-7] we had the most severe storm of wind and rain that had ever been known upon the island. The wind blew into a hurricane, the rain fell in torrents, and the sea rose higher than the pole of 274 tons) was secured by a large anchor, which had been pitched into the mud, and notwithstanding the heavy and strong pressure of the sea, which was so great as to break the hawsers and thrown overboard, the vessel could not be kept to her moorings; and when the storm abated, she had drifted over several miles of land and was finally seen floating on the edge of the water. It appeared to me all the while as if the heavens were making battle with the earth. . . . For three days and nights the very bottom of the

11"R," "Original papers and notes on Texas, by a citizen of Ohio," Hesperian 1:1, 10-4, 42-45, 1631, 2: 70, 109, 185, 288, 472, 1839. The quotation is from v. 1, p. 333.

12The excerpt is from a 14-page letter written by Emily Burrill to her brother, Elihu Burrill of New Britain. Emily was born August 12, 1798; she later (in Texas) married Capt. Robert Taylor, and died in Galveston in 1839. Elihu Burrill Shinn, who published the Christian Advocate article, was a grand-niece of Emily Burrill.
and "Elie" were driven ashore, and are complete wrecks; the "Phoenix" is also ashore, but slightly injured and may be easily removed from the beach. In short, the schooners are unharmed, and the effects of the hurricane are not very serious. The "Tom Toby" (lumber schooner), an embargo vessel from New York, is on the beach. The schooner "Helen" (Texas naval schooner) is considerably damaged. The schooner "Helen" is the only vessel which has received any damage. So far as we have been able to learn only two individuals have perished.

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In the \textit{Hesperian, or Western Monthly Magazine} of 1838\textsuperscript{11} is a vivid account by R.\textsuperscript{12}, a citizen of Ohio, who came to Texas with 60 others in March of 1837. He describes (\textit{inter alia}) Galveston Island as the rendezvous of Lafitte [in great detail], the prices of products in Houston, the condition of the government, his visit to San Antonio, and the products of San Antonio. Regarding the suitability of Galveston as a port of Texas, he said:

... But unfortunately, almost the whole side of the island is liable to inundation. In the month of October, during the storm, a vessel and still further south, it was in the little cove of Lafitte, entirely floating over the foundations of the future city.

And he continues in his narrative:

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\item \textsuperscript{12} The excerpt is from a 14-page letter written by Emily Burritt to her brother, Elihu Burritt of New Britain. Emily was born August 12, 1798; she later in (in Texas) married Capt. Robert Taylor, and died in Galveston in 1839. Elihu Burritt Rhoads, who published the \textit{Christian Advocate} article, was a grand-niece of Emily Burritt
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since it seems to be lacking from more available accounts: “On the 18th of September, [1856] during the night, Matamoras . . . was damaged by a dreadful storm. The violence of the storm was tremendous; nothing could resist it; trees were torn out of the ground, and carried away. The rain was heavy; the river rose to a fearful height. Four lives only were lost; but more dreadful was the destruction of both lives and property in the Brasz[e]s de San Jago, and in the B[oca] del Rio. Many vessels were stranded and damaged. There was not a house standing in the Bonita or the [Boca Chica].”

1857, Sept. 27-Oct. 10. (Berlander, Lopes, Redfield, Blodget, Stuart, Frazier, Tannahill.) “Racer's Storm.” All of the east coast of Texas from Brazos Santiago to (present) Sabine Pass. On Oct. 2/3 at Galveston a ship ran aground, (of Brazos Santiago,) and stranded coast for many miles inland; Oct. 6/7 at Galveston. Five vessels beached at Velasco, and many at Galveston. [See main body of this article.]

1858, date? (Bonsignes, Blodget, Tannahill.) Listed, without date, by Bonsignes as flooding the lower Texas coast at Brazos Santiago. Is it possible that we have here another error of recall of Bonsignes—that he is confusing the “Racer’s” Storm with the year 1853? [In his report to Lt. Webster, Bonsignes does not ignore the Racer Storm.] Blodget and Tannahill have included this 1858 hurricane only on Bonsignes’ report. The “Nautical Magazine” for 1848, p. 520, notes what may be Bonsignes’ hurricane: one of Nov. 1, very severe at Vera Cruz, in which 3 U.S. vessels were lost (two of them with their crews).

1859, Nov. 5. Tannahill lists at Galveston; Blodget does not record. A mild wind also denotes disturbances at this date on San Luis Island, and in the Gulf of Mexico.

1849, date? Another dateless record of Bonsignes, not corroborated by Lopez or Berlander [the latter a most careful and trustworthy observer.] Ascribed to lower Texas, with villages destroyed at the mouth of the Rio Grande. It is not stated whether it extended elsewhere in Texas. Can Bonsignes be confusing this with “Antje’s Storm”? [Bonsignes has ignored that storm.]

1842, Aug. 29–Sept. 9. (Redfield, Lopes, Blodget, Stuart, Frazier, Tannahill.) “Antje's Hurricane.” Struck the Mexican coast about halfway between Tampico and Brownsville. (Sept. 9, and on Sept. 9 it was “wasting” 60 miles inland by the coast, and was seen 13 miles from the mouth of the Rio Grande (and from Tampico to Corpus Christi) was inundated.

1847, Oct. 5. (Blodget, Redfield, Stuart, Frazier, Tannahill.) Blodget and Redfield believed this to be the same as the Oct. 2–10 hurricane (the Gulf of Mexico–Bermuda Storm) but Tannahill believes the two distinct. At Galveston the wind was not so high as in the Racer Storm, although there was considerable damage to buildings and shipping.

1844, Aug. 4–6. (Bonsignes, Lopez, Berlander, Blodget, Tannahill.) Mouth of the Rio Grande; very little rainfall, the most terrible and destructive storm. Some 40 lives lost. The sea was forced three leagues over the mouth of the Rio Grande, Government ordered the customhouse to be removed to Point Isabel. Not a single house remained at Brazos Santiago or at the mouth of the river.” (Berlander)

1854, Sept. 16–19. (Stuart, Frazier, Tannahill.) “The Great September Hurricane of 1854.” Matagorda, the arm of the water, and upper Texas coast. Greatest damage at Matagorda (Sept. 18); no inundation of the town, but nearly all houses destroyed by the wind, two persons
since it seems to be lacking from more available accounts: "On the 18th of September, [1858] during the night, Matamoras ... was damaged by a dreadful hurricane. The violence of the storm was tremendous; nothing could resist it; trees were torn out of the ground, and carried away. The rain was heavy; the river rose to a fearful height. Four lives only were lost; but more dreadful was the destruction of both lives and property in the Braza[ll]s de San Jago, and in the [Boca] del Rio. Many vessels [were] stranded and dismantled. There was not a house standing in the Bonita or the [Boca Chica]."

1827, Sept. 27-Oct. 10. (Berlander, Lopes, Redfield, Blodget, Stuart, Frazier, Tannhill.) "Racer's Storm." All of the east coast of Texas from Brazos Santiago to (present) Sabine Pass. On Oct. 2/3 at Galveston had two men washed ashore from a vessel. [The hurricane] was a severe one. Many vessels stranded at various places, and much damage was done.

1838, Sept. 27. (Bonsignies, Blodget, Tannhill.) Listed, without date, by Bonsignies as flooding the lower Texas coast at Brazos Santiago.

Is it possible that we have here another error of recall of Bonsignies—that he is confusing the "Racer's Storm" with the year 1838? In his report to L. Webster, Bonsignies does not ignore the Racer Storm. Blodget and Tannhill have included this 1838 hurricane only on Bonsignies' report. The "Nautical Magazine" for 1848, p. 529, notes what may be Bonsignies' hurricane: one of Nov. 1, very severe at Vera Cruz, in which 3 U. S. vessels were lost two of them with their crews.

1839, Nov. 5. Tannhill lists at Galveston; Blodget lists at Galveston.

A meandering datum also lists damages to buildings at this date on San Luis Island, and in the Gulf of Mexico.

1840, date? Another dateless record of Bonsignies, not corroborated by Lopez or Berlander [the latter a most careful and trustworthy observer]. Ascribed to lower Texas, with villages destroyed at the mouth of the Rio Grande. It is not stated whether it extended elsewhere in Texas. Can Bonsignies be confusing this with "Antje's Storm"? Bonsignies has ignored that storm.

1842, Aug. 20-Sept. 20. (Redfield, Lopes, Blodget, Stuart, Frazier, Tannhill.) "Antje's Hurricane." Struck the Mexican coast about half-way between Tampico and Brownsville (Sept. 8), and on Sept. 9 was "weasting" 60 miles inland by the mouth of the Rio Grande. The coast of the mouth of the Rio Grande and (from Tampico to Corpus Christi) was inundated.

1847, Oct. 6. (Blodget, Redfield, Lopes, Blodget, Stuart, Frazier, Tannhill.) Blodget and Redfield believed this to be the same as the Oct. 2-19 hurricane (1847 "Gulf-Bermuda Storm") but Tannhill believes the two distinct. At Galveston the wind was not so high as in the Racer Storm, although there was considerable damage to buildings and shipping.

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1854, Sept. 16-19. (Stuart, Frazier, Tannhill.) "The Great September Hurricane of 1854." Matagorda, the water, and upper Texas coast. Greatest damage at Matagorda (Sept. 18); no inundation of the town, but nearly all houses destroyed by the wind, two persons...
killed. Salaria was destroyed. The steamer "Kate Ward," with her crew, was lost in Matagorda Bay. Little damage was done at Galveston.

1866, Oct. Tannenhill lists one at Galveston, but gives no data.


1871, June 1-4. (Frazier, Tannenhill.) Texas coast, not specified by Tannenhill; low barometer and very heavy seas, with rainfall, at Galveston. (Frazier, p. 457.)

1871, June 9/10. (Frazier, Tannenhill.) Galveston. Considerable property damage, but no loss of life.

1871, Oct. 2/3. (Stuart, Frazier, Tannenhill.) Galveston extensively flooded, with heavy wind from the east, and severe losses in shipping.

1874, July 2-4. Gulf of Mexico, Indiana. [Not the disastrous 1878/18 Indiana hurricane, q.v.] Tannenhill lists without comment.

1874, Sept. 5-6. (Frazier, Tannenhill.) Gulf coast of Texas, moved n.n.w. into Texas. Little or no damage at Galveston.

1875, Sept. 14-15. (Frazier, Tannenhill, ch. ii., xiii.) "Cuba-Gulf-Indiana Hurricane." Course somewhat resembled that of "Racer" Storm. The hurricane's center passed over Indiana (Sept. 16); three-fourths of the houses at Indiana were wrecked, and 176 lives lost. One of the most destructive hurricanes on the Texas coast. Considerable damage was done at Galveston, and several blocks of land were carried out to sea from the Island. (Frazier, p. 457)


1880, Aug. 7-13. (Tannenhill.) Yucatan, Matamoros. Manifested in Texas?


1886, June 13/14. (Tannenhill, ch. xiii.) Inundation at Sabine, Texas, for several miles inland.


1888, Oct. 8-13. (Tannenhill, ch. xiii.) At Sabine Pass. Inundated Johnson's Bayou and Sabine Pass twenty miles inland, with much property damage and the loss of 180 lives. The hurricane came from western Cuba, and passed into extreme east Texas.

Later notable Texas hurricanes were the Galveston "Flood" of Sept. 8, 1900; the Velasco storm of July 22, 1909; the August 28, 1909 hurricane at Brownsville; the Aug. 16/17, 1915 Galveston hurricane; the Corpus Christi storm of Sept. 14, 1919; the 1921 Mexican hurricane that in southwestern Texas caused torrential rains (Sept. 8-10) and record-breaking floods.

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BONNER, M. (1840) [French vice-consul at Matamoros. Notes on hurricanes of the coast near Matamoros; in J. D. Webster, 1848.]

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HALL, W. D. C. (1879) [Quoted extensively in Frazier regarding the early configuration of Galveston Island, and the hurricane of 1814.]


LAWRENCE, A. B. (1840) Texas in 1840 ... p. 21. [Racer storm and damage at Galveston.]

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"On the several hurricanes of the American sea and their relations to the northern, so-called, of the Gulf of Mexico and the Bay of Honduras, with charts illustrating the same." ibid., 31, 116-18. [Charts illustrating the same path of Racer Storm (1837) and Atlantic Storm (1842); 116-18 charts show path of Oct. 1-9, 1842 storm.]

RAFFERTY, J. A. (1844) Texas hurricane (p. 921). Oct. 2-9, 1842 hurricane (p. 922), and Racer Storm (p. 946).

REID, WILLIAM (1845) Attempt to Develop the Law of Storms, 2d ed., London, At pp. 138-40. Reid gives a fine account of the Racer storm of 1837, which is represented in Reid, 1844.


SMITH, EDWARD (1840) "The Texas Hurricane ..." p. 189. [Racer storm and damage at Galveston.]


TUKERMAN, H. & TAYLOR, R. [Houston,] Oct. 9, 11, 1837. [Racer storm.]

WEBSTER, Ly. J. D. (1844) [Survey of the coast at the mouth of the Rio Grande.]

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*Papers frequently cited in the list of hurricanes are listed here.*
killed. Saluria was destroyed. The steamer “Kate Ward,” with her crew, was lost in Matagorda Bay. Little damage was done at Galveston.

1866, Oct. Tannenhill lists one at Galveston, but gives no data.


1871, June 1-4. (Frazier, Tannenhill.) Texas coast, not specified by Tannenhill; low barometer and very heavy seas, with rainfall, at Galveston. (Frazier, p. 457.)

1871, June 9-10. (Frazier, Tannenhill.) Galveston. Considerable property damage, but no loss of life.

1871, Oct. 2/5. (Stuart, Frazier, Tannenhill.) Galveston extensively flooded, with heavy wind from the east, and severe losses in shipping.

1874, July 2-4. Gulf of Mexico, Indiana. [Not the disastrous 1875 Galilea hurricane, q.v.] Tannenhill lists without comment.

1874, Sept. 9-10. (Frazier, Tannenhill.) Gulf coast of Texas, moved n.n.w. into Texas. Little or no damage at Galveston.

1875, Sept. 14-15. (Frazier, Tannenhill, ch. ii, xiii.) “Cuba-Gulf-Indiana Hurricane.” Course somewhat resembled that of “Racer” Storm. The hurricane’s center passed over Indiana (Sept. 16); three-fourths of the houses at Indiana were wrecked, and 176 lives lost. One of the most destructive hurricanes on the Texas coast. Considerable damage was done at Galveston, and several blocks of land were carried out to sea from the Island. (Frazier, p. 457)


1880, Aug. 7-13. (Tannenhill.) Yucatan, Matamoros. Manifested in Texas?


1886, June 13-14. (Tannenhill, ch. xill.) Inundation at Sabine, Texas, for several miles inland.


1886, Oct. 9-12. (Tannenhill, ch. xii.) At Sabine Pass. Inundated Johnson’s Bayou and Sabine Pass twenty miles inland, with much property damage and the loss of 160 lives. The hurricane came from western Cuba, and passed into extreme eastern Texas.

Later notable Texas hurricanes were the Galveston “Flood” of Sept. 8, 1900; the Velasco storm of July 22, 1909; the August 28, 1909 hurricane at Brownsville; the Aug. 16/17, 1915 Galveston hurricane; the Corpus Christi storm of Sept. 14, 1919; the 1921 Mexican hurricane that in southwestern Texas caused torrential rains (Sept. 8-10) and record-breaking floods.