

THE HELIOGRAPH



Petrified tree near Lithodendron creek.

WESTERN POSTAL HISTORY MUSEUM

WINTER 1988 ISSUE

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THE HELIOGRAPH

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OUR FRONT COVER - By Act of Congress March 3, 1853; May 31, 1854 and Aug. 5, 1854, surveys were authorized by the Army Topographical Corps to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean. Six basic route surveys were conducted. The route along the 35th parallel was surveyed by a group commanded by Lieut. A.W.Whipple. They commenced at Fort Smith, Ark. July 14, 1853 and worked west across what is now Oklahoma and New Mexico, reaching Albuquerque Oct.5, 1853. After a one month refit, the work continued westward reaching the Zuni settlements Nov. 27, 1853.

On Dec. 2, 1853, Whipple and his company reached the Lithodendron Creek and near their camp found ruins of stone houses and fragments of pottery. Whipple reported, "Quite a forest of petrified trees was discovered today, prostrate and partly buried in deposits of red marl. They are converted into beautiful specimens of variegated jasper. One trunk was measured ten feet in diameter, and more than a hundred feet in length. Some of the stumps appear as if they had been charred by a fire before being converted to stone. The main portions of the trees have a dark brown color, the smaller branches are of reddish hue. We found fragments strewn over the surface for miles."

THE COURTRIGHT - STEVENS CORRESPONDENCE: FORTS SUMNER AND UNION,
NEW MEXICO (Continued from Vol. I, No. 4)
by Richard B. Graham

COVER FROM SANTA FE, NOVEMBER 1864

Figure 11 shows a cover sent by Dr. Courtright that entered the mails at Santa Fe on November 9, 1864 and was forwarded with 3 cents forwarding postage due, from Lebanon, Ohio to Cornelia Stevens at Cincinnati on November 30. Prior to 1867, no letters were forwarded free, except for those addressed to soldiers, etc. in the field, who had been transferred with their units or moved according to official orders.

It is not necessarily a valid assumption that Dr. Courtright was at Santa Fe when the letter was mailed; it could have as easily been sent by courier to Fort Marcy, the post at Santa Fe, from another post with no post office, or from the field. Another cover with a double circle Santa Fe marking dated Feb. 7, '65, on a 3 cent Nesbitt envelope sent by Dr. Courtright to Miss Stevens during this period is in the correspondence, which, in view of the next group of covers discussed, may well have been sent by Courtright from Fort Marcy at Santa Fe. Mail from Fort Marcy (see Figure 3), which, according to Frazer's FORTS OF THE WEST, previously cited, was located next to the Palace of Governors at Santa Fe, was normally postmarked at Santa Fe; Todsén lists no postmarks at all from Fort Marcy in his catalog, even though it was the headquarters of the military in New Mexico for years.

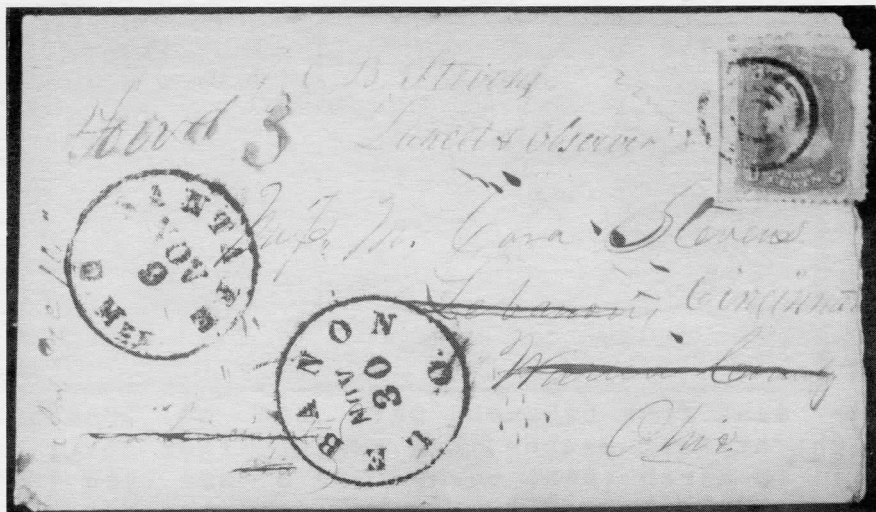


Figure 11 - Mailed from Santa Fe on Nov. 9, 1864, this cover was forwarded from Lebanon to Cincinnati, with forwarding postage of 3 cents due when it arrived at destination.

THE COVERS ADDRESSED TO FORT BASCOM AND FORWARDED FROM FORT UNION

The correspondence contains five covers addressed by Cornelia Stevens from Lebanon, Ohio to Dr. Courtright at Fort Bascom, but intercepted at Fort Union and forwarded elsewhere, all but one being readdressed to Fort Craig.

The earliest of this group of covers is shown in Figure 12. It was mailed at Lebanon, Ohio on Dec. 28, 1864 (Courtright's docketing note says the enclosed letter was dated on the 27th) and was received by Dr. Courtright at Fort Craig, New Mexico, 178 miles from Santa Fe and about 275 from Fort Bascom (see map Fig. 3) on Mar. 13, 1865. The cover has some interesting features with regard to its forwarding.

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Apparently, Dr. Courtright was aware that his fiancée's letters addressed to Fort Bascom (undoubtedly by his earlier instruction) could be a long time finding him, if ever, and he took no chances. Thus, four of the five covers bear a "Pd 3" for the forwarding, in the easily recognized fancy manuscript of the Fort Union postmaster (?), which apparently means that Dr. Courtright had left money with which to prepay the forwarding of his mail at Fort Union and had also left instructions for such forwarding, as required by the P.L. & R. for forwarding of letters of civilians. However, leaving money to prepay the covers would not have been necessary, under the Act of Congress of 1861, which made such forwarding free when addressees in the military were transferred in the course of their army service. Whether Dr. Courtright had ever served briefly at Fort Sumner, as previously noted, we do not know; if he did, even briefly, the free forwarding would have applied. And it should have applied, one would think, in any case, because of his being transferred from Fort Sumner. However, Dr. Courtright took no chances it would seem; not surprising, both in view of the desire of those serving in the west to receive family mail, and also because of the relationship to the Doctor of his fiancée, so it is believed.

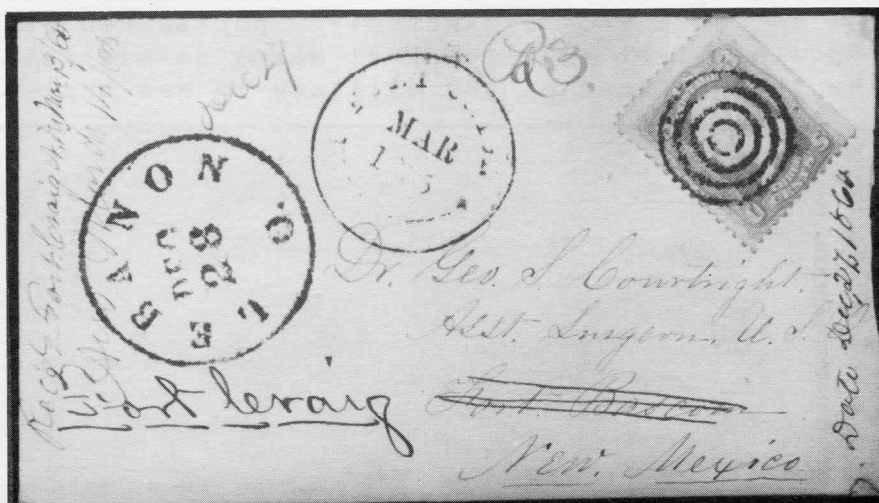


Figure 12 -- Sent from Lebanon, Ohio, Dec. 28, 1864 and addressed to Dr. Courtright at Fort Bascom, New Mexico, this cover was intercepted at Fort Union in March 1865, marked "Pd 3" and then forwarded to Fort Craig, New Mexico. Received by Dr. Courtwright, Mar. 13, 1865.

In any case, five covers addressed as is the cover shown in Figure 12 were in the correspondence, sent from Lebanon, Ohio on Dec. 28, 1864 and Jan. 4, Jan. 13, Jan. 24, and Feb. 7, 1865. All but one have the "Pd 3" and all bear the Fort Union postmark on the covers shown in Figures 12 and 13, and also traced as "B" in Figure 10. This marking is Todsens's Fort Union Type 6, of which he lists an early date of use of May 1865 and a late use of Sep. 1866. No day dates are given because the postmark only showed month and year, all the examples in this correspondence being from "MAR/ 1865."

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The tracing shown as "B" in Figure 10 is a composite made from overlaying the five examples in the correspondence. All the strikes in this correspondence, and, so I am informed, nearly all known examples, are very poor strikes; the cover shown in Figure 13 shows the best strike in this sequence.



Figure 13 - Another forwarded cover addressed to Fort Bascom and forwarded from Fort Union to Fort Craig in March 1865. This cover bears one of the more legible examples of the usually illegible Todsen Type 6 Fort Union postmark.

The covers sent from Lebanon, Ohio on Dec. 28, 1864 and Jan. 4, 1865 were received by Dr. Courtright on March 13, 1865 at Fort Craig; that mailed on Jan. 13 was received on March 15 and the fifth cover in the correspondence, mailed at Lebanon on Feb. 7, 1865 was received at Fort Craig by Dr. Courtright on April 11, 1865. The fourth cover in the sequence is the "odd-ball." While it received the same Type 6 Fort Union marking dated "MAR/ 1865" the other covers did, it has no "Pd 3" in the ornate hand of the Fort Union postmaster (?) and it is read-dressed in a different hand, "Care of the Ass't Adj Gen (Assistant Adjutant General, Fort Marcy), Santa Fe, N.M." Also, the Fort Union Type 6 marking is struck over the stamp and is virtually unreadable, but is evidently also dated "Mar." Our conclusion is that the person handling the mail the day the cover arrived at Fort Union was not familiar with Dr. Courtright's instructions---and that he had left money to forward the mail.

In any case, Dr. Courtright received this letter, mailed at Lebanon on Jan. 24, 1865, at Fort Craig on April 10, and with no postage due in spite of the forwarding. Whether this is because of knowledge of the clerk at Fort Union that letters forwarded to transferred soldiers could be forwarded free, or because of ignorance that forwarded letters normally required additional rates of postage, we do not know.

THE MISSENT LETTERS

While Dr. Courtright was stationed at Fort Sumner, six of the letters addressed to him there were missent to Fort Laramie, Nebraska Territory. While these provide an interesting bonus for those interested in postal history, it is doubtful the Doctor considered them such as at least one was almost six months reaching him!

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Figure 14 shows the earliest of these, sent from Lebanon on 22 March, 1864, missent to Fort Laramie, where it received a small 25.5 mm. single circle (or badly worn double circle ?) postmark on April 13, 1864 and was sent on to Fort Union and arrived at Fort Sumner on May 20, 1864.

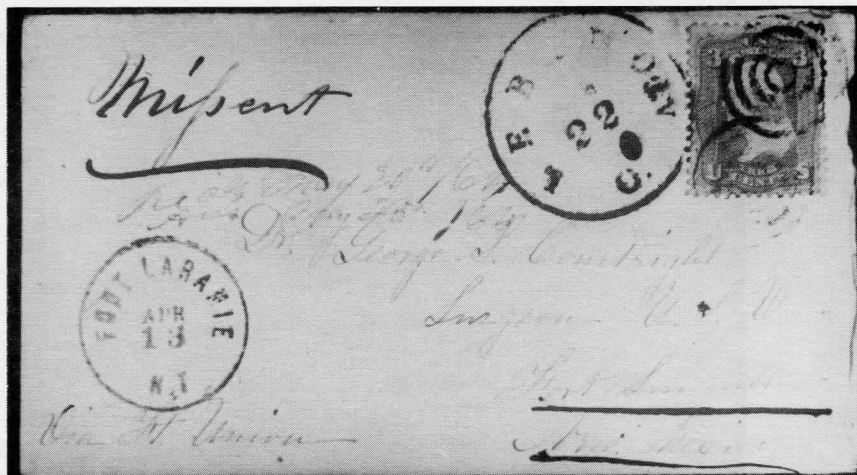


Figure 14. Missent to Fort Laramie, Nebraska Territory, when someone along the way misread "Sumner" for "Laramie", and ignored the direction, "Via Fort Union." This is the earliest of six such missent covers in the correspondence from Cornelia Stevens to Dr. Courtwright.

Evidently the problem was created by someone, possibly at St. Louis, consistently misreading "Sumner" for "Laramie", which is understandable if we disregard the direction that Miss Stevens usually put on her letters, "Via Fort Union." Fort Sumner had no post office and hence wasn't listed in the issued lists of post offices. However, the "Fort Sumner" was written clearly and the "Via Fort Union" should have taken care of the situation.

Evidently, the postmaster at Fort Laramie thought so too, as is shown by the cover pictured in Figure 15. In addition to the Fort Laramie postmark of June 25, 1864 and his manuscript "Missent" he wrote "Letters of this address are continually missent to Ft. Laramie, N.T." This message and both styles of the Fort Laramie marking that appear on these missent letters are shown as tracings in Figure 16.

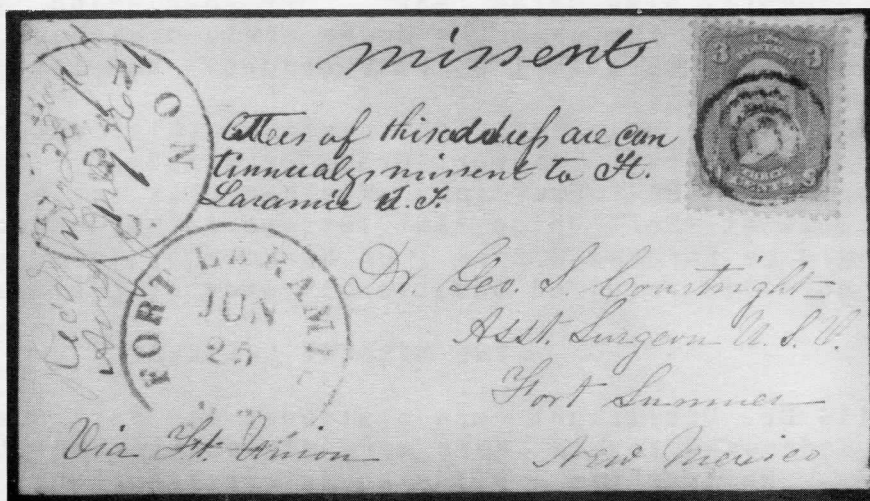


Figure 15. Another cover addressed to Fort Sumner but missent to Fort Laramie. Apparently, this was being done so frequently at the time (June 1864), that the postmaster wrote notes on the letters advising the addressees what was delaying their mail!

continued

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Figure 16. The Fort Laramie markings on the missent covers, together with a tracing of the note on the cover shown in Figure 15. This, too, is a form of auxiliary postal marking!

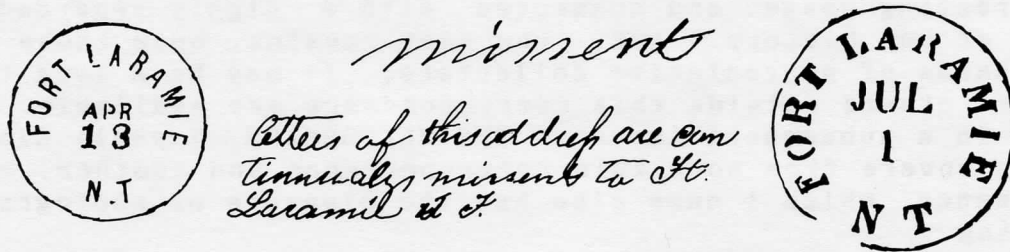


Figure 17. The last of the covers missent to Fort Laramie, sent from Lebanon, Ohio Oct. 28, 1864, handstamped at Fort Laramie on Nov. 22 with circular datestamp and also a newly acquired "MISSENT" handstamp, and received by Dr. Courtwright January 20, 1865.



Figure 17 shows the last of the missent letters in the series, sent from Lebanon, Ohio (with a double circle handstamp that doesn't appear on any of the other covers to Fort Sumner) on Oct. 25, 1864. It was postmarked at Fort Laramie on Nov. 22 and a handstamped "missent" applied at Fort Laramie (evidently newly acquired to handle what may have been a large volume of this sort of thing). It reached Dr. Courtwright on Jan. 20, 1865, but his docketing does not give the location.

As was noted previously, the purpose of these notes was to document the correspondence before it was broken up and scattered. I would like to say, in justice to the dealer who auctioned the correspondence as one lot, and the dealer who bought the lot and is selling off the covers, that I have no criticism to make of either. Fresh material for one's collection is the life blood of the hobby, nor do I expect those in the trade to spend the time and effort to document such material, other, perhaps, than to make a photocopy record. (Ed. Note -See the comments of THE HELIOGRAPH Editor at end of this article.)

Marketing aspects also have to be considered. Had the relatively large number of manuscript Fort Union covers been lotted separately, it appears certain that the realization would not have been as great, which is the obligation of the auction house to their clients. The collection was well described and illustrated, within the limits imposed by auction cataloging.

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While the influx of the number of these covers in the marketplace probably has affected the price levels, at least temporarily, I doubt that the effect will be permanent and it is good that interested collectors can at least have the opportunity to own such covers with an interesting usage and connected with a highly regarded and popular area of our history. And, the fact remains, once these covers are in the hands of appreciative collectors, it may be a long time, if ever, before others outside this correspondence are available.

In a subsequent issue of THE HELIOGRAPH, I shall discuss the Fort Craig covers from both this correspondence and another, earlier correspondence which I once also had the pleasure of photographing and recording.

REFERENCES

(1) "NOTES ON GEORGE S. COURTRIGHT, M.D.", source unknown, but a photocopy of pages 7 - 13 of what is, apparently, a historical society publication of the 1920's.

(2) Todsen, Dr. Thomas R. "NEW MEXICO TERRITORIAL POSTMARK CATALOG", published by the author, Las Cruces, N.M., 1986. The successor to the Dike Catalog. Now out of print, but a new edition is in process of preparation.

(3) Frazer, Robert W. "FORTS OF THE WEST", University of Oklahoma Press, Norman, Ok. 1965.

(4) "OUTLINE OF POSTS, DIVISION OF THE MISSOURI," War Dept. publication, 1876.

(5) "THE OFFICIAL RECORDS OF THE UNION AND CONFEDERATE ARMIES IN THE WAR OF THE REBELLION", 128 volumes, Supt. of Documents, Washington, D.C. 1880-1901.

(6) ATLAS, accompanying above, 3 Volume Edition, 1891-1895.

(7) JOHNSON'S NEW ILLUSTRATED FAMILY ATLAS, 1863, Johnson and Ward, New York, N.Y. 1863.

(8) CRAM'S UNRIVALLED FAMILY ATLAS OF THE WORLD, George F. Cram, Chicago, Il. , Editions of 1863 and 1894.

(9) Taylor, Morris F. FIRST MAIL WEST, University of New Mexico Press, Albuquerque, N.M., 1971.

(10) UNITED STATES REGISTER OF OFFICERS AND AGENTS, CIVIL AND NAVAL, etc. Gov't Printing Office, Washington, D.C. Editions of 1863, 1865 and 1867.

(11) UNITED STATES OFFICIAL POSTAL GUIDE, Houghton, Mifflin & Co. Boston, Ma., Edition of 1881

(12) Beals, David T. III "MILITARY MARKINGS: 1851-61," series in CHRONICLE OF U.S. CLASSIC ISSUES, Nos. 64 (Nov., 1969), 68 (Nov., 1970) and No. 70 (May, 1971). U.S. Philatelic Classics Society.

* * * * *

Editors Note - While I take no great exception to Mr. Graham's points in this paragraph, other postal historians may violently disagree. The sale of the correspondence as one lot we know from direct contact with those who prepare postal history catalogs, will directly lower value estimates in such catalogs, and thereby affect others who possess such

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material. The purchase of such lots is economically restricted to only dealers (or the very rich) and will raise the retail price of obtaining such material to interested collectors. There are many in the field who believe the slow leaking of such material into the market via a large number of dealers, well distributed, will in the final analysis bring the greatest return and greatest good to all concerned. This has been done in many cases where immediate estate liquidation is not the required goal.

Of course the great SIN in the Courtright case falls on the head of whoever separated the covers and the correspondence, thereby losing forever a highly valuable historical asset, both from the historical and the philatelic viewpoint.

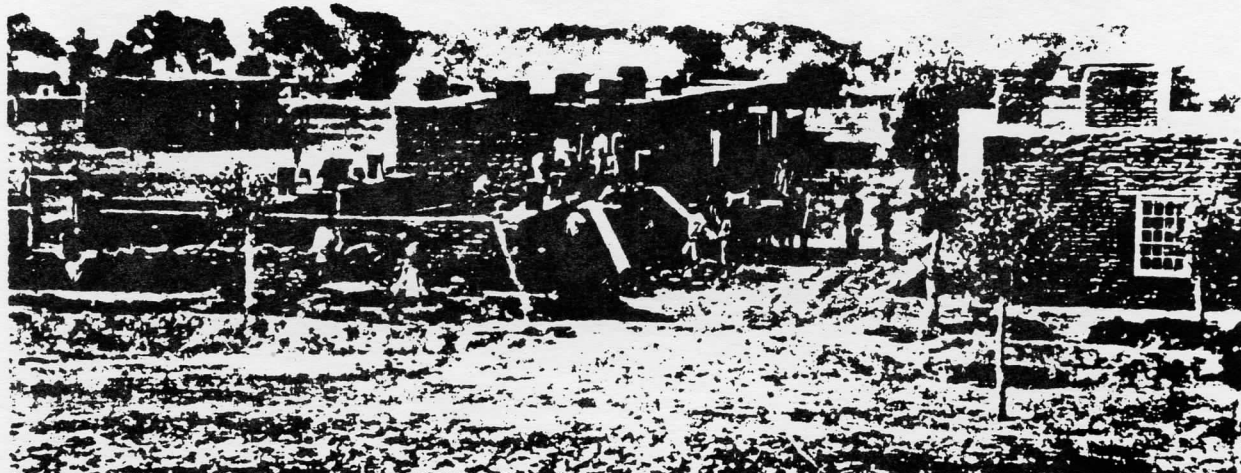
In the course of preparing articles for THE HELIOGRAPH, the Western Postal History Museum either purchases, or is given, philatelic covers of interest. We will only permanently retain those items which should be preserved in the PAPER TRACE file in the museum to assure that in the future more CRIMES of separation do not occur. We firmly believe we are suited, and are the proper repository, to assure that such historical material is available for future researchers.

From time to time, we will dispose of postal history covers that do not meet these standards. In the case of the Courtright correspondence we have on hand what are probably two of the best covers from the collection. In the next issue of the HELIOGRAPH we will offer for sale in a net price sale, the covers shown in Figures 2 and 9 in the Fall 1987 installment of the Doctor Courtright correspondence.

C.L.Towle

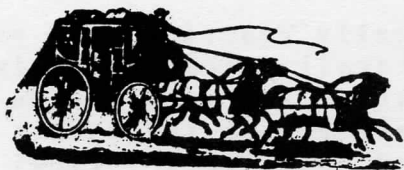
+ + + + +
Figure 18 - Fort Sumner, New Mexico showing construction of the headquarters building. Built by soldiers of the California Column in 1862 and named for General E.V. Sumner, Commander of the 9th Military Department in New Mexico. Near the infamous Bosque Redondo, where the Navajo Indians were incarcerated in a disgraceful incident of American western history.

U.S. Signal Corps photo, National Archives



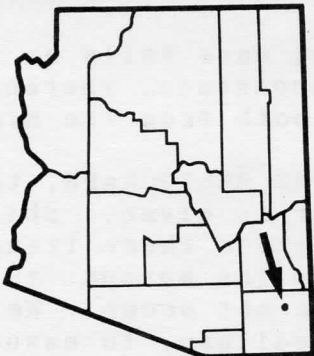
WESTERN POSTAL HISTORY MUSEUM

TUCSON, ARIZONA



DOS CABEZAS

ARIZONA TERRITORIAL POST OFFICE



THE NAME DOS CABEZAS COMES FROM THE SPANISH NAME FOR TWO BALD SUMMITS IN THE NEARBY MOUNTAIN RIDGE. THIS POST OFFICE WAS ESTABLISHED ON APRIL 8, 1879, WITH F. BEEBEE AS POSTMASTER. ON JUNE 17, 1879 JAMES MONROE RIGGS, A MEMBER OF A FAMILY WHICH HAS CONTINUED AS PROMINENT RANCHERS IN THE AREA, BECAME POSTMASTER. THE OFFICE BECAME A SUB-STATION OF WILCOX IN 1959. THE ORIGINAL LOCATION WAS AT EWELL SPRINGS ABOUT 1/2 MILE EAST OF THE PRESENT SMALL COMMUNITY. THE SPRINGS WERE USED BY THE BOUNDARY SURVEY PARTY IN AUGUST 1851. IN 1857 THE SAN ANTONIO AND SAN DIEGO STAGE LINE ESTABLISHED A STATION AT THE SPRINGS. THE ROUTE OF THE BUTTERFIELD OVERLAND STAGE WAS SOMEWHAT TO THE SOUTHWEST OF THE SPRINGS. THE SPRINGS WERE THE SITE OF THE FIRST SCHOOL BUILT IN WHAT IS NOW COCHISE COUNTY IN 1878, WHEN NEW MINES CREATED LOCAL PROSPERITY.

POSTAL ROUTE 40102 WAS LISTED AS CONNECTING DOS CABEZAS WITH TEVISTON AND FT. BOWIE IN EARLY 1882. O. J. SALISBURY WAS THE CONTRACTOR. ON OCTOBER 3, 1882 DOS CABEZAS WAS OMITTED FROM ROUTE 40102. ROUTE 40139 BEGAN CONNECTING DOS CABEZAS WITH WILCOX ON OCTOBER 16, 1882. THE ROUTE OPERATED THREE TIMES A WEEK AND REQUIRED 5 HOURS EACH WAY. J. S. BASSETT WAS THE CONTRACTOR AT \$595 PER ANNUM. IN 1884 HE WAS SUCCEEDED BY H. A. LAWTON, WHO WAS PAID \$540 PER ANNUM. BY 1892 THIS BECAME ROUTE 68131, WITH EDWIN J. AUSTIN AS CONTRACTOR.



Retouched

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THE RE-ESTABLISHMENT OF U.S. POSTAL SERVICE IN SOUTH CAROLINA, 1861-1867

by Robert J. Stets

On June 1, 1861, the U.S. Post Office Dept. discontinued its services in South Carolina and the Confederate States of America Post Office Dept. took over the operation of postal services within the state.

This article will discuss how, during and following the Civil War, the U.S. P.O. Dept. was re-established in South Carolina.

PORT ROYAL, S.C.

On 7 November 1861, a joint Army-Navy Federal Task Force destroyed Confederate defenses at Port Royal Sound, near Beaufort, S.C., and set up a base on Hilton Head Island, from which Navy ships blockading the southern ports could operate.

A U.S. Post Office was established on Hilton Head Island, called "Port Royal". Joseph H. Sears was appointed postmaster on 22 November, 1861.

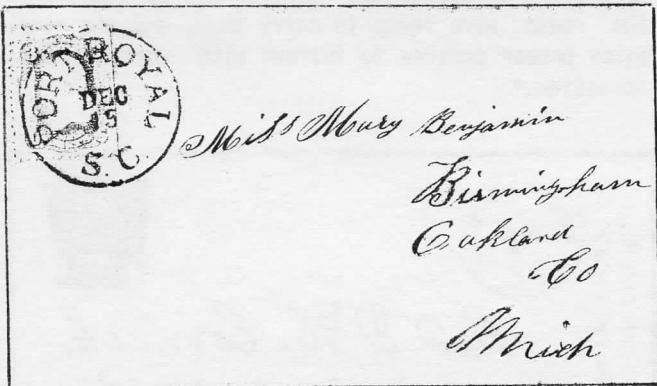


Fig. 1 Cover from Hilton Head Island, S.C. (Port Royal P.O.) postmarked DEC 15 (1861) during its first month of operation.

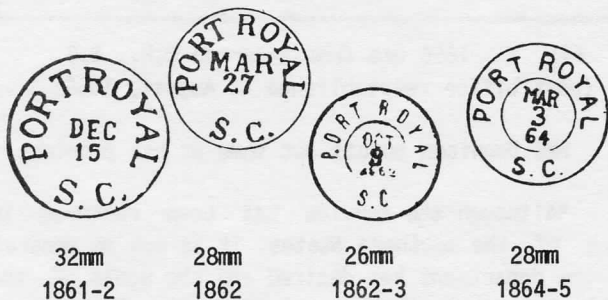


Fig. 2 Postmarks used by Port Royal P.O. during Federal occupation of Hilton Head Island.

After Federal forces took over the island, the town of Port Royal became a thriving community, housing over 23,000 troops. Merchants and traders flocked to the new island city and soon the main business street boasted three hotels, a theatre and two newspapers.



Fig 3. The Port Royal, S.C. Post Office.

BEAUFORT, S.C.

On 11 December 1861, Federal troops under General Stevens occupied Beaufort, S.C. However, records at Washington show no reactivation of the post office there until more than a year later, when Henry Shears was appointed postmaster on 7 January, 1863.

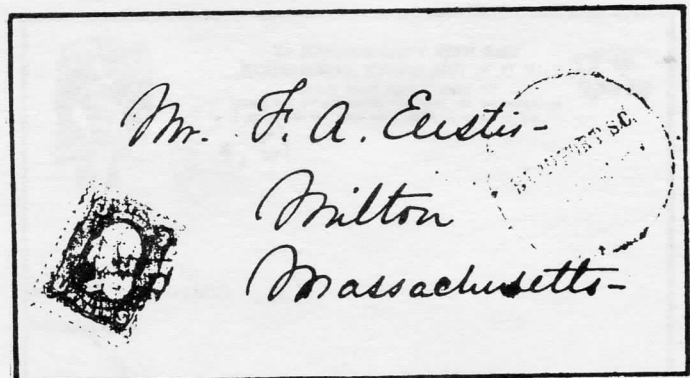


Fig. 4 Provisional postmark of Beaufort, S.C. in use during January and February 1863.

A provisional postmark (Figure 4) was placed

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in use during January and February 1863, until a standardized double circle handstamp could be obtained from the North.

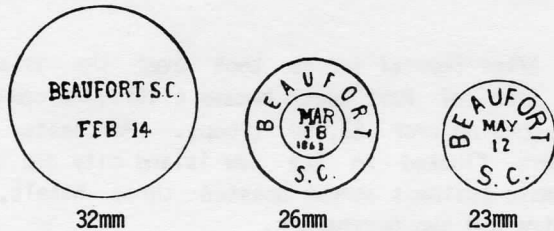


Fig. 5 Postmarks used at Beaufort, S.C.
1863 - 1867.

CHARLESTON, S.C.

Charleston was isolated as Sherman's army moved diagonally across the state in January and February of 1865. Defending forces withdrew on February 18. Col. A.H. Markland, Special Agent, U.S. P.O.D. was named to reopen the mails in South Carolina and on February 22, 1865, U.S. Postal Service (at first only by ship) was reestablished at Charleston.

THE POSTOFFICE.

THE UNITED STATES MAIL WILL LEAVE Charleston regularly after this date for all points within the military lines. The Postoffice, for the present, will be located in the Building on the SOUTH-WEST CORNER OF KING AND GEORGE STREETS.

A. H. MARKLAND,
Special Agent Postoffice Department and Superintendent Mails United States Army. February 22

Notice appeared in Charleston Courier

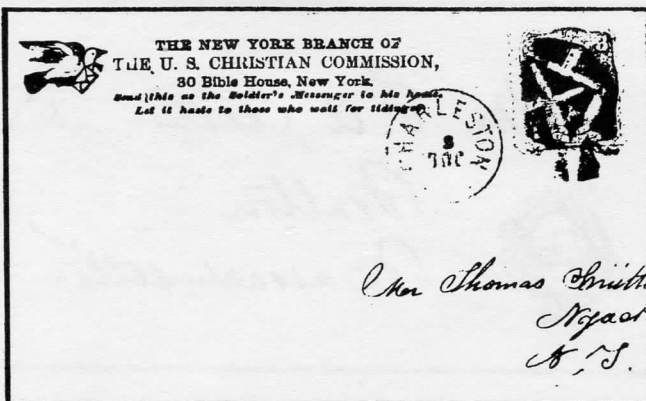


Fig 6. Charleston, S.C., July, 1865.
Earliest reported use of this postmark.
(collection of Rick Calhoun)

OTHER P.O.'s IN SOUTH CAROLINA.

Information on the reestablishment of service at other locations in South Carolina is not so easy to obtain. On June 30, 1865, the President ordered that the postal services be resumed in South Carolina. But P.O. records at Washington, D.C. show no entry whatever for resumption of service to many towns. Reports of the Postmaster General (PMG) for 1865 and 1866 explain some of the difficulties encountered:

The Report of PMG William Dennison, dated 15 November, 1865 states:

"The closing of the war brought with it the necessity of restoring the postal service in the southern States." He further indicates the procedure for re-establishing such service:

"Special agents were appointed to assist in the work of restoration. The provisional governors were notified of the readiness of the department to appoint postmasters upon their recommendation. They were also advised of its desire to put the mails on all the railroads within their respective States as soon as informed by them that the roads were ready to carry them, and the companies proper parties to intrust with their transportation."

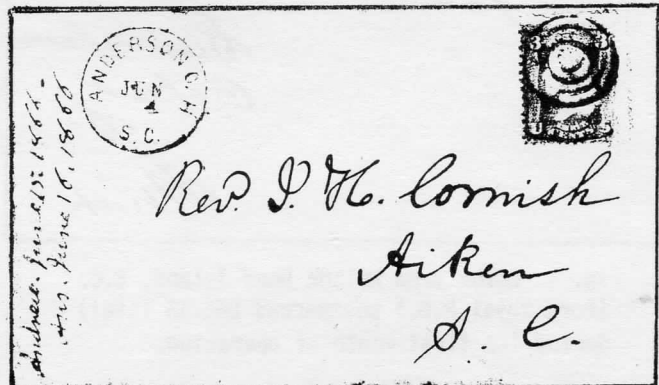


Fig. 7 1866 use from Anderson C.H., S.C.
(post office reestablished 18 August, 1865)

PMG Dennison points out some of his problems:

"Although the service has been restored in each of the southern States, it is not so general as the department has desired and the wants of the citizens require because of the difficulty of procuring contractors and postmasters who can take the oath prescribed by the acts of July 2, 1862

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and March 3, 1863, requiring uniform loyalty to the government during the rebellion as the condition of holding office and for the conveying of the mails."

Postmasters and mail contractors were required to subscribe to an oath which (among other things) stated that they "have never voluntarily borne arms against the United States." Because of this, many inexperienced persons, including females were appointed to the job.

NUMBERS OF SOUTH CAROLINA P.O.'s

U. S. Post Office Department records show 634 post offices on record in South Carolina as of June 1, 1861, when the Confederate Post Office Department took over the operation of the mails.

Searching through the official record of Postmaster Appointments, the following information has been obtained:

TIME PERIOD	P.O.'s REOPENED
all 1863	1 (Beaufort)
all 1864	0
all 1865	64
Jan-Jun 1866	77
Jul-Dec 1866	55
Jan-Jun 1867	43
Jul-Dec 1867	57
all 1868	20

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Between July 1, 1866 and June 30, 1867, 481 offices were "discontinued". These were apparently offices that ended service while under Confederate operation. "Discontinued" entries were made during 1866 and 1867, simply to clear them from the USPO official record. Many of those offices were not reopened.

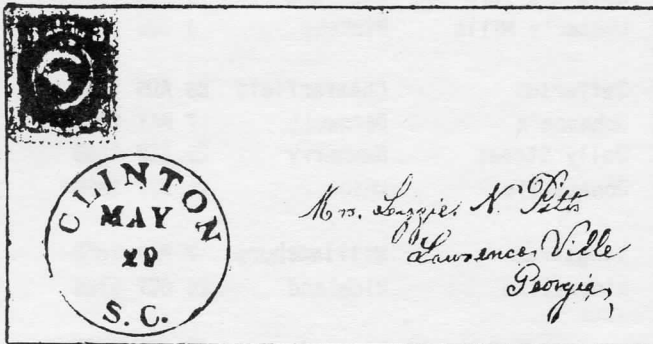


Fig. 8 A 3c #65 used from Clinton, S.C. postmarked in brown ink. (P.O. reestablished May 23, 1866.)

POSTMASTER APPOINTMENTS IN S.C. 1863-1866

For ease of use by my readers, I have arranged the entire list alphabetically by post office name.

POST OFFICE NAME	DISTRICT	P.M. APPOINTED
Abbeville C.H.	Abbeville	26 SEP 1865
Adams Run	Colleton	13 AUG 1866
Aeriel	Marion	21 AUG 1866
Aiken	Barnwell	3 OCT 1865
Allendale	Barnwell	28 SEP 1866
Allison's Store	York	6 DEC 1866
Anderson C.H.	Anderson	18 AUG 1865
Antioch	York	19 JUN 1866
Arnold's Mills	Pickens	19 JUN 1866
Bachelor's Retreat	Pickens	5 JUN 1866
Bamberg	Barnwell	8 DEC 1865
Barnwell C.H.	Barnwell	8 JAN 1866
Batesville	Spartanburg	2 NOV 1865
Beaufort C.H.	Beaufort	7 JAN 1863
Beaver Pond	Lexington	18 JUN 1866
Belton	Anderson	27 SEP 1865
Bennettsville	Marlboro'	27 FEB 1866
Bishopville	Sumter	7 MAY 1866
Black Stocks	Chester	11 MAY 1866
Blackville	Barnwell	11 FEB 1866
Bonneau's Depot	Charleston	4 MAY 1866
Branchville	Orangeburg	26 JUL 1866
Britton's Neck	Marion	17 APR 1866
Brownsville	Marlboro'	28 SEP 1866
Brushy Creek	Anderson	23 NOV 1866
Bullock Creek	York	3 DEC 1866
Calhoun's Mills	Abbeville	2 NOV 1866
Camden	Kershaw	21 OCT 1865
Camp Ridge	Williamsburg	29 JUN 1866
Cartersville	Darlington	29 MAR 1866
Cedar Hill	Spartanburg	19 JUN 1866
Chappell's Bridge	Newberry	21 NOV 1866
Charleston	Charleston	22 FEB 1865
Cheraw	Chesterfield	19 APR 1866
Chester C.H.	Chester	26 SEP 1865
Chick's Springs	Greenville	5 JUN 1866
Claremont	Pickens	13 AUG 1866
Clinton	Laurens	23 MAY 1866
Clio	Marlboro'	3 JAN 1866
Cokesbury	Abbeville	23 AUG 1865
Columbia	Richland	25 JUL 1865
Conwayboro'	Horry	11 MAY 1866
Cornwell Turnout	Chester	31 OCT 1865
Cross Keys	Union	8 AUG 1866
Cureton's Store	Lancaster	31 OCT 1865

THE HELIOGRAPH

POST OFFICE NAME	DISTRICT	P.M. APPOINTED
Dacusville	Pickens	7 JUN 1866
Darlington C.H.	Darlington	29 SEP 1865
Diamond Hill	Abbeville	7 SEP 1866
Doko	Fairfield	11 JUN 1866
Donaldsville	Abbeville	18 JUN 1866
Dove's Depot	Darlington	28 MAY 1866
Draytonsville	Union	25 JUN 1866
Due West	Abbeville	21 FEB 1866
Dyson's Mills	Edgefield	24 OCT 1866

POST OFFICE NAME	DISTRICT	P.M. APPOINTED
Gadsden	Richland	17 JUL 1866
Gallivant's Ferry	Horry	21 AUG 1866
George's Creek	Pickens	29 JAN 1866
Georgetown	Georgetown	2 OCT 1865
Gilchrist's Bridge	Marion	9 APR 1866
Gillisonville	Beaufort	21 MAY 1866
Glenn Springs	Spartanburg	25 JUN 1866
Gowdeysville	Union	11 JUL 1866
Gowensville	Greenville	26 JUL 1866
Graham's Turn Out	Barnwell	17 JUL 1866
Grahamville	Beaufort	12 SEP 1866
Graniteville	Edgefield	29 MAY 1866
Greenville C.H.	Greenville	18 AUG 1865
Greenwood	Abbeville	31 AUG 1865
Grove Station	Greenville	31 AUG 1865
Gully	Darlington	14 SEP 1866
Guthriesville	York	29 JUN 1866

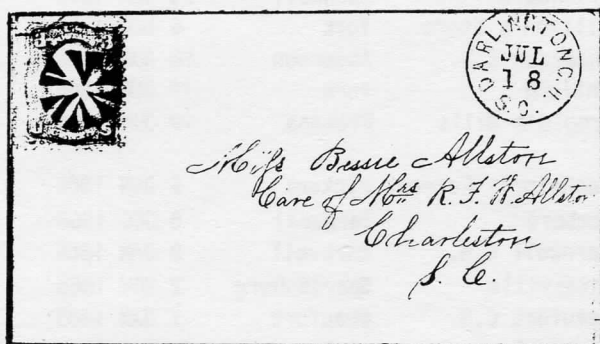


Fig. 9 Early use from Darlington C.H., S.C.

Edgefield C.H.	Edgefield	23 DEC 1865
Edisto Island	Colleton	17 JUL 1866
Effingham Station	Marion	1 AUG 1866
Eighteen Mile	Pickens	6 JUN 1866
Equality	Anderson	28 AUG 1865

Fair Play	Pickens	22 MAY 1866
Five Mile	Pickens	18 OCT 1865
Florence	Darlington	19 FEB 1866
Floydsville	Marion	8 FEB 1866
Fort Mill	York	26 SEP 1865
Fort Motte	Orangeburg	9 NOV 1865
Frog Level	Newberry	28 AUG 1865

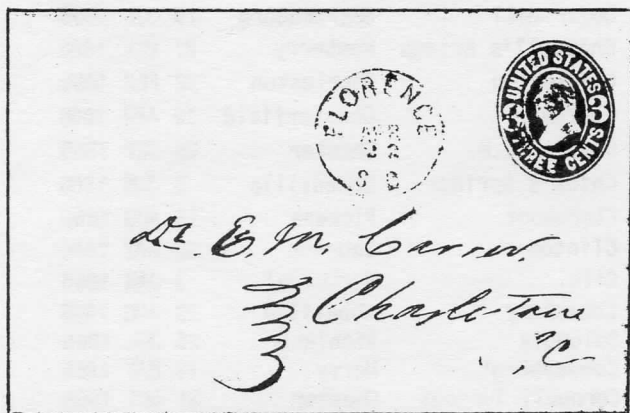


Fig. 10 3c entire from Florence, S.C.



Fig 11. 1866 use from Greenville, S.C.

Hamburg	Edgefield	31 AUG 1866
Hampton	Edgefield	8 AUG 1866
Hartsville	Darlington	17 JUL 1866
Highland Grove	Greenville	17 JUL 1866
Hodges	Abbeville	8 AUG 1866
Honea Path	Anderson	21 OCT 1865
Hope Station	Lexington	14 OCT 1865
Hopkin's Turn Out	Richland	19 JUN 1866
Hunter's Mills	Pickens	4 JUN 1866

Jefferson	Chesterfield	28 AUG 1866
Johnson's	Barnwell	17 MAY 1866
Jolly Street	Newberry	26 SEP 1865
Jonesville	Union	21 NOV 1865

Kingstree	Williamsburg	7 MAR 1866
Kingsville	Richland	24 OCT 1865

Lancaster C.H.	Lancaster	16 SEP 1865
Laurens C.H.	Laurens	31 AUG 1865
Leesville	Lexington	26 JUN 1866

THE HELIOGRAPH

POST OFFICE NAME DISTRICT P.M. APPOINTED

Level Land	Abbeville	15 NOV 1866
Lexington C.H.	Lexington	21 OCT 1865
Lima	Greenville	13 NOV 1866
Limestone Spring	Spartanburg	19 JUN 1866
Line Creek	Laurens	27 JUL 1866
Lisbon	Darlington	21 AUG 1866
Little River	Horry	17 APR 1866
Little Rock	Marion	17 APR 1866
Long Run	Fairfield	24 OCT 1866
Lotts	Edgefield	2 NOV 1866
Lowndesville	Abbeville	27 FEB 1866
Lydia	Darlington	17 JUL 1866
Lynchburgh	Sumter	31 JAN 1866
Lynch's Lake	Williamsburg	29 MAY 1866
Lynchwood	Kershaw	5 JUL 1866

Manchester	Sumter	29 JAN 1866
Manning	Clarendon	18 JUN 1866
Marietta	Greenville	6 DEC 1865
Marion C.H.	Marion	26 SEP 1865
Mar's Bluff	Marion	19 APR 1866
Martin's Depot	Laurens	31 OCT 1865
Mayesville	Sumter	18 MAY 1866
McInnis Bridge	Marion	13 NOV 1866
Mechanicsville	Sumter	26 JUL 1866
Merrittsville	Greenville	7 JUN 1866
Midway	Barnwell	29 MAR 1866
Milburg	Greenville	26 SEP 1865
Mile Creek	Pickens	19 JUN 1866
Mims	Barnwell	23 MAY 1866
Moffettsville	Anderson	21 MAY 1866
Monticello	Fairfield	24 OCT 1866
Mount Holley	Charleston	27 APR 1866
Mullin's Depot	Marion	4 JAN 1866
Mush Creek	Greenville	19 JUN 1866
Myersville	Williamsburg	13 MAR 1866

Newberry C.H.	Newberry	23 OCT 1865
New House	York	27 JUL 1866
New Market	Abbeville	21 OCT 1865
Ninety-six	Abbeville	26 SEP 1865

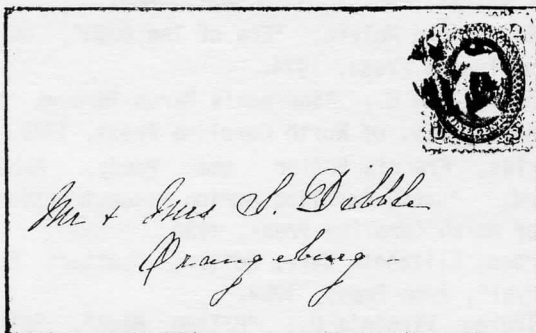


Fig. 12 1c #63 on local letter at Orangeburg.

POST OFFICE NAME DISTRICT P.M. APPOINTED

Oak Lawn	Greenville	18 OCT 1866
Oakway	Pickens	29 SEP 1865
Orangeburg	Orangeburg	12 SEP 1865
Parnassus	Marlboro'	18 SEP 1866
Pendleton	Anderson	27 SEP 1865
Philadelphia	Darlington	14 SEP 1866
Pickens C.H.	Pickens	27 SEP 1865
Pickensville	Pickens	28 AUG 1865
Pleasant Hill	Lancaster	24 JUL 1866
Pomaria	Newberry	17 OCT 1865
Port Royal	Beaufort	22 NOV 1861

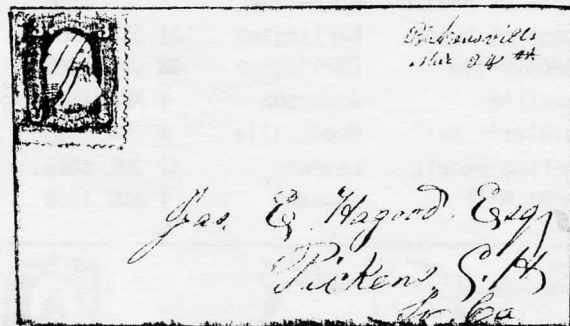


Fig. 13 Adversity envelope from Pickensville (made from an invoice)

Reevesville	Colleton	7 SEP 1866
Ridgeville	Colleton	23 MAY 1866
Ridgeway	Fairfield	26 SEP 1865
Rish's Store	Lexington	5 JUN 1866
Rock Hill	York	15 SEP 1865
Rocky Ridge	Anderson	10 JAN 1866

Saddler's Creek	Anderson	17 JUL 1866
St. George's	Colleton	29 MAY 1866
St. Mathews	Orangeburg	17 OCT 1865
St. Stephen's	Charleston	6 APR 1866
Saltketcher Bridge	Colleton	6 JUN 1866
Salubrity	Pickens	3 JUL 1866
Sandersville	Chester	3 NOV 1865
Sandy Flat	Greenville	29 JAN 1866
Shallow Ford	Anderson	16 FEB 1866
Silver Street	Newberry	28 AUG 1865
Slabtown	Anderson	28 AUG 1865
Smith's Turn Out	York	26 SEP 1865
Snow Creek	Pickens	29 SEP 1865
Society Hill	Darlington	12 MAR 1866
Spartanburg	Spartanburg	6 SEP 1865
Statesburgh	Sumter	23 NOV 1866
Storeville	Anderson	7 JUN 1866
Summerville	Charleston	29 SEP 1865
Sumter	Sumter	12 SEP 1865

THE HELIOGRAPH

POST OFFICE NAME DISTRICT P.M. APPOINTED

SUMMARY AND CHALLENGE

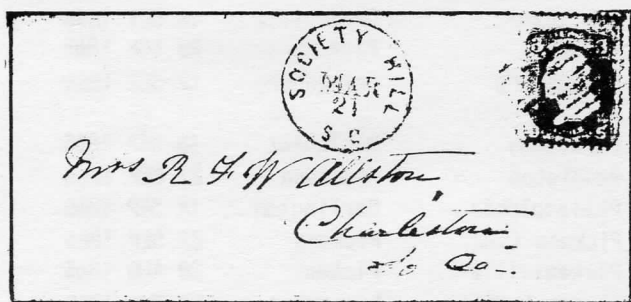


Fig. 14 Early use from Society Hill, S.C.

Table Mountain	Pickens	18 JUN 1866
Temple of Health	Abbeville	7 SEP 1866
Thomas' X Roads	Darlington	29 OCT 1866
Timmons ville	Darlington	18 JUN 1866
Townville	Anderson	4 APR 1866
Traveler's Rest	Greenville	4 JUN 1866
Tumbling Shoals	Laurens	17 JUL 1866
Tunnel Hill	Pickens	1 AUG 1866

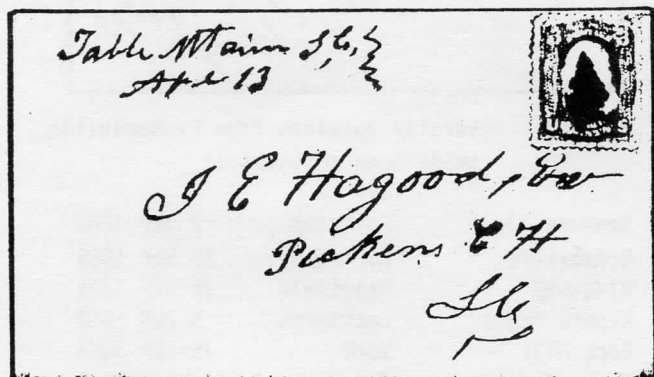


Fig. 15 Table Mountain manuscript postmark

Unionville	Union	28 NOV 1865
Vance's Ferry	Orangeburg	9 JUN 1866
Walhalla	Pickens	23 AUG 1865
Walterborough	Colleton	29 SEP 1865
Wateree	Richland	29 SEP 1865
Whilden's Factory	Greenville	19 JUN 1866
White Pond	Barnwell	15 MAY 1866
Williamston	Anderson	26 OCT 1865
Williston	Barnwell	7 JUN 1866
Windsor	Barnwell	11 JUL 1866
Winnsborough	Fairfield	28 AUG 1865
Wood Shop	Darlington	17 JUL 1866
Wright's Bluff	Clarendon	17 JUL 1866
Yonguesville	Fairfield	26 SEP 1865
Yorkville	York	17 OCT 1865

There was no apparent pattern in re-establishing the post offices in South Carolina. True, the major cities and towns had their postal services restored during 1865, but some smaller villages had postmasters before some of the larger towns. Towns and villages along the railroads seem to have had an advantage. As the railroads were restored, postmasters were appointed along the route. But, as you can see from the preceding list, only 198 post offices (out of 634 pre-war offices) had been reopened one year and seven months after hostilities had ceased.

Now the challenge is this: - try to get a cover from each of these 198 post offices bearing one of the 1861-68 issues (Scott #63-100)! That will present a tremendous challenge! Prices of the covers will generally be reasonable (when you can find them) - in fact, I've purchased some for as little as \$1.00, and for some others, I've paid as much as \$20.00. Of course, that Beaufort provisional cancel set me back quite a bit more. But most of those covers that you can find in dealers' stocks will be priced at under \$10.00 - the challenge is to find them.

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ADAM HANNA = ADAMANA (Paper Traces)

By Charles L. Towle

After the first publicity given to the Petrified Forest by the Whipple Report, the area lay undisturbed for many years. Finally, in 1883, the Atlantic & Pacific R.R. built west from Gallup, N.M.T., and along the Rio Puerco to reach the small settlement of Holbrook on the Little Colorado River, first settled about 1879. According to Barnes, Adam Hanna and Jim Cart grazed several thousands of sheep around the Petrified Forest area. Their first ranch house was on the south side of the Rio Puerco near the present station of Carrizo. Any determined visitor that wanted to look at the Forest had to detrain at a small station named Billings, 37 miles east of Holbrook, from which point poor access was available to the Forest area. About 1890, Adam Hanna built a ranch house on the north side of the Rio Puerco, at a location 20 miles east of Holbrook. On Dec. 21, 1896 a small post office was opened in the ranch house, with Adam Hanna as first postmaster.

Meanwhile, the Petrified Forest was being vandalized by all sorts of visitors, who removed large quantities of wood for polishing, along with a great quantity of quartz and amethyst crystals. In 1896 the Angell Abrasive Company opened a stamp mill near the railroad to break up the wood for abrasive powder. Others tried to make fancy tabletops, but fortunately the wood was very hard, and cutting and polishing agents were most expensive.

In 1897, Will Barnes, noted Arizona historian, and the Hon. Oakes Murphy, Arizona's delegate to Congress, protested to the Secretary of Interior, who cancelled all mineral claims and appointed Al Stevenson, a local cowboy, to guard the national treasure.

The Santa Fe Railroad, Fred Harvey and other tour groups finally recognized the potential of the Petrified Forest as a tourist attraction and the railroad built a depot and a siding, deciding to name the location ADAMANA, a contraction for the ranch owner - Adam Hanna, no doubt influenced by the traffic potential in all those sheep!

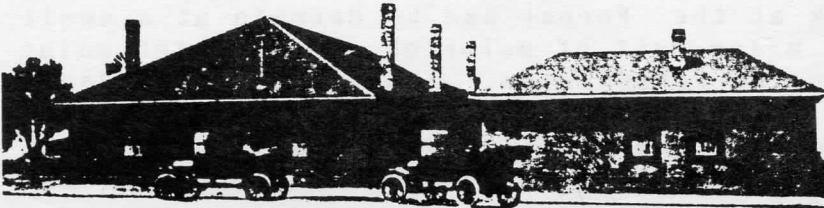
In addition, a small 26 room hotel was constructed near the depot and named the Forest Hotel. The first owner was Albert Stevenson, the same man who had been appointed to watch the forest. The exact date of the hotel has not been discovered, but it was probably before 1900. Al Stevenson conducted tours, of varying length, from the hotel into the nearby Petrified Forest utilizing horse and buggy, or horse and wagon. These trips were only interrupted by high water at the ford of the Rio Puerco. Stevenson's wife Lula, and her sister Minnie, took care of the housekeeping and the kitchen and meals. When business was good a whole steer would be barbecued for a western dinner! As of Aug. 6, 1901, one Karl R.A. Stevenson was appointed postmaster at Adamana. This was most likely when the post office was moved into the hotel building.



Figure 1
Adam Hanna in First Forest, 1899
-National Park Service, Fred
Harvey and Beautyway photo

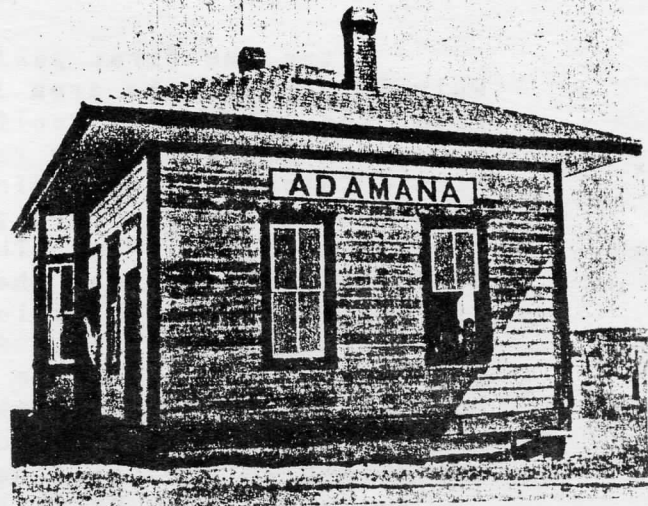
Figure 2

3127. Right Wing of Hotel, Adamana, Arizona.



THE FOREST HOTEL, ADAMANA
National Park Service photo

Figure 3



ADAMANA STATION
Atchison, Topeka &
Santa Fe Railroad
Arizona Days &
Ways photo

In 1906 the Petrified Forest was finally declared a 40.5 square mile National Monument by President Roosevelt. The accompanying map shows the National Monument, and the convenient roads from Adamana. Tourist traffic increased immensely, and at times whole trains carrying tourists pulled into Adamana siding, straining the hotel facilities to the utmost, and calling on the services of every horse, mule, wagon and buggy for miles around. At such times bands of Navajos came into town to sing, dance and entertain the visitors.

Our paper trace letter that follows gives a graphic picture of the hotel and tour facilities as seen by a solitary traveler in 1911:

Dear Agnes;

Sept. 19, 1911

"Adamana is only a flag station with a small hotel, a school and a store. I got here yesterday 4 1/2 hours late on the California Limited. It had rained during the day and it looked like it would rain more and I was the only visitor here, so I did not go out to the forest in the afternoon. I could have seen only one had I left on the midnight train, which was my intention. A days ride through the forests cost \$5.00 for one person, \$3.00 each for two and \$2.50 for three or more. So you may know I anxiously watched the trains for more people, but train after train went by and no one got off until next to the last train when a lady and her two daughters came. Our rig was ready a three seated spring wagon, and as soon as No. 4 went through without stopping we started. About a half mile out it began to rain and rained a hard shower. Soon we forded the Rio Puerco River. It was not up at the time. There is not a bit of gravel or sand in sight on the bottom and the water is red with mud. The first forest, The Rainbow, is six miles out. The road is almost level but there are some bad gullies to cross. The other passengers, who were from Media, Pa., were city people and used to the East. They had a tremendously good time and

THE HELIOGRAPH

laughed as they rolled around in the seats. But that was nothing to me after being raised in the Ozarks and spending 12 days in the Coast Range. I don't mind a few uneven places. The first forest is in a pocket partly enclosed by a semi-circular butte, such as are seen all around rising out of the plateau. The logs are badly broken up and they are of every color. Arizona is a state of wonderful color. The second forest is called the Crystal Forest. The crystals and amethysts (not spelled right but you know what I mean) are found in white logs in layers. These logs are not perfectly petrified and are not hard as the others. Many pieces can be broken with the hands. I have some beautiful amethysts. Also some fine but small pieces of agate. Altogether I have two pockets full of petrified wood. Most of it is either red, yellow or purple. The crystals and agate is rare and hard to find. We got back about 5 o'clock crossing the river safely which was only a little over the axle but in an hour the river began to roar and is still at it (9.15). The folks here say it must be bank full now. The station agent who lives by himself and takes his meals here came in a few minutes ago saying that he was ready to go to the station and to bed and that if I would go with him he would find out how my train is running. It is on time, will arrive 11.54 P.M. Everybody has gone to bed here. Miss McLain told me to turn the lamp down but not out and to leave the door open. My stop off here has cost me just \$5.50, \$2.50 for the ride and \$3.00 at the hotel. This place is an one story T-shaped building with a screened in porch running the length of the front. The meals are good but some of the things are queer tasting, the bread especially. It is homemade I think. Everything here is shipped in. Nothing grows here but cattle. The lady from Media was surprised to hear that they used canned milk. She could not understand why they should bring sugar melons from Los Angeles when there was so much land in sight which no one was using. The water here is alkali. No. 10 will not stop, except on flag. The agent is asleep, so I will have to flag the train myself. That will be something new for me. Hope I don't stop a freight by mistake. I should get to Colo. Spgs. Thur 7 A.M.

your loving Son,
Charley

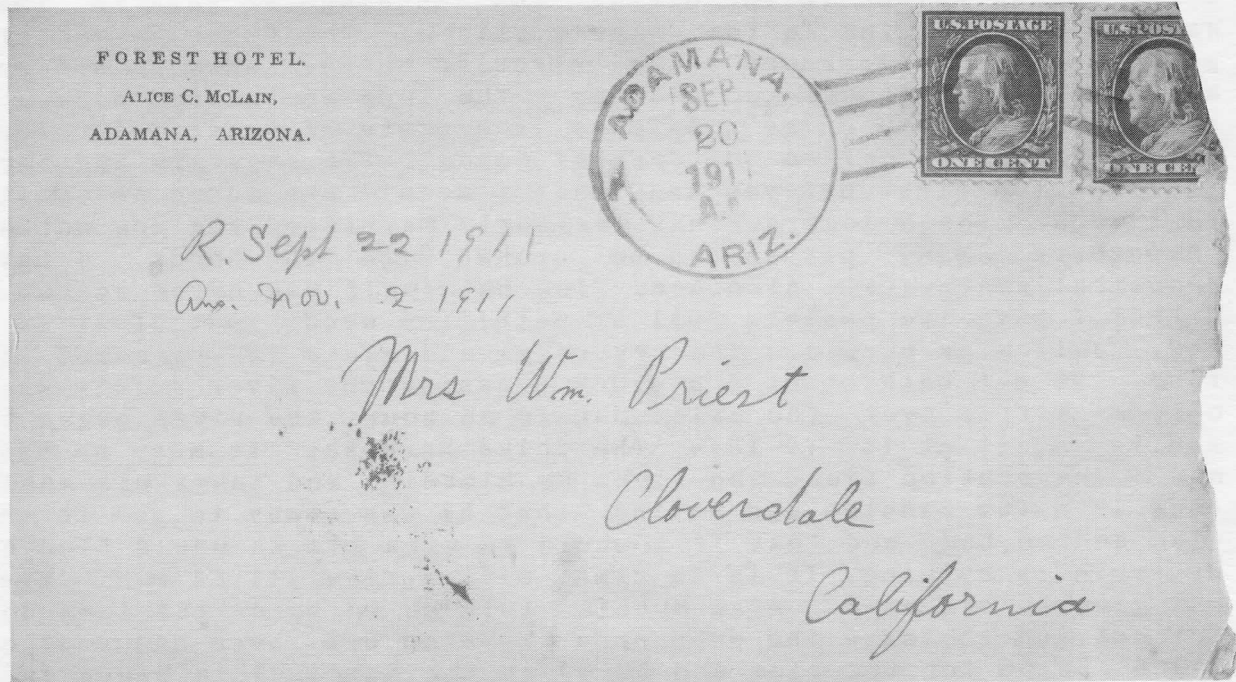
P.S.

I rode in a drawing room from Grand Canyon which is the finest thing that goes over the rails, at least the most expensive."

Among the famous visitors at the Forest Hotel was Theodore Roosevelt, William Howard Taft, Andrew Carnegie, John Muir and Tom Mix. In 1931-1932 the monument was enlarged to 93,493 acres to include the ancient stone dwellings, the Black Forest and a portion of the Painted Desert. The year 1962 saw the formation of Petrified Forest National Park. By this time the famous Route 66 was in full operation and automobile visitors had severely reduced business at Adamana.

Figure 4. Cover from Adamana Sep. 20, 1911 to Mrs. Wm. Priest, Cloverdale, Cal. with corner card of Forest Hotel, Adamana, Arizona, Alice C. McClain. Miss McClain was the proprietor. Post cards from Adamana are rather common, especially with scenes of the Petrified Forest. Any cover with a letter, whether territorial or statehood, is a rare item for western cover collectors.

THE HELIOGRAPH



Adamana postmasters after those previously given were:

Beulah B. Root -	Nov. 3, 1908	Karl R.A. Stevenson-	June 14, 1910
Chester B. Campbell -	May 31, 1913	Mrs. Anna Zimmerman -	Dec. 20, 1917
Alta Owenby (Acting) -	Oct. 9, 1918	William Nelson (Acting)-	Feb. 1, 1919
Robert R. Alton -	June 23, 1919	Mrs. Mary D. Grimsby -	July 19, 1926
Orval C. Redding -	Apr. 30, 1952	Gus C. Crider (Clerk in charge)	
Jan. 31, 1969. Post office closed, mail to Holbrook March 21, 1969			

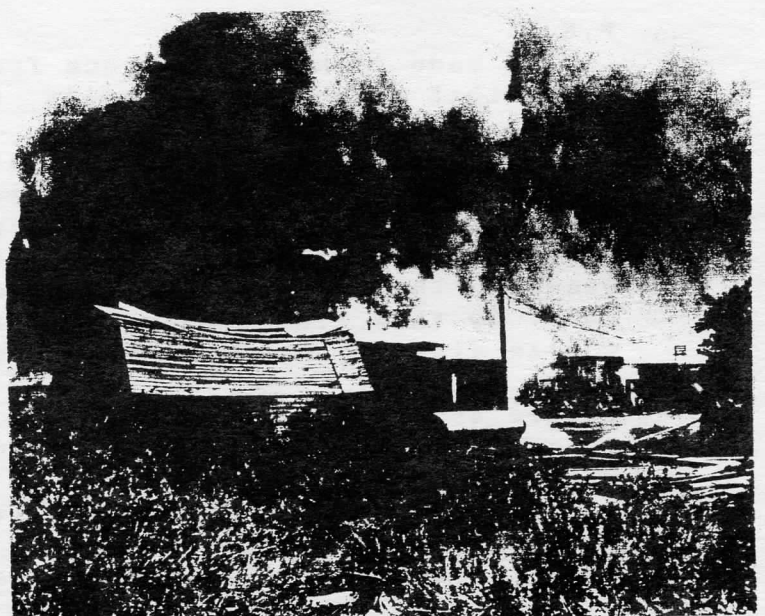
Figure 5

Early day tourists at Adamana
Southwest Museum photo



Figure 6

Picture after hotel fire, Adamana
National Park Service photo



Mrs. Mary D. Grimsby purchased the hotel in 1933, and for 26 years operated the hotel, and the telegraph office. On June 3, 1966 the hotel and post office were totally destroyed by fire. One post card view taken at the fire shows the personal effects of Mr. Orval Redding and Mrs. Mary Grimsby, both one-time postmasters, piled in the yard as they were removed from the hotel conflagration.

At one time in 1910, Adamana had 7 trains a day stopping at the station, including the California Limited. This was two more trains than stopped at the town of Holbrook. Today it is reached by a two mile dirt road down from Interstate 40. North of the tracks there is a huge Propane storage and distribution terminal. Crossing the rough planks over the Santa Fe tracks, you can see the remains of the old dirt roads leading to the park boundaries, but only three structures remain at Adamana. Two are in advanced disrepair, while the third is used as a summer residence by an old native. Gone are the hotel, the post office, the station and the tourists. All that remains are the memories created by a six page letter in our "paper trace" cover - and thousands of post cards, mostly sold by Fred Harvey, with their Adamana postmarks and views of the everlasting Petrified Forest.

1919

Map

Cost of Tours and Accomodations

PETRIFIED FOREST NATIONAL MONUMENT

Except the small hotel, railway station and store, there are few buildings at Adamana. Mr. Wm. Nelson has charge of the hotel and livery accommodations. The hotel has sanitary plumbing, with hot and cold water. Board and lodging may be had at \$3.00 per day American plan; thirty-five guests can be accommodated; in summer, tents also are provided for guests.

The round-trip fare to the First and Second Forests and Natural Bridge is \$5.00 for one person, \$3.00 per capita for two persons, and \$2.50 per capita for three or more.

To the Third, Blue or North Sigillaria Forests and Painted Desert the fare is same as to the First and Second Forests.

One of the most interesting trips from Adamana is northeast to Wide Ruins (Kin-Tiel), a Navajo trading post, built among the ruins of an Aztec village. On the way you pass Pinta, Inscription Rock, a bit of the Painted Desert and Tanner Springs, a big cattle and sheep ranch on the Navajo reservation. It is about three hours and a half by auto; \$30.00 round trip for four persons or less. If desired, this trip may be continued farther north through the Navajo country. Notice in advance to Mr. Wm. Nelson at Adamana, Arizona, owner of livery, will insure proper handling of parties.

Mr. Nelson also equips camping parties for the Hopi and Navajo Indian Reservations, and for a few days' trip into the Painted Desert.

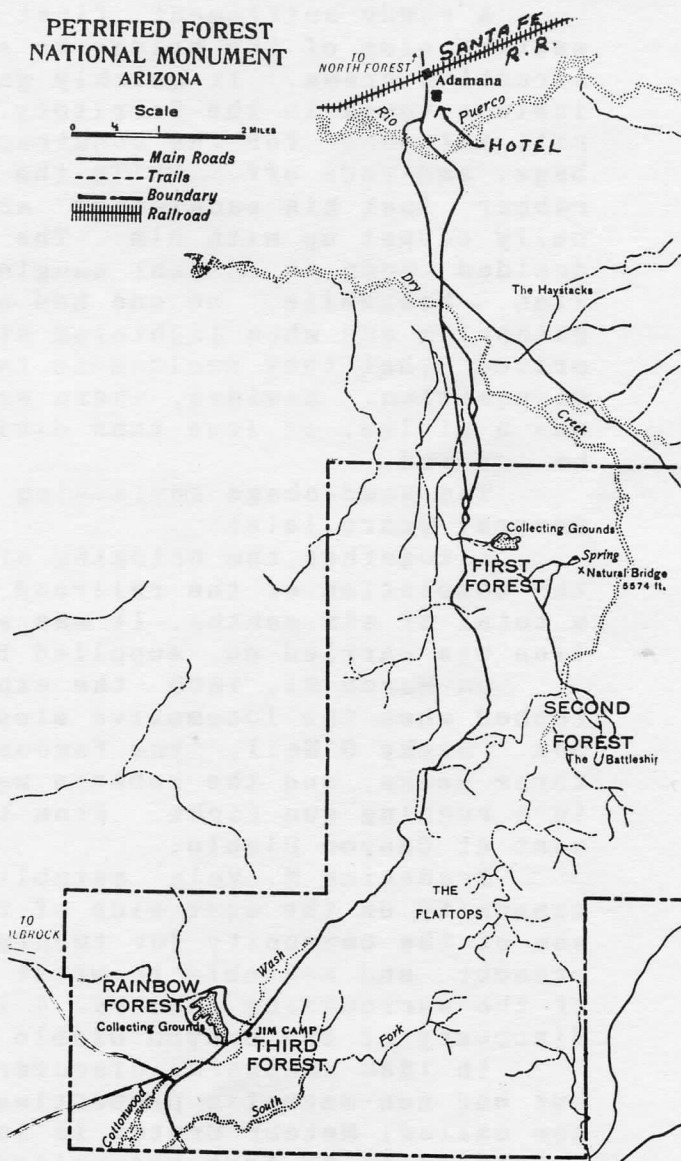
Holbrook, the county seat town, has satisfactory hotel accommodations, with prices about the same as at Adamana.

The Petrified Forest may be visited any day in the year, except when high waters make the streams temporarily impassable.

Stop-Over Arrangements

Stop-overs are allowed at Adamana, not to exceed ten days, on all one-way tickets, also on round-trip tickets within their limits.

Stop-overs are also allowed on Pullman tickets.

PETRIFIED FOREST
NATIONAL MONUMENT
ARIZONA

THE HELIOGRAPH

THE DEVILS' OWN CANYON

by Robert B. Bechtel, Ph.D.

Canyon Diablo, or Devil's Canyon, is important in only one sense: it presented an obstacle to travel and thereby hangs its meagre claim in Arizona history. It was named by Lieutenant Amiel Weeks Whipple in 1853 when he made his 35th parallel survey across the western United States. And, because this canyon was an obstacle along the 35th parallel it was not easily bypassed and forgotten like so many similar canyons. Whipple had to go 25 miles further North to bypass the obstacle and resume his trek along the parallel.

The Beale expedition of 1857 also took note of the obstacle and had to go 40 miles around it, but it was not until 1881, that the Atlantic & Pacific Railroad, following the same route, tried to bridge the chasm and came up surprisingly short. Apparently, the wooden bridge was prefabricated and shipped to the construction site where it was assembled in place. Unfortunately, when the bridge neared the opposite bank, it was found to be several feet short, to the great embarrassment of the engineers.

A rowdy settlement, first called Canyonville, collected on the eastern side of the bridge to serve as a temporary home for the construction crews. It quickly gained a reputation as one of the most lawless towns in the Territory. One of the residents stole the payroll intended for the construction crew, stuffed it in his saddle bags, and rode off. While the irate townspeople were in pursuit the robber lost his saddlebags and was empty-handed when the posse finally caught up with him. The pursuers were so frustrated that they decided upon an instant hanging and threw a rope over a nearby tree limb. Meanwhile, no one had noticed that a thunderstorm had been gathering and when lightning struck the tree, the posse was so surprised that they decided to take the robber back for a more lawful disposition. Besides, there was just the chance that the lightning was a divine, or less than divine message from above that should not be ignored.

The saddlebags containing the money were discovered by a cowboy several years later.

Altogether the bridging of the deep and wide canyon had delayed the completion of the railroad through to Flagstaff and the west for a total of six months. It was so long that isolated track construction was carried on, supplied by mule teams, west of the gap.

On March 21, 1889 the express car of the westbound train was robbed when the locomotive stopped at Canyon Diablo to fill the wood box. Bucky O'Neil, the famous Arizona sheriff, led the chase for three weeks, and the robbers were finally caught near the Utah border in a running gun fight. From that date on there was little excitement at Canyon Diablo.

Frederick M. Volz established a trading post in the diminished community on the east side of Canyon Diablo and became the focal person of the community for twenty-five years. Volz was a master entrepreneur and was able to wrest a living from the seeming barrenness of the surrounding country. A large part of his success came from the discovery of the Canyon Diablo meteorites.

In 1886 shepherds discovered strange stones that were iron-like but had non-magnetic properties, about two miles from where (what is now called) Meteor Crater is located. These stones were sent back East and found to be true meteorites, containing both black and clear diamonds.

continued

Volz lost no time in capitalizing on these stones in the 1890's through the turn of the century, and shipped about twenty tons to Eastern cities until the supply was exhausted. But Volz, himself, was not exhausted when the meteorites ran out, and letters and cards to businessmen promised carloads of trees and other resources. A postal card, submitted by Karl Koons, has the following message from Mr. Volz dated Nov. 8, 1897 to Garrett Gordon of New York: Dear Sir:

"There are some scrub walnut trees, mostly in inaccessible canyons and a great distance from saw mills, but if you could use logs from 6 in. to 12 in. in diameter from 6 to 12 feet long, I think I could ship a carload to you. Please quote me your price on same and I will see what can be done. Other localities are the same in Arizona."

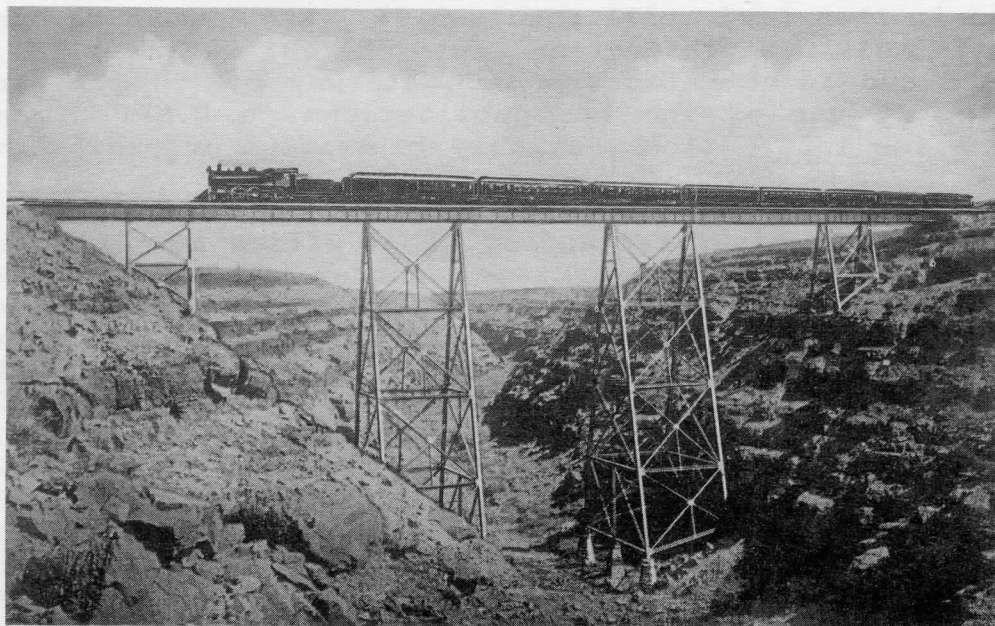
yours truly, F.W.Volz

Many of the postal history items from Canyon Diablo are letters and cards from Volz himself. Especially scarce are postal items before the post office was opened on November 15, 1886. These items would be from the workers building the bridge over the canyon, and living in the construction camp. Volz, himself, was the postmaster from June 29, 1893 until October 18, 1907. The post office closed on July 31, 1909, but reopened less than a month later, with Volz again as postmaster. Presumably, the post office was in Volz's store, at least during the times he was postmaster, and possibly during other times as well.

The post office finally closed on February 28, 1918 with the mail going to Leupp. Kriege's Fourth Edition of ARIZONA TERRITORY POSTMARKS lists three types of postmarks for the territorial period. Even though the post office lasted for six years in the statehood period, only one type of postmark is known, similar to territorial Type 3, and that has an earliest reported date of March 29, 1912 and a latest date of March 3, 1915, leaving three more years without a record of postmarks.

Today the remains of Volz's trading post are still visible on a rough dirt road three miles north from I-40. The Canyon Diablo sign is still visible but the canyon and its diminutive community have slipped back into relative obscurity. Even the high bridge, which was once a daring example of engineering, is now just another canyon crossing in the desert, scarcely a devilment to the frequent fast freight trains on the Santa Fe main line.

Figure 1 - A 1931 Fred Harvey post card showing a Santa Fe steam passenger train crossing the 600 foot Canyon Diablo bridge.



H-1576 SANTA FE TRAIN CROSSING CANYON DIABLO, ARIZONA



THE HELIOGRAPH

BOOK REVIEW - GLIDER MAIL, by Simine Short, edited by Dan Barber. 1987. Hardbound, 262 pages, \$20 postpaid in the U.S., \$21.50 outside USA. American Air Mail Society, Dan Barber, Box 23055, Lansing, Mi. 48909.

An introduction to Glider Mail, a field familiar only to few, but a newly developed field with more research yet to be performed. This work will appeal to the Stamp and Glider Mail collector, to those interested in aviation history and to those interested in soaring flight. It is the first complete handbook of International Soaring Philately.

The book is divided into four parts. Part I consists of the preface, introduction and a guide to use of the book. Part II, 220 pages in length, lists and describes gliding and soaring covers and cards, including dates, details on flights, and postmarks and cachets for 34 countries from Argentina to the United States. Country listings show illustrations of covers and give descriptive material available for examples of each flight, as well as an estimated value of all types.

Part III provides a listing by countries of the stamps and postal stationery relating to gliding and soaring, together with values. This part is most value to topical or thematic collectors.

Part IV offers a bibliographical listing of general and specific reference works (books, handbooks, articles, etc.) used to gather the information used for the Glider Mail handbook. The book concludes with a list of acknowledgements and a useful chronological index, so that entries may be located when only the date of the flight is known.

Although covering a rather specialized field of collecting, this well produced book is most comprehensive and interesting.

* * * * *

BOOK REVIEW - WATERWAY RAILWAY POST OFFICES OF THE UNITED STATES by

Charles L. Towle and John Kay, 30 pages, softbound, obtainable from Mobile Post Office Society, RFD 1, Box 91, Contoocook, NH, 03229 Price \$ 7.50 postpaid, 15% member's discount. Illustrated.

30 years ago, the famous postal historian, Henry Meyer, started a definitive book on U.S. waterway postmarks. Publication has been held up by the lack of complete route information. Now, thanks to John Kay's work in the National Archives, it is possible to complete a listing of all waterway routes that may possibly have postmarks due to the prescence of route agents, or railway post office clerks on the boats. The previous MPOS book, U.S. ROUTE AND STATION AGENT POST-MARKS, published in 1986 (and still obtainable) lists the route agent information, while this new publication lists the 231 waterway R.P.O. routes, and lists and illustrates the 197 waterway R.P.O. postmarks recorded to date. By use of the two publications, a U.S. waterway collector now has the information available to writeup or exhibit his collection.

Unfortunately, previously published material on the subject has resulted in considerable misunderstanding. Post Office markings from boat-landing towns, advertising markings, corner cards and closed pouch mail steamboat covers have been portrayed as waterway postmarks, whereas such postmarks CAN ONLY OCCUR if there was a route agent, or an R.P.O. clerk, sorting and cancelling mail ON THE BOAT. Routes listed herein cover inland lakes and rivers, coastwise lines, routes on bays and sounds, early mail to Canal Zone and Puerto Rico, and lines to and in Alaska. Ocean mails, not under the jurisdiction of the Railway Mail Service, such as transatlantic, transpacific and South American seapost mail will be covered in a monograph planned for the future. However this new publication fulfills a long-standing need and offers a guide to those collectors seeking to start, and complete, a waterway postmark collection, meanwhile still having the challenge offered by missing postmarks and unknown steamboat information to complete.

THE HELIOGRAPH

THE EARLIEST U.S. POST CARD CONTEST

In Volume I, No. 3 we initiated a contest for our members to report, and send in, photocopies of both sides of the earliest possible picture post card after the Act of Congress permitting use of one cent postage for such mail became effective July 1, 1898. This contest was to close Oct. 15, 1987, but since we have received no entries closer than late November of 1898, we have decided to continue this contest until March 15, 1988. The prize offer still holds good so PLEASE check your picture post cards and send us an EARLY example. After all, the Congress must have passed this bill on May 19, 1898 to meet someone's demand or requirements! WPHM would like to see the result of this ACT!

A NEW CONTEST FOR 1988 WINTER ISSUE

Our third contest starts with this issue and the winner will be that member sending in a cover or envelope ORIGINATING IN THE UNITED STATES, and traveling the greatest distance in miles, for ONE CENT TOTAL POSTAGE (no postage dues, postal cards or post cards). We have on hand an example entry with a long distance usage which must be exceeded in order to win. It is a one-cent stamped envelope postmarked in New York City in 1898 and backstamped Gothenburg, Sweden. Contest will close April 30, 1988, and the winner will receive a desirable complete set of mint stamps. Please send in the original cover or envelope (which will be returned promptly), or photocopies of BOTH sides of your entry.

TINSLEY HONORED BY ARIZONA CAMEL CORPS!

At a ceremony during the SESCOAL '87 banquet, Walton Eugene Tinsley of Los Angeles was honored for his outstanding efforts in bringing the International Philatelic Show to the west coast area. Tinsley headed the committee which successfully campaigned for 1997 PACIFIC show with FIP status to be held at a site to be selected. Director Doug Kelsey of the Western Postal History Museum, and Board Chairman Fernando of the Arizona Philatelic Rangers presented Mr. Tinsley with prestigious awards from both organizations. From the Western Postal History Museum he was awarded the sterling silver Camel bolo tie, evidence of his selection as a Herder in the Arizona Camel Corps. From the Arizona Philatelic Rangers he was appointed to the leading position of Sheriff and was presented with an appropriate badge and a Sheriff's Western hat to be worn at all Ranger official functions.

ARIPEX 1989

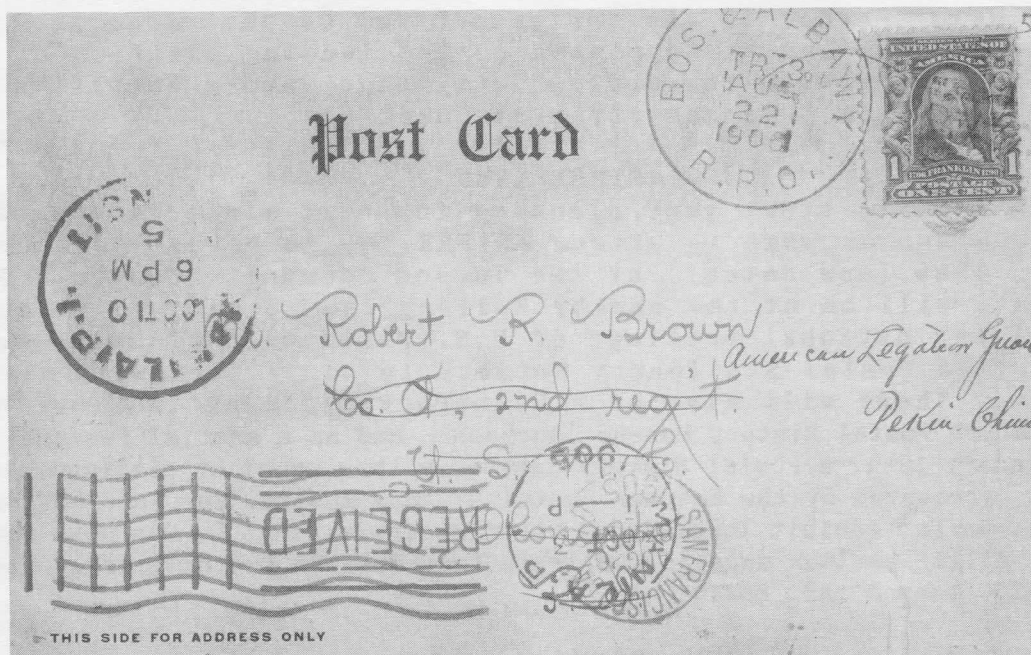
Now is the time to start your planning for next winter's vacation! Visit TUCSON and arrange to attend ARIPEX '89 to be held January 13, 14 and 15, 1989 (New dates!) at the Tucson Community Center. Hotel arrangements will be at the nearby Holiday Inn- Broadway. Present plans call for national meetings of U.S. Philatelic Classics Society and the United Postal Stationery Society in connection with the 300 frame show. There will also be a Richard Frajola auction during the show, a Western Postal History Museum luncheon - and as a special feature, on Thursday January 12th, a Postal History Seminar with a panel of distinguished authorities, presented by the Western Postal History Museum. For information write Betsy Towle, or for exhibit information, Charles Towle, 4621 E. Don Jose Drive, Tucson, AZ. 85718. Seminar details available from Western Postal History Museum, P.O.Box 40725, Tucson, AZ. 85717.

THE HELIOGRAPH

U.S. POST OFFICE "TRANSIT" POSTMARKS (continued from Vol. I, No. 4)
by Charles F. Nettleship Jr. and Charles L. Towle
Key To Post Office Transit Postmarks Shown On PLATE V

JAM 1	- Jamestown, N.Y., 28, 1887, 88, NYD, 11 A.M.	
JER 1	- Jerseyville, Ill., 27.5, NYD, 1890's, 12 Noon	
KIT 1	- Kittanning, Pa., 27.5, NYD, 1890's, 5 A.M.	
KIT 2	- Kittanning, Pa., 28.5, 1901, 11 A.M.	
LAW 1	- Lawrenceburgh, Ky., 29.5, 1896, partial, 9 A.M.	
LEB 1	- Lebanon, Ky., 29.5, 1897, 9 A.M.	Notice
LBN 1	- Lebanon, N.H., 27.5, NYD, 1890's, 12 Noon	All postmarks in
LBN 2	- Lebanon, N.H., 29, 1897, 12 Noon	black unless
LIT 1	- Litchfield, Conn., 26.5, NYD, 1890's, 7 P.M.	otherwise shown.
LIT 2	- Litchfield, Conn., 28.5, 1891, 7 P.M.	All diameters
LIT 3	- Litchfield, Conn., 28.5, NYD, 1890's, No Time.	shown in
LIV 1	- Livonia Station, N.Y., 27.5, 1885, 87, 9 A.M.	millimeters.
LOC 1	- Lockport, N.Y., 29.5, NYD, 1890's, 11 A.M.	NYD = No year
LOC 2	- Lockport, N.Y., 28, NYD, 1890's, No time.	date shown in
LOC 3	- Lockport, N.Y., 26.5, NYD, 1890's, No time.	postmark.
LOS 1	- Los Angeles, Cal., 26.5, 1893, 1 P.M.	
LOS 2	- Los Angeles, Cal., 28.5, 1899, 1.30 P.M.	
LOS 3	- Los Angeles, Cal., 26.5, NYD, 1890's, 9 A.M.	
LOU 1	- Louisville, Ky., 20.5, 1898, 2 P.M., Machine AMS 42 (Transit 1)	
LOU 2	- Louisville, Ky., 28, 1887, 10 A.M.	
MAN 1	- Manila, P.I., 29.5, 1901, 04, 5 P.M. (Phillipine Islands)	
MAN 1A	- Manila, P.I., 29.5, 1905. 6 P.M. (See Figure 1)	
MAN 2	- Manila, P.I., 30.5, 1904, 10 A.M.	
MAY 1	- Mayaguez, P.R., 29.5, 1911, 3 P.M. (Porto Rico)	
MED 1	- Medina, Ohio, 29.5, NYD, 1900's. 5 P.M.	
MDB 1	- Middlebury, Vt., 27.5, NYD, Banknote, No time.	
MDB 2	- Middlebury, Vt., 28.5, 1899, 9 A.M.	
MID 1	- Middletown, N.Y., 28, 1890, 2 P.M.	
MIL 1	- Milwaukee, Wis., 28, 1890, 10.30 P.M. (Continued Vol. II-No. 2)	

Figure 1 - Manila P.I. Transit Postmark (MAN 1A) on post card (picture of Chatham, N.Y. depot) with Bos. & Albany R.P.O. Aug. 22, 1905 originating postmark. Also San Francisco, Cal. Aug. 26 and Manila P.I. receiving mark Oct. 3, 1905. Transit marking applied 7 days later, and forwarded to American Legation Guard, Peking, China.

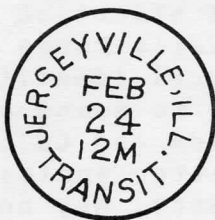


THE HELIOGRAPH

PLATE V



JAM 1



JER 1



KIT 1



KIT 2



LAW 1



LEB 1



LBN 1



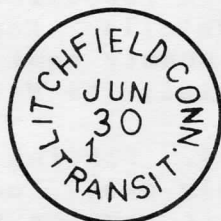
LBN 2



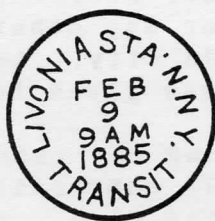
LIT 1



LIT 2



LIT 3



LIV 1



LOC 1



LOC 2



LOC 3



LOS 1



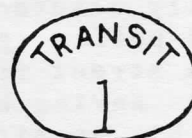
LOS 2



LOS 3



LOU 1



LOU 2



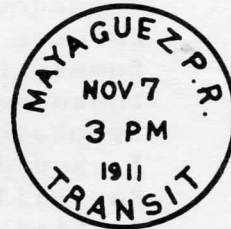
MAN 1



MAN 1A



MAN 2



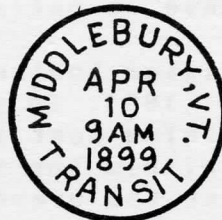
MAY 1



MED 1



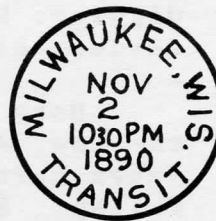
MDB 1



MDB 2



MID 1



MIL 1

THE HELIOGRAPH

JUST ANOTHER COVER SAGA ? (OR TRACKING DOWN PAPER TRACES)

by Samuel Wallace Dougan

Our cover, postmarked Grass Valley, Cal., Feb. 8, 1860, had been despondently awaiting someone's special attention for many years. It had been mounted hurriedly among a few Wells Fargo covers, and it obviously was crying out for its own personal identity. (See Figure 1).

Eventually, your author made plans to spend a few days touring a handful of old gold-mining towns in Nevada and California. On impulse, the old cover was re-examined and its letter enclosure read. Voila!- It provided an interesting research project! Why not take it along and try and find out who this William Loutzenheiser really was?

A few days later, the bearer drove down into Grass Valley. After the usual browsing through several antique shops, a visit was made to the local library (originally dedicated Oct. 4, 1907, with the help of a \$10,000 grant from the Andrew Carnegie Foundation.) Yes, they did have one reference that should be of help, "History of Nevada County, California"-Thompson and West, 1880. Sure enough, on page 66 appeared a brief account of a fire, Sept. 13, 1855, originating at the United States Hotel, which had spread and burned out several businesses, including the original retail establishment of William Loutzenheiser. He had listed \$6,000 in losses.

No one on the Grass Valley Library staff could recollect just what it was that his store had sold, or any other details. However, they urged a short 5 mile trip to Nevada City, the county seat, for further information. Special emphasis was given to visit the Nevada County Historical Society.

For those geographic neophytes among our readers, finding street addresses in these small mining towns is comparatively easy, but trying to find a place to park is something else. After ten or fifteen frustrating minutes a curb location miraculously materialized, even though it seemed to be at an alarming 30 degree incline. Having dutifully slanted the front wheel tightly against the curbing, I alighted and puffed uphill to a delightful small research library, right across the street from the County Courthouse.

Having been cordially invited into its private workroom, it was doubly gratifying to be introduced to the leading local amateur historian, Mr. Michele Junicot, a retired school teacher. Amazingly, it turned out that he had been commissioned to research the self-same Loutzenheiser family! How lucky can you get? His anecdotes neatly expanded upon three useful volumes, "Placer and Nevada Counties", Lardner and Brock, 1924; "Nevada County Mining Review", and "Nevada County Directory for 1871-1872", H.S. Crocker & Co., 1871. All of these were efficiently provided by the able librarian, who also kindly photocopied selected sourcebook pages. Mr. Junicot suggested that I should show my letter to Marie Johnson, current proprietor of the Foothills Flower Store, located in the old Loutzenheiser Drug and Stationery Store building. (She had requested the family data.)

Well, it had obviously been a splendid day for my postal history digging. Now, since you have so patiently waited for the biographical review, here we are:

William Loutzenheiser

Born at Canton, Ohio, 1824. In young adulthood he taught and read the law. At age 26 he traveled west to Nevada City, arriving there 14 years before statehood. Within the year he had moved to nearby Grass Valley. Borrowing money at the prevailing frontier rate of 2 per cent per month, he established a Drug and Stationery store. In 1854 he was married to Lydia Grymis, a native of Tennessee. Four offspring blessed this marital union - two boys and two girls.

continued

THE HELIOGRAPH

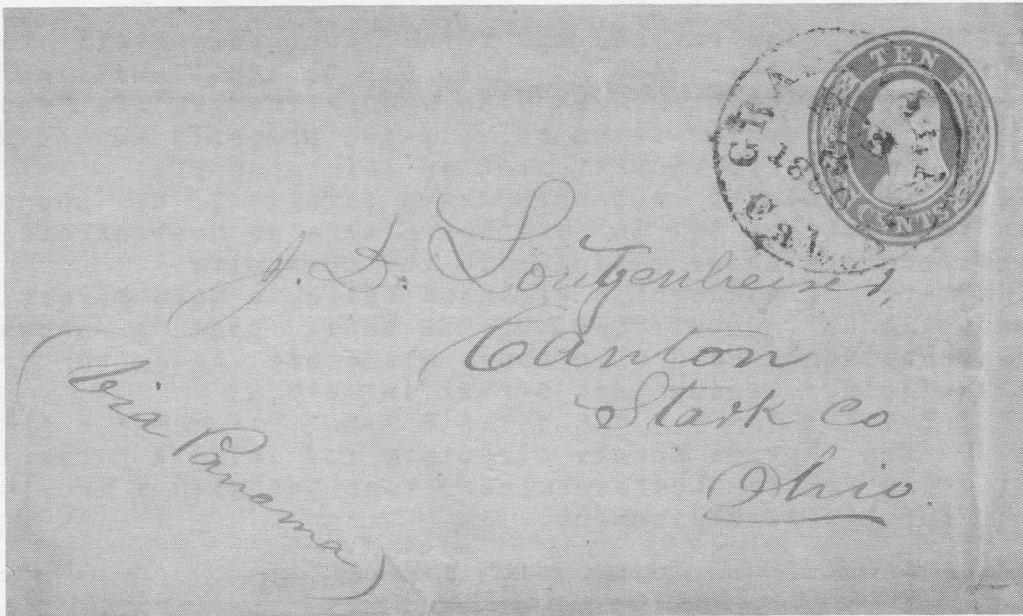


Figure 1 - The subject cover - Grass Valley, Cal. to Canton, Ohio. Originating Feb. 8, 1860 and manuscript "Via Panama". Stamped envelope U16 for 10 cent transcontinental rate. Letter reads thusly:

Grass Valley
Feb. 2, 1860

"Dear Sir,

We rec'd a letter from you this mail enclosing one each from Rebecca and Peter - Lydia is writing Mother and Rebecca.

Enclosed please find check for \$100 - last month being the commencement of a New Year I made it a point to get receipts in full from every-body and as my collections were rather slim I used your fifty but made the riffle (?). By the next steamer I was in San Francisco and neglected writing, but this makes it all even to date- I brought up a large stock of goods this time and notwithstanding everybody is complaining of dull times, I am doing pretty well.

The weather is very fine just now. I have no doubt that I could make money equally as fast at home, but there are two great objections- first the great difficulty (sic) of getting loose from this country and the second I dont believe I could live in that climate.

Our Boy is flourishing finely - has never been sick - hardly ever cries and is growing very fast.

I am glad you bought into that drug Store - I will send you some Whiskey Money as Soon as I get square on my last stock of goods."

Yours & c

Wm. Loutzenheiser

To J.D.Loutzenheiser, Canton, Ohio

Financial success was accelerated by participation in the purchase of mining claims. William, in a business consortium of five (primarily physicians whose prescriptions were prepared in his shop) acquired desirable mineral properties directly from the "locators." With a Dr. McLaughlin, he developed the Hartery Mine. Singly, he is credited with the discovery of the Idaho Mine, combined later with another mineral operator into the Idaho-Maryland mine. Mr. Loutzenheiser was a member of the town's first Board-of-Trustees.

continued

THE HELIOGRAPH

In 1887 William retired and turned over the retail store to his only surviving child, John G., born May 5, 1861. William purchased acreage surrounding his Idaho Mine and retired to his "ranch" as he referred to this tract. Later he sold the property to the North Star Mining Co., another current tenant on this property.

After an exciting and prosperous lifetime, Mr. Loutzenheiser died in 1903, at Age 73. In 1987 there were no Loutzenheisers or related descendants still residing in the community.

(Ed.Note)- A photograph of Grass Valley's Main Street from the 1978 Sunset book GHOST TOWNS OF THE WEST, page 34 shows clearly Wm. Loutzenheiser's bold sign above his store among the frame commercial buildings lining Main Street in 1873.)

Figure 2 - The "Nevada County Directory for 1871-72 " carries on Page 158 a listing for Wm. Loutzenheiser, together with a prominent advertisement for his establishment.

THE SACRAMENTO UNION fearlessly advocates what it believes to be right in all questions of public importance.

158

NEVADA COUNTY DIRECTORY.

LOUTZENHEISER WM., druggist, Main and Auburn,
res 19 Auburn, Grass Valley. (See adv, p. 158.)
Love Benjamin, baker, Truckee.
Lovejoy H. L., ditch agent, You Bet.
Lovell C. M., teacher, Rough and Ready.
Lovie Wm., gardener, Nevada.
Lowney Jeremiah, miner, Grass Valley.
Lowdon James, miner, Little York.
Lowe J. F., miner, Columbia Hill.
Lowell G. P., grocer, Little York.
Lowell Madison, miner, Rough and Ready.
Lowrey Andrew, miner, Grass Valley.
Lord Benj., laborer, res Richardson, Grass Valley.
Loyd Isaac, liquors, Main and Commercial, res 72 Main,
Nevada.
LOYD THOS., hardware, stoves, etc., 78 Main, res cor
Neal and Loyd, Grass Valley. (See adv, p. 159.)
Luback Victor, peddler, Grass Valley.
Lucas Adam, teamster, res Race, Grass Valley.
Lucas Jose, wood chopper, Grass Valley.
Lucas Louis, bar tender, North Bloomfield.
Luckforth E. G., saw mill hand, Nevada.
Luckforth Lucius, saw mill hand, Nevada.
Lucksinger Nicholas, farmer, Nevada.

WM. LOUTZENHEISER,

Corner Main and Auburn Streets, Grass Valley,



Druggist and Apothecary

WHOLESALE AND RETAIL DEALER IN

**PAINTS, OILS, GLASS,
DRUGS.**

Chemicals, Patent Medicines and Perfumeries,

In fact Every Article usually kept in a First Class Drug Store.

Try a bottle of CURLESS' RHEUMATIC REMEDY, sure cure for Rheumatism.

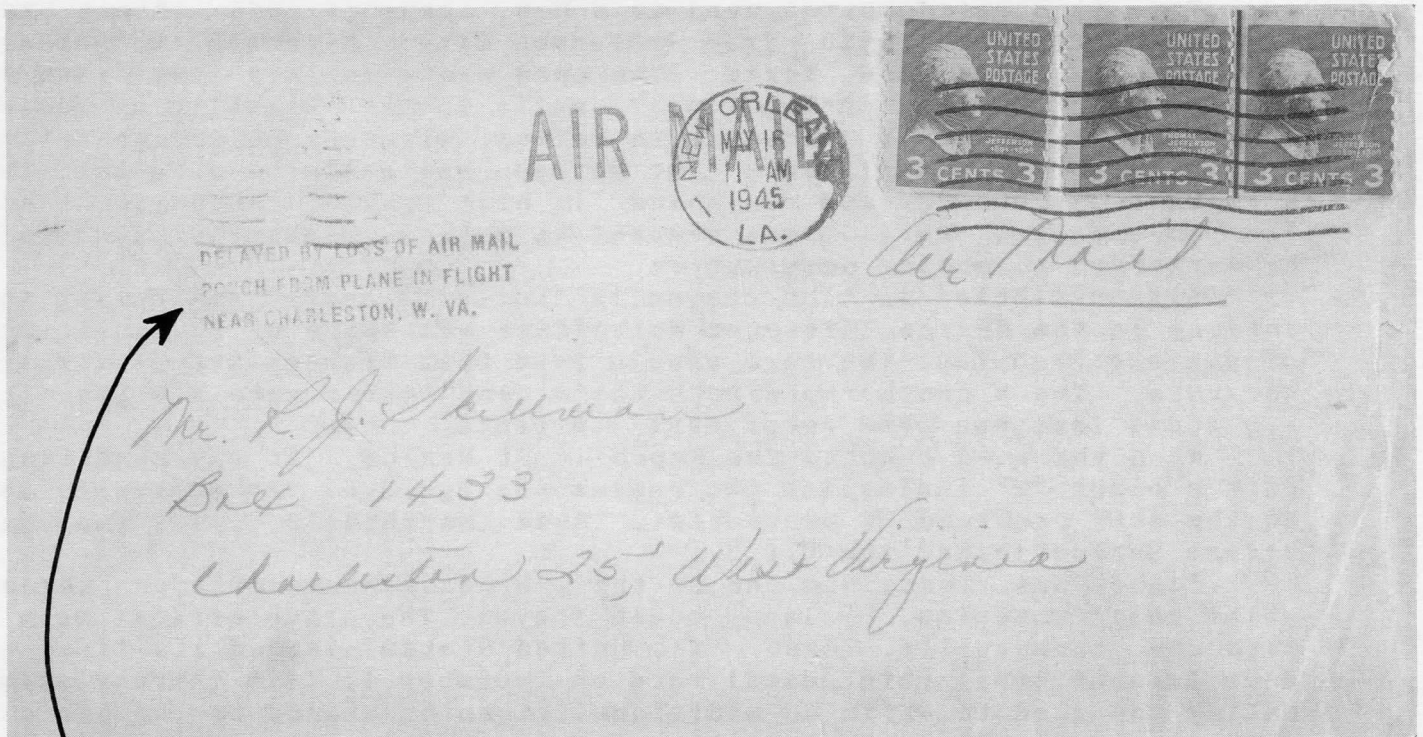
THE HELIOGRAPH

OUR FEATURE COVER FOR THIS ISSUE

This cover with three 3 cent stamps was addressed to a box number in Charleston, W.V., and marked with a manuscript "Air Mail" by the sender. It was postmarked New Orleans, La., 11 A.M. May 16, 1945 and a 1 5/8" x 3/8" black straight line "AIR MAIL" stamp was applied to both front and reverse of the envelope. The 9 cents was for air mail rate of six cents plus 3 cents regular postage.

The cover is backstamped Charleston, W.V., Sep. 14, 1945, 2 P.M. - just slightly under FOUR MONTHS LATER, providing a contender for the all-time slow delivery mail contest. WHAT HAPPENED?

In 3 lines of small type on the face of the envelope there is stamped the following - "Delayed by loss of air mail pouch from plane in flight near Charleston, W.V." How could this possibly happen? Did a cargo door open on the plane, or what? We may never know for sure but it is possible that the pouch slipped out of an open cargo hatch door when the Eastern Air Lines DC-4 (or DC-3?) banked to turn for landing at Charleston, and was not noticed by the crew. If the plane was descending fairly close to the ground and the pouch fell into a wooded area, the damage to the contents may have been slight. Almost four months later a squirrel hunter stumbled upon the pouch in the woods and brought it into the nearest post office, no doubt hoping for a reward. And so our long-missing letter finally reached its destination, was stamped with an official reason for the delay and finally was delivered into the box at Charleston. One of the unanswered questions is why the Post Office did not have an in - out check list system for pouches as used for many years by the Railway Mail Service? What is your theory? We would like to know other possibilities.



DELAYED BY LOSS OF AIR MAIL
POUCH FROM PLANE IN FLIGHT
NEAR CHARLESTON, W. VA.

AIR MAIL

THE HELIOGRAPH

U.P.U. MAIL TO NON-U.P.U. COUNTRIES (or WHAT'S IN A NAME?)

by Douglas A. Kelsey

When the General Postal Union treaty (Universal Postal Union in 1878) went into effect July 1, 1875, mail from the United States to countries who were not members of the Union was handled in two ways--either by direct mail to destination, not using the transit services of other member countries; or using the mail services of other member countries.

Postal cards were subject to the provisions of Article 3 of the Treaty of Berne, which provided for the exchange of postal cards and stated:

"The prepayment of post (sic) cards is compulsory. The postage to be charged upon them is fixed at one-half of that on paid letters, with power to round off fractions."

The U.S. prepayment was to be made by affixing an additional ordinary one cent stamp to each postal card, since half the five cent U.S. letter rate was two and a half cents, rounded down to two cents.

Some collectors, postal clerks and historians apparently believe that, as soon as postal cards were issued, an additional one cent stamp would have paid the rate to any foreign country, which was not the case. Postal cards were allowed to be sent at a two cent rate only to those member countries of the UPU, Canada and Newfoundland. To all other countries, these cards had to be prepaid at the letter rate.

Mexico did not join the U.P.U. until April 1, 1879. Therefore, the proper postal card rate from the United States to the Republic of Mexico was the letter rate of three cents "to the frontier" during the period from 1875 to 1879.

The illustrated postal card is a U.S. issue of 1875 (Scott UX5), mailed December 18, 1878 from Jefferson City, Missouri to Durango, Mexico, via Eagle Pass, Texas. The card was underpaid two cents for transmission in the international mails to the Republic of Mexico. This may explain why it ended up in Mexico, Missouri on December 19th. Apparently, the postal clerk, or perhaps Postmaster G.A. Potect, then handstamped the card and scribbled in blue crayon, "Republic of Mexico" to indicate that it was mis-sent to Mexico, Missouri, and was to be forwarded to proper destination.

Also scribbled in blue crayon is "Letter 8 cents" indicating that someone in the Mexico, Missouri postoffice was aware of the deficiency of postage, and that the card should have been transmitted at the letter rate. The 8 cents represents the 3 cent letter rate X 3 (penalty) = 9 cents less one cent prepayment = 8 cents.

When the card reached the Republic of Mexico, it was handstamped with a black "2" indicating two reales postage due. The addressee noted the date received in manuscript, "Recd. Mar28th/79 - just four days before Mexico joined the U.P.U."

Eagle Pass, Texas was one of the three exchange offices through which mail to Mexico, by land, could travel. The other offices were El Paso and Brownsville, Texas. The United States issued its first two cent international rate postal card on December 1, 1879 thereby eliminating the need to affix an additional stamp or stamps to the one cent domestic card, which had been the practice since 1873.

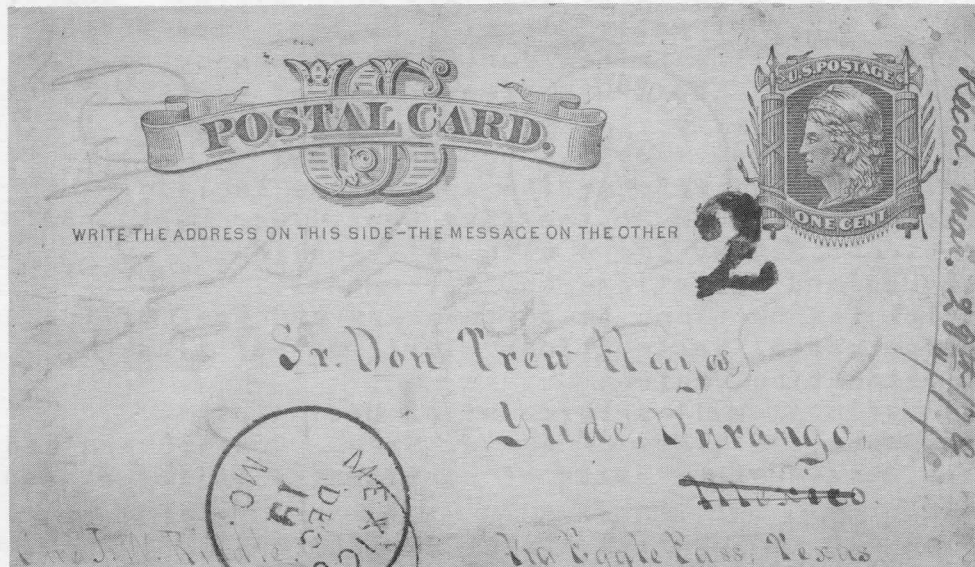
continued

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References - (1) U.S. POSTAL GUIDE, October 1878.
(2) AMERICAN PHILATELIST, March and April 1979 - "The Treaty of Berne, 1874, The Convention of Paris, 1878, and the Postal Unions", George Hargest

Figure 1 - Postal card sent from Jefferson City, Missouri on Dec. 18, 1878 to Durango, Mexico via Eagle Pass, Texas. - Underpaid 8 cents.



Book Review - A WARTIME HISTORY OF THE POST OFFICE DEPARTMENT, WORLD WAR II, 1939-1945 - (Prepared under the direction of the Postmaster-General.) Reprinted by "AGATHERIN, P.O.Box 175, Wynantskill, N.Y., 12198. Spiral-bound, 277 pages. Price 30.00 postpaid.

This scarce long out-of-print reference book has just been reprinted for collectors. It is a must-have great reference book for any collector interested in World War II. The work is in three sections covering the pre-Pearl Harbor days, the War Years, and the postal services for the Armed Services.

The value of its contents is perhaps best reviewed by a listing of all the principle features covered in each section: Section I - Disruption of international mails; list of early mail suspensions to 29 countries; organization of the Army Postal Service; registration of aliens by the post office personnel; Selective Service registration on Oct. 16, 1940; 29 centers named for induction of selectees; U.S. mail units at seven leased bases; The first U.S. post office out of the country (St. Johns, Nfld.); the organization of APO's and Base Post Offices in the U.S.; further discontinuance of postal and money order services; numbering of APO's abroad commenced; the Atlantic Charter Aug. 14, 1941 and Pearl Harbor Dec. 7, 1941.

Section II - The War Years; Pearl Harbor and declaration of war on Japan Dec. 8, 1941 and Germany and Italy Dec. 11, 1941. Mail suspensions to nearly all continental and oriental destinations; 12 censorship stations activated, increased shortly to 16; details of censorship and mail handling; protection of mail and postal property; secrecy and security measures; establishment of mail handling for troops abroad; wartime revenue measures including tax stamps and postal rate

and fee increases; free mail for armed forces; restrictions on overseas mail; V-mail service in operation; personnel problems of the post office; prisoner-of-war mail in U.S. and abroad; post office and measures to aid morale; the distribution of allowance and allotment checks by post office; wartime commemorative stamps; resumption mail services to liberated countries in detail.

Section III - Postal Services for the Armed Forces - APO service abroad reached as high as 710 offices; agreements with Army and Navy; post office inspectors used as liason; Postal Concentration Centers and Base Post Offices; Army and Navy mail clerks; domestic distribution and delivery of mail; locator systems and measures to minimize deprecations; mail services during troop maneuvers; distribution of overseas mail and the APO system; port of embarkation Army post offices and Fleet post offices; stamps and supplies for overseas post offices; money order services and problems.

The useful and informative appendices include:

- (1) Agreements between Post office Dept., War Dept. and U.S.Navy.
- (2) The first 59 Army posts with mail service.
- (3) Newfoundland operations and agreements.
- (4) Special instructions to postmasters and post office supervisors.
- (5) Wartime postal instructions -Territory of Alaska.
- (6) War relocation centers.
- (7) International mail service as of Dec. 1, 1945.
- (8) Representative lists of APO's, Navy , Coast Guard and Marine bases outside the limits of continental United States.
- (9) Index.

All in all, an amazing amount of information packed in this one volume, most useful to many areas of philately. CLT

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TALES OF THE CAMEL CORPS

Possibly the least colorful of the camel drovers brought to this country from Smyrna, Turkey was George Xaralampo, or "Greek George". He was one of the "camel-wise" natives, hired by Lt. Porter to travel with the second shipment of camels to Texas. The herders were promised \$15 per month for 6 months and \$50 at discharge.

George accompanied Lt. Beale on his early surveys and in 1859 was sent to Fort Tejon with 23 of the camels. In Sept., 1860 he supervised the unsuccessful Los Angeles-Fort Mohave Camel Express. After failure of that experiment, the camels were kept in a stable on Second St. in Los Angeles. Hi Jolly and Greek George gave daily camel rides to some of the more daring school children. George's involvement with his beloved camels apparently ended when they were callously turned loose into the desert from Fort Yuma.

Although several erroneous reports exist of George's activities, in Sept. 1866 he was naturalized as an American citizen at Los Angeles taking the name of George Allen. He lived in a modest house near what is now Santa Monica Boulevard in Hollywood.

The famous Arizona author, Charles F. Lummis, narrates that in 1903, Greek George was brought to him at Los Angeles to see if Lummis could assist in obtaining a pension for the veteran. Loomis describes George as a modest, well-mannered sturdy man with a Homeric beard and a thick thatch of hair. In fifty years George had forgotten his knowledge of Greek, but did very well in the local Spanish dialect. George told Lummis that in Oct. 1858, while on his way to Fort Tejon with 18

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ORIGINAL DROVER
"Greek George"

DROVERS - This Issue
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DROVER
Issue I-1

Charles L.
Towle



TALES OF THE CAMEL CORPS - "Greek George" -continued from page 32.
camels he had slept overnight near the big trees that were now located on the Lummis estate. Mr. Lummis invited Greek George to dine at his house and obtained considerable information on the Camel Corps and the U.S. "Ships of the Desert". He interceded for Greek George with the government, even up to President Roosevelt, - but like Hi Jolly, George had never enlisted, and never got his pension, despite many years of service, including actual fighting as a soldier against the Indians. Greek George continued to live near Los Angeles and died at Mission Viejo, near Montebello, Sept. 2, 1913. He was buried at Whittier.

From "The U.S. Camel Corps" by Odie Faulk and also
"Mesa, Canon and Pueblo" by Charles F. Lummis.

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