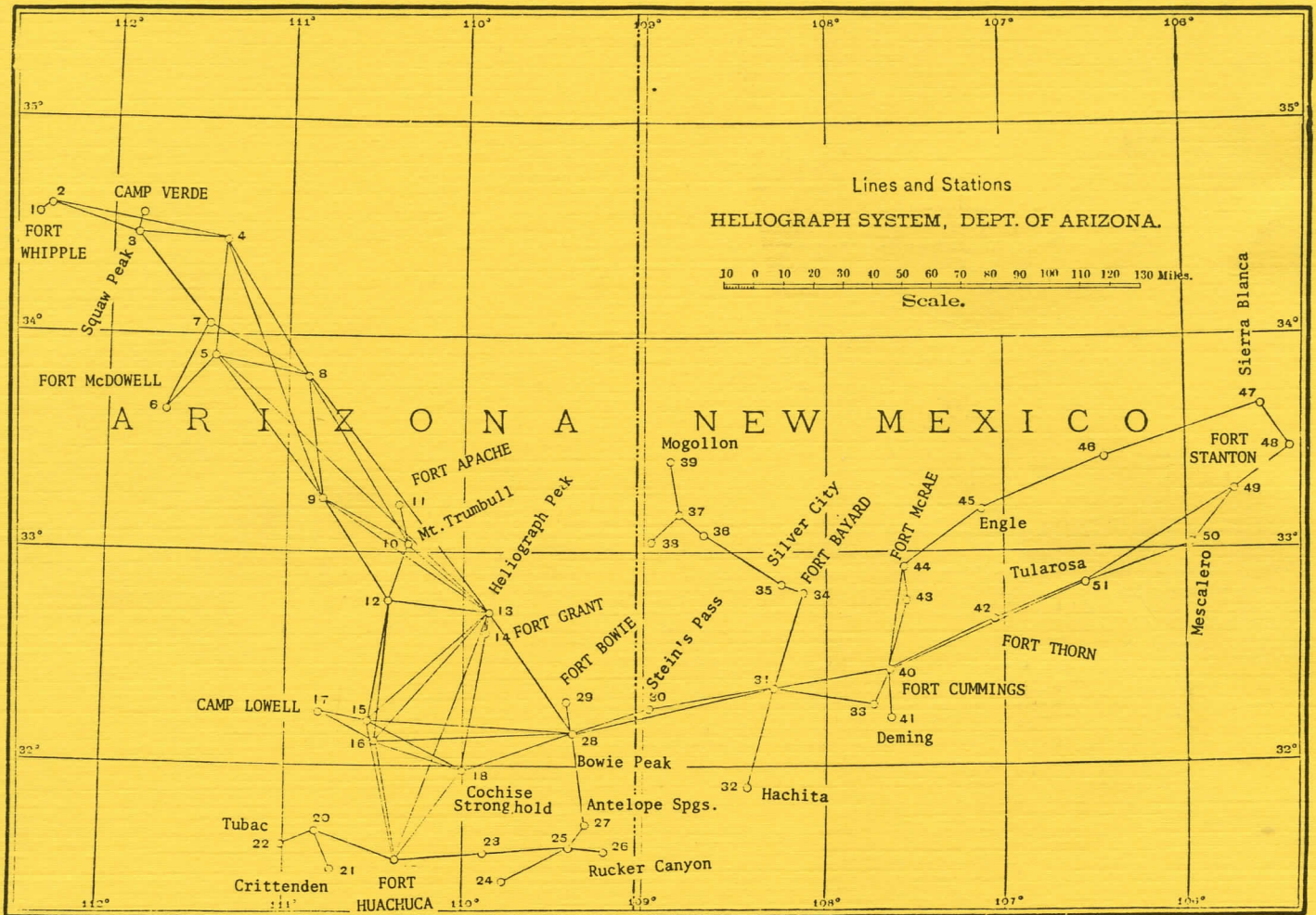


# THE HELIOGRAPH



WESTERN POSTAL HISTORY MUSEUM

WINTER 1987 ISSUE

VOLUME 1, NO. 1



The naming of a new philatelic publication poses a most difficult project as over the years a vast number of earlier magazines have used almost every reasonable name under the sun. Temporarily, at least, we have chosen the odd name of THE HELIOGRAPH for several reasons. One of which is obviously, the centennial of the surrender of Geronimo and Natchez in the Arizona Territory. Using information from the "Personal Recollections of General Nelson A. Miles", published by Werner Co. in Chicago in 1896, we find that General Miles reported that the heliograph had performed its last and best work in connection with the surrender of the two great chiefs at Skeleton Canon, A.T., Sept. 4, 1886, and hence is worthy of recognition as an Arizona tradition.

General Miles was placed in command of the Dept. of Missouri in July 1885 by President Cleveland and one-quarter of the Army was also placed at his disposal. At this time, the Chiricahua Apaches were terrorizing Arizona, New Mexico and Northern Mexico. After a period of relative quiet, the Apaches had gone on the warpath May 1885. The Army in the southwest had great communication difficulty and could not keep up with the rapidly moving Indian raiding parties. Gen. Miles requested help from General Hazen, Chief Signal Officer, to send corps of skilled officers and men with best heliograph instruments obtainable. Miles had the Engineers block out the country so that a network of points of observation and communication could be established over an entire area two hundred miles east and west, and three hundred miles north and south, most frequented by the Apache. On high mountain summits of the region strong posts of infantry guards were stationed with water and provisions to withstand a siege of 30 days. Two to three operators were placed, with from one to five guards. They were given the very best field glasses and telescopes and heliostats mounted on tripods. The heliostat had first been used by the British forces in India, and had been used before by Gen. Miles on a small scale in Montana and the Dept. of Columbia, but he determined to utilize the heliograph fully in the Dept. of Arizona.

Within a short time the system was fully operational. In tests 25 word messages were sent from the most easterly point to the most westerly and return, a round trip of 800 miles, in 4 hours. The heliostat alternately interposes and removes an object in front of a mirror that is mounted on a tripod. The sun's rays, so interrupted, can thus show long or short flashes of light which can be used to create letters and words, somewhat similar to a telegraph code. Lt. R.M. Fuller was placed in charge of Arizona Division with 14 stations, and Lt. E.E. Dravo in charge of New Mexico Division with 13 stations. Records were kept and soldiers quickly adopted to the new system, especially those from the Signal Corps and telegraph service. The stations, on 6 to 7 thousand foot peaks were placed against a dark background when possible. Some only communicated with one other, but several such as Bowie Peak, Az. reached five other stations. The average distance between stations was 25 to 30 miles. 2264 messages were sent in Arizona from May 1 to Oct. 1, 1886. The greatest number of messages (807) was from Fort Bowie. Messages averaged about 50 words in length, but 200 words occurred.

The Apaches never did understand the flashes of light from the mountain peaks, but thought they were from the Great Spirits and carefully avoided them. When Geronimo was brought in to Skeleton Canon, to talk about his surrender General Miles explained the heliostat to him.

cont.



## THE HELIOGRAPH

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Consulting Editors - James Bruns, Richard B. Graham

The Western Postal History Museum is the only multi-purpose philatelic institution in the western United States. It is an Arizona non-profit corporation chartered to be used exclusively for historical, research, scientific and educational purposes in the advancement of philately including, but not limited to the collecting, assembling, preserving, recording and publication of postal history. Membership donations over that for annual membership, and donations of cash, acceptable stamps, covers, books, periodicals and postal history material are deductible for U.S. income tax purposes, and are gratefully received.

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\* \* \* \* \* Continued from inside cover \* \* \* \* \*

He was dubious at first, but after the heliograph sent a message to his captive brother at Fort Bowie, 65 miles away, and an answer came right came back to Geronimo, he was impressed. So great was his astonishment that he sent a messenger to Natchez to come to the camp and see the heliostat, and how the soldiers talked with each other. Chief Natchez soon appeared with his followers, and was also greatly impressed by the device. Their surrender followed soon after and hence came General Miles' belief that the heliograph contributed to the Apache surrender.

Apparently, the last use made of the heliograph in Arizona was during the Department of Arizona field exercises in Sept.-Oct. 1887. A similar device is still in use by the Navy for communication between ships at sea. We decided to adopt this name for our new Western Postal History Museum quarterly publication with the hopes that the sun's rays from our sunny native state can be figuratively utilized to bring postal history and philatelic news to our members in other portions of this extensive philatelic world.

## THE HELIOGRAPH

### U.S. POST OFFICE "TRANSIT" MARKINGS

by Charles F. Nettleship Jr. and Charles L. Towle

One of the interesting specialized fields of United States Postal History is the collecting and study of those postmarks known as "Post Office Transit Markings" due to their application at separating post-offices located between the origin point and the final destination point of a first class letter.

This field offers many advantages for the neophyte postal history collector, such as- (1) The field has never been studied or written up until this article and it is possible to locate many new usages and many pertinent facts hitherto unpublished; (2) It is an economical field to collect for several reasons. First, the period of use was basically from 1882 to 1910 and covers, postal cards and post cards of this era may be acquired at a reasonable price. Second, most stamp dealers keep this type of material in plastic sleeves backed with an advertising card of their company so that transit markings, normally struck on the BACK of the missive are hidden and escape notice of many dealers and cover collectors; and (3) uses on face of the post card or cover, multiple strikes and postmarks in colored ink are quite rare, interesting and attractive so that the possibility of gaining an item which will turn out to be a future rarity is certainly greater than occurs in the more well-known, written-up and exploited areas of postal history collecting.

The investigation of the reasons for such transit postmarks involves study of Annual Reports of the Postmaster General, various volumes of the Postal Laws and Regulations, Postal Guides of the period, and specific orders issued by the Postmaster General and the Superintendent of the Railway Mail Service.

To date your authors have recorded about 285 distinct postmark types from 105 different cities and towns, and extended study into the field of machine cancels will increase these totals. At present the earliest date recorded is Sept. 15, 1879 from New York City, and the latest date is May 6, 1937 from Philadelphia General Post Office. However usages after 1911 or so are quite uncommon.

The origin of post office transit postmarks dates back to an Act of Congress approved July 12, 1876. Section 11 of this Act provides as follows: -" that the Postmaster General may designate offices at the intersection of mail routes as distribution or separating offices; and where any such offices are of the 3rd or 4th class, he may make a reasonable allowance to the postmaster for the necessary cost of clerical services arising from such duties, and the provisions of this Act relating to and fixing the compensation of postmasters shall take effect on the first day of October next".

The handling of mail matter en-route, including that at separating post-offices, was usually under the supervision of the General Superintendent of Railway Mail Service. His General Order No. 8, Section 3 of Oct. 8, 1879 provides the following: " Please politely urge upon postmasters the advantages that will accrue to the Service from their complying as far as possible with the following part of Sec. 265, PL&R 'Every Postmaster, immediately upon the receipt of mail, will, if possible, place the postmark of his post-office upon every letter received in the mail, showing the date and hour of the day when the letters were received.' "



## THE HELIOGRAPH

Elsewhere in the same order it was stipulated, "Postal cards must be so postmarked on the address side and not on the side containing the communication. See Ruling 55."

The Postal Laws and Regulations effective March 3, 1879 specified the same treatment in Section 379- "---- and all letters received from other offices or post offices for delivery, or redistribution to other offices or post offices must be postmarked on the reverse side with the date, and when possible, the hour on which they are received."

The commercial use of the mail service throughout the nation demanded regular and dependable delivery of mail, and tremendous pressure was placed on all portions of the mail transportation and handling system for improved performance. The postmarking of letters at distributing points ( where pouches were opened and re-sorted) was a most convenient way for the mail inspectors to check for adequate service. The gravity of this situation is shown by the order of the Third Assistant Postmaster General dated Jan. 21, 1888- " Sec. 553, Back-stamping - Every postmaster of a distributing office, upon receipt of the mail, will immediately place the postmark of his office upon the back of every letter therein received, showing date and hour letter was received. The value and importance of these practices are so great that the regular failure to observe will be grounds for dismissal."

This order was evidently the source of confusion as two more notices followed in short order. The word STAMPS in these orders should be read as HANDSTAMPS. First, the Office of the First Assistant Postmaster General advised - " The attention of postmasters is especially called to Section No. 553, Postal Laws and Regulations of 1887, which is amended as follows: The stamps required by said section will be furnished as soon after July 1, 1888 as they can be provided, until which time postmasters who are required to use them and are not already supplied with receiving stamps will backstamp with postmarking stamps. " Postmaster General Dickinson issued another order to postmasters under date of April 27, 1888, "General Order No. 52, published in the April supplement to 1888 Postal Guide is not intended to cover direct packages and those made up for Railway Post Office lines in transit which may be pouched and connected through post offices."

From the number of small city post-offices which the great number of route junctions would seem to require as transit offices throughout the country, eligible to use "Transit" backstamps, the small percentage of postmarks found to date can only lead to the conclusion that either the postmasters generally ignored compliance with these very specific orders, or employed their receiving stamps as "Transit" backstamps on far more mail than would be expected. Experience to date on these studies primarily indicates that Transit postmarks are indeed a rare usage on mail matter of the period. One of the authors recently checked more than 3,000 covers of the period, and proper Transit postmarks were found only on 34 of the covers,- a very low rate of incidence and far below expectations.

For the convenience of readers of this series it is believed that a glossary of terms frequently used will be helpful to the collector. We accordingly list from 1879 Postal Laws and Regulations some of the more common terms employed:

**BACKING POSTMARK** - A general term for all postmarks on the back or reverse side of mail, including "transit", "receiving", "branch or sub-station", "carriers postmark", etc.

( Descriptive write-up continued in Spring Issue of Heliograph)



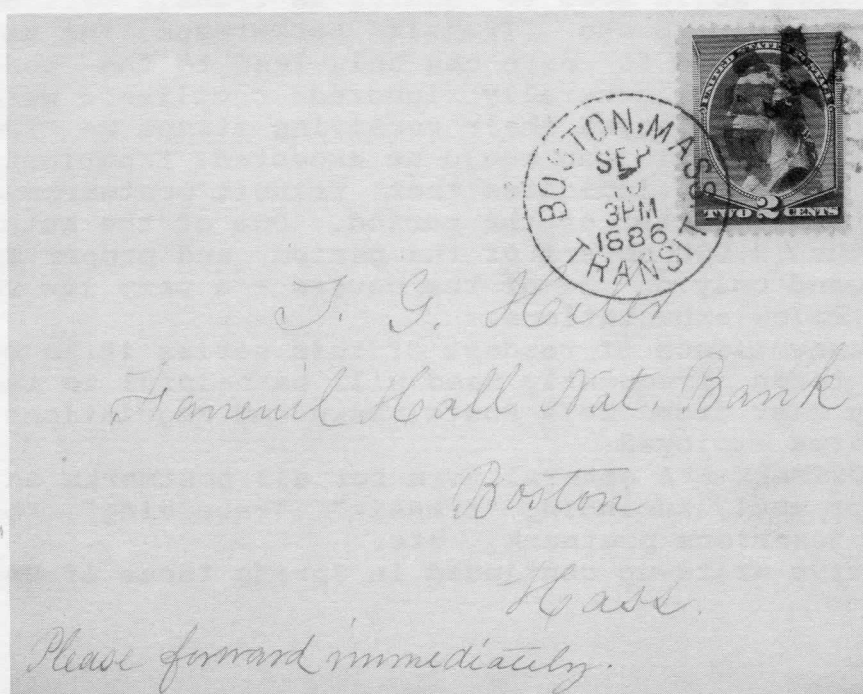
# THE HELIOGRAPH

Key to Post Office Transit Postmarks shown in Plate I

ALY1- Albany, N.Y., 28.5, 1885, 7 PM, (Plattsburgh, N.Y.-Hartford, CT.)  
 ALY2- Albany, N.Y., 28.5, 1887, 4 PM  
 ALY3- Albany, N.Y., 27, 1889, 7 PM  
 ALY4- Albany, N.Y., 27.5, 1892, 4 PM  
 ALY5- Albany, N.Y., 27, 1898, 11 AM  
 ALQ1- Albuquerque, N.M., 28.5, 1899, 7.30 AM  
 ALQ2- Albuquerque, N.Mex., 29.5, 1907, 7 PM  
 ALQ3- Albuquerque, N.Mex., 29.5, 1910, 6.30 P.M.  
 ASE1- Asheville, N.C., 29, 1895, 6 AM  
 AUG1- Augusta, Me., 27.5, 1892, 10 AM, (South China, Me.-Philadelphia)  
 AUG2- Augusta, Me., 30.5, 1907, 11 PM  
 AUG3- Augusta, Me., 30, 1907, 12.30PM  
 BAT1- Baltimore, Md., 26.5, 1885, 4 PM  
 BAT2- Baltimore, Md., 27.5, 1887, 1 PM  
 BAT3- Baltimore, Md., 28, 1888, 10 AM, (Pleasant Valley, Va.-Iola, Ks.)  
 BAT4- Baltimore, Md., 26, 1891, 8 AM  
 BAT5- Baltimore, Md., 26.5, 1896, 8 PM  
 BAT6- Baltimore, Md., 26.5, 1898, 7 AM, partial  
 BAT7- Baltimore, Md., 29.5, 1929, 3.30 PM  
 BAT8- Baltimore, Md., 22.5, 1901, 3.30 PM, (Markham, Va.- Bel Air, Md.)  
 (American Machine Cancel Type AMS 43)  
 BAE1- Barre, Vt., 29.5, 1899, 7 AM  
 BEM1- Bethlehem, Pa., 27, -NYD-, 4 PM  
 BEM2- Bethlehem, Pa., 27.5, 1890, 9 AM  
 BLO1- Bloomsburg, Pa., 27.5, 1888, 4 PM  
 BLO2- Bloomsburgh, Pa. 28, 1890, 7 PM  
 BLO3- Bloomsburgh, Pa. 26.5, 1894, 7.30 AM  
 BOS1- Boston, Mass., 27.5, 1881, 12 PM  
 BOS2- Boston, Mass., 26.5, 1883, 4 PM  
 BOS3- Boston, Mass., 27.5, 1884, 8 PM  
 BOS4- Boston, Mass., 26, 1885, 8.30 PM (Waterloo, Ia.-Lanesville, Ma.)  
 \* \* \* \* \*

(Note- All diameters  
are shown in millimeters)  
(Note-NYD- No year date  
shown)

Figure 1 - Boston, Mass. Transit postmark (Type BOS6) tying two cent 1883 stamp to cover to Boston. Sep. 15, 1886. Origin point unknown.





# THE HELIOGRAPH

## PLATE I - POST OFFICE TRANSIT POSTMARKS



ALY1



ALY2



ALY3



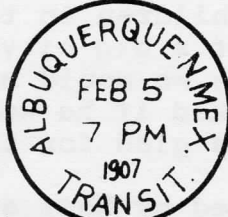
ALY4



ALY5



ALQ1



ALQ2



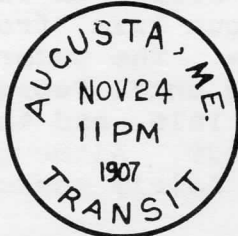
ALQ3



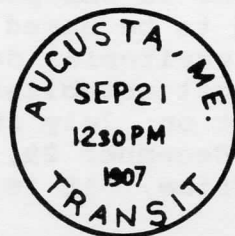
ASE1



AUG1



AUG2



AUG3



BAT1



BAT2



BAT3



BAT4



BAT5



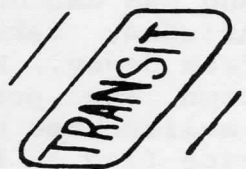
BAT6



BAT7



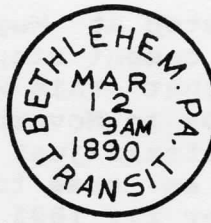
BAT8



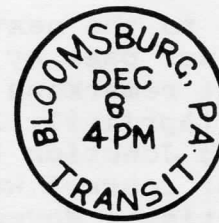
BAE1



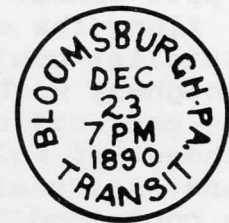
BEM1



BEM2



BL01



BL02



BL03



BOS1



BOS2



BOS3



BOS4



## THE HELIOGRAPH

### A RIDE WITH THE STAR-ROUTE MAILMAN, PRESCOTT TO CROWN KING, AZ.

by Robert B. Bechtel

It was May of 1980, a sunny six thirty in the morning at Prescott where I met Newell Cromwell Whittington, the rural postman of the star route that extended to Crown King, forty miles away in the Bradshaw Mountains. "Whit," as his friends called him, alternated on the route with his hired assistant, three days on and three days off. Whit won a contract to deliver the mail over this route and periodically had to submit to the bidding process to keep his contract. He was formerly an air traffic controller, who had chosen early retirement due to ulcers, and moved to Prescott to raise his children in the quiet of a small town, away from the drugs and crime of a big city. He was very affable and knowledgeable about all the people we would meet along the route. I had called him a week earlier and asked if he would object to having a passenger on his mail route. He was glad for the company and I soon learned why.

The mail coach was a white Chevy van owned by Whit and constantly repaired because of the rough mountain road. Our first stop earned us coffee and doughnuts at the restaurant next to the post office in the beautiful Prescott Valley. This place used to be named Agua Fria, from the river, and its history goes back to territorial days. The modern post office at Agua Fria, however, didn't get established until February 1, 1967. It became a branch of Prescott on July 19, 1976, and the name was changed to Prescott Valley on December 29, 1979. Although Agua Fria operated ten years as a post office, it is a fairly scarce postmark on cover.

From Prescott Valley we went another ten miles to the small post office on the side of the road at Dewey. It was established in 1898 and has had continuous service since that time. If you buy a turkey in Arizona, take a look at the wrapper, and it is likely the bird came from Dewey. Humboldt was only two miles away and was an old smelter town. The post office was established as Humboldt in 1905, but its earlier name was Valverde. Whit did the honors of raising the post office flag on his arrival. The lady postmaster complained that this was "dirty" Thursday because all the newspapers were delivered on that day and she got her hands dirty from newsprint while putting the papers in the post boxes.

Along the way to the next stop at Mayer, a knowledgeable Arizona philatelist could not pass by a cement step alongside the left side of the highway without remarking that this was all that remained of the Huron post office (April 27, 1901 to November 30, 1928), and that just southeast of Poland Junction (itself just a crossroads, but named for Poland, Arizona, of course) was an area to the left of the road that once contained Curtiss (November 27, 1891 to March 23, 1896). We then stopped at Poland Junction to stuff the forest of mail boxes that indicated that the area of these supposed ghost towns was still occupied with many residents.

Then it was on to Mayer, the town founded by Joseph Mayer, in the year 1884. Sarah B. Mayer, his wife, was postmaster here from January 11, 1884 until succeeded by her daughter, Mamie, who became postmaster on December 22, 1914. The original house which contained the post office was still standing in 1980, but it burned down in 1983 creating a great loss for Arizona postal history as the post office contained memorabilia stored from the early days.

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From Mayer we drove on to a second crossroads, Cordes Junction, which had three gas stations and two restaurants. Visible from any of these buildings were the tall building cranes of Arcosanti, the dream city of the future, as envisioned by Paolo Soleri. It looked like an out of place airplane hanger on the Arizona desert. Behind the junction was Cordes Lakes, a development started by the notorious land swindler Ned Warren, who must have been too busy to cheat his customers at this development, as they all thought at Cordes Lake they had received just what they paid for.

We then took the Interstate south for three miles and turned onto Bloody Basin road to the right toward Crown King. About two miles away on this road we saw the silvery roofs of Cordes, from which the junction had gotten its name. Cordes once had its own store and a post office and had been a main stop on the north-south Black Canyon highway before the Interstate was built. Henry Cordes, the third generation of the family and the third postmaster, was there to greet us and still carried the mail sack his father had used for collecting the mail. The post office had opened in January of 1886 and was closed by Henry on November 15, 1944. Inside the old store could be seen the postal boxes Henry had salvaged from Richinbar (July 30, 1896 to March 15, 1912), about 6 miles to the east. Henry and his wife were the only remaining residents of Cordes.

South of Cordes we reached Bumblebee which claimed a larger population of about a dozen people. Bumblebee opened its post office at an early date of February 3, 1879 and did not close its doors until October 13, 1972. An earlier resident had accumulated a collection of old buildings and had arranged them to appear like a town. It was supposed to be an attraction for the tourists, but they failed to respond.

Before the long haul up the Bradshaw slopes commenced we passed through the Golden Belt mine, still operating, and came to Cleator. Cleator boasted a population of ten, the most famous of which was the stocky, bearded, outspoken Tom Cleator - son of the founder. Tom ran the local bar which he opened when he felt like it. Cleator began as Turkey on March 21, 1903 and changed its name to suit the owner May 1, 1925. The post office closed down on July 16, 1954.

The road up to Crown King is really the old roadbed of the Prescott and Crown King railroad. This branch of the Atchison, Topeka and Santa Fe utilized switch-backs and many tunnels to conquer the stiff climb up the east side of the Bradshaw Mountains. The postmark from the Railway Post Office over this line is a most desirable philatelic property. The tracks were taken up in 1928 and all the tunnels were filled in or circumvented by the highway. About three miles up from Cleator are the remains of Middeltown, established on May 8, 1903 and closed on January 31, 1908. The postmaster at Middeltown reported the princely sum of \$5.71 for his first year of business. Middeltown served as the ore depot for the Peck Mine, whose ore car tramways can still be seen on the mountainside. Middeltown came to life again as Ocotillo from January 13, 1916 to June 15, 1925 when the post office closed its doors for the last time. This is one of the scarcest statehood postmarks since only one example is known to date.

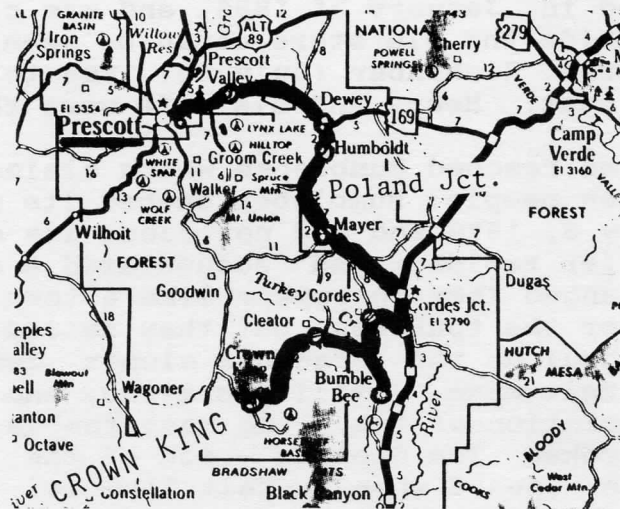


## THE HELIOGRAPH

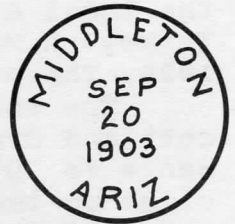
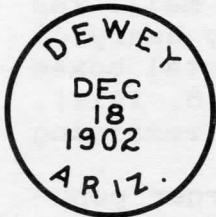
Finally, at the crest of the mountains we entered Crown King, an old lumbering and mining town, which was undergoing a renaissance as a summer residence for heat-shy Phoenicians. Several of the old buildings were still standing, such as the Perkins store and the saloon, with its fascinating antiques. The Crown King post office was first established on June 29, 1888.

This was the high point of the star route. It had taken us until mid-afternoon and we had covered a lot of roadway and a lot of postal history. Still tempting were the old ghost towns on the west side of the Bradshaws, such as Harrington, Minnehaha and Hooper, no longer serviced by the intrepid rural postman. I got back to Prescott at 6.00 P.M., eleven and one half hours after Whit had picked me up. It was my first introduction to the old communities of the Bradshaws and I would return there many times later, learning the secrets of yet more towns that lie far back on almost inaccessible roads.

Map of the Prescott - Crown King Rural Route



Dewey Post Office



# THE HELIOGRAPH

## Western Postal Museum Library Report by Lawrence Pawley, Librarian

### Recent Library Accessions:

Mexico, 1914, the Denver Eagles  
by William R. (Ron) Mitchell  
U.S. Route and Station Agent Postmarks plus Historical Supplement  
by Charles L. Towle  
Published by Mobile Post Office Society, 1986  
The Postage Due Stamps of the United States, 1819-1916  
  
U.S. Incoming Steamship Mail, 1847-1875  
by Theron Wierenga  
Hiram Walter Read, Pioneer Pastor and Postmaster  
by Lillian G. Theobald  
Published by Arizona Historical Foundation, 1986  
Stagecoach East  
by Oliver W. Holmes and Peter Rohrbach  
Shall Stagecoaches Carry the Mail ?  
by Oliver W. Holmes  
Camels to California  
by Harlan D. Fowler  
Oregon Postmarks  
by Charles A. Whittlesey and Richard W. Helbock  
Published by La Posta Publications  
Street Car Railway Post Offices of Cincinnati, Cleveland and  
Rochester. by Stewart and Clark.  
Published by Mobile Post Office Society

\*\*\*\*\*

Duplicate books of Western Postal History Museum Library for sale.

	Retail Price Postpaid	Price to Western Postal History Museum members- Postpaid
Third American Philatelic Congress Book	\$18.00	\$ 16.20
Fourth " " " "	18.00	16.20
Fifteenth " " " "	20.00	18.00
Sixteenth " " " "	21.00	18.90
Eighteenth " " " "	25.00	22.50
Twenty-first " " " "	27.00	24.30
Twenty-second " " " "	27.00	24.30
Twenty-third " " " "	29.00	26.10
Thirtieth " " " "	16.00	14.40
Thirty-first " " " "	18.00	16.20
Thirty-ninth " " " "	19.00	17.10

(Limited supply-Make checks payable to Western Postal History Museum)

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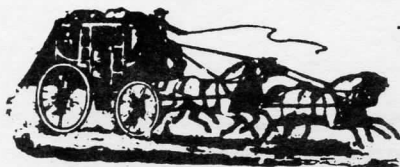
# THE HELIOGRAPH

From time to time, utilizing the resources of the Western Postal History Museum library, and those of our members, we will publish reviews and bibliographic material which we hope will be of permanent value to our readers. This will include the occasional reprinting of rare and obscure philatelic and postal history publications from our archival material.

Our first presentation, herewith, is a listing of the publications of the unfortunately short-lived National Philatelic Museum of Philadelphia. This series has considerable philatelic material of value that is often ignored due to the difficult numbering of volumes and pages, and the odd coordination of the series. We list the 36 publications here in order, with full knowledge that several other museum products might exist. Those marked with an asterisk contain little information except exhibit programs. Many of the other volumes such as No. 15, 18, 22, 24, 25, 34 and 36 are most valuable reference works and should be in collectors' libraries. Our library will offer some duplicates of this set in our Spring issue.

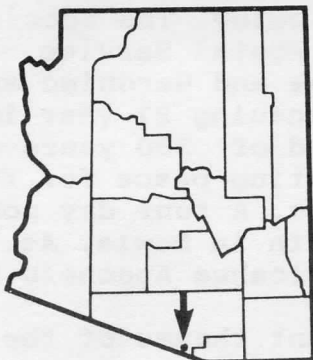
1*	Inaugural Exhibition, Philatelic Museum, Unp., 8 Pp.	12/5/48
2	Vol.I-1 France Exhibition, Pages 1-48,	1/16/49
3*	Vol.I-2 Pan-Slav Exhibition, Unp., 8 Pp.	2/19/49
4*	Vol.I-3 Ireland Exhibition, Unp., 4 Pp.	3/19/49
5*	Vol.I-4 Pan-American Exhibition, Pages 1-54	4/9/49
6	Vol.I-5 Centennial Exhibition-Belgium and Colonies, Pp.1-56	5/14/49
7	Vol.I-6 Bavaria and German States, Pages 1-32	6/18/49
8	Vol.I-7 New South Wales and Australian States, Pp.1-32	7/17/49
9	Vol.I-9 Switzerland and Liechtenstein, Pages 1-64	8/13/49
10	Vol.I-10 United States Stamp Exhibition, Pages 1-64	9/24/49
11	Vol.I-11 U.S.Possessions, Pages 1-96	10/15/49
12	Vol.I-12 Scandinavia Exhibition, Pages 1-90	12/17/49
13	Vol.II-1 Topical Stamp Exhibition, Pages 1-122	1/21/50
14	Vol.II-2 Egypt Exhibition, Pages 125-214	2/18/50
15	Vol.II-3 Austria Exhibition, Pages 219-362	3/18/50
16	Vol.II-4 What's New in Philately, Pages 367-482	4/20/50
17	Vol.II-5 Republic of Indonesia, Pages 487-622 (Mis-numbered)	6/3/50
18	Vol.II-6 Society of Philatelic Americans, Pages 627-770	8/14/50
19	Vol.II-7 Air Post Exhibition, Pages 775-950	9/16/50
20	Vol.II-8 American Philatelic Congress, Pages 955-1066	10/15/50
21	Vol.II-9 Liberia Exhibition, Pages 1069-1230	11/20/50
22	Vol.III-1 Benjamin Franklin Exhibition, Pages 3-210	1/15/51
23	Vol.III-2 Topical Stamp Exhibition, Pp.1-80 (Mis-numbered)	4/28/51
24	Vol.III-3 U.S. 3 cent Postage, 1851-57. Pages 315-490	7/1/51
25	Vol.IV-1 Netherlands Exhibition, Pages 3-194	1/26/52
26*	Vol.IV-2 APS 1952 Convention, Pages 1-80 (Mis-numbered)	9/21/52
27	Vol.IV-3 Federal Republic of Germany, Pages 283-458	11/15/52
28	Vol.V-1 Philosophy of Collecting, Pages 1-106	(1953?)
29*	Vol.V-2 Topical Stamp Exhibition, Pages 111-142	6/19/53
30	Vol.V-3 Women in Philately, Pages 147-226	12/11/53
31	Vol.VI-1 SEPAD Exhibition, Pages 3-50	1/15/54
32	Vol.VI-2 Postage Stamp Design, Pages 55-246	(1954?)
33	VOL.VI-4 APS Philadelphia Chapter, Pages 471-502	11/8/54
34	Vol.VII-1 Vatican - Marian Year, Pages 1-216	9/22/54
35	Vol.VIII-1 National Philatelic Library, Pages 1-48	2/25/55
36	Special- U.S.Perforation Centennial, Pages 1-232	7/4/57

(Note-Corrections or additions from readers are welcomed)



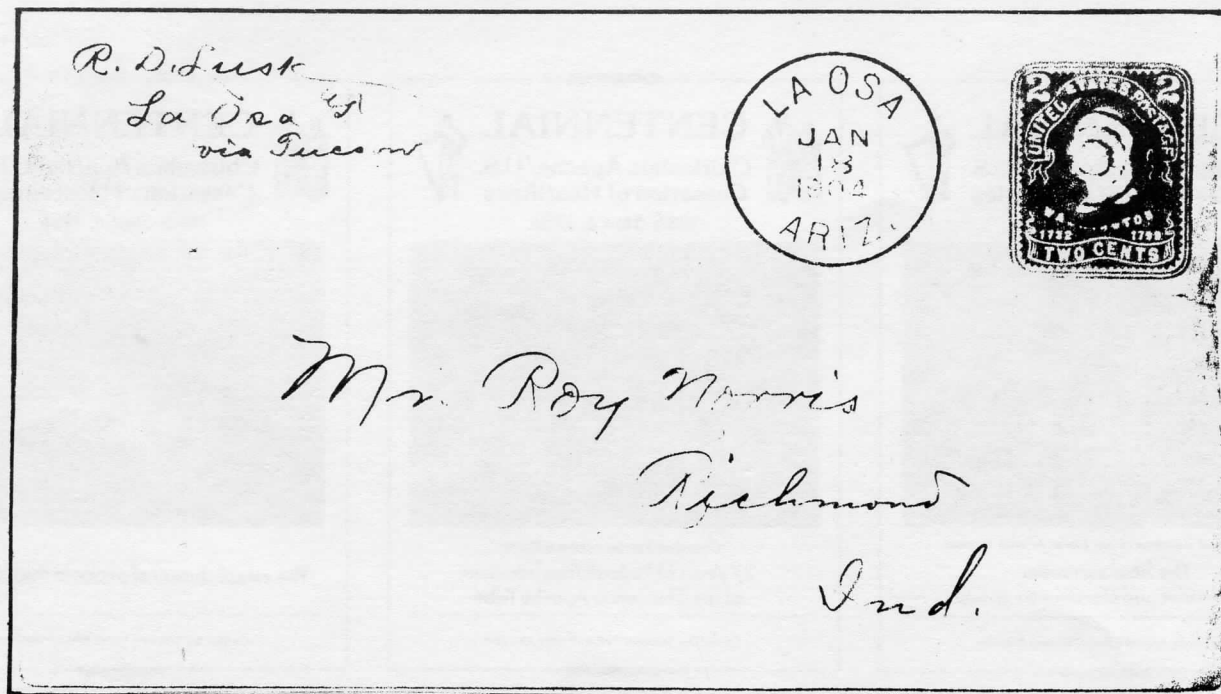
## LA OSA

### ARIZONA TERRITORIAL POST OFFICE



THE FIRST POST OFFICE IN THIS AREA ON THE MEXICAN BORDER IN PIMA COUNTY, JUST WEST OF THE PRESENT WEST BOUNDARY OF SANTA CRUZ COUNTY, WAS SASABE FLAT, ESTABLISHED ON AUGUST 19, 1869, WITH JUAN ELIAS AS POSTMASTER. THE PAPAGO VILLAGE OF SHASHOVUK AT THIS LOCATION HAD BEEN THE SITE OF MEXICAN AND UNITED STATES CUSTOMS HOUSES, ALTHOUGH THE NAME SASABI FLAT WAS USED ON MAPS FROM 1869 ON. THE SASABE FLAT POST OFFICE WAS RENAMED PROVIDENCE WELLS ON JULY 30, 1878, WITH YNDALUCIA AGUIRRE AS POSTMISTRESS.

ON MAY 26, 1890, A POST OFFICE NAMED LA OSA WAS OPENED AT THIS LOCATION, WITH PAUL N. ROTH AS POSTMASTER. THE GLO MAP OF 1896 SHOWS LA OSA ON THE BORDER 4 MILES SOUTHWEST OF SASABI FLAT. ON DECEMBER 15, 1899 THIS OFFICE WAS DISCONTINUED AND THE MAIL SENT TO BUENOS AYRES. BUENOS AYRES POST OFFICE HAD BEEN ESTABLISHED ON FEBRUARY 6, 1893 AT A RANCH OF THAT NAME 4 MILES NORTHEAST OF SASABE FLAT, BEATRIZ AGUIRRE BEING THE POSTMISTRESS. PEDRO AGUIRRE (BORN IN MEXICO ON JUNE 21, 1835 AND COMING TO ARIZONA IN 1859) HAD ESTABLISHED THIS RANCH IN 1870. THE NAME OF THIS OFFICE WAS CHANGED TO LA OSA ON FEBRUARY 12, 1903 AND ON AUGUST 23, 1905 WAS CHANGED TO SASABE, WITH TEOFILO E. AROS CONTINUING AS POSTMASTER. THIS OFFICE WAS DISCONTINUED ON JUNE 30, 1914. IT WAS REOPENED AS SAN FERNANDE ON DECEMBER 28, 1916 AND THE NAME CHANGED AGAIN TO SASABE ON FEBRUARY 10, 1926.





## THE HELIOGRAPH

### CHIRICAHUA APACHE CENTENNIAL

The Western Postal History Museum of Tucson participated in the commemoration of the Chiricahua Apache surrender and imprisonment by issuing a set of three envelopes bearing appropriate cachets and the special postmark cancellation memorializing the historic event. The three cachets and special cancellation are shown below. The special one-day-only cancellation was approved by the U.S. Postal Service.

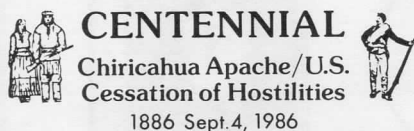
The surrender of the Chiricahua leaders Naiche and Geronimo and their group in September 1886, together with the ensuing 27 year imprisonment of the Chiricahua tribe, marked the end of 350 years of armed conflict and signified the coming of a lasting peace for the area now included in the Southwestern United States. A four day commemoration of the event was held September 4th - 7th in Bowie, Az. The activities were planned by the Council on Chiricahua Apache/U.S. Cessations of Hostilities-1885.

Depicted on the cachets are the three important themes of the Commemoration:

(1) Surrender; (2) Imprisonment; and (3) Establishment of Peace.

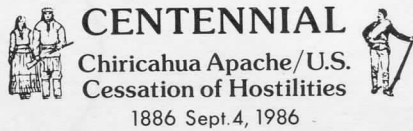
The cachet artwork is based on 100 year old photographs, with appropriate text added.

The set of three covers can be purchased by mail by sending \$2 and a large (#10) SASE for each set ordered to Western Postal History Museum, P.O.Box 40725, Tucson, Arizona 85717.



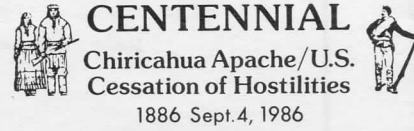
Naiche and Geronimo at Fort Bowie, Arizona Territory  
The final surrender  
of Naiche and Geronimo's group

Cachet by Western Postal History Museum



Chiricahua Apaches en route to Florida  
27 years of Federal imprisonment  
of the Chiricahua Apache Tribe

Cachet by Western Postal History Museum



The establishment of peace in the Southwest

Cachet by Western Postal History Museum

# THE HELIOGRAPH

## A PHILATELIC CANE

by Charles F. Nettleship Jr.

Some philatelists may be puzzled or amused at the idea of a postal history museum acquiring a cane, or, - if you prefer the term, a walking stick. In the case to which we refer, the acquisition was fortuitous and possession is quite appropriate to the objectives of the museum.

A chance remark concerning the Western Postal History Museum caused one member of a group to recall his having "a cane with postage stamps on it." This had come to him by the dispersal of knick-knacks from the estate of a family relative. After an opportunity for a museum representative to see the cane, the owner was pleased to present the cane to the museum. Also available at the time was a file folder with business and personal correspondence belonging to the original owner dating from August 1888. From this source comes much of this information.

The central character in this brief account was Horatio W. Seymour and the time was 1891, - the late 19th century. From our viewpoint in the 20th century we have heard and read much about the World's Columbian Exposition, and we may have collected some its commemorative postage stamps. We assume that somehow a group of people got together with the idea of creating an exposition, and, sure enough, it readily came into being. Obviously it was not all that simple, as the following letter will attest:

UNITED STATES SENATE

Washington, D.C., Dec. 10, 1891

H.W.Seymour, Esq.

Editor, The Herald, Chicago

My Dear Sir,

We are on hard times with respect to appropriations for the World's Fair. Perhaps the state of feeling here at present growing out of the contest for Speaker is too intense to last long; but if we were to take a vote this morning on any proposition for the benefit of the Fair we would be beaten to death.

S/ John M. Palmer, (U.S.Senator, Illinois)

Horatio W. Seymour started out as a printer with the Racine, Wis. Advocate in 1870, became city editor of the Milwaukee News in 1873, went to Chicago Times in 1875 and was night managing editor until 1885, when he was appointed managing editor and later, editor-in-chief of the Chicago Herald. It was in the last capacity that he exerted his efforts in behalf of the Columbian Exposition and helped insure its progress. For his efforts he received this presentation cane but specifically from whom is unclear. Likely the Post Office Dept. was involved because the old P.O.D. logo is beautifully carved into the ivory handle. Immediately below the handle is a metal ring with an embossed bee and a frog. The significance of these is yet to be determined. With the exception of the metal ferrule at the tip, the entire wooden portion of the cane is covered by about sixty-eight Columbian Exposition one-cent stamps, Scott #230. These were covered by a protective lacquer.



## THE HELIOGRAPH

Several questions remain to which answers would be welcome. What do the embossed bee and frog signify? Are similar canes still in existence, presented by whom and to whom for what reason? In the meantime, the Western Postal History Museum holds an interesting and unusual Columbian Exposition souvenir, having philatelic attributes.

Horatio W. Seymour attained national prominence when he moved to the then-powerful New York World in 1907 succeeding Joseph Pulitzer as editor-in-chief.



## BOOK REVIEWS AND NEWS

- (1) "Postal Markings of United States Expositions"  
 210 Pp., 7" x 10", available from David G. Phillips, Box 611388,  
 North Miami, FL., 33161. Softbound- \$25, Hardbound- \$35, postpaid.  
 This outstanding contribution to postal history was written by  
 William J. Bomar, a long time Florida collector and postal historian,  
 who has been collecting and cataloging exposition postmarks and memo-  
 rabilia since the early 1950's.

The book is well-printed and profusely illustrated with very attractive pictures of covers, cards and postmarks, beginning with the 1853 New York Crystal Palace Exhibition, which had no postmarks, and ending with the 1984 New Orleans World Exposition. 54 Fairs, Exhibitions and Expositions are featured, all in the United States, except Paris Exhibition of 1900, Brussels 1958 and Expo 67 in Montreal. Both exposition postmarks and souvenir philatelic material start with the 1876 Centennial Exposition in Philadelphia.

Mr. Bomar lists Exposition station cancels and auxiliary markings, pre-event advertising and slogan cancels, illustrated publicity and advertising covers, seals, tickets, souvenir cards and collectibles. Information is given for those expositions having commemorative stamps, with first day cancels and usages being listed.

The book, dedicated to Ray Crow, lists in order handstamps, machine 'station' markings and finally, pre-event advertising and slogan markings. Full instructions are given for using the catalog, with full pricing and factors affecting pricing- unfortunately reminiscent of Tracy Simpson's complicated formulae. Catalog numbers are listed for markings and work includes details on each fair, number of exhibitors, area, cost, receipts, visitors and names of the amusement areas. Illustrations include the rare, but very attractive, government souvenir cards printed by the Bureau of Engraving and Printing.

The rarity of some of the postmarks listed may be judged by the fact that I have been collecting R.P.O. markings for 50 years and have examined countless thousands of covers, yet there are two Columbian R.P.O. and two Pan-American R.P.O. postmarks listed herein that I have NEVER seen!

The book offers detailed coverage on the 1893 Columbian Exposition, which Bomar considers the greatest exposition up to and including the present time. The Pan-American Exposition offers many advance slogan machine cancellations, as does the Louisiana Purchase World's Fair, the 1915 Panama-California International Exposition, the Panama Pacific Exposition and the Seattle World's Fair. Also of interest are the extensive listing of naval ship cancellations for the 1909 Alaska Yukon-Pacific, the 1935 California-Pacific International and the 1939 Golden Gate Exposition and New York World's Fair.

The listings are most complete, as the only postmarks I have not noticed in this volume are those of the rather minor Eastern States Exposition at Springfield, Mass. in 1925 and 1929.

The weakest portion of the book is probably the bibliography, as it is limited to only a few items, mostly philatelic. There are numerous specialized books and catalogs on the great expositions with much detail of value to the advanced exposition collectors. With the centennial of many of these great fairs, particularly the Columbian, fast approaching such a listing would have been most helpful to the advanced collector and those preparing exhibits. Where else, for instance,  
 cont.



# THE HELIOGRAPH

would one learn that there was a fully-manned 60 foot all steel R.P.O. car exhibited by Post Office Dept. at the Panama-Pacific International Exposition from Feb.20 to Dec. 4, 1915!

All-in-all, this is a fine and worthwhile addition to the well-balanced postal history library and at a price which is a great relief from the current group of heavily over-priced reference books, which create a situation very detrimental to the advancement of postal history education and collecting.

C.L.Towle

\* \* \* \* \*

Addenda to "New Mexico Territorial Postmark Catalog" , Ninth Edition, by Dr. Thomas Todsen. This standard work on the New Mexico Territorial postmarks has now been augmented by a ten page addenda and corrigenda, with many changes. It is obtainable from Dr.Todsen at 2000 Rose Lane, Las Cruces, N.M. 88005 for \$2.00 postpaid.

\* \* \* \* \*

Special sale of Western Postal History Museum Publications to museum members ONLY at reduced prices. (Some in limited supply)  
All prices postpaid. List Price Member Price

(1) Centennial Catalog of Arizona Railway Postal Markings by C.L.Towle (Softbound)	\$6.50	\$5.75
(2) Arizona Territory Post Offices and Postmasters by John & Lillian Theobold (softbound)	\$10.00	\$9.00
(3) American History Through United States Stamps (A Philatelic Education Program) by Omega Williamson Softbound	\$6.50	\$5.75
Same Hardbound	\$10.00	\$9.00
(4) Wells Fargo & Company -1884 Express Directory and Shippers Guide (A Reproduction - softbound)	\$50.00	\$40.00
(5) R.G.Dunn and Company Mercantile Agency Postal and Shippers Guide 1884 (A reproduction - softbound)	\$50.00	\$40.00
(6) Items 4 and 5 - combined shipment	\$85.00	\$75.00

Order from, and checks payable to Western Postal History Museum,  
P.O.Box 40725, Tucson, AZ. 85717

In our next issue (Spring 1987) there will be a feature offering to museum members at discount prices from a large selection of duplicate copies of LA POSTA, the only general postal history publication in the U.S. Watch for this opportunity to complete your set!

## THE HELIOGRAPH

The Heliograph salutes the philatelic press. Starting with this issue the Western Postal History Museum will feature an early issue page from those regular publications that have contributed to philately. Appropriately, the first is the nation's oldest continuous publication -Mekeel's, which is still issued after a 90 year existence. This sheet is from volume I, No.6! We can only add that it is most regrettable in these times that more countries, like Ecuador herein, do not consider their philatelic dignity an important factor, but succumb to greed.

# The Daily Stamp Item.

Published every day in the year except Sunday.

EDITED BY  
THE OFFICE CAT.

C. H. Mekeel Stamp & Publishing Co., Station C, St. Louis, Mo.

VOL. I.

ST. LOUIS, MO., JANUARY 7, 1896.

No. 6.

### ITEMS.

Every day except Sunday means 313!

Tuesday is a "light mail" day in St. Louis. Very few philatelic papers ever arrive upon that day.

Mr. I. A. Mekeel leaves Boston Wednesday night and returns to the "Waldorf," New York city.

He will visit Philadelphia, Baltimore and Pittsburgh on his way westward.

The *Rocky Mountain Stamp* for January was the only philatelic paper received this morning.

We should have said yesterday that the German papers announced the provisional Bulgarian "01 s." on 2s. as being surcharged in black. The surcharge actually was in red.

Advice from Lisbon, Portugal, of December 19th is to the effect that within six months a new issue is expected for each of the following places: Angra, Horta, Funchal and Ponta Delgada.

No. 2 of the *South African Philatelist* was received yesterday afternoon. It bears date of December 1st, and is a sixteen page paper printed on one side of the leaf, having been run off on the typewriter and re-produced by some duplicating process.

Edward Heusinger, of Galveston, Tex., has issued an elaborately prepared private "postal card," which he is pre-paying with a United States 1c. stamp.

When he learns that every card he sends out costs his correspondent 1c. due, he will probably drop the scheme and use a 2c. stamp for his fun.

The special postal cards are sent through the mail for 1c. each, only in cases where they contain printed matter on the back. Private postal cards are not recognized where the messages are written.

The subscribers to the Purchasing Department of the American Philatelic Association have received quite a number of "snaps," provisional stamps and others that have been furnished at about face value, which have afterwards advanced wonderfully.

The President of Ecuador has issued a decree to the effect that "considering that it is unworthy of the dignity of the Government to continue the contract made for the supply of postage stamps, it is decreed that such a contract is declared rescinded and canceled," with a few other remarks which will be exceedingly gratifying to all anti-Sebeckites.

Mauritius recently issued a new provisional inland postal card of almost the same design of the first issue of 1879. This card is prepaid by the addition of the regular 2c. green stamp. The members of the Purchasing Department of this association were furnished these cards at 2c. a piece, 1c. less than the catalogue value of the stamp thereon. It is stated that these cards are very scarce, being already obsolete, and will probably be worth several dollars a piece. The former issue of this type in 1879 is now catalogued at \$4.00, either used or unused.

### Don't Cry Rats.

PROVIDENCE, R. I., Jan. 4, 1896.

The "Office Cat," care C. H. Mekeel Stamp & Publishing Co., St. Louis, Mo.:

MOST WONDERFUL CAT! Enclosed herewith I hand you my check for three dollars (\$3.00) for one year's subscription for the DAILY STAMP ITEM, which I hope will prove a success. Please let the subscription begin with Vol. I., No. 1, so that I may have file complete. Would have written earlier, but only just learned of the ITEM. May you never become so slow and dull that one will need to cry "rats" to wake up the "Office Cat." Sincerely,

A. B. SLATER, JR.

The new double colored rupee stamps of India are as elaborate and handsome specimens of the work of De La Rue & Co., of London, as we have seen. They are printed in panes of twelve stamps, 4x3. Each pane is complete within a border, and collectors who can afford it will no doubt collect them in entire panes, as they make a very handsome showing. Each stamp is watermarked with a large star. The sheets consist of eight panes, one inch apart. The watermarked words "Star Paper Star" occur horizontally across the sheet between the panes, this watermark occurring three times on each sheet.

The blank spaces between the panes are occupied by a series of shaded register lines in two colors, giving the sheets a very artistic appearance.

A little "squib" printed in another column, "The Experiences of a Stamp Collector," contains more truth than poetry. It is only the dealers who have sat back in their offices and let philately take care of itself that are complaining about the present "dull trade." The dealers who have appreciated that stamp collecting should be advertised and made popular through the publishing of interesting matter on the subject and the encouragement of philatelic societies and a national association, have nothing to complain of.

A broad gauge policy in the stamp business as well as in others is the one that succeeds.

Of course there are always those who will hold back with the expectation of getting the benefit of what others do in the way of general development, but after all these people only get the drippings.

## Daily Offer.

We will offer something different in this space every day at about cost price, to make things interesting for our readers.

\*Indicates unused. †Both used and unused. All others used.  
\*Brazil, 1888, 700r., 56 Ed. 75c. .... \$0.30  
\*Obolok, 2fr. triangular, 56 Ed. 80c. .... 45  
\*Trinidad, 1854, 1p dull violet, 56 Ed. \$1.00. 2 50  
\*U.S. Officially sealed, unperf., 56 Ed. \$3.00. 1 00  
\*Peru, 1895, Regular, 1, 2, 5, 10, 20c. (Llama), the 5 for ..... 30  
Postage extra on all orders of less than \$1.00.

C. H. MEKEEL STAMP & PUBLISHING CO.  
Station C, St. Louis, Mo.



# THE HELIOGRAPH

Many old Post Office Dept. bulletins never reached the public domain, thus becoming unavailable to postal historians. For research purposes we will offer these bulletins from time to time. This 1896, 8th Division RMS bulletin gives bundle or pouch routing instructions for those post offices located in the northern section of Idaho, many of which no longer exist. Of these 110 offices only 50 remained in 1971!

## IDAHO.

FOR USE OF LINES EAST OF MISSOURI RIVER.

All to Cheyenne & Huntington, except the following offices, which send as per footnotes:

1Anderson	3Ft. Lemhi	1Lakeview	1Rathdrum
1Athol	1Ft. Sherman (n.o.)	1Lapwai	1Raymond
1Avon	1Forest	1Lapwai Ag'cy (n.o.)	1Relief
1Bellgrove	3Forney	3Leesburg	1Russell
2Bonners Ferry	1Frazer	1Leland	1Saint Joe
1Burke	1Freedom	3Lemhi Agency	1Saint Maries
1Cameron	1Gem	1Lenville	3Salmon
1Cataldo	1Genesee	2Leonai	1Sandpoint
1Cavendish	3Gibbonsville	1Lewiston	1Santa
1Cedarville	1Gibert	1Linden	2Seneaguteen
1Clarkia	1Glenn	2Lucas	1Sherman
1Clarkfork	1Goff	2Markham	3Shoup
1Clearwater	1Gordon	1Medimont	1Southwick
1Cœur d'Alene	1Grangeville	1Moscow	1Strauss
1Collins	1Harpster	1Mullan	1Stuart
1Columbus	1Harrison	1Murray	1Syringa
2Coolin	1Hauser	1Mount Idaho	1Taney
1Cora	1Hope	2Naples	1Thiard
1Cornwall	3Hunt	2Newport	1Viola
1Cottonwood	1Jansville	1Newsome	1Vollmer
1Crescent	1Juliaetta	1Nezperce	1Waha
1Delta	1Kamiah	2Ockonook	1Wallace
1Denver	1Kellogg	1Osburn	1Wardner
1Desmet	1Kendrick	1Peck	1Weippe
1Dudley	1Keuterville	1Pierce	1Westlake
1Elk City	1Kingston	1Postfalls	1Whitebird
1Florence	1Kooskia	2Priest River	3Yellowjacket
1Ft. Lapwai (n.o.)	1Kootenai	1Princeton	

### MASSING DIRECTIONS CHICAGO STANDPOINT:

- Note 1—Forward to Helena & Spokane for dispatch via Chicago & Minneapolis.  
 Note 2—Forward to St. Paul & Minot, combined with Montana, for dispatch via Chicago & Minneapolis.  
 Note 3—Forward to Cheyenne & Huntington.

### MASSING DIRECTIONS U. P. TRANSFER STANDPOINT:

- Note 1—For to St. Paul & Helena for dispatch via Lincoln & Billings.  
 Note 2—Forward to St. Paul & Minot for dispatch via Minn. & Co. Bluffs.  
 Note 3—Forward to Cheyenne & Huntington for dispatch via Omaha & Ogden, and to St. Paul & Helena after departure of first named line.

### MASSING DIRECTIONS KANSAS CITY STANDPOINT:

- For a. m. dispatch forward matter for Idaho to Kan. City & Denver train 3, excepting offices prefixed 1 and 2, which forward to Kan. City & Oxford.  
 For p. m. dispatch forward to Cheyenne & Huntington for dispatch via Co. Bluffs & Kan. City, excepting offices prefixed 1 and 2, which forward to St. Paul & Helena for dispatch via Kan. City & Oxford.

SAML. FLINT, Supt. R. M. S. 8th Div.

Approved: JAMES E. WHITE, Gen. Supt. R. M. S.

SEPT., 1896.

Arthur E. Springer



When Arthur Springer relinquished his post as Executive Director of the Western Postal History Museum on his eightieth birthday, it marked the end of an era. After its founding in 1960 by Dr. Raymond Brandes of the Arizona Historical Society and William L. Alexander, curator emeritus of the Carnegie Museum, Art was one of the earliest of the many volunteers who followed.

Although the Historical Society provided an address and mailing facilities, the actual operations were conducted at the more remote compound of the National Asthmatic Foundation in a small cottage on the premises. This was appropriate because the Museum's emphasis was on providing philatelic recreation and education for the children who came to Tucson to benefit from its climate. But from this small workplace were created enough sales, auctions and fund-raisings to generate over \$100,000 in gifts to the Asthmatic Foundation! With

the phasing out of this type of treatment for the children, the Museum moved its operations to the Historical Society and focused its continuing children's activities on those in the local public school system. Through all of these transactions the names of William Alexander and Arthur Springer were inseparable until the former retired on January 31, 1976 and was succeeded by the latter.

Born in Chicago, Arthur Springer was transplanted six years later to Zurich, Switzerland because his father, a minister, undertook missionary activities there. As a schoolboy he was introduced to Swiss philately, an interest which has been maintained together with many additions such as Arizona Territory postal history. The entry of the U.S. into World War I in 1917 terminated the Springer's residence abroad, and after an interval around Chicago, Arthur's career shifted to Tucson in 1944. For the next twenty-five years he served in increasingly responsible capacities with the Tucson Realy and Trust Company, retiring in 1969 as Vice President and Manager of the Mortgage Loan Division. Arthur and his wife, Ruth, have had three children.

Arthur Springer's philatelic associations in Arizona have been numerous; board member of the Western Postal History Museum and the Arizona Philatelic Rangers, past president and life member of the Tucson Stamp Club, honorary council of the Arizona Federation of Stamp Clubs, and a member of the Arizona Philatelic Hall of Fame. One of his lesser known but most important accomplishments for the Western Postal History Museum was in single-handedly effecting the purchase of its headquarters building. In 1978 when the Arizona Historical Society was no longer able to provide office and work space for the Museum and its volunteer workers, Arthur Springer located the desirable property two blocks to the west of the Historical Society and negotiated its acquisition. His has been a busy and constructive force for every endeavour with which he was associated. His daily participation will be missed, but his continuing input on a consulting and advisory basis will be cherished.



## THE HELIOGRAPH

### UNITED STATES MAIL ROUTES IN SOUTHERN ARIZONA BEFORE THE CIVIL WAR

by F. Eugene Nelson

The primary reason for establishing mail routes to southern Arizona was as a means of communication between the Pacific Coast and the central and eastern areas of the country. Postal service for the limited Arizona population, particularly the civilian population, was a distinctly secondary consideration.

Although the portion of what is now Arizona south of the Gila River did not become a part of the United States until after the ratification of the Gadsden Purchase Treaty in June, 1854, General Stephen W. Kearney established a military mail across what was then Mexican territory soon after he traversed the area on his way to California in late 1846. Civilian mail, if light in weight, was carried free of any charge. Mowry (quoted in the Postmaster General's Report for 1857) stated "At present a monthly mail is carried from El Paso to Tucson, 340 miles west, by government express, for the benefit of troops in Arizona." The express had a military escort. He pointed out that no regular service existed from Fort Yuma to Tucson, a route frequently traversed by people of the territory (New Mexico at the time), although a semi-monthly military mail from San Diego to Yuma had operated for at least 5 years.

U.S. Mail officially came to this area on December 4, 1856, when Elias Brevoort was appointed Postmaster at Tucson. Brevoort was sutler with a detachment of the First Dragoons, Major Enoch Steen commanding, assigned to establish a military post "near" Tucson. These troops arrived in November of 1856 to replace the Mexican garrison which had remained in Tucson for two years, while the commission assigned to establish the boundaries of the Gadsden Purchase performed its task. The U.S. troops were unenthusiastic about the Tucson area and soon moved south along the Santa Cruz valley to establish Camp Moore, near Calabasas, a few miles north of the Mexican border. This site proved unsatisfactory, so in late spring the troops were moved some miles to the northeast up Sonoita Creek, a tributary of the Santa Cruz, where Fort Buchanan was established. On June 5, 1857 Brevoort was appointed Postmaster at Fort Buchanan.

At least two covers are known that were sent from Camp Moore during late 1856 and early 1857. Both presumably were carried by military courier to Santa Fe, where they were postmarked on January 1 and April 1, 1857, dates on which mail coaches departed for the East. The known postmarks for Fort Buchanan were in the years 1858 and 1859.

The Postal Route Bill of August 18, 1856 established a route from San Diego, via El Paso, to San Antonio, Texas. Contract 8076 was let to James E. Birch on June 12, 1857, effective July 1, 1857. Payment of \$149,800 per year provided twice monthly service. Boats already took mail from New Orleans to Indianola, Texas, with coach connections to San Antonio. The first mail to reach Tucson on a government mail contract was that which arrived in August 1857, having left San Antonio on July 9. The first mail went through to San Diego in 53 days, but by March of 1858 only 23 1/2 days were required. The first mail left San Diego on August 9, 1857. Schedules were frequently maintained by sending the mail ahead by pack train, leaving the coach and passengers to come more slowly. The portion of the line over the desert west of Yuma

## THE HELIOGRAPH

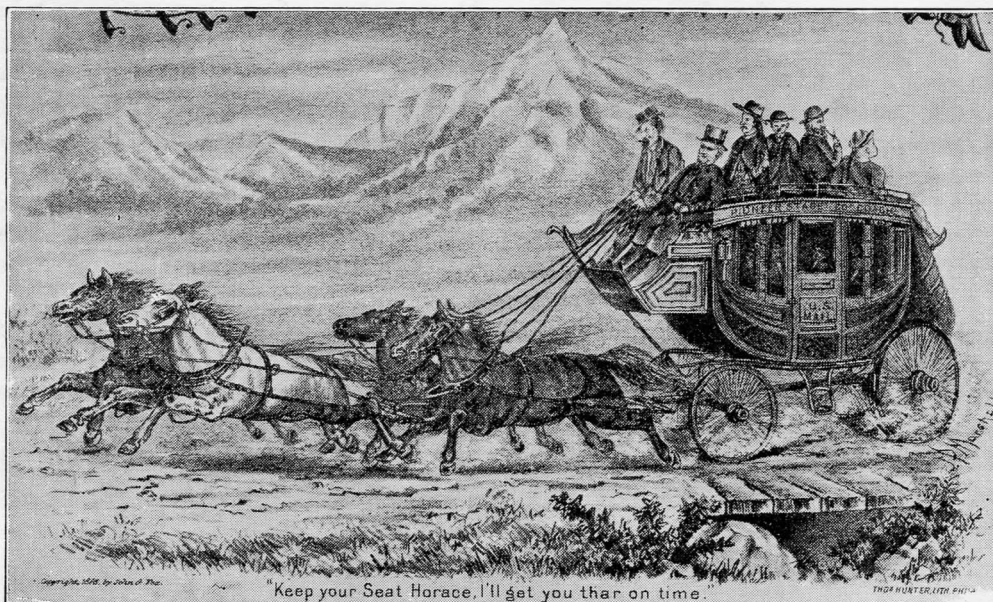
frequently went by mule pack, giving rise to the name of "The Jackass Mail". Total mail receipts on the entire route were \$601 in 1858 and Moody, in his book "Stage Coaches West" estimates the cost at \$65 per letter carried.

The Post Office bill of March 3, 1857 authorized a semi-weekly mail route from the Mississippi River to San Francisco. On September 16, 1857 contract 12578 was signed with Butterfield and associates, with operations to begin September 15, 1858. St. Louis and Memphis became the eastern terminals. The contract was for \$600,000 per year. The considerable time allowed between letting the contract and the beginning of operations, the additional funds allowed, the improvements made on the road from the Rio Grande to Yuma with \$200,000 separately allotted and the benefits of the experience of the San Antonio-San Diego line all contributed to making this a better organized operation. Because of duplication between El Paso and Yuma, the Postmaster General cancelled the San Antonio-San Diego contract over this section as of October 27, 1858. Texas having seceded from the Union on March 5, 1861, an order of March 12, 1861 discontinued mail service on the southern route. The last mail on the old contract left Mesilla, N.M.T. on April 21, 1861, along with mail on what was to be a new arrangement, but the coach was ambushed and five men were killed in what was apparently a running battle just west of Stein's Peak about April 27. The mail was destroyed. Four other men associated with the stage line were killed in the same area on April 24.

The "Arizonian" of April 9, 1859 published a waybill of a Sonora route connecting Guaymas, Mexico with the Overland Mail at Tucson, New Mexico. A contract (12862) was awarded on May 2, 1860 to be effective December 1, for once-a-week service from Tucson, through Sopari, Tubac and Calabasas to Fort Buchanan. A W.Wrightson was the contractor and the pay was \$1650 per year.

Mail service in southern Arizona became very irregular by mid-1861. During the Civil War no regular mail service was available from Tucson to the East. Mail service was by military express, with volunteer soldiers providing most of the personnel, and some of the Butterfield station stops being used. Not until early 1865 were regular mail contracts reinstituted in southern Arizona.

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## THE HELIOGRAPH

### The Editorial Policy for this New Publication

The Western Postal History Museum now believes that its economic health and future growth necessitates a new policy of having Museum members of various classes, and the commencement of publication of a regular medium to communicate with, determine the interests of, and hopefully to assist our members and recruit new members. This, therefore, is the reason for THE HELIOGRAPH, of which this is the first issue.

Your Editors feel that it is only proper at this time to outline our aims, goals and beliefs that will serve as a guide in starting this first Museum bulletin from an organization that has never had a regular publication of any nature. We will try not to be provincial in our views of our readers' interest, as is so alarmingly evident these days, but will report broadly on postage stamps, revenue stamps, post cards, covers, postal stationery, philatelic books and "cinderellas". We will also report on various collectibles connected with postal history. Our mail box is always open and we hope to hear from our members and readers on their suggestions, desires and areas of interest.

A recent statement from Herman Herst, Jr. certainly confirms our belief that the growth of postal history, both past and modern, will be a future trend. Mr. Herst stated, "I foresee greater and greater interest in postal history. Already we see this trend. Two generations ago exhibits at our International Exhibitions featured stamps; already covers and postal history are outnumbering pure stamp exhibits. Perhaps modern postal history, (almost) totally ignored by today's collectors will become greatly sought in the future."

This trend is most certainly evident and is no doubt caused by the never-ending flood of wallpaper emanating from microscopic stamp-issuing localities, encouraged by greedy promoters. We hope to assist collectors following the postal history trend by featuring areas that have been overlooked, or slighted in the past. We will feature ALL postal history, but naturally, emphasis will be on the United States, and particular emphasis on the 13 Western States. At the present time there are only a few general purpose postal history publications for the every-day collector of average means, such as "PS" and LA POSTA.

Some postal history publications have unfortunately followed a retrograde trend towards specializing in collecting fields involving stamps and covers so excessively priced, that 95% of our postal history enthusiasts are economically excluded from participation. The new growth of regional and state postal history groups is a healthy development, but one which needs assistance both from subscribers and writers. THE HELIOGRAPH supports this trend and will report on its progress, needs and advancements.

We invite articles from writers on philatelic and postal history subjects that will interest many of our readers and point the way towards developing collecting fields of interest spanning a broad range of economic availability and research.

THE HELIOGRAPH will review books primarily on subjects of postal history interest, but will not neglect other collectible areas. We will not cover new issue stamp news, or news of stamp shows, exhibits and items regularly and capably reported by the weekly philatelic press. We will report on the issuance of cacheted covers which we believe may be of interest to Western postal historians.

cont.

## THE HELIOGRAPH

Incidentally, the Western Postal History Museum intends to expand its publication of postal history monographs and books on topics of interest. We presently have two books in the course of preparation, one of which should be going to press in the near future.

We pledge to use large type sizes whenever possible to ease the common problem of philatelic eyestrain. Due to economic factors our first issues will be computer produced and printed mostly by offset. However, as circulation improves and finances permit, we will be able to consider typeset production. At the present juncture it is highly possible that the so-called "Desktop Publishing", now under intensive development by many electronic firms, may shortly offer the most attractive product and at the same time eliminate the error problems so inherent in type-setting.

\* \* \* \* \*

### COVER FEATURE FOR THIS ISSUE

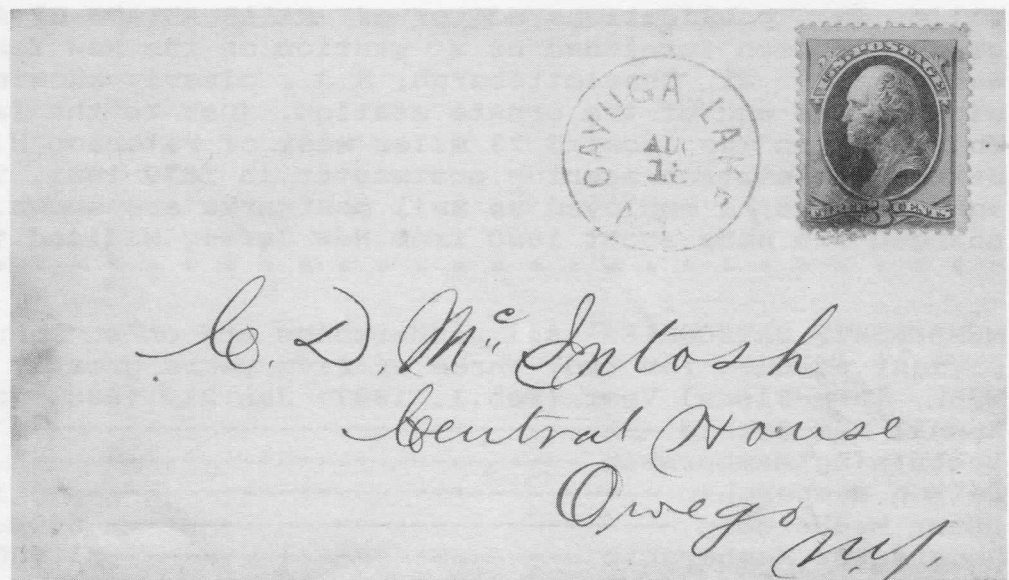
A very unusual banknote period cover postmarked Cayuga Lake, N.Y. is our odd item for this issue. At first glance it appears to be a common ordinary town postmark, but our New York state post office expert, John Kay, firmly assures us that there never was such a town in New York. This began a search which finally ended with the fact that there was a steamboat mail contract on Lake Cayuga as follows:

1870- Route 1040- Ithaca - Cayuga, N.Y., 40 miles, 6 trips.

1873- Route 1040- Ithaca - Aurora, N.Y., 28 miles, 6 trips.

1874- Dropped.

A check of the Federal Register for 1873 shows that a Mr. T. Wilson was mail route messenger on the route. Hence we have another addition to that short list of unusual route agent designations which began with "Potomac Postal Cars" and vary from the usual agent designations found in postmarks- such as R.R., Agt. or Steamboat. This route agent postmark is not listed in Towle's recent "U.S.ROUTE AND STATION AGENT POSTMARKS" published in 1986.





HELIOGRAPH'S FEATURE PHILATELIC PHOTOGRAPH FOR THIS ISSUE



In preparation of the recent reference work "U.S.ROUTE AND STATION AGENT POSTMARKS", although 685 station agent postmarks were cataloged, it was impossible to locate a photograph of a railway station of the 1857-1890 period, showing any indication of its dual function as a post-office. Finally, at this



late date, with the fine assistance of Mr. Wilson Jones of Lawrenceville, Ga., publications editor of RAILROADIANS OF AMERICA, a photograph has been furnished of a station on the New York, Susquehanna & Western R.R. at Charlotteburgh, N.J., clearly showing a post office sign on the end of the ornate station, just to the left of the window. This station was located 23 miles west of Paterson N.J. and one James Sexton was station agent - postmaster in 1879-1881. Two of the ticket agent stamps he employed as mail postmarks are shown. The railroad changed its name about 1880 from New Jersey Midland to N.Y.S. & W.

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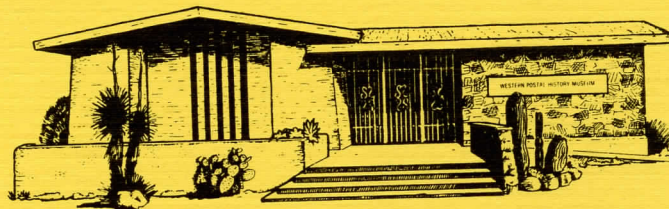
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