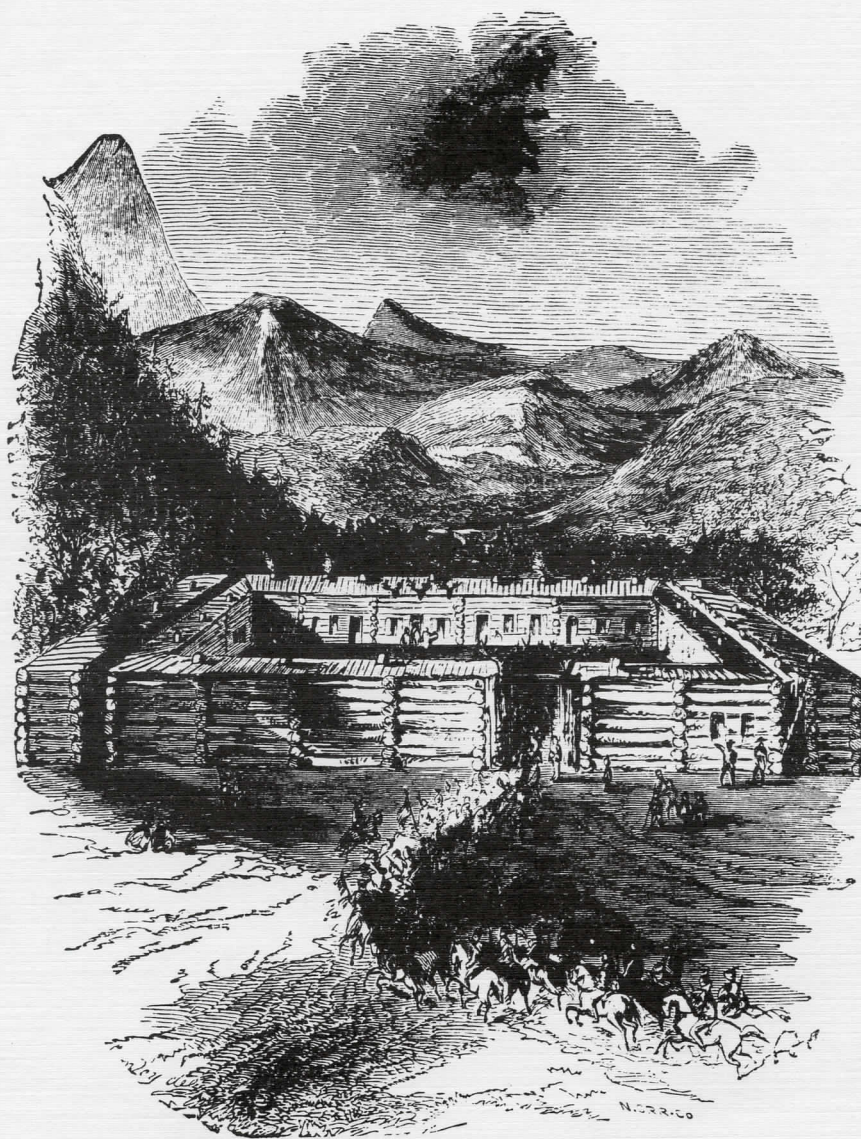


THE HELIOGRAPH



WESTERN POSTAL HISTORY MUSEUM

FALL 1987 ISSUE

VOLUME 1, NO. 4

THE HELIOGRAPH

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Fall 1987 Issue

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* * * * *

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* * * * *

The Front Cover - One of the features of this 1987 Fall Issue of THE HELIOGRAPH is the first installment of a series of articles by the well-known postal historian Richard B. Graham on the Courtright-Stevens correspondence. For a period, starting in 1863, Dr. Court-right was assigned by the Army to service in the frontier army posts of New Mexico Territory, such as Forts Bascom, Craig, Sumner and Union. Our cover engraving depicts a typical frontier fort in New Mexico Territory in the 1850's. As usual for this time, the engraver used quite a bit of license in his work, but it does show an idea of the type of military establishment used to help defend the natives and settlers from hostile raids by the Apache, Comanche, Navajo and Ute Indians of the period.

THE HELIOGRAPH

AN EXTRAORDINARY AMERICAN

by James H. Bruns

Curator, U.S. Postal History and Philately
National Philatelic Collection

The story of the way John P. Clum chose to live his life is an inspiring one. It exemplifies the wisdom of Thomas Wolfe's words: "To every man his chance -- to every man, regardless of his birth, his shining golden opportunity -- to every man the right to live, to work, to be himself, and to become whatever thing his manhood and his vision can combine to make him..."

The American West extended those qualities of opportunity to John Clum in ample measure. And, he was more than willing and able to make the most of what the region had to offer.

He was a Southwestern version of the Renaissance man. He was the master of many skills and a true builder of the American West. During his lifetime, which spanned 81 years, he successfully pursued many extraordinary careers, including serving as an Indian agent, newspaper publisher, postmaster, town mayor, lawyer, postal inspector, and lecturer.

Like many of those who helped build the American frontier, Clum was born elsewhere. He was reared on a farm in the verdant Hudson Valley of New York. The son of Dutch parents, Clum attended a military school before entering Rutgers in 1869. An athletic youth, he participated in the world's first football game, matching Rutgers versus Princeton, but this would be the high point of his college experience. After only a year, he abruptly dropped out of Rutgers.

His restlessness was beginning to show. Much of his life would be transient. Seldom would he stay long in any one place... or work long at any one job, but he always seemed to master each position before moving on.

He served as an observer sergeant in the U.S. Army Signal Corps during the next three years, stationed at Santa Fe, New Mexico. In 1874 he left the Army to try his hand as the head of the San Carlos Apache Indian Reservation police force in Arizona, and like everything he did, he had the golden touch. Three years later, at age 26, Clum masterminded the daring initial capture of the infamous Apache renegade, Geronimo.

At this point Clum added another career to his growing list by becoming the publisher of the Arizona Citizen in Tucson from 1877 to 1880. This was the first daily newspaper published in the Arizona Territory.

Seemingly forever on the move, in 1880 he settled next in the infamous "Town Too Tough To Die" - Tombstone, Arizona. There he served as postmaster, a job he held for two years; established the famous Tombstone Epitaph, the only newspaper in town (it still is in publication); and was the town's first mayor. He also was the Chairman of the Board of School Trustees.

As mayor, Clum was largely responsible for hiring the town's peace officer, Virgil Earp. To assist in suppressing the region's lawless elements Marshall Earp deputized his brothers, Wyatt and Morgan, as well as John H. (Doc) Holliday. Clum's choice led to the famous gunfight at O.K. Corral. On October 27, 1881 Clum described the event this way:

continued
Page 1

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"Stormy as were the early days of Tombstone, nothing ever occurred equal to the event of Yesterday. Since Virgil Earp had become marshall, the town had been noted for its quietness and good order. The fractious and much dreaded cowboys were upon their good behaviour and no unseemly brawls were indulged in.. It seems that this quiet state of affairs was but the calm that precedes the storm that burst in all its fury yesterday, with this difference in results, that the lightning bolt struck in a different quarter... This time it struck with its full and awful force upon those, who, heretofore, have made the good name of the county a byword and a reproach, instead of upon some officer in discharge of his duty or a peaceable and unoffending citizen."

As is clear from such prose, Clum possessed an exceptional intellect. Indeed, this colorful man was capable of accomplishing anything he set his mind to do. A shining example of his determination was evident when he took up studying law and subsequently was admitted to the Arizona bar.

At age 34, his life again changed dramatically. His abrupt departure from Tombstone resulted from the death of his wife after childbirth, the sale of the EPITAPH to adverse interests, and finally a serious murder attempt by his enemies while he was traveling in a stage coach. This time the transformation resulted in a new career direction, one which he took up in 1882 by joining the Office of the Chief Postal Inspector. Although the ever restless Clum would drift on to countless other positions from 1886 to 1891, his early experiences with the Postal Inspection Service were highly satisfying, so much so that when, in 1891, he was offered a commission as a Postal Inspector, in accepting the honor, Clum wrote: "My desire is to conduct each case with such zeal and judgment as shall command your further confidence and esteem."

Because of his trailblazing capabilities Clum was dispatched to Alaska. The stampede brought on by the discovery of gold prompted the postal system to establish mail service along the icy coast and on to the gold fields in the interior. This was no simple task, but Clum was ideal for the job. In quick order he would rectify one of the biggest problems associated with such service, a handicap he described this way:

In the years preceding the discovery of gold in the Klondike it had been the cheerful custom of the government to allot three years to the establishment of a post office in the Yukon. One summer the would-be postmaster would send in his application. The next summer he would receive his appointment, with his official bond in blank, with instructions to fill it out and return it in order to receive his commission. Sometime during the third summer the postmaster's commission would arrive. By that time, in the tradition of the department, the new postmaster would have been eaten up by the bears, died of old age or scurvy, or have left the country. The system was not brilliantly successful."

John Clum would help change that. Over a five month period in 1898, and covering more than 10,000 miles, Inspector Clum established postal routes and post offices almost on the spot.

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To create such instant service required that in addition to hauling hundreds of pounds of provisions, Clum's travel gear included bundles of post office forms, mail locks and keys, and stamps.

Because of his wanderlust, John Clum would return to Alaska many times. In fact, for years he summered in Alaska and wintered in New York City. Yet, on each trek he would travel armed with exceptional powers to appoint postmasters or to establish new mail routes, almost at will. In this respect, John Clum was similar to the Post Office Department's version of "Johnny Appleseed."

Before 1898 only one post office existed along the Yukon River, and none operated on the Bering Sea, except at Unalaska in the Aleutian Archipelago. During 1899 and 1900 summer mail service was created between the west coast and Dawson City, by way of the Bering Sea and the Yukon River. The service consisted of six round trips, three from San Francisco and three from Seattle. Railway mail clerks were assigned to work the mail en route.

In addition to delivering the mail to Alaska in a much improved manner, interior service was also expanded. A regular mail service of four round trips per month was created between Skagway and Nome during the winter season. This 2,000 mile route was operated entirely by dog teams which ran between relay stations located about 30 miles apart, much like the earlier Pony Express in the west.

Other mail runs, such as one over what was known as the "All American Route," provided monthly service between Valdez, on Prince William Sound, and Eagle City, on the Yukon, and other portions of the gold fields.

One of his most remarkable achievements was in establishing and overseeing the efficient and secure operation of Alaska's postal money order business. During the Yukon boom in 1898, the offices created at Skagway and Dyea recorded transactions of more than \$5,000 during a single day. The Nome office, however, eclipsed all others with the sales of money orders ranging from \$4,000 to \$45,000 daily. In one instance, one of Nome's money order shipments consisted of \$30,000 in currency and \$15,000 in gold coins. Long lines of anxious prospectors seeking money orders were common outside most of Alaska's newly established post offices.

In 1905 John Clum decided to resign as inspector for a job as the postmaster at Fairbanks, but after three years, he returned briefly to the Inspection Service, serving until 1911.

Packing all that he did into a single epitaph would be difficult, but John Clum unknowingly prepared his own when he composed an advertisement for a lecture he was about to give. Of his life he wrote:

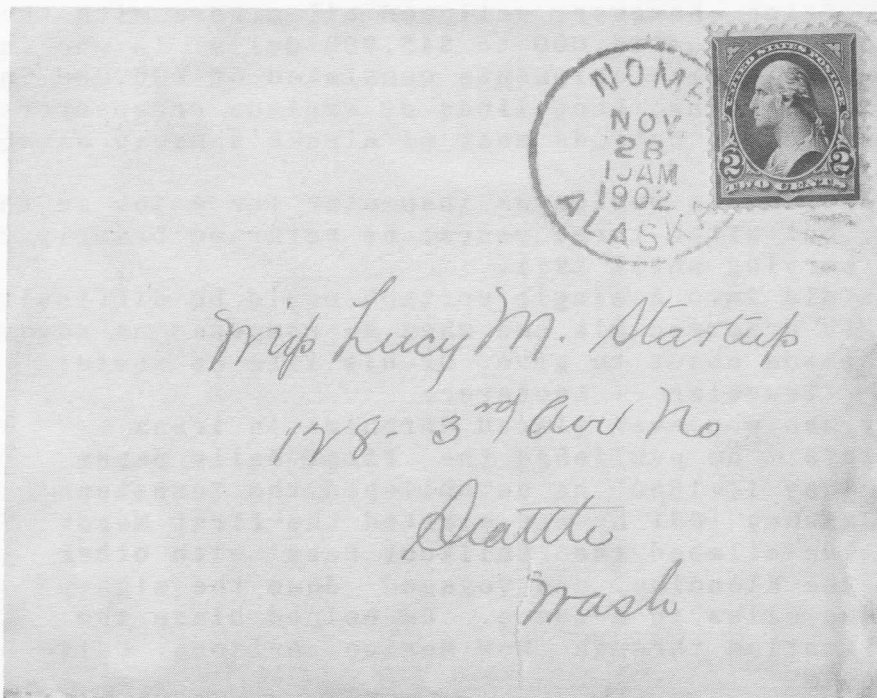
Trailblazer -- Traveler -- Lecturer:

He is the only man who ever placed Geronimo in irons...
At Tucson in 1879, he published the first daily paper in Arizona. On May 1, 1880, he established the Tombstone Epitaph. In January 1881 he was elected the first Mayor of Tombstone. He climbed the Chilkoot Pass with other stampederers to the Klondike, and voyaged down the mighty Yukon a thousand miles in a canoe. He helped blaze the trail of civilization through New Mexico, Arizona, California and Alaska.

continued

THE HELIOGRAPH

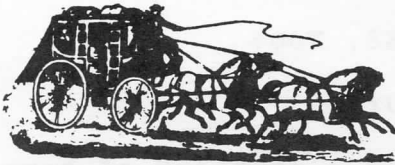
AN EXTRAORDINARY AMERICAN
Figure 1 - John P. Clum



Skagway Transit
Postmark

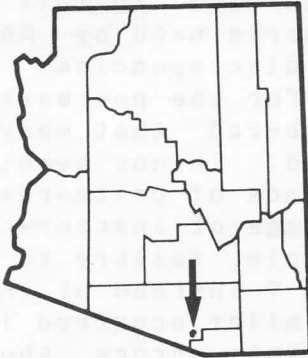
Figure 2
Nome, Alaska Nov. 28,
1902 postmarked
cover to Seattle.
Backstamped Skagway,
Alaska 72 days later
it was carried by
dog team relay (es-
tablished by Clum),
1600 miles to Daw-
son, Yukon Terr.

From Dawson it was carried by stage mail line (sleighs and horses) to White Horse, thence by White Pass & Yukon train to Skagway, Alaska. At Skagway letter was backstamped, and placed on coastwise steamboat arriving at Seattle February 12th, 1903.



ARIVACA

ARIZONA TERRITORIAL POST OFFICE



ON APRIL 10, 1878 ARIVACA POST OFFICE WAS ESTABLISHED IN SOUTH CENTRAL PIMA COUNTY APPROXIMATELY 20 MILES WEST OF TUBAC. AS POSTMASTER, NOAH W. BERNARD WAS PAID \$95.30, ACCORDING TO THE 1879 REPORT. JOHN KELLNER SERVED FROM 1902 UNTIL MAY 21, 1907, WHEN BERNARD WAS REAPPOINTED; HE WAS STILL IN OFFICE IN 1912. A POST OFFICE AT CERRO COLORADO, APPROXIMATELY 9 MILES NORTH, FUNCTIONED FOR LESS THAN 7 MONTHS IN 1879. ORO BLANCO POST OFFICE, ABOUT 7 MILES SOUTHEAST OF ARIVACA, WAS ESTABLISHED OCTOBER 2, 1879 AND WAS DISCONTINUED APRIL 30, 1903.

THE INDIAN VILLAGE OF ARIBAC, SHOWN ON A MAP DATED 1773, HAD BEEN DESERTED DURING THE PIMA INDIAN REVOLT OF 1751. NEARBY MINES HAD BEEN WORKED BY SPANIARDS UNTIL 1767. ON OCTOBER 10, 1812 AUGUSTIN ORTIZ WAS SUCCESSFUL BIDDER FOR TWO LOTS OF THE ARIBAC RANCH. TWO SONS, TOMAS AND IGNACIO, RECEIVED TITLE IN 1833, BUT THE RANCH WAS DESERTED IN 1835. THE ORTIZ BROTHERS SOLD TO CHARLES DEBRILLE POSTON FOR \$10,000 IN DECEMBER OF 1856. THE CERRO COLORADO MINING DISTRICT WAS INCLUDED. THE HEINTZELMAN MINE THEN WAS DEVELOPED BY THE SONORA EXPLORING AND MINING CO. SUPERINTENDENT JOHN POSTON AND TWO EMPLOYEES WERE KILLED BY MEXICAN OUTLAWS WHO CAME TO STEAL SILVER BULLION IN THE SUMMER OF 1861. BUILDINGS WERE IN RUINS BY 1864. SOME MINERS HAD RETURNED BY 1870.

POSTAL ROUTE #17208 FROM TUBAC TO ENRIQUITA MINES WAS AWARDED TO S. J. POSTON OF LOS ANGELES ON MAY 5, 1866. ANNUAL COMPENSATION RATE WAS \$5000 FOR WEEKLY SERVICE OVER THE 75 MILE ROUTE. ALTHOUGH WITHOUT POST OFFICES, ARIVACA AND CERRO COLORADO WERE SPECIFICALLY SERVED. WHEN ENRIQUITA MINES OFFICE WAS CLOSED ON JUNE 24, 1867, ROUTE #17208 WAS DISCONTINUED AS OF JUNE 30. IN 1877, WASH K. FERRIS CONTRACTED FOR ROUTE #40113 FROM TUCSON TO ORO BLANCO VIA ARIVACA. COMPENSATION RATE WAS \$1488 PER ANNUM. IN 1896 ARIVACA WAS ON ROUTE #68164 AND IN 1903 ON ROUTE #68158.



WRITE THE ADDRESS ON THIS SIDE-THE MESSAGE ON THE OTHER

Col. W. T. Matherill

Tucson

A. T.

"Error" Postmark

FN

THE HELIOGRAPH

IT HAPPENS WITH RAILROAD POSTMARKS, TOO!

by Charles F. Nettleship, Jr.

The previous issue of THE HELIOGRAPH contained a sampling of town postmarks which deviated from accepted spelling in the contemporary U.S. OFFICIAL POSTAL GUIDE, or common usage of the time. In this issue we present examples which indicate that the postmarks used by Railway Mail Service clerks were not immune from similar discrepancies.

In fairness to those who placed the orders for the postmarks and to those who manufactured them, it must be remembered that many such orders were handwritten and not readily deciphered. In any event, the size of both lists, - compared to the many thousands of postmarks from which they were derived, - shows a minimal percentage of inaccuracy.

Some errors are readily explained. For example, failure to press the shift key on most typewriters will produce a 7 instead of the intended ampersand, as in N3. Perhaps something similar occurred in C4. However, if any awards were to be made for multiple errors shown in the plates, the palms would go to the double error in F3; both Fond du Lac and the abbreviated Marshfield have been deprived of a letter, and to the outstanding triple error in M2 with two incorrect letters and a comma used instead of an apostrophe.

Corrections for the numbered figures in Plates I and II are:

PLATE I

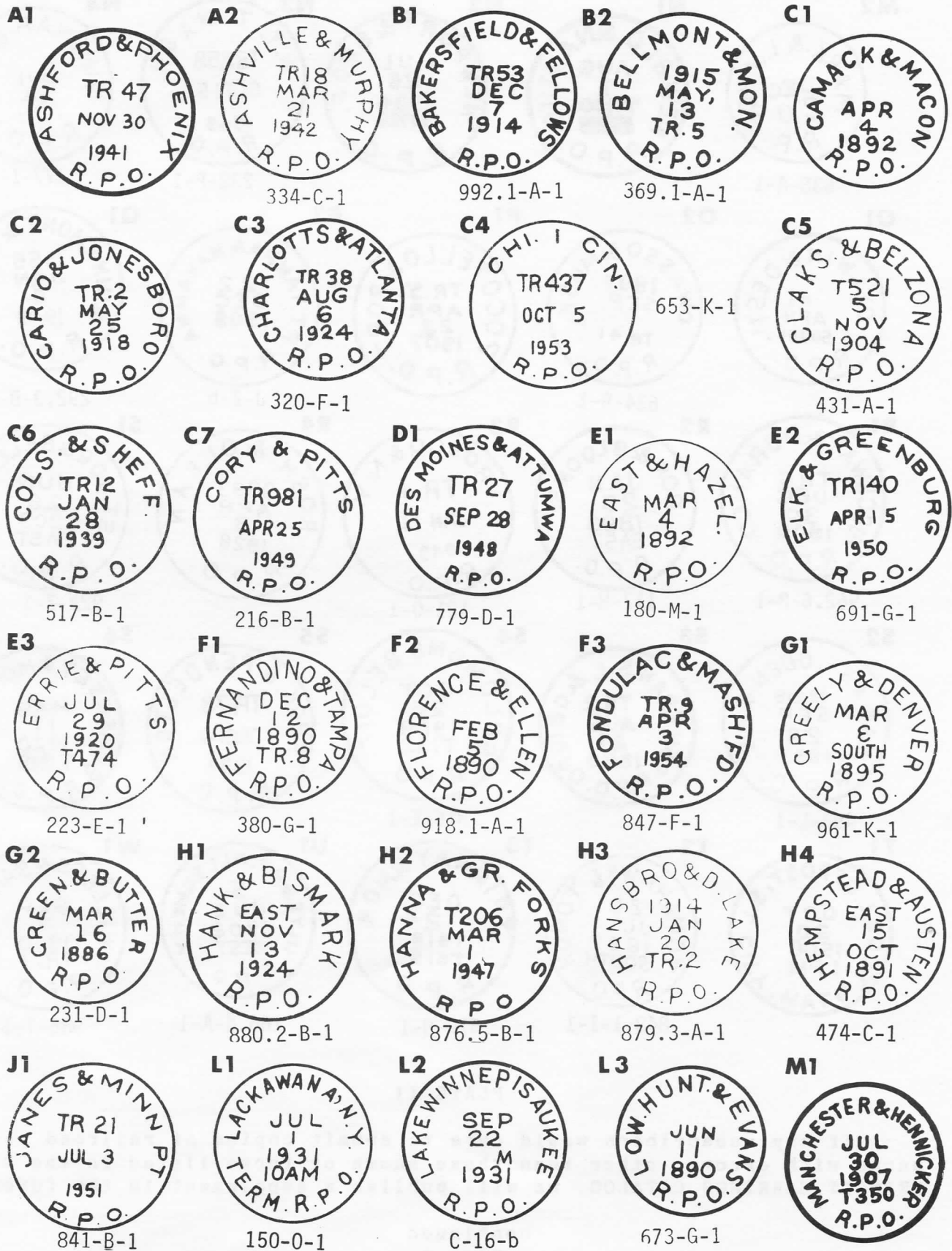
A1 ASHFORK & PHOENIX
A2 ASHEVILLE & MURPHY
B1 BAKERSFIELD & FELLOW
B2 BELMONT & MON.
C1 CAMAK & MACON
C2 CAIRO & JONESBORO
C3 CHARLOTTE & ATLANTA
C4 CHI. & CIN.
C5 CLARKS. & BELZONA
C6 COL. & SHEFF.
C7 CORRY & PITTS.
D1 DES MOINES & OTTUMWA
E1 EAST. & HAZLE.
E2 ELK & GREENSBURG
E3 ERIE & PITTS.
F1 FERNANDINA & TAMPA
F2 FLORENCE & ELLIN.
F3 FONDDULAC & MARSH'FD
G1 GREELEY & DENVER
G2 GREEN. & BUTLER
H1 HANK. & BISMARCK
H2 HANNAH & GR.FORKS
H3 HANSBORO & D.LAKE
H4 HEMPSTEAD & AUSTIN
J1 JANES. & MIN. PT.
L1 LACKAWANNA, N.Y.
L2 LAKE WINNIPESAUKEE

L3 LOU. HUNT. & EVANS.

M1 MANCHESTER & HENNIKER

PLATE II

M2 MARQ. & L'ANSE
N1 NEW BED. & NANTUC.
N2 NEWPORT & SPGF.
N3 N.Y. & WASH.
N4 NINEVEH & CARB.
O1 OELWEIN & DES M.
O2 OWOSSO & MUSK.
P1 POCATELLO & PORT.
P2 PT. TAMPA & HAVANA
Q1 QUINNIMONT & LESTER
R1 RIDGWAY & DURANGO
R2 RON. & BLOOM.
R3 ROSCOE & N.Y.
R4 ROCH. & OLEAN
S1 ST. JOE & BELLEVILLE
S2 SAN ANT. ODEM & C.C.
S3 SAN FRAN. & S.L.OBISPO
S4 SOLOMON & BELOIT
S5 SPOK. & PENDLETON
S6 SOMERSET & MONTROSE
T1 T.C.O.S.L. DEPOT, S.L.CITY
(Transfer Clerk-Oregon Short Line)
T2 TOMAHAWK & TOMAH
T3 TRINWAY & MOR.
U1 ULYS. & PT. ALLEGANY
W1 WILLITS & SAN FRAN.



M2



638-A-1

N1



N2



N3



238-P-1

N4



177-I-1

O1



O2



634-B-1

P1



P2



J-2-b

Q1



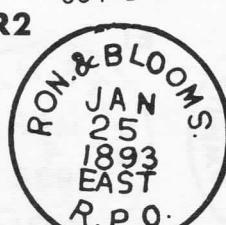
292.3-B-1

R1



962.6-B-1

R2



117-H-1

R3

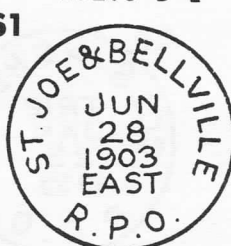


121-O-1

R4

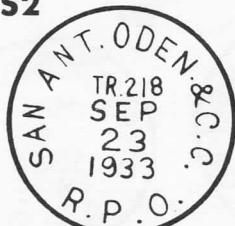


S1



922-Z-1

S2



493-L-1

S3

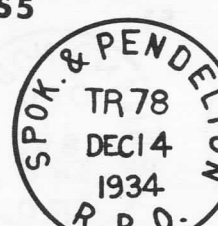


S4



916-E-1

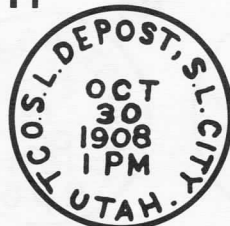
S5



S6



T1

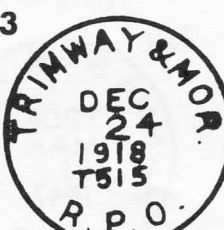


T2



848.1-I-1

T3



570-H-1

U1



166.6-A-1

W1



985-T-1

PLATE II

If any subscribers would care to submit copies of railroad postmarks with errors, other than those shown or those listed in the U.S. TRANSIT MARKINGS CATALOG, we will publish a supplement in the future.

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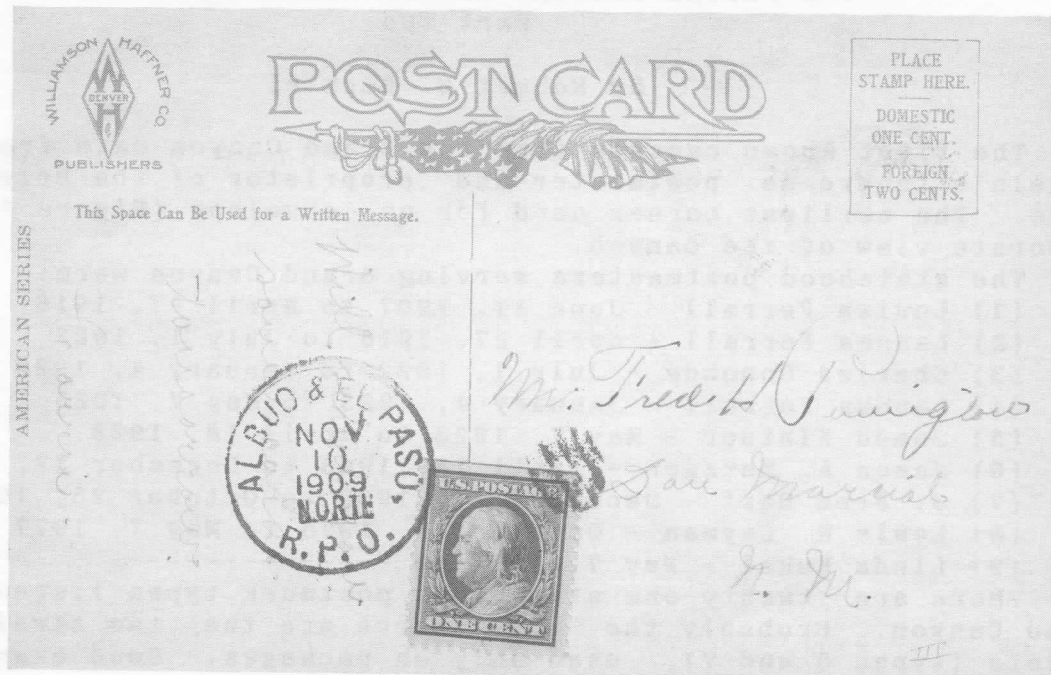


Figure I - A recently located railway postmark error is this ALBUO & EL PASO. R.P.O. of 1909. The 'o' is substituted for the proper 'q', and the period after abbreviation of Albuquerque is missing and placed after PASO, where it is superfluous.

THE HELIOGRAPH SMALLEST ENVELOPE CONTEST

In HELIOGRAPH No. 2 we launched a contest for our members to submit the smallest envelope complete with full stamp, complete address and fairly complete postmark on face of cover. We received quite a few entries, but unfortunately a few were reduced or had a wrap-around postage stamp. The envelope meeting all the qualifications was submitted by Frederick S. Dickson of Hockessin, Delaware. It is a very nice little 1909 mourning cover with 2 cent Lincoln commemorative and a full Binghamton, N.Y. postmark and killer - all taking up about 3612 square millimeters. Congratulations to Mr. Dickson. His prize, a fine set of British West Indies Dominica stamps will be forwarded. Our readers also should remember that Contest No. 2 is still open, with almost no entries received. Get those early post cards in promptly ! Refer to Heliograph No. 3 , Page 28, for the contest rules.

Plan to visit SANDICAL "Oceans '88 Expo" at the San Diego Convention and Performing Arts Center February 12,13 and 14, 1988. The show will be greatly enlarged this year with many new features - including a display of AMERICA'S CUP. Western Postal History Museum hopes to have a table at this fine show and will welcome your visit to meet our new Director, Douglas Kelsey. Remember San Diego has many fine attractions to visit and usually great weather at this time of year.

THE HELIOGRAPH

THE POSTAL HISTORY OF THE GRAND CANYON AREA Part Two

by Robert B. Bechtel

The first known cancels from the Grand Canyon date from Martin Buggeln's tenure as postmaster and proprietor of the Bright Angel Lodge. The earliest corner card for an envelope (Figure 1) has an elaborate view of the canyon.

The statehood postmasters serving Grand Canyon were:

- (1) Louisa Ferrall - June 11, 1907 to April 27, 1916
- (2) Lannes Ferrall - April 27, 1916 to July 1, 1922
- (3) Charles Donohoe - July 1, 1922 to January 4, 1923
- (4) Lannes Ferrall - January 4, 1923 to May 7, 1923
- (5) James Kintner - May 7, 1923 to April 18, 1928
- (6) James A. Metzger - April 18, 1928 to December 27, 1968
- (7) J. Fred Bart - December 27, 1968 to October 25, 1975
- (8) Lewis W. Layman - October 25, 1975 to May 7, 1977
- (9) Linda Kukal - May 7, 1977 to -----

There are twenty-one statehood postmark types listed for the Grand Canyon. Probably the most scarce are the two straight line cancels (types 3 and 7), used only on packages. Good examples are usually only found on stamp multiples or on piece.

Four slogan cancels have been used to date. The first and the most common was Smokey the Bear. There was a special slogan cancel for the Grand Canyon National Park Fiftieth Anniversary in 1969. The 1919 founding date disagrees with some other reports, which place it as early as 1908, or as late as 1920. This confusion probably arises from the fact that the canyon was made a National Monument in 1908 but did not become a National Park until 1919.

1969 was also the year to commemorate the John Wesley Powell Centennial and in 1972 the Centennial for all national parks was commemorated with a slogan killer.

Registered package receipt cards are interesting because they show two postmarks, one from the originating post office and the other either a transit or the destination post office. Figure 2 shows a registered package receipt card that originated in Supai and passed through the Grand Canyon Post Office. An extra dividend is Louisa Ferrall's signature on the reverse.

On June 20, 1956, TWA Flight 2 from Los Angeles with seventy passengers aboard collided with a United Airlines DC7 with fifty eight passengers aboard at twenty thousand feet over the canyon. Both planes, it is surmised, may have been maneuvering to get a better view of the canyon. The planes crashed into the remote area near Temple Butte and the rescuing helicopters found no surviving passengers. However, 148 pieces of mail survived, some burned at the edges, and these were taken to Flagstaff and mailed. The post office at Flagstaff put "Damaged in Handling in The Postal Service" on each letter. This was their standard handstamp for such damaged mail and not special to these particular covers. Unfortunately for collectors only seven of these covers are known today.

continued

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The first philatelic event at the Grand Canyon was the First Day ceremony for the two cent National Park series in 1934, Scott Number 741, which depicts a view from the North Rim. Scott lists 75,000 covers canceled on the First Day of July 24, 1934. Actually it is not known how many were canceled in Washington, D.C. on the same day. A few are also known to have been canceled at the Tusayan Post Office. Cachets of the event are the standard Ioor, Planty, Rice and others, but also such scarce cachets as the Michigan Alumni Philatelic Society occur.

Many tourists who floated down the Colorado River had the opportunity to use local post stamps canceled at Phantom Ranch and then placed in the mail stream at Grand Canyon Post Office. Figure 3 shows a one dollar local post stamp cinderella canceled at the Phantom Ranch and then mailed at Grand Canyon post office Aug. 9, 1972.

Figure 4 shows an example of the unusual hand-carved cancel from Kaibab Forest Post Office used during the period just after the post office burned down in September of 1932. Only two copies of this rarity are known at present.

The human history surrounding the Grand Canyon has been much shorter than the geological epochs that shaped it. Nevertheless, in the mere hundred years of its history a number of events have occurred which make the Grand Canyon of Arizona a diverse and challenging field for collectors, and still, the most exciting prospect to contemplate, is that there are a number of discoveries yet to be made.

Arizona Statehood Postmark Types - Grand Canyon						
Type	Value	Code	Earliest	Latest	Killer	Notes
1.	3	C1b6A4A29	05/06/12	10/15/33		Fig. 1
2.	2	M1b3A7A22+	04/03/20	05/29/25		
3.	5	SL	No date			See text
4.	2	M1b3A7A21	04/01/24	12/29/49		
5.	2	C1b1A4A33	07/24/34		First Day	
6.	2	M1b3A7A21	06/30/37			
7.	4	SL 3	No date			On stamps
8.	1	C1b4A7A30	08/08/47	07/29/60		
9.	3	C2b0A2A28+	09/27/48	04/24/54		
10.	1	M1b3A7A20+	08/16/50	11/26/60		
11.	1	M1b9A7A20+	10/19/56	09/16/61	Smokey	
12.	1	M1b3A9A20+	04/22/63	04/05/64		
13.	1	M1b3A7A21	04/12/65		7 lines.	
14.	1	M1a9A7ZA21	06/14/65	08/18/78	Smokey	
15.	1	M1b9A7A21	08/31/65	10/20/67	Smokey	
16.	1	M1a9A7ZA21	10/31/66		NPS Anniv.	
17.	1	C1a1A4A31	10/11/67	06/29/72		
18.	2	C1a1A4ZA31+	06/16/68			
19.	1	M1a9A7ZA21	02/26/69	06/10/69	50th Anniv.	
20.	1	M1a9A7ZA21	07/01/69	10/10/69	Powell	
21.	1	M1a9A7ZA21	08/22/72		N.P.Cent.	Fig. 3
* * * * *						

THE HELIOGRAPH

Figure 1 - Fancy corner card of Bright Angel Hotel, Grand Canyon, Arizona, on 1903 cover addressed to Dillon, Montana.

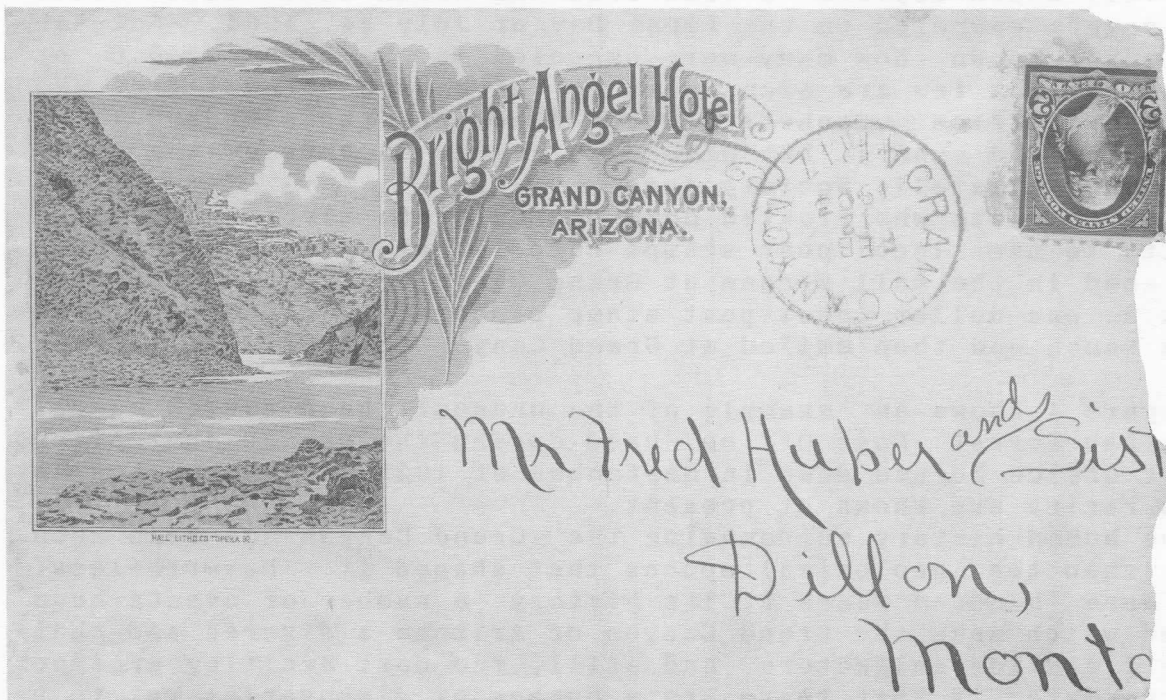


Figure 2 - Registered package receipt card originating at Supai Post Office in the canyon Feb. 20, 1913, passing through Grand Canyon Post Office later the same day with package to Chipley, Fla.

Page _____ REGISTERED PACKAGE RECEIPT. Form No. 1556.

Post Office Department.
OFFICIAL BUSINESS.
PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300.

RETURN TO:

Postmaster at Supai
Cococino County,
State of Arizona

Postmark of Dispatching Office, GRAND CANYON
FEB 20
8 PM
1913
and date of Dispatch.

Postmark of Office which returns
GRAND CANYON
FEB 20
8 PM
1913
and date of return.

The Dispatching Postmaster must neatly and correctly make up this card, addressing it for return to himself.
The Receiving Postmaster must compare the articles received with the entries on reverse side of this card, and correct errors, if any. He must then sign (not stamp) his name, postmark the card in the upper right-hand corner, and RETURN IT BY FIRST MAIL.

THE HELIOGRAPH

Figure 3 - One Dollar Colorado River Mail Run cinderella stamp on a cover from Phantom Ranch at bottom of Grand Canyon, mailed at Grand Canyon Post Office, Aug. 9, 1972, to New York. Postmark Type 21.

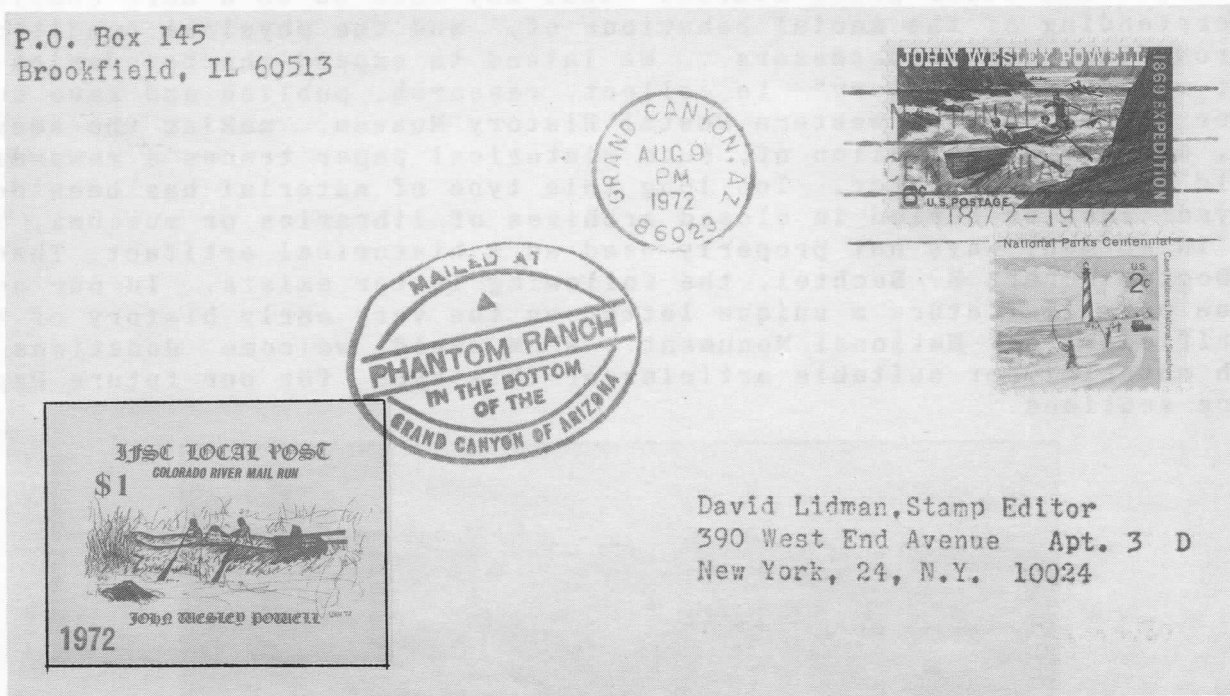
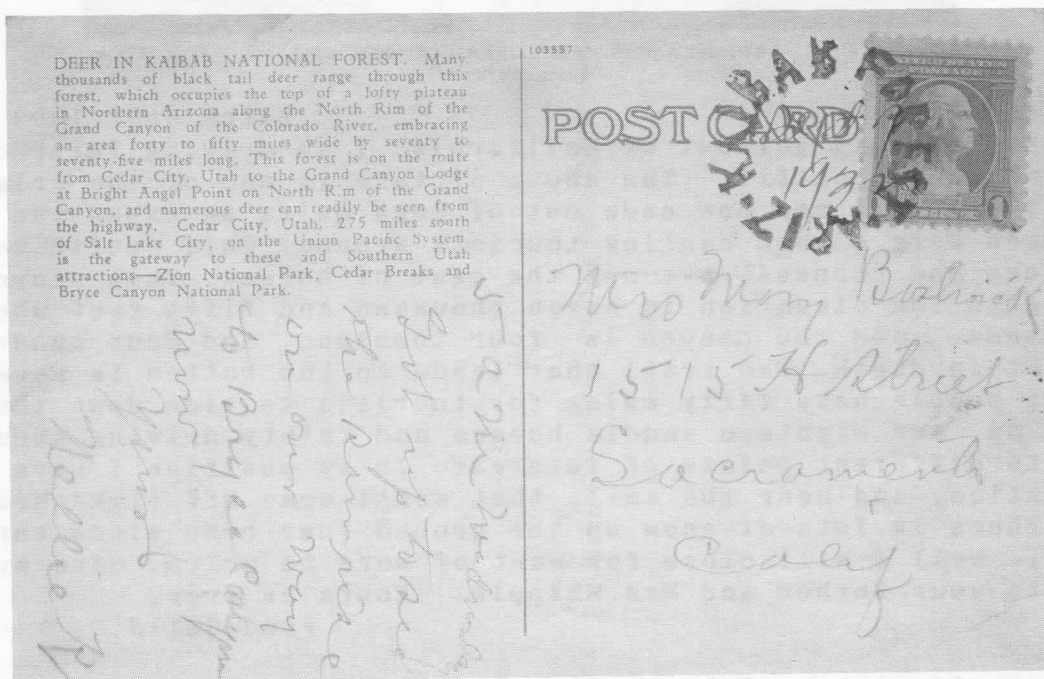


Figure 4 - Rare Kaibab Forest hand-carved postmark used September 1932 when post office burned down. On post card to Sacramento, Cal. mailed by a tourist.



THE HELIOGRAPH

PAPER TRACES

The word "Trace" has many meanings listed in the dictionary. One of these is "a visible or other sign of what has existed or happened." Starting with this issue, THE HELIOGRAPH will feature examples of covers, covers with letters, loose letters, and such photographs, maps, documents and other paper sources that may lead us to a more complete understanding of the social behaviour of, and the physical conditions surrounding, our predecessors. We intend to expand the boundaries of what was "Postal History" to collect, research, publish and save such paper traces in The Western Postal History Museum, making the search for, and the preservation of, such historical paper traces a rewarding field for the collector. Too long this type of material has been destroyed, lost or buried in closed archives of libraries or museums, and and in so many ways not properly used as a historical artifact. Thanks to Doctor Robert B. Bechtel, the following letter exists. In our next issue we will feature a unique letter on the very early history of the Petrified Forest National Monument. WPHM would welcome donations of such material, or suitable articles of this type for our future Paper Trace sections.



BRIGHT ANGEL CAMP, GRAND CANYON, ARIZ.
FRED HARVEY

Dear Friend Fred,

March 6th, 1909

I have finally got out of California. I am driving Tallyho for this Grand Canyon outfit. The above picture is one of the original hotels. There is a new one made out of logs quite an expensive affair. I have been here a week hauling tourists around. This outfit have got fine wagons and harness, but not the best of horses. This canyon is a grand sight. The elevation is seven thousand and fifty feet where the hotel stands, and the canyon is four thousand and four hundred and fifty feet in depth. The trail that leads to the bottom is seven miles long. The people have fifty mules for tourists to ride down the trail and back on, and eighteen saddle horses and thirty driving horses for driving to different points of interest. In my position I have to answer questions and wear the smile that won't come off (like Mrs. Whipple's). There is lots of snow on the ground (has been since early in the Fall). Well I will close for want of more to write. Give my regards to your Father and Mrs. Whipple. Yours as ever,

Fred Guild

(To Fred Groff, Acton, Cal. -Postmarked Grand Canyon March 7, 1909)

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IF PHINEAS FOGG COULD DO IT...

by Douglas A. Kelsey

...then the United States Post Office Department could put a stop to it with the simple words, "Post cards or letters addressed to go around the world cannot be thus sent in the mails." At least that is what the U.S.OFFICIAL POSTAL GUIDE of 1882 said.

It seems the imaginative Jules Verne classic novel, "AROUND THE WORLD IN EIGHTY DAYS", published in 1872, and the introduction of the penny postal card in the U.S. in 1873 fueled a headache for the P.O.D.

The General Postal Union treaty went into effect July 1, 1875. (Universal Postal Union in 1878) without the foresight for handling the problem that would exist caused by collectors and the general public taking advantage of the provisions of the Treaty to mail "around-the-world post cards." Article 3 of the Treaty states that "the prepayment of post(al) cards is compulsory." Article 10 declares that "the right of transit is guaranteed throughout the entire territory of th (General Postal) Union. Consequently there shall be full and entire liberty of exchange..." It is probable that the new international mail handling regulations of the UPU in 1878 were most responsible for this situation by providing for the redirection and forwarding of mail at no additional cost. Therefore, one is to assume that, as long as the proper postage is prepaid, one could send a card to any Union country in the world... in fact, around the world...just for the fun of it and for just the few cents required to send a card to only one country.

The United States Post Office Department was not pleased when the foreign postal services objected to the revenues accumulated by the P.O.D. for prepayment of cards from the U.S. and to the free forwarding services provided by their foreign postal bureaus for redirecting the around-the-world cards for the amusement of the Americans. Article 11 of the Treaty specified: "The dispatching office of the Union shall keep the whole of the Union rate for prepaid correspondence addressed to foreign countries...the office which exchanges the mails is not entitled to any payment for transit..."

So it was on October 22, 1879 when Mr. Hudson P. Rose of Ithaca, New York took a U.S. postal card (Scott #UX5), affixed ten cents in U.S. postage stamps and addressed the card: "Postmasters are requested to forward via New York; Liverpool, England; Alexandria, Egypt: Singapore, India; Yokahoma, Japan and San Francisco, United States, North America to Hudson P. Rose, Ithaca, New York," (Figure 1). One hundred and forty-four days later the card returned to Mr. Rose, having seen the far reaches of the globe as indicated by its postmarks:

1. Ithaca, N.Y. October 22, 1879
2. Liverpool, U.S. Packet November 4, 1879
3. Alexandria, Egypt November 11, 1879

(This is where the actual route of the card deviates from the prescribed address.)

4. Suez, Egypt November 16, 1879
5. Singapore, December 14, 1879
6. Singapore, December 15, 1879
7. Hong Kong, February 3, 1880
8. Ithaca, N.Y. March 15, 1880

One can only speculate why the six week delay in Singapore before arriving in Hong Kong. Apparently the card missed the connection for the eastbound ship.

continued

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Incidentally, Mr. Rose's message on the reverse of the card is a fitting pleasantry, "Dear Card. Peace on earth and good will to all men. In the peace of the world and law of Nations, I bid you go and return to H.P.Rose."

In August 1880, Mr. D.E. Goding's message was more direct, "This card is sent to ascertain the time it will take it to go around the world." (Figure 2) Mr. Goding was evidently thriftier since he only affixed three cents additional postage on his card. I don't know of any four cent postal card rate, other than supplementary mail, to any foreign country, so this card was improperly prepaid, yet it traveled around the world in only one hundred twenty-seven days.

This philatelic proxy left Portland, Maine on August 4, 1880, addressed to Liverpool, England; Messina, Italy; Alexandria, Egypt; Yokohama, Japan; San Francisco, California, USA; and Portland, Maine. Like Mr. Rose's card, this card did not exactly follow the route indicated in the address. As a matter of fact, it had to be rescued from the Dead Letter Office. The handstamps tell the story:

1. Portland, Maine August 4, 1880
2. Liverpool, US Packet August 17, 1880
3. Messina, Italy August 22, 1880
4. Alexandria, Egypt (arrival) September 1, 1880
5. Alexandria, Egypt September 1, 1880

By now, the card was approaching half way around the world in less than one month, but for some reason it was sent to London to catch the steamer to Japan,

6. London, England September 11, 1880
7. Yokohama, Japan November 5, 1880
8. Yokohama, Japan November 9, 1880
9. San Francisco, California November 27, 1880
10. Dead Letter Office, December 8, 1880
11. Manuscript received December 10, 1880

By now the Post Office Department was wakening to the situation. Apparently to thwart the nuisance of these around-the-world cards, they were intercepted at the incoming exchange office and sent to the Dead Letter Office until they were inquired after by their addressees or bounced back by the outgoing exchange office without ever having left the country.

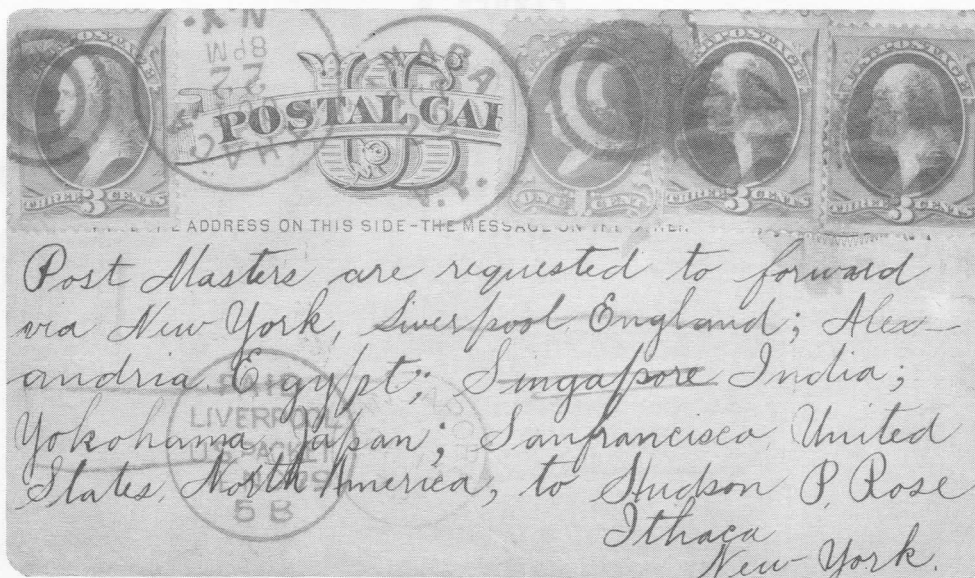
Hence the Department's pronouncement on page 99 of the 1882 Postal Guide banning the around-the-world cards. This author has never seen a card which beat Phineas Fogg's eighty days, but would be interested in further reports of around-the-world cards of this period.

continued

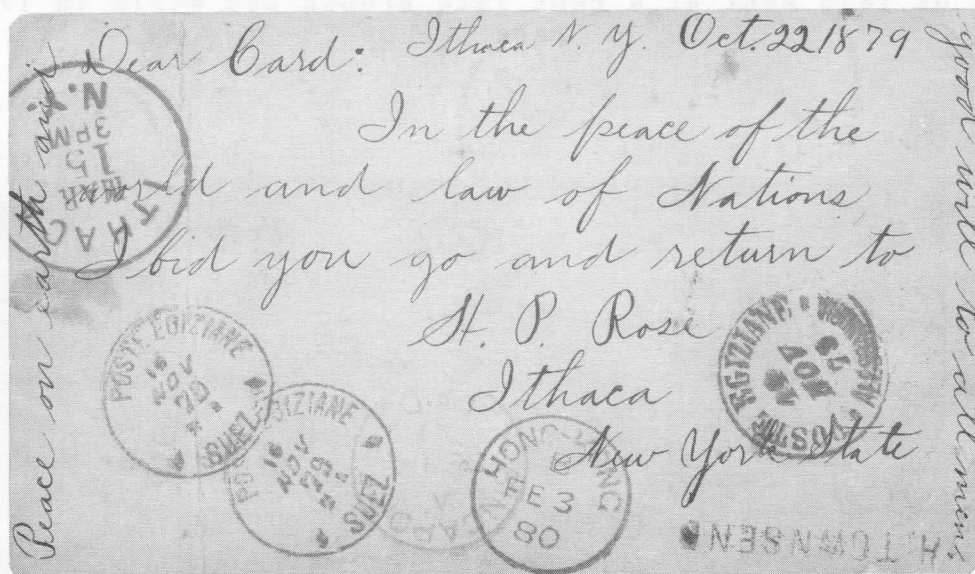
THE HELIOGRAPH

IF PHINEAS FOGG COULD DO IT...

Figure 1



Card of 1875 rated up 10 cents and sent around the world in 144 days.
Address side.

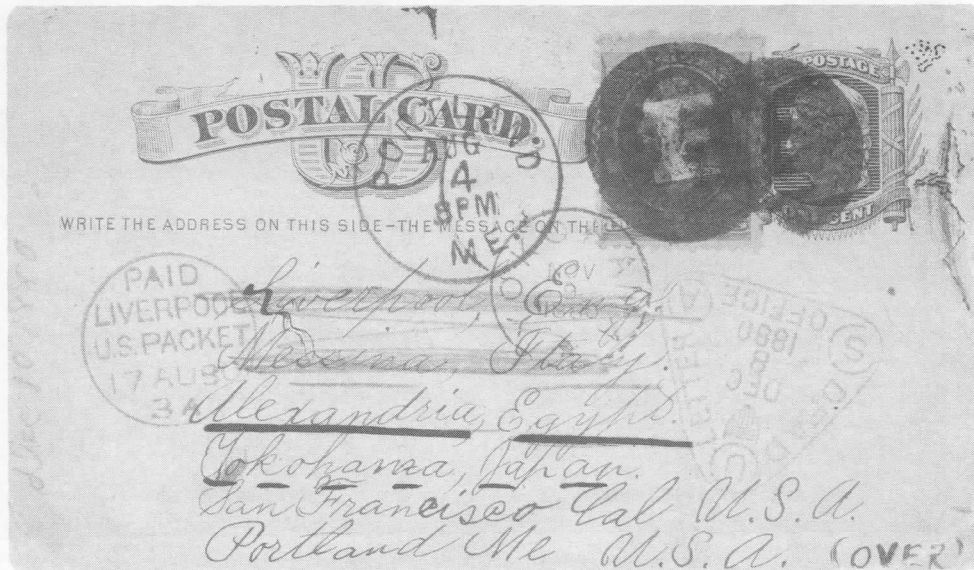


Message side

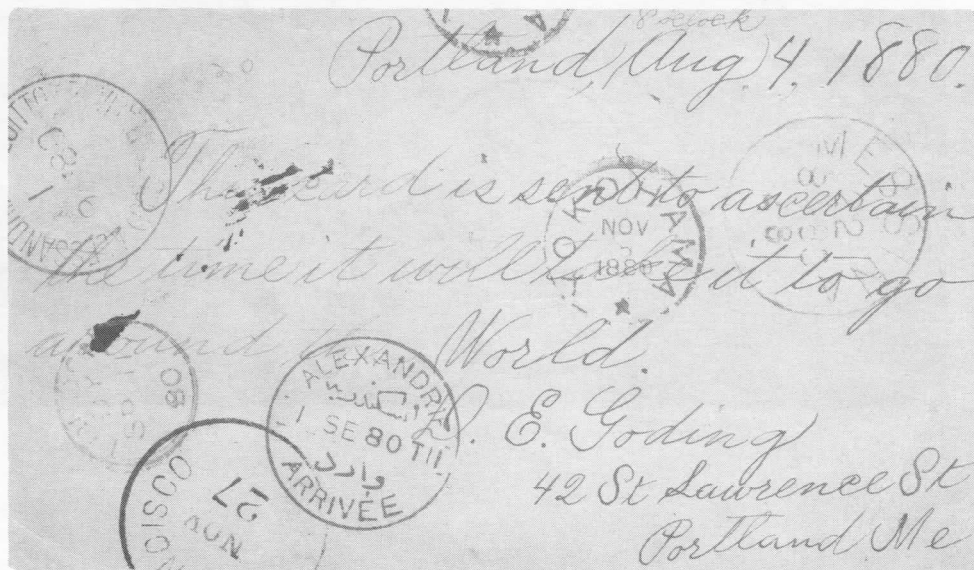
continued

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THE HELIOGRAPH
 IF PHINEAS FOGG COULD DO IT...
 Figure 2



Card of 1875 sent at 4 cent rate around the world in 127 days.
 Face



Message Side
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THE COURTRIGHT-STEVENSON CORRESPONDENCE: FORTS SUMNER AND UNION, NEW MEXICO

by Richard B. Graham

INTRODUCTION

One of the inherent problems generated by our avocation is that "finds" of material from original sources are normally soon broken up and scattered to all corners of the philatelic world. This is usually done before a careful record of the "find" in its entirety-- valuable and inexpensive covers alike--is made.

Another part of the problem is that contents of covers are usually removed and kept by families, destroyed ("I wouldn't want to see Grandpa Ned's letters to Aunt Fanny seen by strangers!") or given to a historical society to be buried for all time. In any case, covers and contents are permanently separated.

This creates a problem that is especially difficult in the case of the correspondence of 19th Century transients such as soldiers, sailors, westward emigrants and other argonauts. Their letters provided a key to our western society in the mid-19th Century years of the westward expansion. Yet few covers had year dated postmarks; the letters were sometimes carried long distances before they were mailed at a government post office, and the actual sources, frequently not shown, were remote from the postal origin.

This, as anyone knows who has ever attempted to work out the details of an original correspondence, is compounded by the fact that in the course of time, loving families have often gotten letters into the wrong envelopes. Some of the envelopes are discarded; some of the letters are missing from envelopes still present, and after a careful analysis, it is often apparent that there are gaps in the correspondence; and some key covers with letters are missing.

Most "finds" are what we might call "one-way", that is, only the letters received by one correspondent are there. Such is especially true of military, naval and western correspondence, as -- I suppose, these people far afield had little means to retain and store letters.

Three or four times I have been fortunate enough to be able to document and photograph an interesting and important find of western or Civil War covers, and in each case, the "find" ultimately became separated and scattered. In at least one case, a few of the covers have been rather drastically repaired and restored, although not to the point that the postal history meaning was changed.

Two of these correspondences involved mid-19th century New Mexico Territory fort covers, and I feel that the Western Postal History Museum, and this, its publication, are the most appropriate places to maintain a record of these correspondences.

THE COURTRIGHT-STEVENSON CORRESPONDENCE

Dr. George S. Courtright, (Figure 1) was a south-central Ohio area Civil War surgeon sent west in 1863 for service in the Military District with headquarters at Santa Fe, New Mexico Territory. From the fragmentary information available, it is known he left Circleville, Ohio on October 13, 1863 and traveled by railroad to Weston, Mo. and then by steamboat to Fort Leavenworth, a few miles south and across the river on the Kansas side. From there, he went by stagecoach over

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Figure 1- George
S. Courtright, M.D.

the Santa Fe trail (which in 1863, per the notes we have from only the first part of the Doctor's Journal) was via Bent's Fort, Colo. and Cimarron, New Mexico--avoiding the short cut trail through Texas because of the Civil War. He arrived at Ft. Union, New Mexico Territory, near where the old Santa Fe Trail via Bent's Fort, and the Cimarron cut-off through Texas meet, on Nov. 6, 1863. The next day he was at Santa Fe, presumably reporting at the military department headquarters at Fort Marcy in that city.

Dr. Courtright's correspondence, which is the subject of these notes, was sold about a year ago in an Eastern sale as one lot of almost one hundred covers. It included covers from and to the girl who, it is thought, he later married and the covers date from his service in the Civil War until, probably, 1866. The covers, when I was able to record and photograph them, were in the collection of the late Dr. Clarence Taft, who had bought them one at a time from a northern Ohio dealer's "cheap cover" box (at prices of, mostly, less than a dollar. The dealer didn't think much of manuscript postmarks.)

At that time, the contents of all the envelopes were missing, and the only evidence of Dr. Courtright's career in the army was a few pages of privately printed notes reviewing his trip west, plus what we have since learned from other sources.

Dr. Courtright's correspondence was with a Miss M. Cornelia Stevens of Lebanon, Ohio, who was probably his fiancée, but as the letters are missing from the correspondence, neither this fact, nor her first name are known.

In any case, they both wrote, or attempted to write, to each other at least every other week. In the absence of the contents, however, we do not know whether some of the letters are missing in those cases where the correspondence seems a trifle irregular.

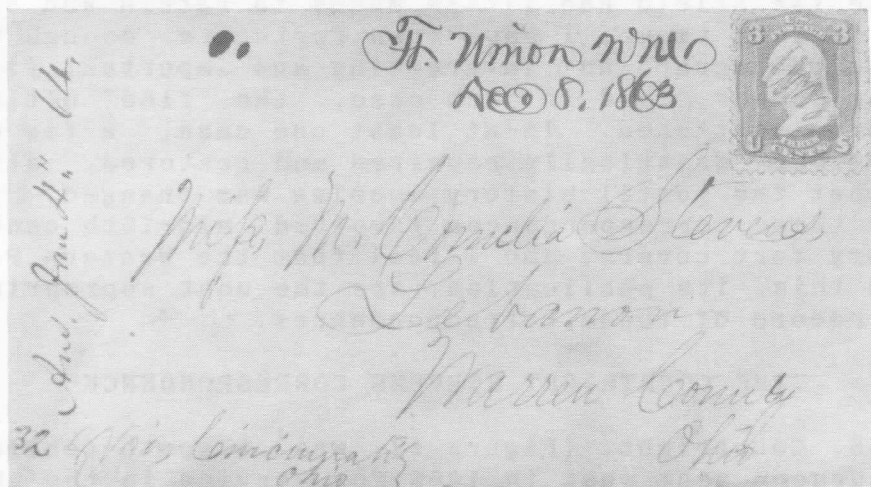


Figure 2 - The earliest cover sent by Dr. Courtright to Miss Stevens with a Fort Union, New Mexico manuscript postmark of 8 Dec., 1863.

There are several very useful factors in this correspondence, as illustrated by this cover. Previous to the discovery of this correspondence, only a few Fort Union manuscript markings, or, for that matter, covers of any kind from Fort Union during this period were known. This correspondence contains over 25 Fort Union covers with manuscript markings and seven more with datestamps.

continued

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All, or nearly all, of the manuscript Fort Union markings include year dates; and are clearly and neatly written, for the most part, to produce quite attractive covers. In addition, many covers were available from each end of the correspondence - that is, not only are there over 50 covers from Dr. Courtright, but there are many from Cornelia Stevens and a few others, addressed to Dr. Courtright, which he retained and took home with him. Even better, both correspondents had the habit of docketing their covers with the date they received the letter and the date they answered it, and often, other data.

The first letter in the "find" from Miss Stevens has, for some unknown reason, no town datestamp, but was received by Dr. Courtright on Feb. 26, 1864. And, even more interesting, it is addressed to Dr. Courtright at Fort Sumner, New Mexico, "via Fort Union." In Figure 3 a rough map shows the relative position of Forts Union and Sumner to the Military Dept. Headquarters at Santa Fe, and also the sites of a few other military posts that will appear later in the discussion.

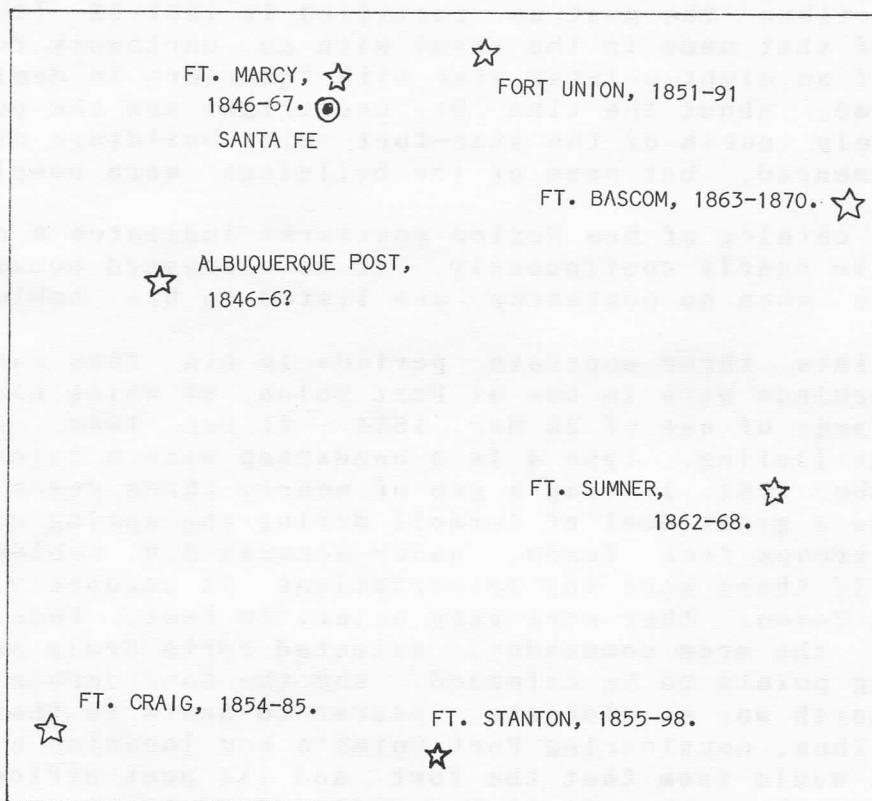


Figure 3 - Sketch-map of a portion of New Mexico Territory showing the forts and towns concerned in the Courtright-Stevens correspondence.

Fort Sumner, per plate XCVIII of the ATLAS TO ACCOMPANY THE OFFICIAL RECORDS OF THE UNION AND CONFEDERATE ARMIES IN THE WAR OF THE REBELLION (for obvious reasons normally abbreviated to ORA ATLAS), was in the middle of the Navajo and Apache Indian Reservation in eastern New Mexico, southeast of Santa Fe.

According to Robert W. Frazer's FORTS OF THE WEST, Fort Sumner existed as a military post only from 1862-68. The post was then put up for sale and purchased by one Lucien B. Maxwell, but the military reservation was turned over to the Dept. of the Interior in 1871. However, Fort Sumner continued to exist as a town, despite the loss of the military post and function, and still does to the present day.

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Thomas K. Todsen's NEW MEXICO TERRITORIAL CATALOG (S.H.Dike Memorial{Ninth} Edition) published by the author, Las Cruces, N.M., 1986, confirms the existence of a post office at Fort Sumner from 1866 intermittently to 1907, but makes no mention of a post office at the fort prior to 1866. Neither do the U.S.REGISTERS for 1863, 1865 or 1867 list Fort Sumner as a post office, and this is obviously confirmed by the fact that the letters sent by Dr. Courtright while there were almost all sent to Fort Union to be mailed, the only exception being one or two sent to Santa Fe.

From the map, Fig. 3, it is obvious that letters addressed to the East could be closed a day or so later if sent to catch the mail stage at Fort Union on its way from Santa Fe eastward, than if sent to Santa Fe from Fort Sumner.

At the time, Fort Union was quite an important post. While I have been unable to locate any contemporary pictures of the post, FORTS OF THE WEST describes the post as fortified in 1861-62 (the second of three sites of that name in the area) with an earthwork fortification in the form of an eight-pointed star with "quarters in demilunes." Beginning in 1863, about the time Dr. Courtright saw the post, a new post immediately north of the star-fort with buildings of adobe and brick was commenced, but none of the buildings were completed until 1866.

Todsen's catalog of New Mexico postmarks indicates a post office was at the site nearly continuously, if we disregard occasional gaps of a few years when no postmarks are listed in his table as having been seen.

Todsen lists three separate periods in his 1986 catalog when manuscript markings were in use at Fort Union, of which his type 5 or "M3" has a range of use of 22 Mar. 1864 - 21 Dec. 1864. Immediately preceding that listing, type 4 is a handstamp with a latest recorded use in September 1861, leaving a gap of nearly three years.

There was a great deal of turmoil during the spring of 1862 when Confederate troops from Texas, under General H.H. Sibley, invaded New Mexico. If there were any interruptions in occupancy and operations at Fort Union, they were very brief. In fact, Federal Colonel Edward Canby, the area commander, selected Forts Craig and Union as the two strong points to be defended, and the Confederate's furthest penetration north was at Glorieta, nearer to Santa Fe than it was to Fort Union. Thus, considering Fort Union's key location on the Santa Fe trail, it would seem that the fort and its post office continued to operate throughout the Civil War. "Gaps" in listings in such tables as Todsen's will always exist; the process is simply in recording additional earlier or later dates (such as we are doing here) to close in the gaps, with an occasional new style postmark appearing to help provide a fairly constant record of usages from each post office listed.

The stages left Santa Fe for the east over the Santa Fe trail every two weeks, per Morris F. Taylor's FIRST MAIL WEST. As noted earlier, Dr. Courtright evidently attempted to write his letters at Fort Sumner so as to have a letter go east aboard each stage leaving Fort Union. Barring undue delays and the irregularities of service in not only the Civil War, but a time of severe Indian troubles in the area, transit time per postmark and docketing dates to the East from Fort Union was about three weeks. Since the enclosed letters are not

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available, we have no indication as to how long the covers took by military courier from Fort Sumner to be placed on the stage at Fort Union for the East.

THE FORT UNION MANUSCRIPT MARKINGS

Although Todsen, in his 1986 catalog, listed his earliest recorded Fort Union type 5 or "M3" marking as being dated 22 Mar., 1864, the cover in Figure 2 advances the early date to 8 Dec. 1863.

Most catalogs make no attempt to record differences in manuscript markings; in fact, considering the usual rarity of such material, the incentive to do so has been lacking. However, since the Dr. Courtright correspondence seemed to contain the Fort Union postmarks in a variety of hands, although one was predominant, I traced some 15 of them, or slightly over half of the covers. Those traced were a few to show the handwriting I considered predominant, or most frequently used, and all those I felt could have been written by someone else.

<p>Fort Union NM Dec 8, 1863</p>	<p>Fort Union N. M. Dec 15, 1863</p>
<p>Fort Union N. M. Jan. 12 1864</p>	<p>Fort Union N. M. Jan. 26. 64</p>
<p>Fort Union NM Mock 22nd, 1864</p>	<p>Fort Union N. M. Apr 12/64</p>
<p>Fort Union N. M. April 26, 1864</p>	<p>Fort Union NM June 14. 64</p>
<p>Fort Union NM. June 21. 64</p>	<p>Fort Union NM X July 19. ~ 64</p>
<p>Fort Union NM July 26/64</p>	<p>Sept 5 1864 X Fort Union NM X</p>
<p>Fort Union N. M. Sep 19. 64</p>	<p>Fort. Union NM Oct 4th 64</p>
<p>Fort Union N. M. Oct. 11/64</p>	

Figure 4 - Fort Union manuscript postmarks and, where used, the accompanying "squiggles" or pen marks used to cancel the stamps on the covers, as provided by the various writers of the manuscript postmarks.

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The cover in Figure 2 shows the "predominant" hand; I presume this is the writing of Thomas H. Thompson, the postmaster listed in the 1863 U.S. REGISTER. As of June 30, 1863, for three quarters of the previous fiscal year, Thompson had compensation of \$179.25 with \$116.40 due the United States--quite a good amount of business for a western fort, even if it was on the Santa Fe trail at a spot where mail was sent to be posted from far and near!

From the tracings shown in Figure 4, with identification automatically made by dates, some of the different hands are obvious from that of the markings of December, 1863 and January, 1864. Since I am no more of a handwriting expert than I am such on western forts, I'll leave it to others to decide just how many different clerks wrote these markings as traced.

The run of Fort Union covers was from December, 1863 until Oct., 1864 when Dr. Courtright was transferred elsewhere. He was later moved to Fort Craig, New Mexico, which segment of the Courtright-Stevens saga will be covered in a later issue of THE HELIOGRAPH.

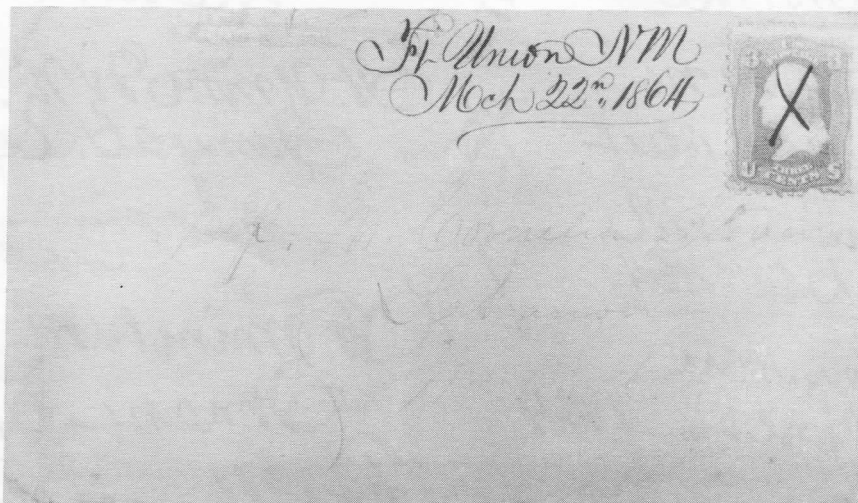


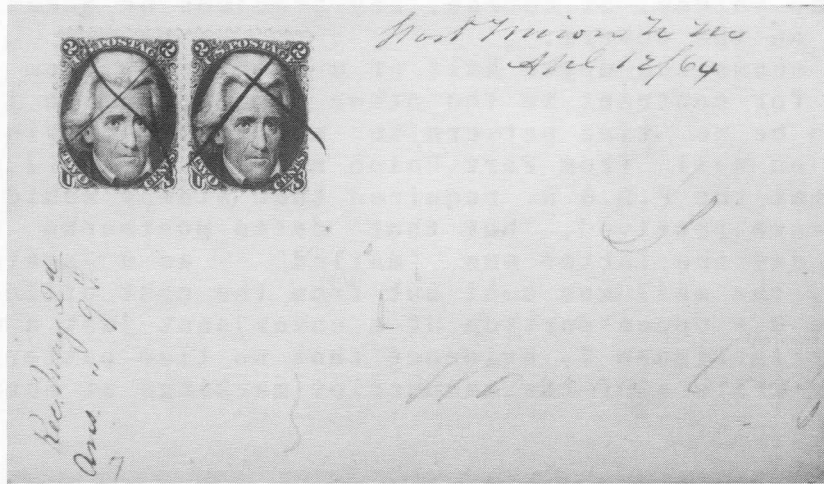
Figure 5 - Fort Union manuscript marking of March 22, 1864 with a characteristic "X" that differs from the squiggle used on the stamp on the cover in Figure 2.

Figures 5, 6, 7 and 8 show various covers from the correspondence that reflect the different hands used from time to time at Fort Union to postmark mail. The cover with the pair of two cent Black Jacks of 1863, Figure 6, have a marking in a radically different hand than most of the other covers, which were far more ornate. This great difference brings out a point showing a major benefit of compiling a correspondence such as this. Consider the reaction of most dealers or collectors who had seen a few Fort Union covers with the prettily ornate manuscript postmarks as on the December and January, 1863-64 covers when confronted with this cover were it from a different correspondence! As a one cent overpayment with the popular Black Jack stamps, I suspect it is quite likely that some of the "experts" would have considered it a fake.

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Figure 6 - The Fort Union manuscript marking on this cover has writing radically different from that of the other covers in the correspondence. Another difference is in the use of a pair of two cent Black Jack stamps with an overpayment of one cent postage. Other factors in the correspondence show the cover to be perfectly genuine.



In the midst of a correspondence such as this, if it were the only cover with its style of handwritten postmark, used in April, 1864, it might still be the subject of suspicion. Luckily, the same person evidently also postmarked mail on Oct. 11, 1864, as seen on the cover in Figure 7, on the very latest cover with a manuscript marking that Dr. Courtwright sent from Fort Sumner to be mailed at Fort Union.

It should be noted that Todsen's list shows a late date for his type 5 or "M3" marking of December 21, 1864.

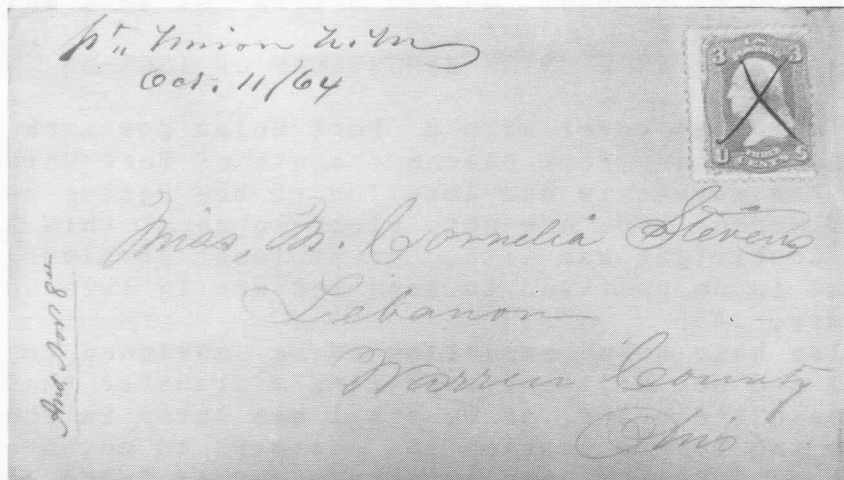


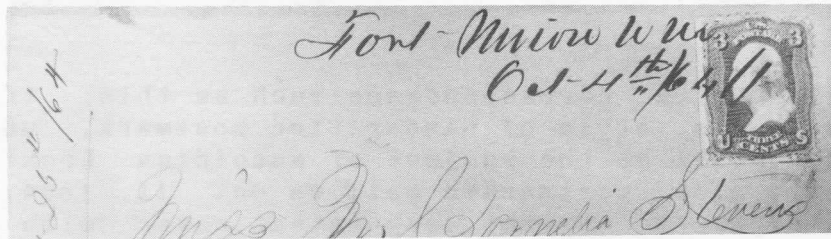
Figure 7 - The Fort Union manuscript marking on this cover, sent several months after the cover shown in Figure 6, was evidently postmarked by the same person who wrote the manuscript marking on the cover with the Black Jacks.

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Figure 5 shows a cover with the "predominant" style of manuscript marking mailed March 22, 1864, but which illustrates another feature typical of Dr. Courtright's sendings and which is also true of the Black Jack cover in Figure 6 -- the ink of the address has faded such that it is nearly unreadable. That this is one of a sequence of covers being recorded, solves, of course, any problems or questions regarding the addresses on the covers.

Figure 8 shows the upper half of a cover sent from Fort Union on Oct. 4, shown for contrast to the other covers and to illustrate that there seems to be no time pattern to particular style of manuscript markings used on mail from Fort Union at this time. I attribute this to the fact that the P.L. & R. required that stamps would be cancelled when letters were received, but that dated postmarks were to be applied on the day the letter was "mailed" -- as a postal term of the times, the day the mail was sent out from the post office.

Figure 8 - Upper portion of a cover sent just a week before the cover in Figure 7, evidence that no time pattern was present as to the writers of the manuscript markings at Fort Union.



Probably the uncertainties of the stage arrivals caused postmarking to be something of a last minute affair, with several clerks sitting down to do the job, probably the day the stage was expected. If this were the case, then we should expect that more than one style of handwriting would be present on the covers of each mail sent out by the stage.

THE FORT UNION HANDSTAMPS OF 1865-67

Figure 9 shows a cover with a Fort Union postmark sent by Dr. Courtright from either Fort Bascom, south of Fort Union, or from Fort Sumner; the movements and location of the Doctor between October, 1864 and March, 1865 are not clear to us at this time. It is possible that Courtright was with, or at least involved in, a field expedition and in no position to send letters in late October, 1864 to early January, 1865

He may also have been expecting to be assigned to Fort Bascom (see Figure 3) and not written, expecting a transfer that never materialized or was quite brief, as we shall see later in these notes.

There are two covers bearing the postmark on cover shown in Figure 9 and also as "A" in Figure 10; the other is dated Jan. 31, 1865. This particular marking is listed by Todsén as his type 8; his earliest date is Nov. 17, 1863, and the latest is Sept. 2, 1868.

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Figure 9 - Fort Union handstamp of Todsen Type 8 used on a cover mailed Jan. 9, 1865.

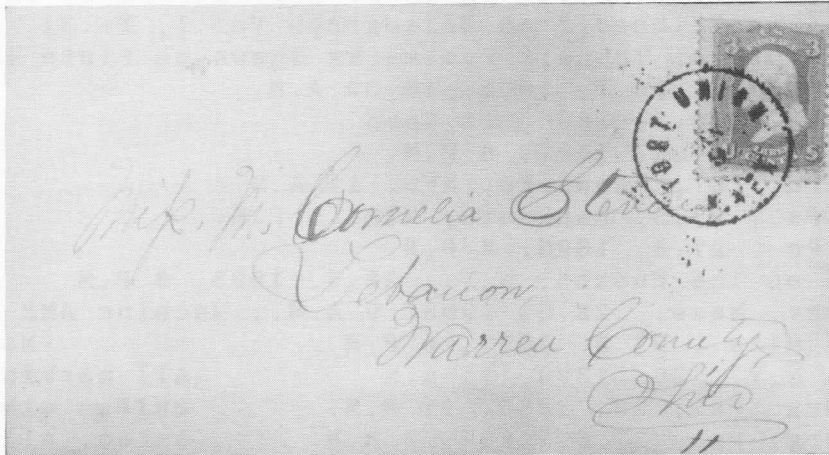
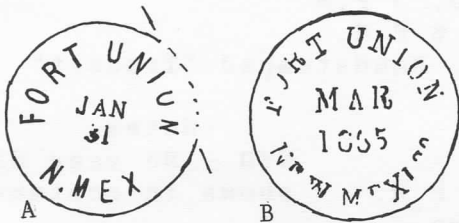


Figure 10 - Tracings of Todsen's Types 8 (A) and 6 (B) as used on covers of the Courtright-Stevens correspondence.



RUINS OF FORT UNION, NEW MEXICO



National Park Service Photo

The story of the Courtright-Stevens correspondence will be continued in the next issue of THE HELIOGRAPH.

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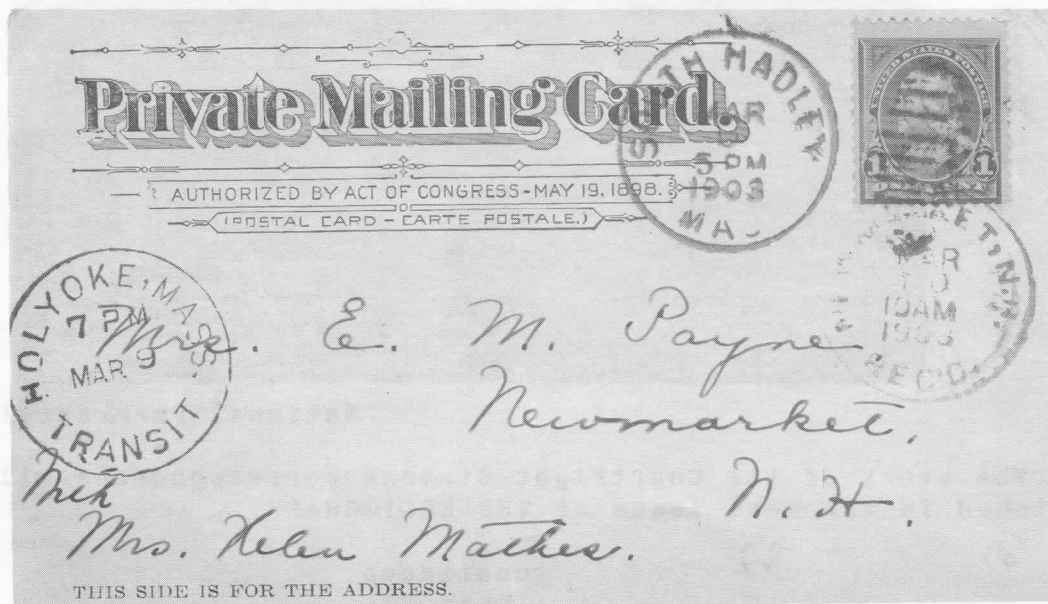
U.S. POST OFFICE "TRANSIT" POSTMARKS by Charles F. Nettleship Jr. and Charles L. Towle (continued from Heliograph Vol. I, No. 3)

Key to Post Office Transit Postmarks Shown on Plate IV:

DET7	- Detroit, Mich., 29.5, 1905, 10.30 A.M.	
EAS1	- Easton, Pa., 28.5, 1886, 12 Noon	
EAS2	- Easton, Pa., 27.5, 1887, 8 P.M.	
EAS3	- Easton, Pa., 27, Banknote, NYD, 11 A.M.	
EAS4	- Easton, Pa., 27.5, Banknote, NYD, 5 P.M.	
EAS5	- Easton, Pa., 27.5, 1895, 7 P.M.	
FIS1	- Fishkill on the Hudson, N.Y., 28.5, 1893, 8 P.M.	
GLO1	- Gloucester, Mass., 22.5, 1903, 9 A.M., Machine AMS 43.	
GRN1	- Grenada, Miss., 27.5, 1897, 6 P.M.	-Notes-
HAN1	- Hancock, N.Y., 29, 1896, 11 A.M.	All markings in black
HBG1	- Harrisburg, Pa., 28, 1885, 11 P.M.	unless otherwise indi-
HBG2	- Harrisburg, Pa., 27.5, 1887, 2 P.M.	cated. All diameters
HBG3	- Harrisburg, Pa., 28.5, 1902, 2 P.M.	are shown in
HAR1	- Hartford, Conn., 28, Banknote, NYD, 11 P.M.	millimeters.
HAR2	- Hartford, Conn., 27.5, Banknote, NYD, 3 P.M.	
HAR3	- Hartford, Conn., 27, Banknote, NYD, 6 P.M.	
HIC1	- Hicksville, N.Y., 28, 1884, 10 A.M., Handstamped "Transit"	
HOL1	- Holyoke, Mass., 31.5, 1903, 7 P.M.	
HOL2	- Holyoke, Mass., 30.5, 1903, 7 P.M.	-Notes-
HUD1	- Hudson, N.Y., 27.5, 1890, 7 P.M.	NYD - No year date
HUN1	- Huntington, W.Va., 29.5, 1895, 7.30 P.M.	shown in postmark.
INA1	- Indiana, Pa., 29, 1893 -No time shown.	
INA2	- Indiana, Pa., 29.5, 1898, 11 A.M.	
IND1	- Indianapolis, Ind., 25.5, 1891, 8 P.M.	
IND2	- Indianapolis, Ind., 28.5, 1893, 9 P.M.	
IND3	- Indianapolis, Ind., 27.5, 1896, 1.30 A.M.	
IND4	- Indianapolis, Ind., 30.5, 1906, 5 A.M.	
IND5	- Indianapolis, Ind., 29.5, 1907, 5 P.M.	
IND6	- Indianapolis, Ind., 29.5, 1909, 4 P.M.	

* * * * *

Figure 1- Holyoke, Mass. transit postmark HOL 1 on 1903 private mailing card with one cent 1898 stamp tied by South Hadley, Mass. originating marking and New Market, N.H. receiving marking. Mount Holyoke college scene on reverse resulted in Transit marking on front of card.



THE HELIOGRAPH

PLATE IV



DET7



EAS1



EAS2



EAS3



EAS4



EAS5



FIS1



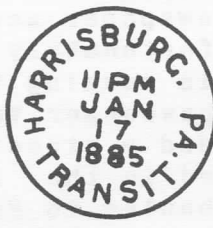
GLO1



GRN1



HAN1



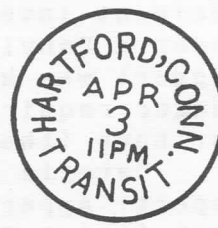
HBG1



HBG2



HBG3



HAR1



HAR2



HAR3



HIC1



HOL1



HOL2



HUD1



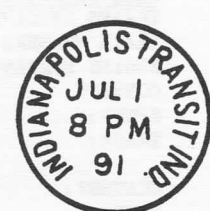
HUN1



INA1



INA2



IND1



IND2



IND3



IND4



IND5



IND6

THE HELIOGRAPH

A TRAIN WRECK COVER WITH AN OFFICIAL REPORT by Charles L. Towle

Many collectors of railway and steamship transit covers extend their collecting interests to include covers involved en route in wrecks, floods, fires or other mishaps. Generally known as "Wreck" covers, the most collectible types of these materials include evident damage and/or Post Office official labels, stickers, or handstamps outlining reason for the damage and nature of incident. Some of these covers, popularly called "basket cases" are enclosed in an outer envelope or container to protect the remains. The most difficult phase of this field is locating dependable accounts or newspaper stories of the incident to include in a write-up. In a future issue I will list many of the most likely sources.

I formerly worked in Dearborn, Mich. with an advanced philatelist named Thomas W. Blinn. Tom collected such damaged mail at the period when railway post office problems were rather common and went to great lengths to research supporting data. Presented herewith is one interesting example in which Tom obtained (or copied) the ICC Report of the accident investigation, together with a newspaper account of the wreck under a Danville, Ill. dateline. Most unfortunately, mail clerk B.F. Maggert was killed in the wreck, but it is amazing that only one passenger required medical attention when a passenger train going 65 MPH per hour (the Wabash Cannon Ball) rear-ended a standing freight train.

Details of the accident are contained in the ICC Investigation report. Apparently the salvaged mail was hauled to Fort Wayne, Ind. to sort it out for marking and further dispatch.

INTERSTATE COMMERCE COMMISSION, WASHINGTON, D. C. REPORT. INVESTIGATION NO. 2215.
REPORT OF THE DIRECTOR, BUREAU OF SAFETY.

ACCIDENT ON THE WABASH RAILWAY. LOCATION: CATLIN, ILLINOIS
OCTOBER 26, 1937.

RAILROAD:	WABASH RAILWAY	
DATE:	OCTOBER 26, 1937	
LOCATION:	CATLIN, ILLINOIS	
KIND OF ACCIDENT:	<u>REAR END COLLISION</u>	
TRAINS INVOLVED:	<u>FREIGHT</u>	: <u>PASSENGER</u>
TRAIN NUMBERS:	NO. 96	: NO. 2
ENGINE NUMBERS:	2800	: 670
CONSIST:	77 CARS, CABOOSE	: 11 CARS
SPEED:	STANDING	: 65 M.P.H.
TRACK:	TANGENT; 0.05% GRADE, ASCENDING EASTBOUND.	
WEATHER:	CLOUDY AND FOGGY	
TIME:	10:52 P.M.	
CASUALTIES:	3 KILLED AND 10 INJURED. (1 Mail Clerk Killed (2 Employees,- Engineman and Fireman, Train #2.	
CAUSE:-	FREIGHT TRAIN NOT ADEQUATELY PROTECTED BY FLAG. PASSENGER TRAIN NOT OPERATED IN ACCORDANCE WITH REQUIREMENTS OF CAUTION CARD IN MANUAL BLOCK TERRITORY.	

□ CATLIN

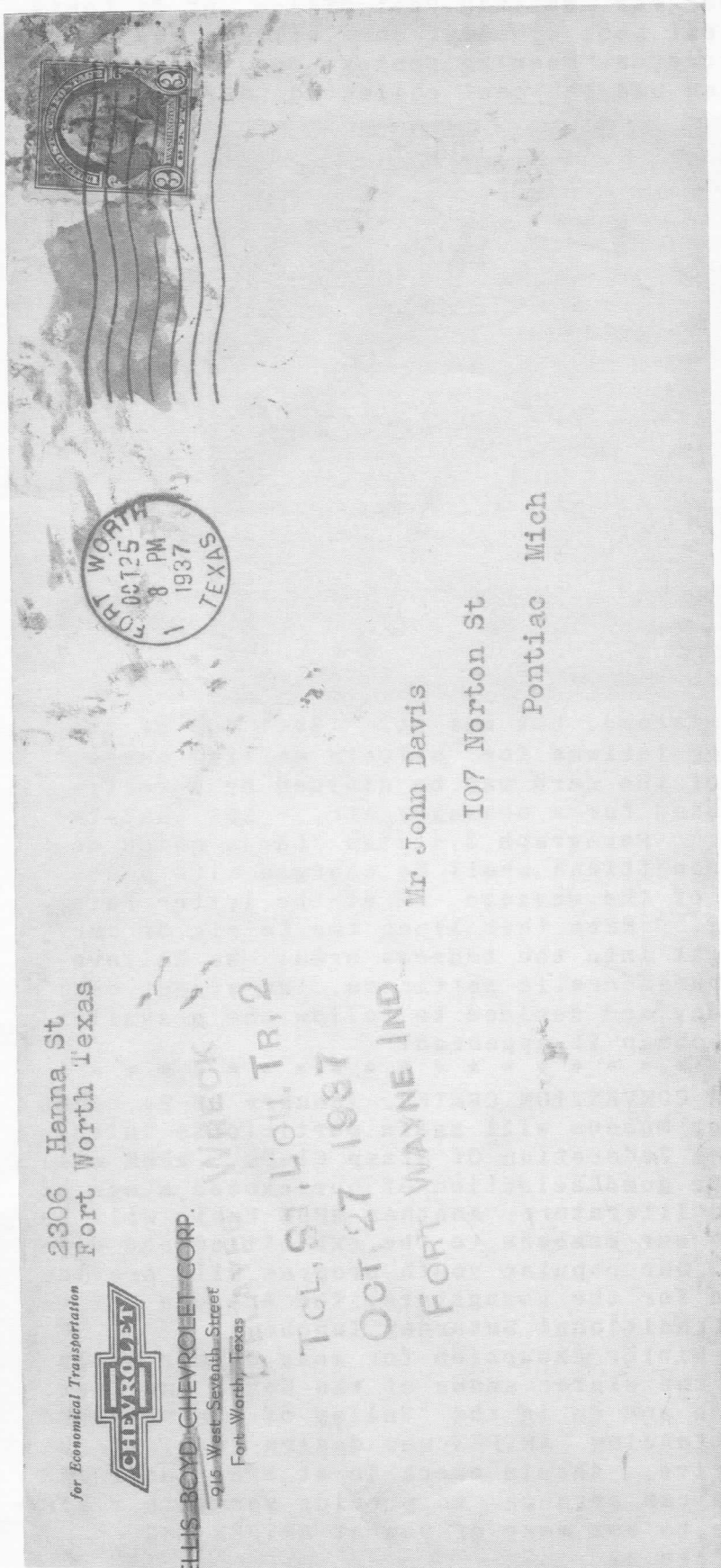
OCT. 26, 1937

PT. OF
ACCIDENT

↑
DIRECTION
OF
TRAINS

THE HELIOGRAPH

A TRAIN WRECK COVER WITH AN OFFICIAL REPORT (cont.)



No.10 cover from Ft.Worth, Texas Oct.25, 1937 to Pontiac, Mich. showing obvious signs of damage. Four-line handstamp applied quite a distance from wreck, and erroneously prepared showing wrong terminals for the train. The ink used was purple.

DELAYED WRECK
TOL,ST,LOU.TR.2
OCT,27 1937
FORT WAYNE IND

Newspaper account of Wabash Railroad train collision near Danville, Illinois.

3 Are Killed in Rail Crash

Fire Follows Wreck of Detroit Train

DANVILLE, Ill., Oct. 27.—(P)—A Wabash Railroad passenger train en route from St. Louis to Detroit plowed into a stalled freight train eight miles west of here late Tuesday night, killing three trainmen and injuring eight other persons.

Fire which broke out immediately after the collision destroyed five cars and the caboose of the freight train and damaged a combination mail car and smoker on the passenger.

The dead were Harry Draper, engineer, of Decatur; Harry Poe, fireman, of Decatur, and B. F. Maggert, 58, Butler, Ind., all of the passenger train crew.

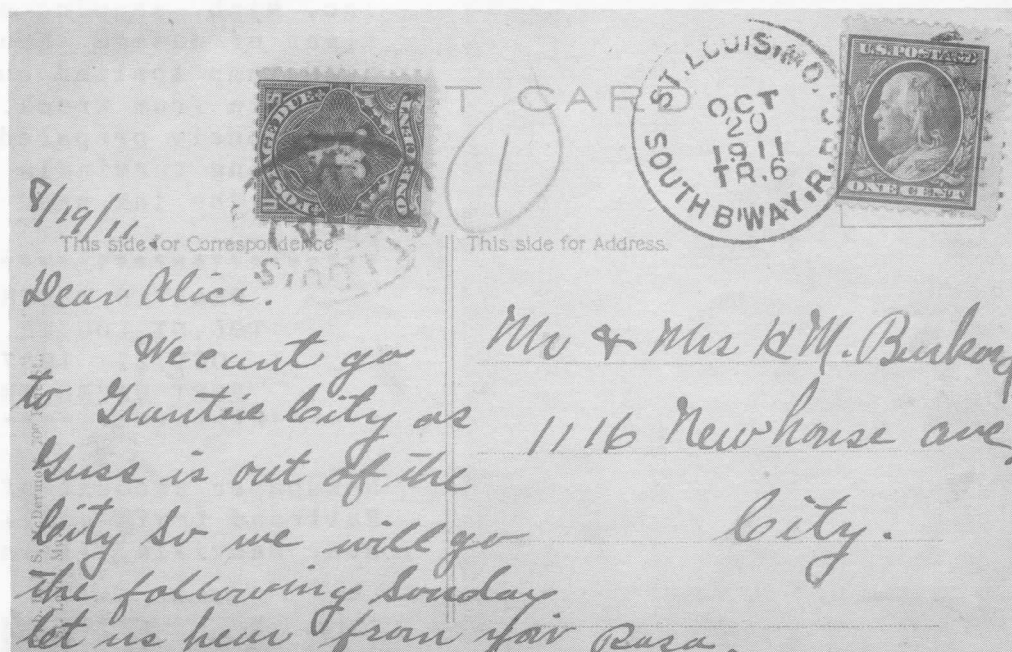
Frank Jordan, Decatur, freight train conductor, said that he attempted to signal the passenger train but that its crew apparently failed to see the swinging lantern in the fog. The freight train had been halted by a broken airline.

There were approximately 70 passengers aboard the 12-car train, but only one, Mrs. Fred C. Breitt, of St. Louis, required medical attention.

THE HELIOGRAPH

OUR FEATURE COVER FOR THE FALL ISSUE

This post card is apparently an Oct. 20, 1911 local usage mailed at a streetside box to a local address, and picked up, sorted and cancelled by South Broadway street car Railway Post Office of St. Louis with proper one cent postage. But Look Closely! Some villain has marked it with a circle 1 in blue crayon, meaning postage due. Accordingly a one cent due stamp was applied and the cent collected. WHY ?



One expert said it was a mistake, but was it? Sec. 403 of the PL&R at the time states the regulations for private mailing cards. Among them is (e) - "The face of the card may be divided by a vertical line; the left half to be used for a message, etc., but that to the right for the address only." Paragraph 3 states "Cards which do not conform to the prescribed conditions shall be charged with postage according to the character of the message --- at the letter rate if partly or wholly in writing." Note that lines two to six of our card gradually work to the right into the address area! We believe that in an extreme display of bureaucratic pettiness, the street car clerk was feeling bitter that day and decided to follow the prevailing regulations- no matter how cheap it appeared!

ARIPEX '88- PHOENIX CIVIC PLAZA CONVENTION CENTER, January 22-24, 1988

The Western Postal History Museum will again participate in this annual exhibition of The Arizona Federation Of Stamp Clubs. WPHM will have a table offering for sale a good selection of our excess stock of stamps, covers, collections and literature. Another WPHM table will be manned by volunteers to welcome our members to the exhibition and display copies of THE HELIOGRAPH. Our popular youth program will provide hours of entertaining education for the youngsters. The Arizona Philatelic Rangers will host their traditional Saturday luncheon.

ARIPEX is a pleasant mid-winter excursion for many of our philatelic friends who are escaping the winter snows of the North and East. Visitors will have plenty to see and do in the "Valley of the Sun" and scenic Arizona. Any members attending ARIPEX who desire to visit the museum in Tucson, a two hour drive, should check in at WPHM table and please let us know, so that we can arrange to provide you with a VIP tour of our facilities. We hope to see many of you at ARIPEX '88.

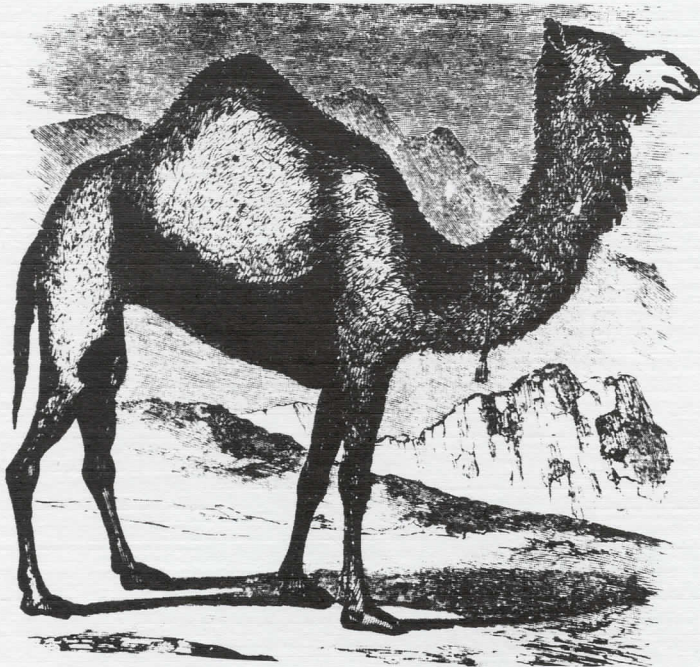
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'BIG RED'

TALES OF THE CAMEL CORPS - HI JOLLY (continued from Issue No. 3)

During his packing experiences Hi Jolly had traversed the area between Wickenburg and Quartzite, and here he went to hunt for gold, living in a cabin near Quartzite. It is reported that he would, from time to time, capture a wild camel to use in his prospecting trips. At other times, it was reported that he was selling water from casks carried on camelback along the dry and dusty roads of the area. In 1898 he returned to Tucson and tried to gain forgiveness from his wife, but she and her parents refused him, and he returned to Quartzite for the rest of his years. Friends in the area attempted to get him a pension from the Army, but, despite his many years of service, he had never formally enlisted and was ineligible. Thus, his last years were spent in dire poverty, dependent upon friends and prospectors.

It is probably apocryphal, but the story goes that while Hi Jolly was drinking in a bar at Quartzite on Dec. 16, 1902, a rancher rushed in and shouted that there was a camel lying on the ground out in the desert. No one left the bar, but Hi Jolly, who immediately rushed out the door. With the light of day, the rancher returned to the spot and found Hi Jolly sitting on the ground holding the big camel's head cradled in his lap. The camel proved to be a long-time past charge of the drover's, and the two of them were both released by death from further trials in a strange and alien land.

In 1935 the Arizona Highway Department recognized Hi Jolly's unique contributions in the region by replacing Hi Jolly's modest wooden headboard with a large pyramidal tombstone topped with a metal camel.

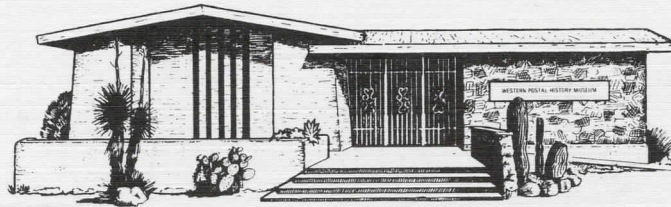
From Odie B. Faulk's "The U.S. Camel Corps" and other sources.

The Arizona Camel Corps carries the burden for the Western Postal History Museum. 'BIG RED' especially wishes to thank the drovers of the last four expeditions for underwriting the entire Vol. I HELIOGRAPH expense.

Douglas A. Kelsey
Dr. Quintus Fernando
Charles F. Nettleship Jr.
Charles L. Towle
He hopes further drover support for future expeditions will be offered by other Camel Corps and Museum members.

WESTERN POSTAL HISTORY MUSEUM

A NONPROFIT ORGANIZATION



*DEDICATED TO PHILATELIC RESEARCH
AND YOUTH EDUCATION*