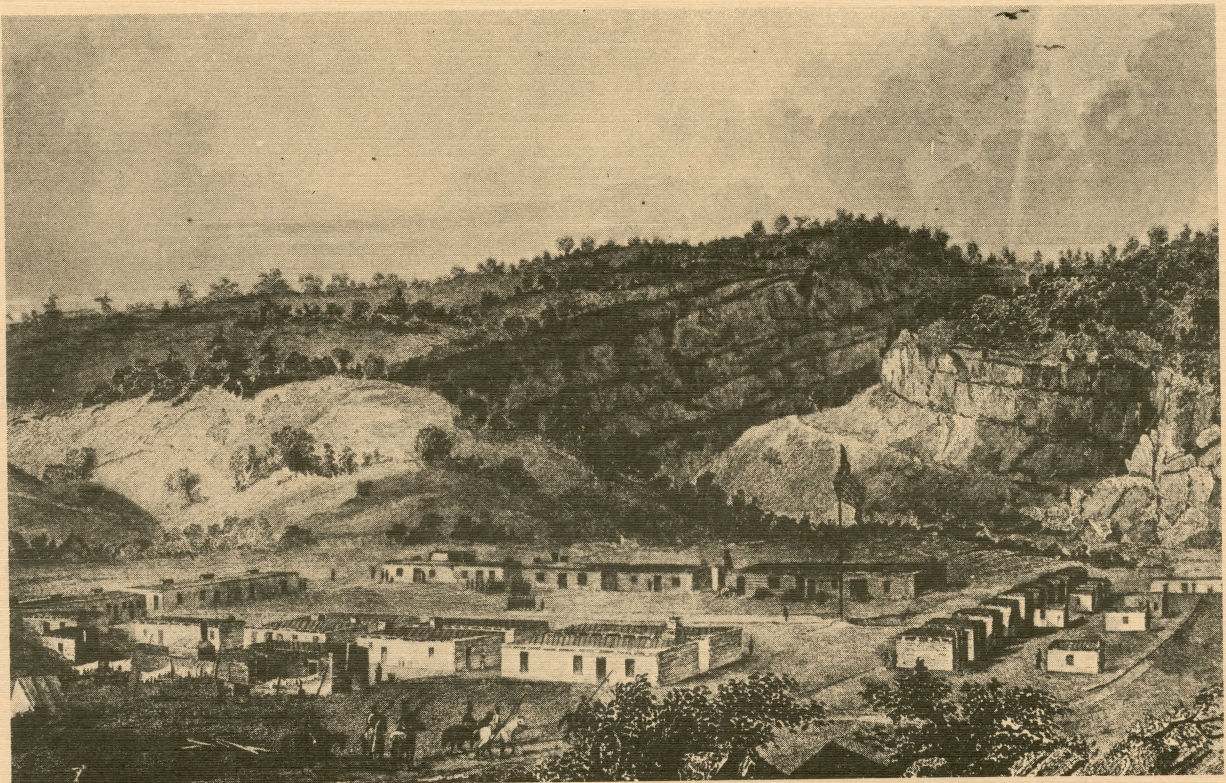


THE HELIOGRAPH



A general view of Fort Defiance, New Mexico, as seen by Edward F. Beale. *Courtesy U. S. Signal Corps, National Archives.*

WESTERN POSTAL HISTORY MUSEUM

SUMMER 1988 ISSUE

VOLUME 2, NO. 3

THE HELIOGRAPH

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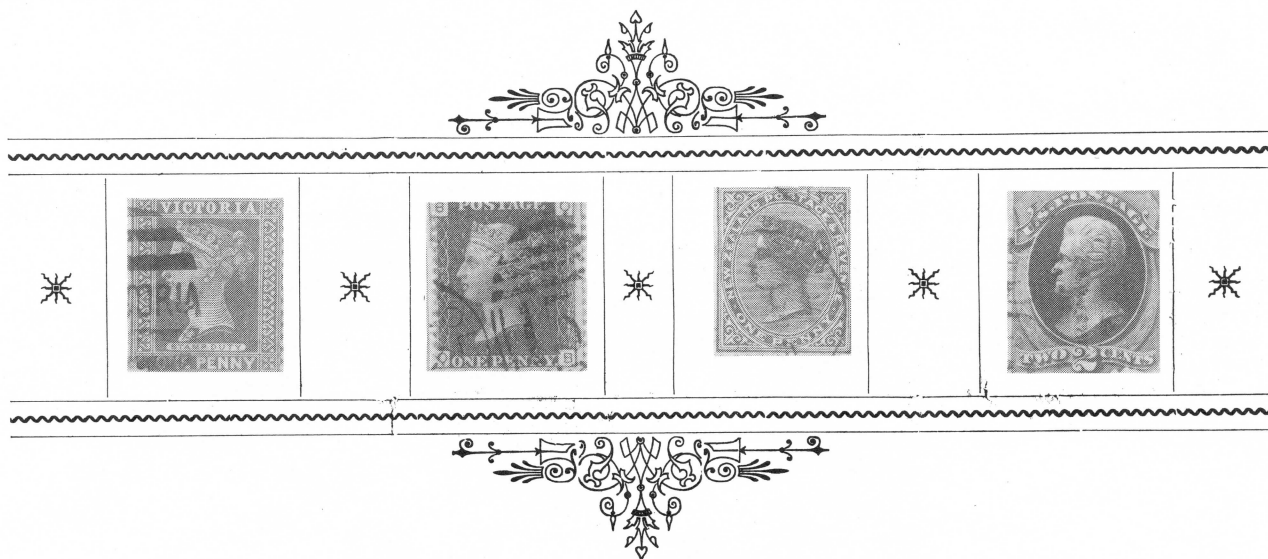
* * * * *

OUR FRONT COVER - Fort Defiance: A military post established on Bonito Creek in New Mexico Territory by Col. Sumner in 1852. Its elevation was 6862 feet, and it was located 60 miles north of the Zuni Villages, inside the Navajo Indian Reservation. With the formation of Arizona Territory, Fort Defiance became the first military post in the new territory- situated about 10 miles west of New Mexico line.

In 1857, this was the assembly point for Lt. Edward F. Beale's survey party for a wagon road across Arizona, near the 35th Parallel, west to the Colorado River. This was the party that utilized 27 camels for pack animals to the Colorado River and return. The camels carried 600 pound packs, plus water for the mules and entire party. They easily trekked 25 to 30 miles per day and served with great distinction. At the Colorado River most of the mules and horses drowned trying to cross, but the camels easily swam across. Lt. Beale rode a large white stallion camel named Seid, that was very fast for a camel. At conclusion of the survey he recommended that the Army purchase 1,000 camels for use in the West, but the recommendation was ignored.

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As this Circular, nearly a century old, demonstrates, the appeal of stamp collecting has not diminished - only the price has gone up - but then, so have Physicians' fees!



DEAR SIR:

The object of this circular is to call your attention to the collecting of postage stamps as a most pleasant and fascinating pastime, giving an enjoyable rest and relaxation to the mind and body.

Physicians, being all necessarily students, have found in their stamp collections, however small, a most pleasant recreation, covering a vast field of interesting information regarding foreign countries, their forms of government, currency, portraits of their famous men, history, geography, their flags and national emblems, etc.

The most eminent Physicians are included in the ranks of the stamp collectors, several of the most prominent possessing collections which, **although started small**, are now valued at several thousands of dollars.

The expense attached to forming a collection need not be large. An outlay of **one dollar per week**, or five dollars, will soon bring forth a creditable collection, creating at the same time a vast fund of universal knowledge.

VARIETIES:

100 stamps, all different, for 10 cents.

200 stamps, all different, for 25 cents.

250 stamps, all different, for \$1.00.

For Collectors of United States Stamps Only:

An album especially prepared for the stamps of the United States, together with seventy-five U. S. Stamps, all different, for only **ONE DOLLAR**.

C. L. MOREAU, 122 W. 48th ST., NEW YORK.



THE FOURTH CLASS POST OFFICE

Little post offices, such as this one in Illinois,
sometimes had BIG problems!

ONE POSTMASTER'S PROBLEM

by James M. Bruns
Curator

U.S. Postal History and Philately
National Philatelic Collection

Although the effectiveness of the postal system today depends to a great extent upon the quality and speed of long-distance transportation, the work performed inside the post office has always been crucial to the success of the entire postal service. Until the 20th-Century, the number of post offices was a measure of the extent and efficiency of America's mail service. However, from time to time some small town postmasters are faced with seemingly big-time problems.

The postmaster at Kent, Indiana, in the early 1890s, for example, had to contend with one difficulty that to a large extent was of his own making, that of being unwilling, or unable, to obtain a proper year-date slug for his office's circular date stamp.

William H. Montgomery ran a general mercantile store at Kent, in addition to serving as its postmaster. (Figure 1). He had been the postmaster since April 12, 1889, having replaced James B. Buxton.

Return in 5 days to—

W. H. MONTGOMERY,
POSTMASTER & GENERAL MERCHANT
KENT, INDIANA.

Fig.1- Corner card used by postmaster William B. Montgomery.

In 1892 there were about 64,000 Fourth-class post offices in the United States. Of these, roughly 2,000 were in Indiana of which the Kent office was one.

Thousands of these postmasters received less than \$50 in

compensation for their service. As a result of the small pay, it was not always easy to find someone who was willing to serve as postmaster. This was especially true since many shopkeepers found that they lost some sales while tending to postal matters. In any event, many other 19th Century rural merchants were willing to accept commissions as postmasters.

Frequently such appointments were in return for supporting a political party or candidate. Although regarded as officials who should possess "a broad viewpoint and an understanding of the business and social needs of the community," local postmasters nevertheless for more than 150 years were appointed as political favors, rather than for proven ability.

In large measure, the compensation was basically determined by the amount of mail that was cancelled, and it was not uncommon for some postmasters to be asked to contribute anywhere from a sizable percentage, to all, of their postal income to the political party then in power just to keep their jobs. This was generally acceptable since the postal allowance was insignificant in comparison to having the post office located in their place of business. This was especially true if there was more than one of the same type of business in town, because the patrons would more often as not be likely to do their shopping at the same time that they picked up their mail.

An interesting, and perhaps typical, contribution letter was sent to postmaster John B. Decker by the New Jersey Republican State Executive Committee in 1872. His particular "Dear John" letter states:

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"I see that you are postmaster of Clove, Sussex County, and that your income thereof amounts to \$13.00 per annum. Of course you desire the re-election of Grant -- as all other good office-holders do -- and we will expect that you will practice your desire thereof by forwarding your salary for the past four years. viz: \$52.00. Please remit to Josephus Soor, Jr., Treasurer, Newton, New Jersey. In case you get a leg over the traces (which can be translated into 'support the wrong candidate') I will be obliged to have 'Ike' appointed to your place."

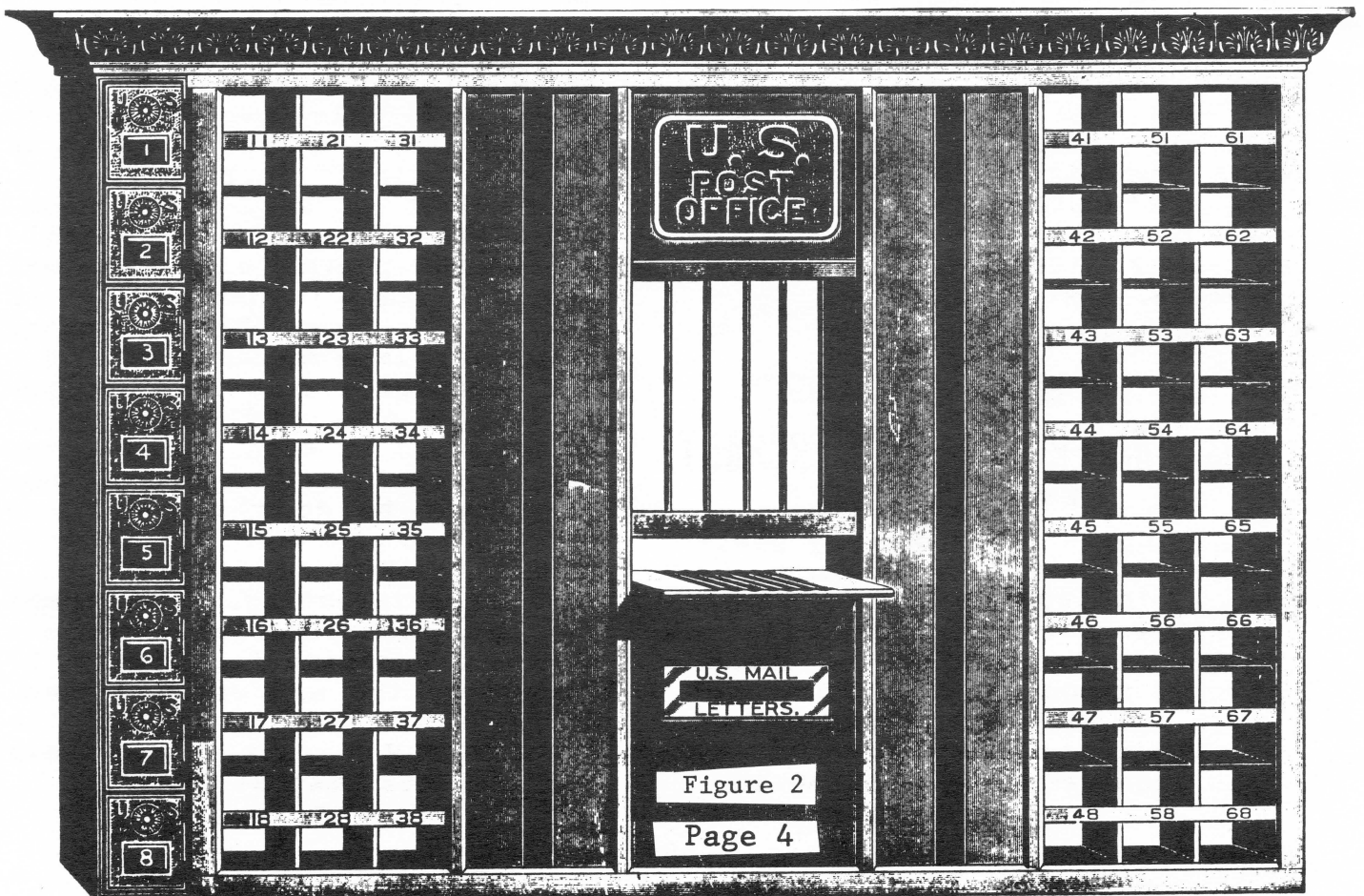
Unfortunately, this practice did not insure a steady income. With each change of party thousands of postmasterships changed hands, especially after Andrew Jackson made the Postmaster General a member of the Cabinet.

The appointment of postmasters based solely upon political

reasons began to end when civil service procedures were applied between 1917 and 1939.

Hoosier postmasters such as Montgomery were expected to provide much of their own post office furnishings. Interior window units varied. Most tended to be simple arrangements, (Figure 2) but others might have elaborate lobby units, known as "screenlines." (Figure 3) When they lost their jobs most Fourth-class postmasters had to figure out what to do with their post office window units. Often these were purchased by the next postmaster, who simply moved it into his business establishment.

Fourth-class offices were supplied by the Post Office Department with eight-ounce balances, plain facing slips, cancelling ink, stamp pads, and marking devices, and, if the annual receipts topped \$100, with twine and wrapping paper.



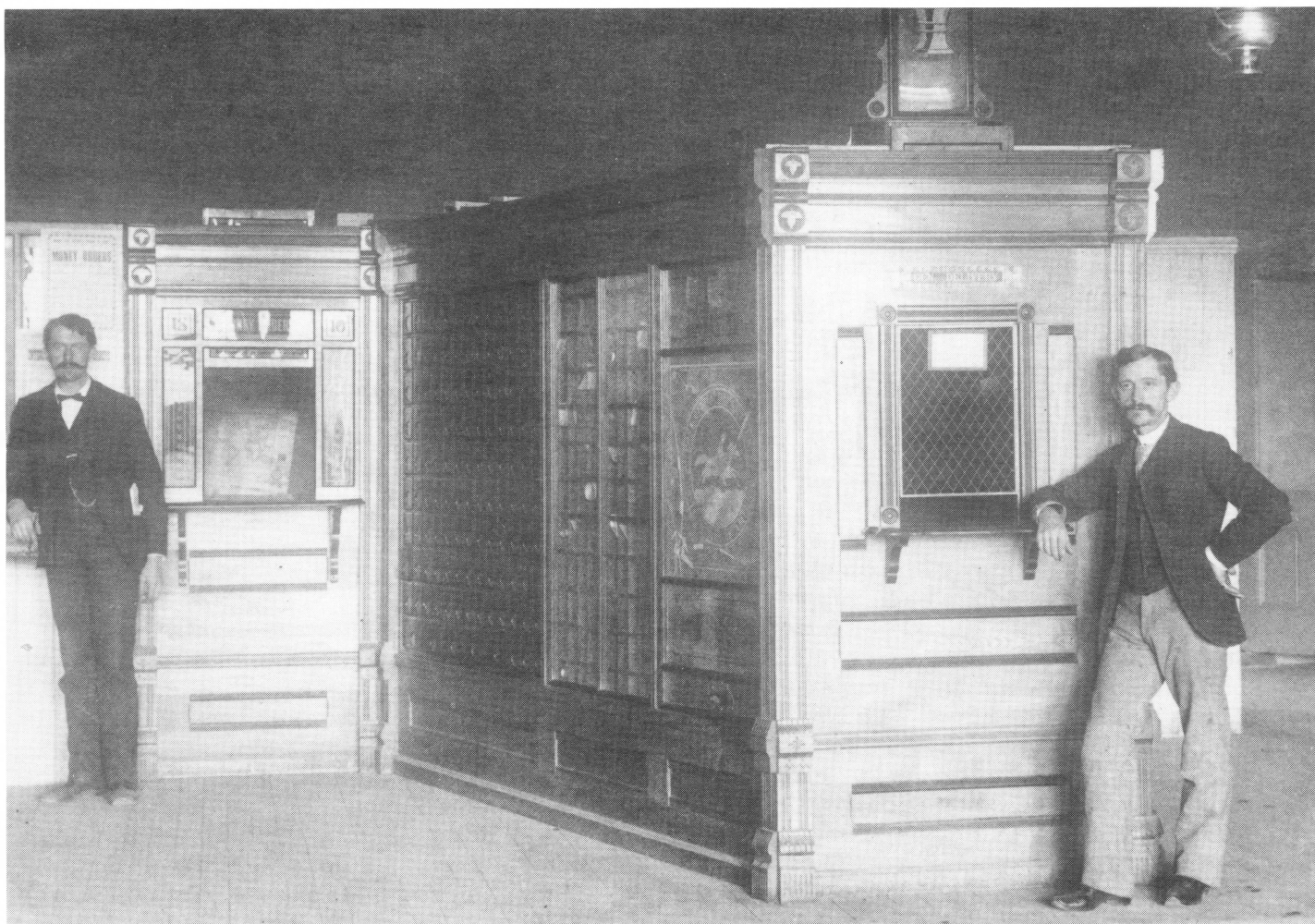


Figure 3
Interior of California post office, circa 1890

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Montgomery's small office did not have free city delivery service, nor did it provide money order business, and it obviously did not have suitable year-date slugs for his circular date stamp, which is clearly evident from the mail postmarked during 1892 and 1893. (Figures 4 and 5).

Fig. 4
Postmarked
April 26, 1892
as determined
by backstamp.



Fig. 5
Postmarked
April 11, 1893
as determined
by backstamp.



Some might logically observe that because year-date slugs were not frequently changed, if at all, during the year they tend to show a great deal of deterioration over time. (Figure 6 shows how numerals can flatten, becoming thicker and distorted with use). Using this sort of reasoning, it might be argued that Montgomery could well have had a complete "1892" slug, but that it simply became damaged during the year, forcing him to make some creative repairs. However, in Montgomery's case, covers postmarked in January 1892 show that he never had a complete "1892" year date slug.

Figure 6

1897
1897

Unwilling to acquire the appropriate slugs for his Fourth-class office, Montgomery extracted the last digit from an old year-date slug and combined it with available pieces of metal type. Unfortunately, the type styles and sizes of the "2" and "3" add-ons did not match the three other digits. (Figures 7 and 8)

Figure 7



Figure 8



In addition, his makeshift "1892" and "1893" year-date slugs did not routinely produce high quality impressions, probably due in large measure to the fact that the "2" and "3" seem to have frequently slipped backwards, or simply fallen out, leaving some letters marked only "189 ." (Figure 9)

Figure 9



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With the election of 1893 came the typical wholesale replacement of postmasters and William Montgomery was one of those who was sacked. His replacement was Isaac C. Earhart, who was appointed on April 1, 1893.

As is obvious from Figure 8, Earhart initially inherited Montgomery's old makeshift circular date stamp, but by July he acquired a new handstamp of his own, complete with a proper "1893" slug. (Figure 10). However, based upon a comparison of over 45 covers postmarked at Kent during 1892 and 1893, it seems clear that both Montgomery and Earhart used the same target killer. (Figure 11)

Figure 10



Figure 11



Gradually, more efficient rural and suburban mail routes led to the 20th-Century decline in the number of post offices. This decline began at the turn of the century. In 1901 -- the peak year -- there were 76, 945 post offices -- more than 1,000 times the number (75) reported for 1789 and about twice the number today. Kent, Indiana, was one of those communities to lose its post office. Service there was discontinued on March 26, 1965, with mail deliveries provided by rural routes from Madison and Lexington.

The Longest Trip For A Penny Contest

On April 30th the contest for the greatest distance traveled by mail with only one cent postage was ended. Out of four entries, the winner, by a wide margin, was an entry submitted by Ken Schoolmeester. His submission was a one cent stamped envelope [Scott U113 (?)] which traveled from New York City to Calcutta, East India. An attractive set of Australian unused stamps goes to Ken as the winner, with congratulations from THE HELIOGRAPH. Other entries reached from the east coast of USA to Oslo, Munich and Spain.



New York
originating
postmark.

Calcutta
receiving
postmark
April 10, 1894



THE HELIOGRAPH

U.S. POST OFFICE "TRANSIT" POSTMARKS (continued from Vol.II, No.2)

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

Key To Post Office Transit Postmarks Shown On Plate VIII

- OLE 1- Olean, N.Y., 27.5, NYD, (1886), 9 A.M.
 OLY 1- Olympia, Wash., 27.5, NYD, (1890's), 6 P.M.
 OMA 1- Omaha, Nebr., 30.5, 1908, 12.30 P.M.
 ONE 1- Oneida, N.Y., 27.5, 1892, 10 A.M.
 ONE 2- Oneida, N.Y., 30, 1894, 12 Noon
 ONE 3- Oneida, N.Y., 29.5, 1897, 2 P.M.
 ONO 1- Oneonta, N.Y., 27.5, 1885, 8 A.M.
 ONO 2- Oneonta, N.Y., 28.5, 1897, 11 A.M.
 ORA 1- Orange, N.J., 28.5, 1887, 9 A.M.
 PAR 1- Parkersburgh, W.Va., 28, 1892, 4 P.M.
 PHI 1- Philadelphia, Pa., 27.5, NYD, (1880's), 11 A.M.
 PHI 2- Philadelphia, Pa., 27.5, NYD, (1880's), 10 P.M.
 PHI 3- Philadelphia, Pa., 27.5, NYD, (1885), 7 A.M.
 PHI 4- Philadelphia, Pa., 26, NYD, (1886), 2 A.M.
 PHI 5- Philadelphia, Pa., 28.5, 1886, 12 Noon
 PHI 6- Philadelphia, Pa., 29.5, 1886, 12 Noon
 PHI 7- Philadelphia, Pa., 28.5, 1887, 8 P.M.
 PHI 8- Philadelphia, Pa., 27.5, 1888, 2 P.M.
 PHI 9- Philadelphia, Pa., 27.5, 1888, 4 P.M.
 PHI 10- Philadelphia, Pa., 28.5, 1892, 3 P.M.
 PHI 11- Philadelphia, Pa., 28, 1894, 5 P.M.; also (1900, 7.30 P.M.)
 PHI 12- Philadelphia, Pa., 27.5, 1898, 3 P.M.
 PHI 13- Philadelphia, Pa., 29.5, 1899, partial, 9.30 P.M.
 PHI 14- Philadelphia, Pa., 27.5, 1899, 9 P.M.
 PHI 15- Philadelphia, Pa., 28.5, 1899, 8.30 P.M.
 PHI 16- Philadelphia, Pa., 30.5, 1904. 9.30 P.M. (Sub-station D)
 PHI 17- Philadelphia, Pa., 29.5, 1910. 9 P.M., (Sub-station B)
 PHI 18- Philadelphia, Pa., 31, 1937, 8 P.M. (General Post Office)
 (Following types are American Machine Cancel Type AMS 43)
 PHI 19- Philadelphia, Pa., 22.5, 1898, 4 P.M., Station 1
 PHI 20- Philadelphia, Pa., 22.5, 1899, 9.30 A.M., Station 2
 PHI 21- Philadelphia, Pa., 22.5, 1901, 11 A.M., Station 3
 PHI 22- Philadelphia, Pa., 23.5, 1900, 11.30 A.M., Station 4
 (Note - A Station 5 cancellation has been reported dated 1900.)

Notice

All postmarks in black unless otherwise noted. All diameters are shown in millimeters. NYD = No year date shown in postmark.



PHI 20



PHI 21



PHI 22

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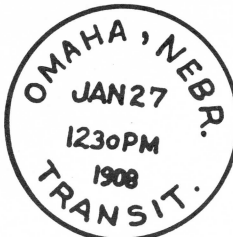
PLATE VIII



OLE-1



OLY-1



OMA-1



ONE-1



ONE-2



ONE-3



ONO-1



ONO-2



ORA-1



PAR-1



PHI-1



PHI-2



PHI-3



PHI-4



PHI-5



PHI-6



PHI-7



PHI-8



PHI-9



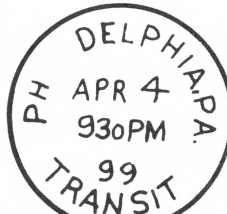
PHI-10



PHI-11



PHI-12



PHI-13



PHI-14



PHI-15



PHI-16



PHI-17



PHI-18



PHI-19



THE HELIOGRAPH

A DIFFICULT AREA OF COLLECTING UNITED STATES STAMPS ON COVER

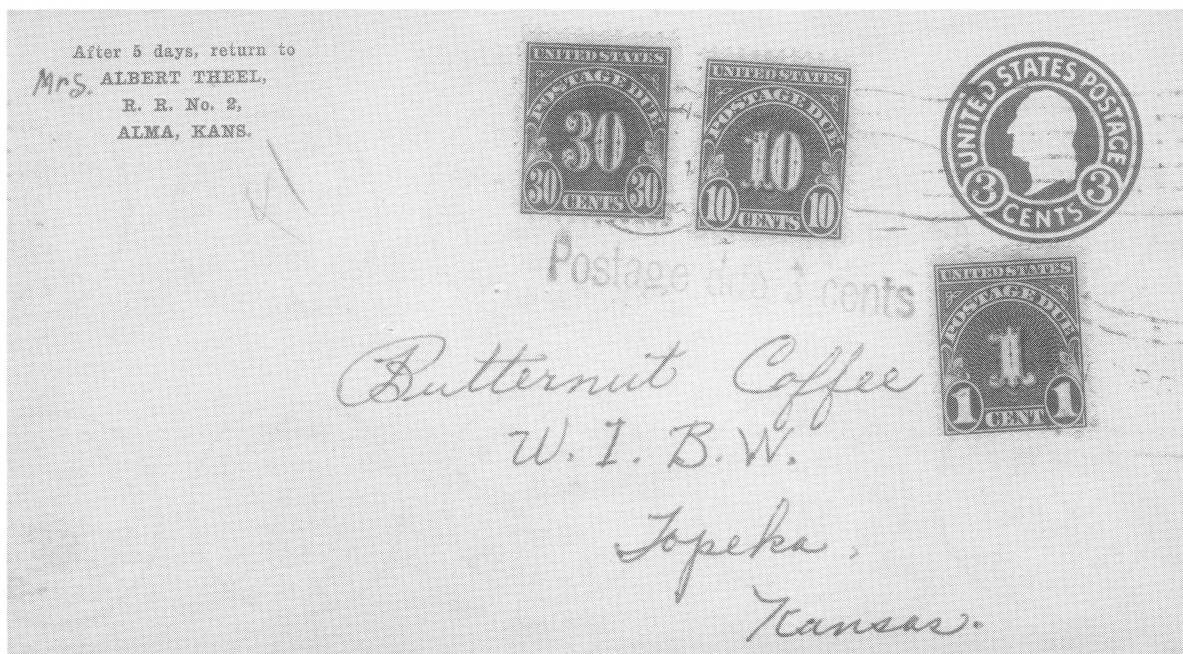


Figure 1 - Postage Due stamps Scott J85, J84 and J80 on 3 cent stamped envelope, U436, from Alma to Topeka, Kansas.

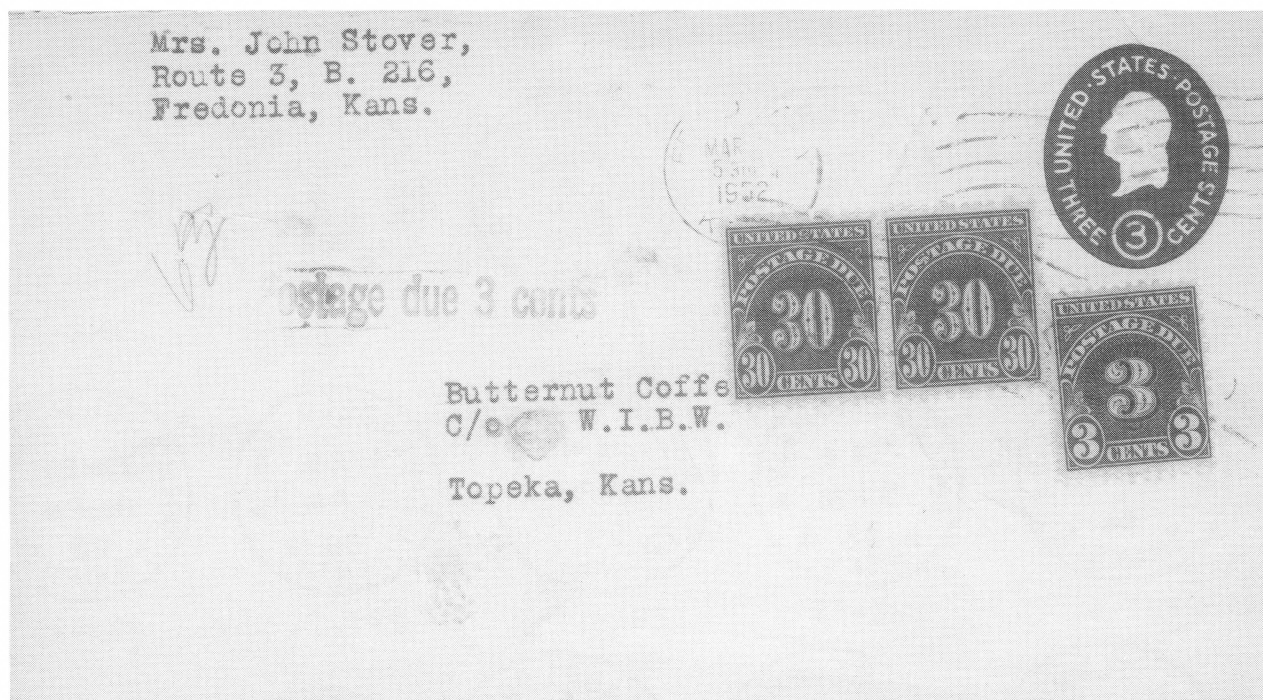


Figure 2 - Postage Due stamps Scott J85 (2) and J82 on 3 cent stamped envelope, U534, from Fredonia to Topeka, Kansas.

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Many U.S. collectors make the attempt to collect examples of all U.S. postage and back-of-the-book stamps, used on cover. This is a most difficult venture to complete in certain categories - one of which is high value postage due stamps.

The normal method of finding these elusive values is to locate registered covers, either high-value shipments, or those of foreign origination. Such covers are difficult to find, expensive to procure, and frequently annoy the collector by being obtainable only on size 10 envelopes - always a housing problem for the cover collector.

Fortunately there is one rather unusual usage that offers high-value postage due stamps on otherwise normal covers. Illustrated in Fig. 1 and Fig. 2 are covers bearing respectively 63 and 41 cents in postage due stamps - although both are stamped "Postage Due 3 cents" in purple ink. How did this occur?

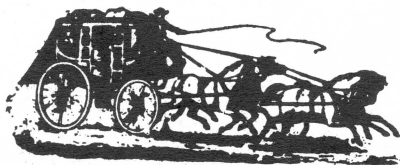
We must turn to Postal Laws and Regulations of the United States, 1948 Edition, Section 43.11, which states: "(2) At City Delivery Post Offices postage due stamps shall be affixed to all part-paid or unpaid mail of the first and second classes received for delivery, unless a forwarding order is on file, in which case first-class mail prepaid at least one full rate shall be forwarded without affixing due stamps. In cases where postage due is required on matter which

is to be delivered through lock boxes or general delivery, the due stamps shall not be affixed until the deficient postage has been paid."

Both covers are addressed to Butternut Coffee c/o WIBW, (a radio station) in Topeka. The letters evidently came with enclosures in some kind of a contest, increasing postage to double rate or more.

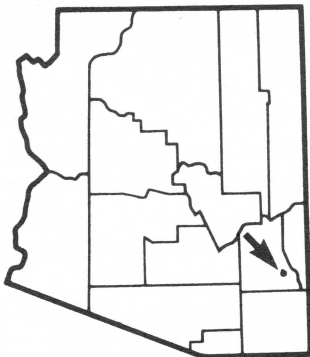
Following the usual accepted practice for box or general delivery mail, the postal clerks assembled this voluminous mail into bundles of letters - probably tied by twine, and with a facing slip on top of the bundle showing total amount of postage due for all letters contained in the bundle.

When the messenger from the radio station came to pick up the mail, the postal clerk collected 41 cents for the first bundle and 63 cents for the second bundle. With cash in hand, he then applied the proper amount in postage due stamps on the top letters in the bundles, and after cancelling the stamps - delivered the two packs to the messenger. In both cases, close examination shows that the postage due stamps are applied over the originating town marks, proving their addition at the delivery point. Unfortunately, the clerk at Topeka apparently had no 50 cent postage due stamps, so we lack the rarer denomination! However, this practice does make life a little easier for the determined stamp-on-cover collector.



SOLOMONSVILLE

ARIZONA TERRITORIAL POST OFFICE



THIS POST OFFICE ON THE GILA RIVER IN EAST-CENTRAL GRAHAM COUNTY WAS ESTABLISHED APRIL 10, 1878, WITH ISIDORE E. SOLOMON AS POSTMASTER. HE SERVED UNTIL JUNE 11, 1894. IN EITHER 1874 OR 1876, DEPENDING ON THE AUTHORITY CITED, THE SOLOMON FAMILY BOUGHT SEVERAL THOUSAND ACRES IN PUEBLO VIEJO VALLEY AND THE ADOBE HOUSE BUILT IN 1873 BY WILLIAM MUNSON. MAIL CARRIER WILLIAM KIRKLAND APPARENTLY SUGGESTED THE NAME SOLOMONSVILLE. AT SOME LATER DATE AN "S" WAS INSERTED TO MAKE SOLOMONSVILLE. IN 1883 THE TOWN SERVED BRIEFLY AS COUNTY SEAT OF GRAHAM COUNTY.

POSTAL ROUTE 40103 FROM FORT APACHE TO CAMP THOMAS WAS ESTABLISHED JANUARY 1, 1877, WITH J. H. CHENEY AS CONTRACTOR, AND APPARENTLY SERVED SOLOMONSVILLE UNTIL DISCONTINUED DECEMBER 31, 1882, AFTER THE SOUTHERN PACIFIC RAILROAD HAD COME THROUGH TEVISTON. CONTRACTS 40121 AND 40148 ALSO ARE LISTED AS SERVING THIS ROUTE IN THE EARLY 1880'S. THE 1885 POSTAL ROUTE MAP SHOWS SOLOMONSVILLE SUPPLIED DAILY ON THE TEVISTON-FORT THOMAS ROUTE. CONSTRUCTION ON THE ARIZONA AND NEW MEXICO RAILROAD FROM LORDSBURG TO CLIFTON BEGAN ON JANUARY 28, 1883. ALTHOUGH THE FIRST MAIL LEFT LORDSBURG ON JULY 23 AND REGULAR OPERATIONS EXTENDED 59 MILES NORTH BY OCTOBER 1, THE FIRST TRAIN REACHED CLIFTON ON APRIL 5, 1884. STAGE ROUTE 40164 WAS REPORTED TO GO THE 65 MILES FROM CLIFTON TO SOLOMONSVILLE IN 16 HOURS 3X PER WEEK FROM FEBRUARY 15, 1884, BUT WAS REDUCED TO 2X PER WEEK ON JANUARY 10, 1886. ON NOVEMBER 16, 1887 CLIFTON WAS OMITTED AND THE ROUTE TO SOLOMONSVILLE BEGAN AT SELDEN STATION (NO POST OFFICE) ON THE RAILROAD ABOUT 20 MILES SOUTH OF CLIFTON. IN 1894 THE GILA VALLEY, GLOBE AND NORTHERN RAILROAD REACHED SOLOMONSVILLE FROM TEVISTON (NOW BOWIE) AND PRESUMABLY BROUGHT THE MAIL.

After.....days, return to

William E. Brooks,

SOLOMONSVILLE, ARIZ.

Oct. 15, 1904



Mrs. Anna P. Brooks,

15 Hawley St.,

Worcester,

MASS.

THE HELIOGRAPH

POST OFFICES OF NEW MEXICO'S MINING CAMPS

by Dr. Thomas Todsen

Post Offices that served the many mining camps in New Mexico comprise a large percentage of those authorized over the years. Comparatively few of them have survived, their lengths of operation running from the January to April 1895 duration for the turquoise mining location at Azure, to Silver City's 1871 to the present. Usually their demise resulted from a working out of the mines, although in one instance, Santa Rita, the mine swallowed the town. Gold and Silver were the most common causes of the mining camps' genesis, although some were due to copper, zinc, iron, turquoise and coal.

In this series of articles, we will continue the discussion begun in the Spring 1988 issue of THE HELIOGRAPH with the short note on Camp Monarch, and will address another, but much larger, camp in the Black Range, namely - Kingston.

The upper Percha Creek area on the east side of the Black Range was extensively prospected in the late 1870's. Several of the prospects developed into working mines, one of which was named the Iron King. On August 6, 1882, Asa Barnaby, a disgruntled prospector, set up a tent store near the Iron King. He had applied sometime earlier for a post office to be named Kingston after the mine. The post office was authorized on August 14, 1882. The real boom at Kingston began about the same time when, on August 16, Jack Sheddson discovered about a ton of rich silver float at his Solitaire claim. By October, the Black Range Townsite Company, a sub-

sidiary of the Las Vegas Townsite Company, had surveyed and platted the town. Land previously selling for \$25 an acre was going for from \$500 to \$5,000 per acre. One "authority" claimed that there were 1800 people in the vicinity, but others said it was more like 300.

The first winter there was an outbreak of smallpox. A tent pesthouse was set up by the town doctor, but things got out of control because there was no one to care for the patients. After seven people had died, three women from the red light district offered to help. After that there were no further deaths, although one of the three came down with smallpox herself.

More strikes and more mines increased Kingston's attraction so that by March 1883 there were about a thousand souls around. The area, formerly the domain of the Apache chiefs Geronimo and Victorio, became a hotbed of rustler activity, so much so that the territorial militia was called out that same month, about 50 men of Companies A and B coming up from Mesilla. At least three of the rustlers were killed and the rest scattered, only to return when the militia went home. The situation remained as before for almost two years. Finally the townspeople and the local ranchers put an end to several more rustlers and the rest left for good.

Kingston continued to grow with 1888 being the peak year for the town. At that time, Main Street had the Mountain Pride Hotel and the Percha Bank. Another well-known building was

continued

THE HELIOGRAPH

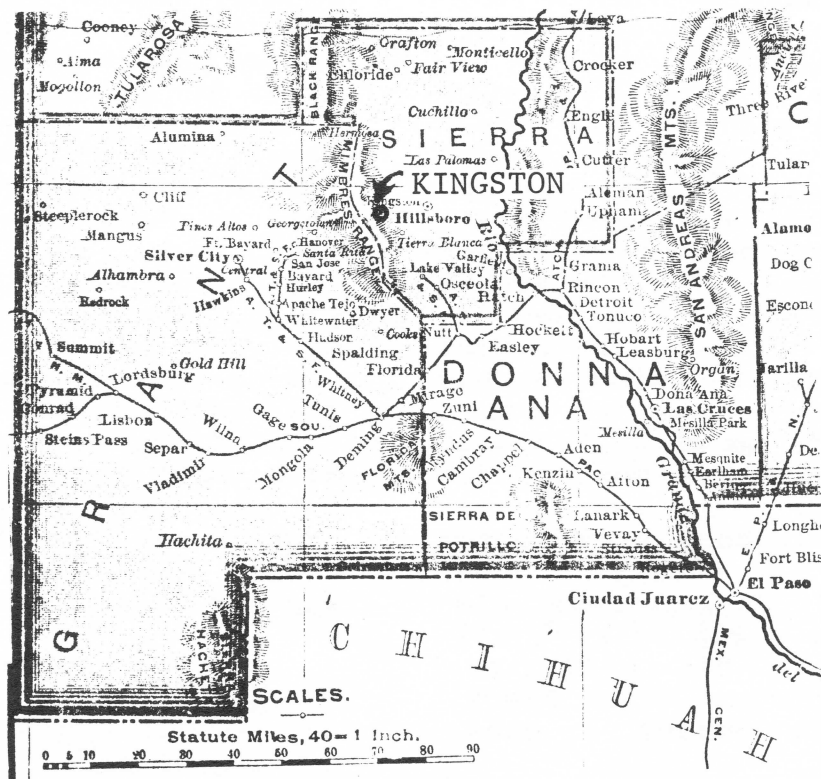
the three story Victorio Hotel, built in 1882 and named by the miners after the famous Apache chief, who raided the young settlement several times without success. There were nine lawyers, two doctors and a dentist in the town. The town blacksmith was August Wohlgemuth (remember the name). And there were three newspapers(!) - The Clipper, The Shaft and The Sierra County Advocate. Another dubious claim to fame for Kingston was that it was once the home town of Albert Fall and Edward Doheny -later to take part in the notorious Teapot Dome Scandal.

After this the town dwindled as the mines played out. By 1904 there were only a few hundred people left. It is stated that, between 1880 and 1904, over six million dollars worth of silver came from the Kingston mines,

but almost nothing thereafter. Still, the town held on and the post office operated until October 4, 1957.

After the first postmaster, Asa Barnaby, there were 13 more territorial postmasters in Kingston. Their tenures ranged in length from James N. Moore's two months to Ida F. Prevost's eight years. Fifteen types of territorial postmarks are known. Figure 1 shows a cover from the first year of post office operation and having a mercantile corner card of early Kingston. Figure 23 is Type 15 - please note the addressee - Mrs. Barbara Wohlgemuth. She was the daughter of the town blacksmith mentioned above, and was born in Kingston in 1890. I obtained the postcard from her in Douglas, Arizona, in 1980, when she was 90 years old, still spry and active in Douglas community affairs!

SOUTHWEST NEW MEXICO TERRITORY, SHOWING LOCATION OF KINGSTON



THE HELIOGRAPH

Figure 1 - 1883 Triple Circle Kingston postmark Type 1 with maltese cross killer tying 3 cent Banknote stamp. Mercantile corner card.

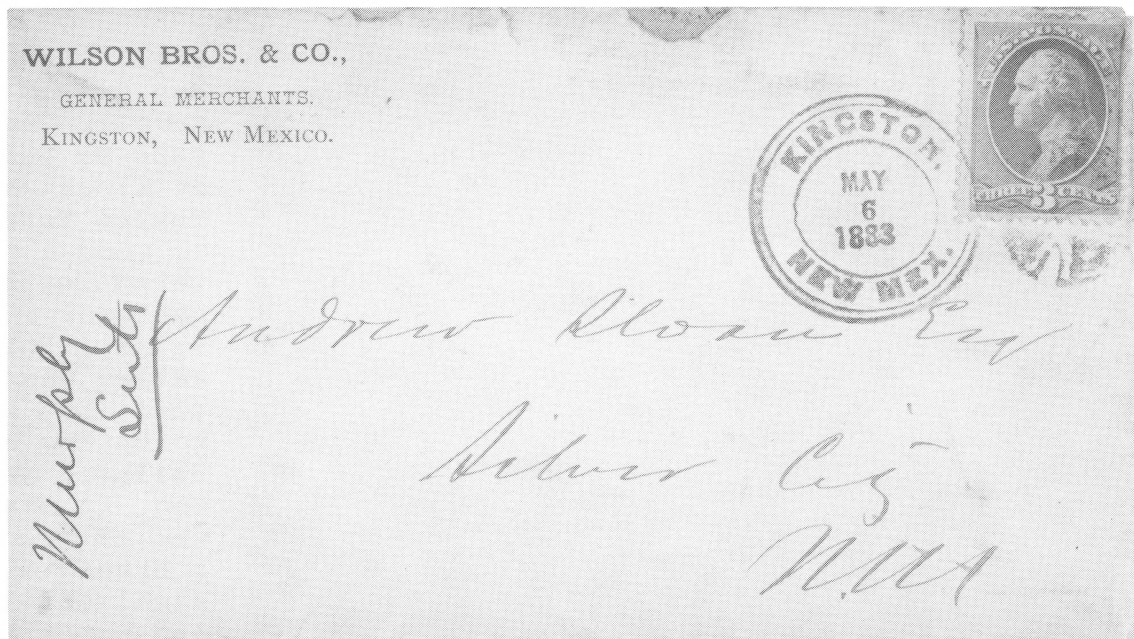
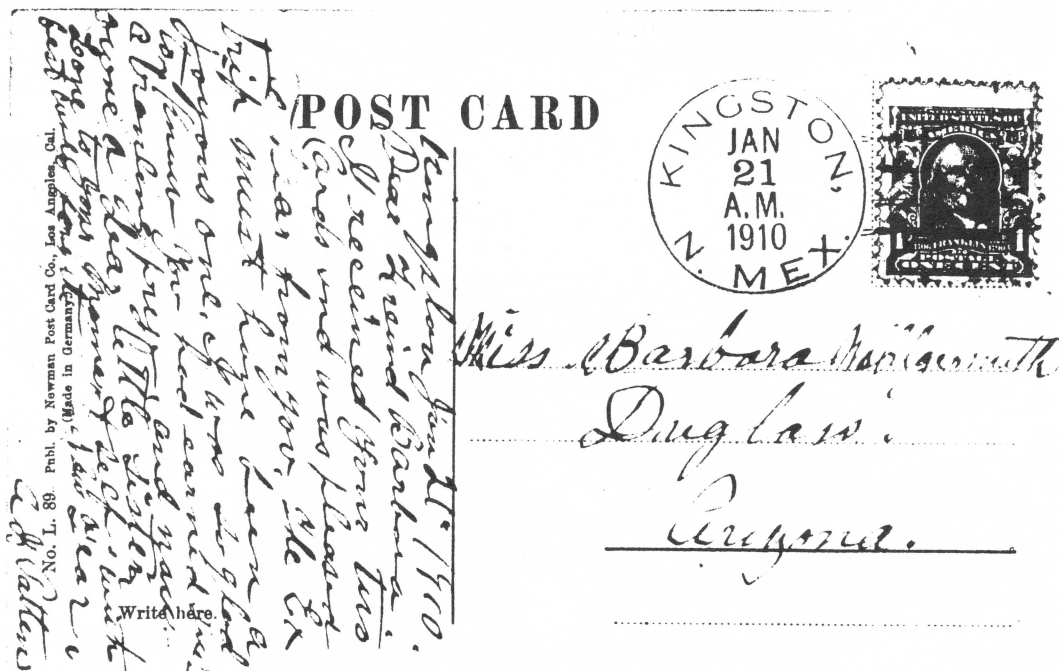


Figure 2 - Type 15 Kingston postmark on post card to Douglas, A.T.



THE HELIOGRAPH

An unusual juxtaposition of the preceding article on Kingston, NMT and the following article on Registered Mail allows us to use one illustration as a common FIGURE 3 for both articles. Please pardon Editor for using this needed method of preserving space in a crowded edition!



Front view of a Registered Package Envelope used in 1884 by postmaster at Kingston, New Mexico Territory to send a registered letter to postmaster at Lake Valley, NMT. Lake Valley was a small town, but happened to be the nearest railhead to Kingston. It was the end of track for a branch of the Atchison, Topeka and Santa Fe R.R. line from Kansas City to Deming.

Note that this package is No.165 on Feb.14, 1884 - This indicates a fairly busy volume of registered mail out of Kingston at the time.

The package has three examples of Kingston Type 2 (Todsens) postmark and shows various aspects of the most interesting "Wheel of Fortune" killer.

THE HELIOGRAPH

THE U.S. REGISTRY SYSTEM The "Byzantine" Period, 1880 - 1910

by Robert B. Bechtel

Introduction: The early beginnings.

Prior to 1855, items in the U.S. Postal system that required the special attention which became known as registered were handled by the individual cities. Philadelphia and New Orleans were pioneers in the registry system and marked letters which indicated the fee had been paid by special cancel. Philadelphia had the famous "R" markings of which there were four distinct types (See Norona, 1934 for illustrations), and New Orleans used the full word "Registered". Norona (1934) also lists dates for the New Orleans markings. Other cities often marked a registered letter with manuscript writing, sometimes also using "Recorded" or "Money Letter". However this system was so lacking in security that independent private postal companies flourished.

By 1855 the need for a more comprehensive system resulted in an Act of Congress on March 3, 1855 to be effective on July 1 of that year. Larger cities then acquired registered hand-stamps and were set up to collect the five cent fee in cash only. The five cent fee lasted until July 1, 1863, and although this was a fairly long time, MacGregor (1947) indicates that covers with this registry fee clearly marked are relatively scarce.

Fee schedules until 1944 were as follows (from Mueller, 1955):

5 cents : July 1, 1855 to
June 30, 1863
20 cents: July 1, 1863 to
Dec. 31, 1868
15 cents: Jan.1, 1869 to
Dec. 31, 1873
8 cents: Jan. 1, 1874 to
Sept.30, 1875
10 cents: Oct. 1, 1875 to
Dec. 31, 1892
8 cents: Jan. 1, 1893 to
Oct. 31, 1909
10 cents: Nov. 1, 1909 to
Mar. 31, 1923
10 & 20 cents: Apr.1, 1923
to Apr.14, 1925
15 & 20 cents: Apr.15, 1925
to Jun.30. 1928
15 to \$1.00: July 1, 1928
to Jun.30, 1932
(graduated)
15 to \$1.00: July 1, 1932
to Mar.25, 1944
(graduated, -Multi-level)

The systematic numbering of registered letters did not officially begin until 1857. By 1860 it was obvious that the registry system was a failure. The Report of the Postmaster General of 1860 is worth quoting for its eloquent language:

"The Act of March 3, 1855, providing for the registration of valuable letters posted for the transmission of mails of the United States, has now been in operation more than five years, but with results, I regret to add, which have disappointed the expectations that led to the adoption of this novel feature in our postal system. Whether regarded as a precaution for the protection of the interests of this class of correspondents, or as an instrumentality for the detection of depredations upon the mails, the law has proved a failure. The government assumes no responsibility whatsoever for the loss of letters or packets thus registered, and as they are continued

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conveyed in the same pouches, they are surrounded by no greater guarantees for their security, either in transportation or delivery, than such as belong to the ordinary mails of the country. They bear a mark, however, which indicates to all through whose hands they pass their valuable character, and this indication serves rather to suggest and invite deprecation than to prevent it. The practical working of our mail system makes it entirely manifest that everything, be it bulk or registry mark, which points out the contents of valuable letters and packets, is as far as possible to be avoided as certainly endangering their safety. The principal argument which has been advanced in support of the existing registry act is that it operates as a safeguard for the rest of the mails by diverting the attention of deprecators from them. While this is no doubt true to a degree, it serves rather to confirm than to confute the view which I have presented against the longer continuance of a precaution that is fruitful only in danger to what it was designed to protect."

The report goes on to demonstrate how the carrying of registered mails is being lost to private companies. The amount spent by the public for registration decreased from \$31,466 in 1856 to \$25,039 in 1860.

The Farmer's Almanac of 1866 uses more succinct language:

"The registry system. This remains as worthless as ever. The government will take any sum, charging twenty cents for registering a letter, but will in no way be responsible for loss or miscarriage; but have instituted, for the security of those sending money by mail, the money order system, etc."

Thus began a series of reforms which culminated in the postal laws and regulations of 1866, 1873, 1880 and 1887, together building a complex system of checks, counter checks, security strategies and redundant accounting. The system produced a confusing array of forms, practices, postal items and postal markings which are fascinating and irresistible to the philatelist who loves detail and a challenge.

It would require a book length treatment to do justice to all the varieties of forms, cancels and procedures. I choose to concentrate on the postal laws and regulations of 1880 which represent the system at its maximum complexity and which were beginning to be simplified to some clarity by 1910. I call this period the "Byzantine" era of the registry system because nothing like it will be seen again in postal history.

THE SYSTEM

The postal laws and regulations of 1866 make it very clear that the postal service does not yet trust itself to be liable for any losses. At every step it made clear that the postmaster is personally responsible for any errors that may occur and this trend continued until past the turn of the century. However, by the Report of the Postmaster-General of 1880, there is a remarkable change in the tone of confidence. Gone is the barbed sarcasm of 1860. It was reported that in 1880 only one out of every 6,258 registered letters was lost. The only losses were from "robbery by highwaymen in the distant states and territories not chargeable to the fault of postal employees." During the year ending June 30, 1880, 444,365 packages of postage stamps, stamped envelopes and postal cards valued

continued

at \$31,887,342 were forwarded by registered mail to the postmasters throughout the country with a loss of only four packages valued at \$63.00. During 1879 registered mails carried 51,237 packages for the Treasury Department valued at over one billion dollars without "the reported loss of a penny." And revenues were mounting:

"The receipts from the registry system in 1860 were \$25,039. During 1880 they amounted to \$595,774, a considerable share of which was profit."

In 1887 it is curious to note that it was necessary to specify that:

"No post office shall be located in a bar room, or in any room directly connected therewith; nor must any mail be opened or mail matter be delivered in any room in which liquor is sold at retail, except such liquors as are sold by a druggist for medicinal purposes only and not to be drank on the premises." Many post offices were, of course, in drug stores, hence the necessity to exempt alcohol in medicines.

The system is shown in Figure 1. It operates as follows:

1. The postal customer brings a letter or parcel to be registered to the post office and hands it to the postmaster or clerk. The postmaster records the letter or parcel in the Book of Registered Receipts. The letter or parcel is given a number. The regulation of 1880 (Sec. 1055) required that the PM begin each quarter with number one for both letters and parcels and for the registered package envelopes (See below for a description of this envelope).

The date, and name of sender, but not the address are recorded. The name and address of the receiver are also

recorded and the number of the registered package envelope is assigned. Note the spaces for recording when the registered package receipt is returned and when the registry bill is returned (See Figure 2). Also, if the letter or parcel is not received, or the sender complains, a Circular Bill of Inquiry is sent and the date recorded. These forms will be explained below.

When the postmaster or clerk registers the letter or parcel a number is written on the letter which corresponds to the number assigned on the receipt, and also the number of the registered package envelope. These may be found on registered letters of the period and are a puzzlement to collectors because the significance of the second number is not generally known. The smaller number usually corresponds to the number of the registered package, while the larger number usually corresponds to the registered item. This is because, generally, there were more registered letters than registered package envelopes, but in small post offices the numbers might be alike and only one used.

The sender of the registered item is then given a receipt for the item which is torn from its mate in the registered receipt book. The sender must bring this receipt when making any inquiries about the item.

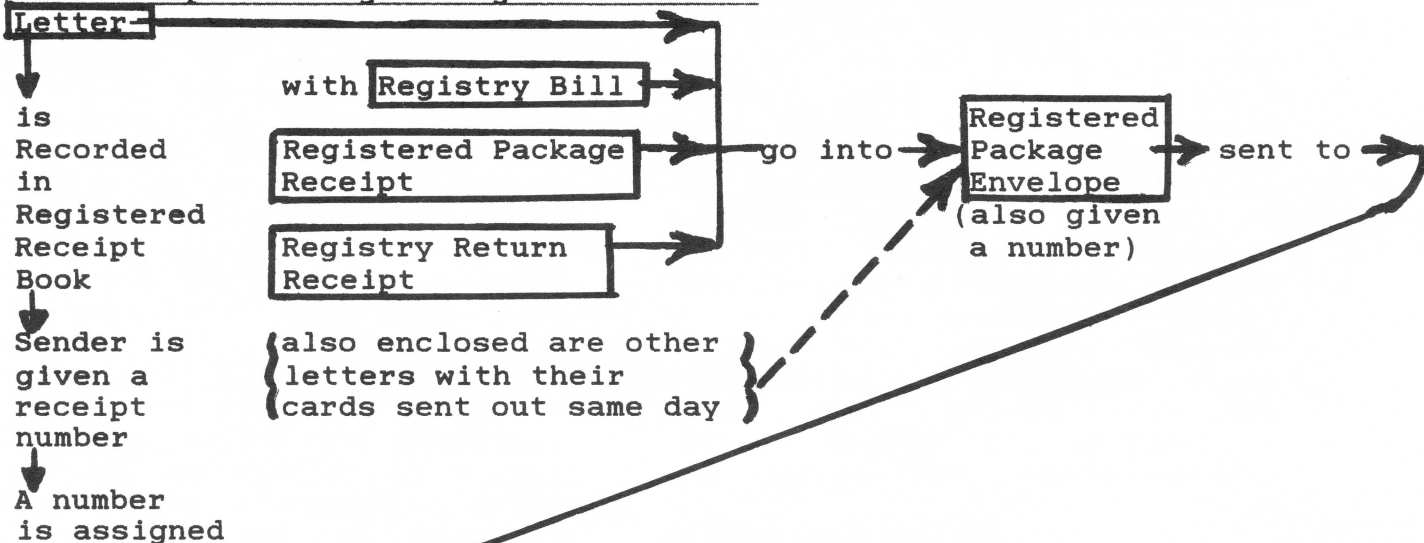
2. The registered letter is placed in a Registered Package Envelope (Figure 3). While Figure 3 shows the most common variety, there were special registered package envelopes made for each of the agencies dispensing stamps, stamped envelopes and postal cards. There were also parcel tag envelopes which were a smaller size and attached to the parcel with cord.

Continued in Fall Issue

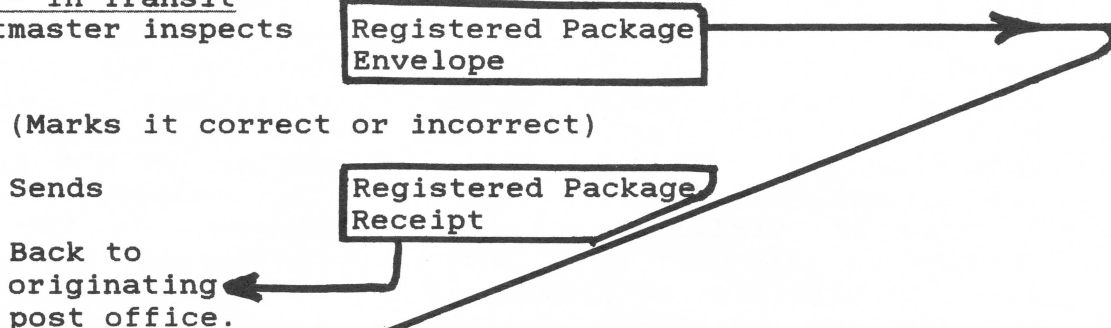
THE HELIOGRAPH

FIGURE 1 - U.S. REGISTRY SYSTEM, 1880-1910

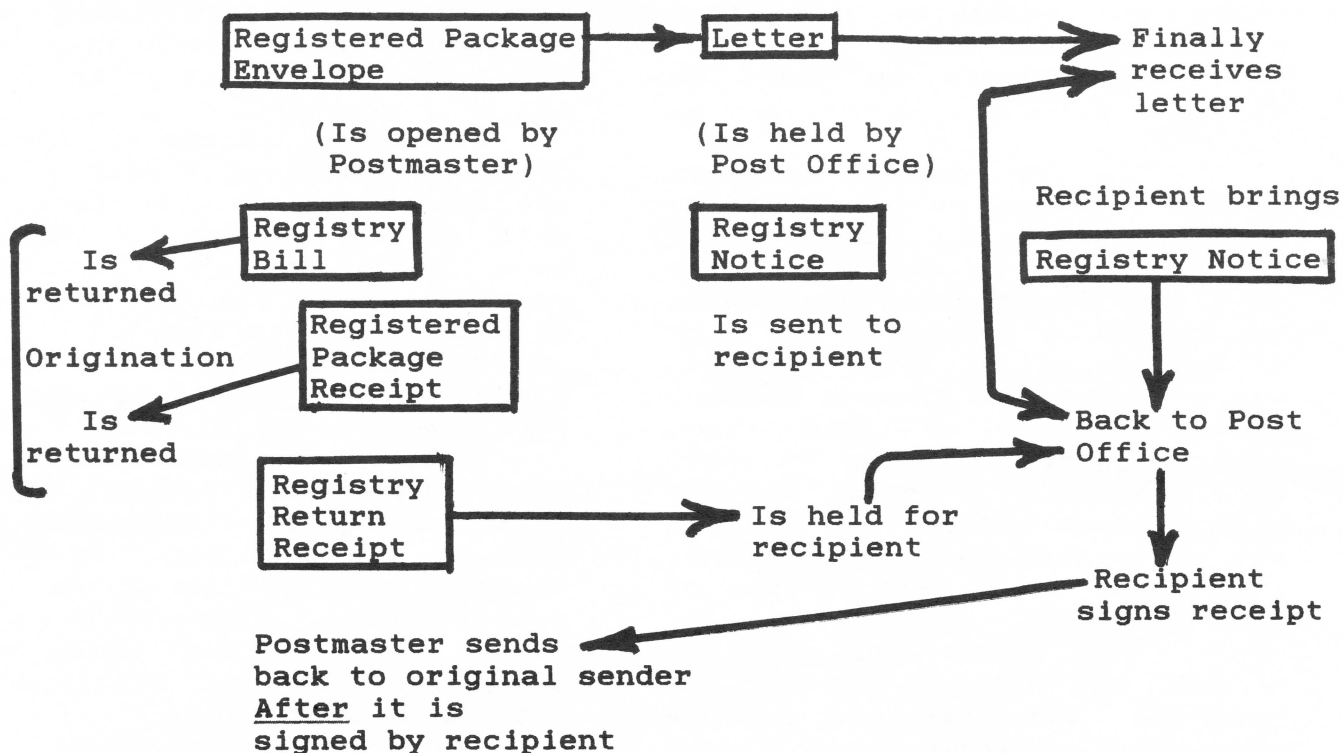
First Step - At Originating Post Office:



Second Step - In Transit Postmaster inspects



Third Step - Destination Post Office



Post Office at _____

Registered ^{Letter} Parcel No. 170 Rec'd Dec 14, 1891,
 of Mrs J A Beyel
 one letter
 addressed to Mrs J A Beyel of ~~Golden~~
 Menon Augusta Mead
 Sent in Reg. P'k'ge No. 143 P'k'ge Rec'pt ret'd
 Reg. bill ret'd or }
 ack'g't rec'd, } Circular of inquiry sent

FIGURE 2

A page from Sarah Mayer's book of registered receipts shows how each Registered letter sent had to be recorded. Note that the name of the post office was not written in at the top of the page, nor do we know whether the registry bill that accompanied the letter was ever returned. Records were not kept meticulously.

Registered ^{Letter} Parcel No. 171 Rec'd Dec 15, 1891,
 of Theo. Canfield
 one package
 addressed to Mrs L H Engstrand
 Salem Ohio, Cal.
 Sent in Reg. P'k'ge No. 144 P'k'ge Rec'pt ret'd
 Reg. bill ret'd or }
 ack'g't rec'd, } Circular of inquiry sent

Registered ^{Letter} Parcel No. 172 Rec'd Dec 14, 1891,
 of W & Mc Michael
 one letter
 addressed to Mrs R A Monks
 Burlington Madam
 Mo
 Sent in Reg. P'k'ge No. 144 P'k'ge Rec'pt ret'd
 Reg. bill ret'd or }
 ack'g't rec'd, } Circular of inquiry sent

These stubs or accounts are to be filled out—first with date, registry number, name and address of sender, name and address of letter or parcel. Receipt is then to be properly filled out, detached, and given to sender. Erase letter or parcel before Reg. No., so that account and receipt indicate properly what is sent.

THE HELIOGRAPH

OUR FEATURE COVER FOR THIS ISSUE
by Charles F. Nettleship Jr.

If any State in the Union should be listed as an unlikely searching place for an original hoard of antiques or old philatelic objects, Vermont would be at, or near the top. True, New England and Northern New York State would have rated high as hunting grounds for these, until the early years of this century, because these were where family possessions had attained their antiquity and where such correspondence was preserved as a matter of habit. The onset of the 1930 Depression caused a major dispersion of household goods and keepsakes, partly for economic reasons and partly because of the exodus of many "small farmers".

In the ensuing years, the growing popularity of antiques created a proliferation of "shoppes" in many a vacated dairy barn. Also, the proximity of the small state of Vermont to Boston, New York and Montreal meant that urban antique shoppers, or their agents, had thoroughly traversed the Green Mountain State for merchandise. Any resident who acquiesced in a cellar-to-attic search of his premises could usually do business over some dusty artifact. Even cellar holes and trash piles of long-abandoned farms might yield a harness bit or an elixir bottle of possible rarity. The result: Vermont had been scoured clean.

Such were the circumstances confronting Wesley A. Crozier, veteran postal history dealer of Fair Haven, New Jersey, after an all day stint at VERPEX '87 in Brattleboro, Vermont. Spending the night at his daughter's house in Bridgewater, Vermont, he set out the next day in quest of any interesting paper ephemera or philatelic objects. Antique dealers or kindred traders

are pretty well scattered in Vermont, so that many miles and six visits had produced nothing. That, of course, could not be surprising. The seventh visit proved likewise, but the proprietor did allow as how he had seen a batch of paper stuff a few days before. This was at a dealer's place twenty miles away, and the name and location were furnished. Since enough daylight remained and the lure of the chase persisted, it was worthwhile to make an effort. Here follows Mr. Crozier's own remarks.

"I drove to the location, found the dealer quickly, and proceeded to tell him the purpose of my visit, mentioning the referral first. He listened carefully, then said 'Yes. I HAD a large batch of papers - a trunkful to be exact. It came out of the attic of an old house I was cleaning out. But I sold it just yesterday'. My hopes suddenly shattered, I said that was the story of my life; I'm always too late. I asked him how old the papers were and he said they were from the 1830's and 1840's.

"But then I got an idea. I asked him if it might be possible for me to buy the trunkful from its new owner? He was sympathetic and said he would try a phone call. Five minutes later he reappeared, said that the owner was receptive, and that a deal could be arranged if I was willing to allow the owner a 25% profit. This did not scare me off, as he had told me what he sold it for. I asked him how and where I could see it, and he shocked me pleasantly with his fast reply to follow him because it was still in the basement.

"I followed him downstairs, and we walked to a corner of the basement. Sure enough there sat that oft dreamed of storage trunk. It was unlocked, and he
continued

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quickly and unceremoniously threw back the lid. At first look I was impressed for there were dozens of fat bundles of letters, papers and documents still tied up with narrow ribbon-like strings. A few bundles had been opened by the dealer or owner, and I could see a scattering of postal markings! He asked me if this was what I was looking for. I paid up as casually as possible, and we carried the trunk upstairs. It was heavy (but felt wonderfully light) and we placed it in my van-wagon." Thus ends Wesley Crozier's account of "The Tyson Furnace Find".

Vermont was an independent republic when the formation of the United States had taken place. New York and New Hampshire both sought to absorb parts of its territory. Aggressive defense by "The Green Mountain Boys" paid off; it became the fourteenth state in 1791. It had operated a rudimentary postal system of its own of which no relics have yet surfaced. From the famous Windsor handstamped straight line marking of July 13, 1793, Vermont postal history has been well documented and is avidly collected. For the past thirty-two years, the Vermont Philatelic Society, through its meetings and publications, has furnished great leadership, provided information, and alerted its membership to those who are researching special projects and are soliciting help.

In such a mature postal history environment, where does the Tyson Furnace Find fit into the picture? In the first place, this was not just another shoe-box accumulation. It included about six hundred covers, of which four hundred originated in Vermont. Comprising part of the trunkful of business correspondence of the Tyson Furnace,

these covers reflect the area of the company's shipments of stoves, kettles, pig iron and miscellaneous iron products. With only primitive transportation facilities available, these heavy items reached all of Vermont, but only parts of New Hampshire, Massachusetts, Maine and nearby Canada.

Four hundred covers from the 1830's,- and most of them in exceptionally fine condition, - will have a continuing impact. For example, "The Feature Cover of this Issue" is a previously unknown Tyson Furnace, Vt. straight line postmark in blue, with manuscript date. Unfolded, this is a single sheet about 21x16 inches with an amazing array of cash accounts and daily blast furnace operation data from June 6 to June 19, 1841. It was entitled to be carried "FREE" because Tyson Furnace was established as a post office on July 2, 1840 with W.B.Bascom, a Furnace employee, as postmaster.

Eighty-three different towns are represented in the manuscript postal markings, and a cover with the well-known Newbury straight line in green was in the find. The variety of handstamp markings as to size, shape and color of impression was most interesting. Much revision of earliest and latest recorded dates will take place as new owners of these covers compare them with recorded data.

An important adjunct of Mr.Crozier's find is the disposition made of the papers and records not of primary interest to the Philatelic community. Being of historical importance, this segment of the find was placed in the Wilbur Collection in the Bailey-Howe Library at the University of Vermont in Burlington. Its curator has given assurance that the material would be available to students
continued

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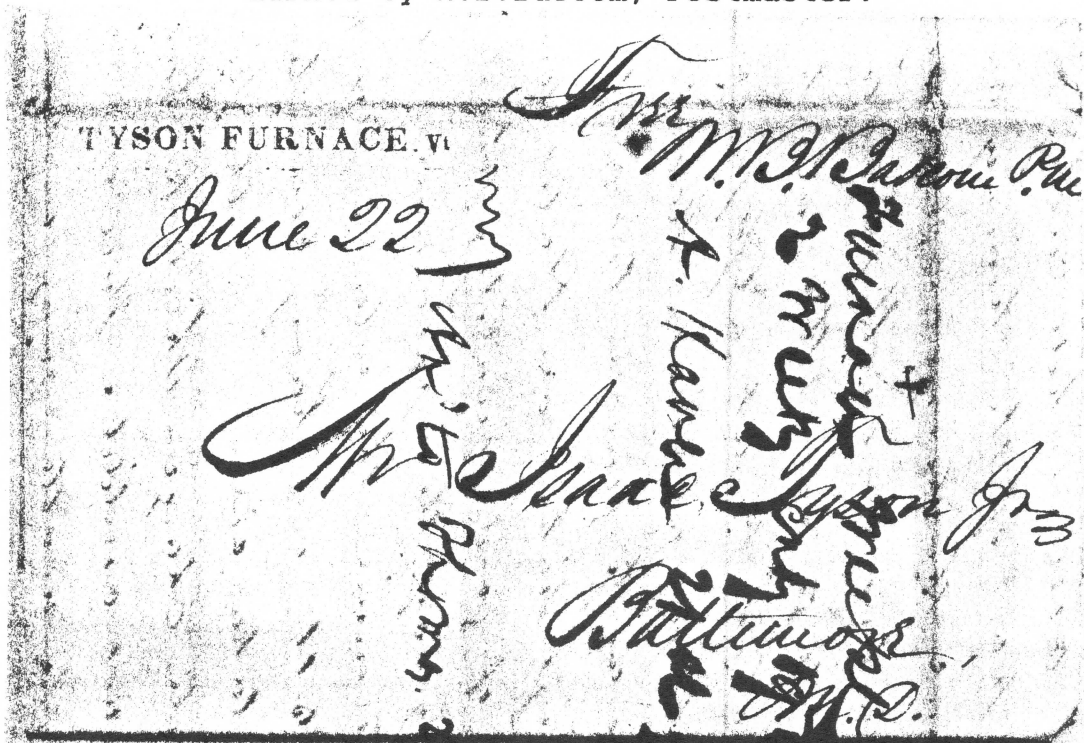
dents or researchers with proven interest in relevant projects,

Perhaps this summary of Mr. Crozier's Tyson Furnace Find will encourage not only dealers, but also dedicated philatelists to exert dogged determination in pursuing his or her hobby even in unlikely places.

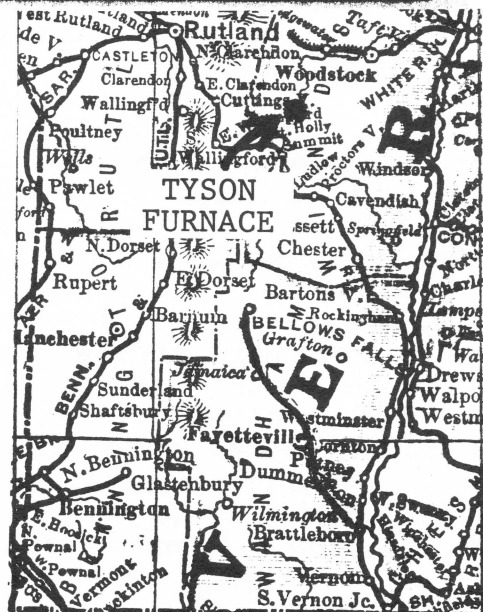
THE HELIOGRAPH expresses its appreciation to the Vermont Philatelic Society for permission to utilize much information which appeared in THE VERMONT PHILATELIST. We also thank our friend Wesley Crozier for his kind assistance in the project.

FEATURE COVER FOR THIS ISSUE

Stampless folded letter with blue straight line TYSON FURNACE, Vt., June 22, 1841, to Mr. Isaac Tyson Jr., Baltimore, Md. with "FREE" marked by W.B. Bascom, Postmaster.



Map of southern VERMONT showing location of Tyson Furnace, (now Tyson.)



THE HELIOGRAPH

SERVING WITH THE AMBULANCE CORPS by Elizabeth Towle

While helping out in the Western Postal History Museum one day, I came across a bundle of Civil War period letters and asked if I could read them. I am the computer operator at the museum and certainly not one of the knowledgeable postal historians working there. My comments, therefore, are not those of an authority, but rather those of an observer of people.

The writer of the letters - sixteen in all, that cover a span of eighteen months - was John T. Maynard. The recipient, and the person who carefully preserved the letters, was Rubie Maynard, his sister. Rubie, I gather, was a young woman, not married, who lived in and around Waterloo, Seneca County, New York. The early letters are so addressed, but later, after a brief sojourn in the "Ontario Female Seminary" in Canandaigua, the letters are addressed to North White Creek, Washington County, N.Y.

John T. Maynard was a member of the Third Brigade Ambulance Corps, Abercrombie Division, in the Union Army. In the first letter of Jan. 3, 1863 he says:

"All I have to do is take care of one span of horses and take the sick to the hospital so that saves me from all night duty and all other except taking care of my horses so I think I am all right", (sic).

John Maynard must have had some formal education. His handwriting is quite legible but his spelling would lead me to believe he did not do well in that subject in school. He frequently confuses homonyms, uses no punctuation at all, and only uses capital letters for proper names. In the entire sixteen letters, not once did he spell

"receive" correctly. However, he faithfully adhered to a formal style of greeting and closing in every letter.

Centreville, Va.

Monday, Apr. 20th, 63

Dear Sister

"I recieved your very kind and welcome letter last friday and was glad to here from you once more and to here that you are enjoying your usual health."

He invariably signed his letters with his full name - "John T. Maynard" - I was rather surprised to see it, but John used the same stationery, lined with an embossed symbol at the top, for almost every letter. I somehow wonder how he managed to keep a supply of such paper in the midst of the chaotic War.

The first letter of the series, dated Jan. 3, 1863, is from Union Mills. Not being a student of Civil War History, I decided to do a bit of reading to find out exactly what was going on in northern Virginia during the period of these letters. In Battles and Leaders of the Civil War I came across an account by John S. Mosby, Colonel CSA, entitled "A Bit of Partisan Service" in which Col. Mosby states:

"the line of outposts belonging to the defenses of Washington formed the arc of a circle extending from the upper to the lower Potomac. The troops had been having an easy, lazy life, described in the stereotyped message which was sent every night to the northern press, 'All quiet along the Potomac.'"

"The lines of the troops attached to the defense of Washington extended from Occoquan, on the lower Potomac, through Centreville in Fairfax County, to the Falls of the upper Potomac and thence as far west as Harper's Ferry."

continued

THE HELIOGRAPH

The Battle of Fredericksburg had just been fought and the two armies, in winter quarters, were at rest.

This situation is evident in John's first letter to Rubie. He asked Rubie to send: "some edibles such as bread and butter and cake sausage and a vest."

He told of meeting friends of theirs who were in the 123rd Regiment stationed at Fairfax Station, about five miles from Union Mills. Evidently Rubie did not get his letter for he wrote again and asked for: "butter, bread, cake and anything you have a hand."

He told her it had rained for three days straight and the mud was six inches deep making it impossible for a team to draw an empty wagon.

During these early months of 1863 John's letters to Rubie were almost mundane. He speaks of marriages of friends, the weather, the food preparation arrangements and their diet- all general chit-chat, and of course the formal greeting and customary ending. By March he wrote:

"I have got one of the damdest colds that I ever had in my life."

He sent Rubie a ring that he "got from a reb at harpers ferry," and also one for his mother that he made from a root that came from the bank of the famous Bull Run Creek.

In April his camp was moved to Centerville, Va. and by June the activities of the War were heating up. The following is from a letter dated June 20, 1863:

"We are in centerville yet but cant tell how long we can stay we may have to dig out before night but I hope not Hookers army has been passing through here for the last five days last

night the 2nd and 5th army corps staid here all night and this morning they are marching off in the direction of harpers ferry but where they are going we cant tell only that they are going to meet old Lee if they do I hope they will whip him for there has been a dam big lot of soldiers through here day before yesterday five hundred of stonemans cavalry went out and met the enemy they were surrounded and cut all up 32 was all that could get a way the rest was killed wounded and taken prisinens I think that is using up men pretty fast dont you but we can stand it if they can, last wednesday eighty two of Stewarts cavalry were marched through here they were taken out beyond Bull run so you may know that the rebs are pretty clost to us (as have been, there has been some talk of our moving back to washington but I hope not for I want to stay here and see a nother Bull Run fight if we have the 3rd one here I think it will end the other way for the renowned one hundred and twenty six is here this time with lots of others the 6th Army corps is passing through now. I have been looking for the 123rd I dont know weather they will come this way or not"

(Ed.- SIC -if Rubie could stand it you can.)

Almost two months passed before the next letter headed Elk Run, Va., Spt. 6. This letter is the first postmarked Washington, D.C. All the others were postmarked in Alexandria, Va.

"I have been almost to fal-mouth we was ordered out last monday morning with three days rations we marched at six o clock and at three were at our journes end to a little place called heartswood church we went to relieve Kill patrick while he and his cavalry went out on a

continued

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scouting expedition we came back to our old camp a tuesday night and the next day I went to Warrenton Junction and yesterday I went to Regiment to muster for pay as you may know I have not had time to write."

While John still had a supply of his stationery he was out of stamps. He added a postscript to his letter: "Rubie when you get this please send me some stamps for I have not not got any more cant get any to send this so I will have to mail this Soldiers letter." (See Figure 1)

Note - In the Army of the Potomac, each regiment had a

post boy, who carried the letters of his command to brigade headquarters. There the mails of the different regiments were placed in one pouch and sent to division headquarters, and thence to corps headquarters where mail agents received them and delivered them, at the principal depot of the army, to the mail agent from general headquarters. (At this time located at Alexandria, Va. The first six letters of the Maynard correspondence were postmarked from Alexandria, although written at Union Mills and Centerville.)

Continued in Fall Issue

FIGURE 1

Soldier's letter postmarked Washington, D.C., Sept. 11, 1863 to North White Creek, Washington County, New York. Due 6 in circle for collect postage at destination. Manuscript "Soldiers letter - I have nary stamp". Letter enclosed written from Elk Run, Virginia.



THE HELIOGRAPH

UNITED STATES DESPATCH AGENTS by Douglas A. Kelsey

I-Duties and Responsibilities

The cover illustrated as Figure 1 appears to be unusual in having the penalty clause of the New York Despatch Agency and the oval handstamp of the US Despatch Agent, London. Just who were the Despatch Agents and what was their involvement in the transport of the mail?

The United States Despatch Agents were employees of the Department of State, who were not authorized by any Congressional action, but served as agents in the ordinary course of the business of maintaining foreign relations. The Department of State in a report to the Senate in 1933, (1) justified the position of Despatch Agent and explained the duties:

"Despatch agencies are maintained at New York City, London, England; New Orleans, and San Francisco. The agents are the representatives of the Department of State, and, in New York, of most of the government in that city. The officers forward all of the pouches that go to and from the missions abroad. He handles all the shipments originating in the United States to men in the field, abroad; all stationery, supplies, furniture and fixtures that are shipped. He handles transportation, procures accommodations for chiefs of missions, Foreign Service officers and clerks; attends to the forwarding of baggage and household effects, etc., upon assignment to a post of duty from the United States, upon transfer from post to post, and after termination of services; meets the remains of employees dying abroad, facilitates entry, and renders appropriate courtesies to the families of the deceased, etc. Similarly, but to a lesser

degree, the agents at New Orleans, San Francisco and London, England, render necessary services incident to the public business."

This description is basically the same as the practices of the agents in the 19th century. However, there was more emphasis on the transport and forwarding of mail, especially to crews of US Navy ships on assignment abroad. It wasn't easy for family members to write to a relative stationed on naval ships which were cruising the foreign waters and ports, because the sailors didn't have an address. It was the responsibility of the Despatch Agents to know the whereabouts of US Navy ships to forward the mail to the next port ahead of the ship.

2. Method of Operation

The Figure 2 cover is addressed to US Navy Ensign C.W. Breed aboard the USS Swatara in care of B.F. Stevens at the address of the U.S. Embassy in London, England. Stevens was, at the time of this communication, serving as US Despatch Agent, London, with his office in the American Embassy. Mailed in Toledo, Ohio on Apr. 9, 1867, the letter travelled fully prepaid via American packet to London, where Stevens applied his handstamp dated April 22, 1867. Stevens then put the letter in a diplomatic bag sending it to the next port-of-call ahead of the USS Swatara (Fig. 3).

Later, after the provisions of the UPU made effective the free forwarding of mail, Stevens would simply cross off the address and apply a handstamp, "Care of the United States Consul" and the name of the country to which the ship would next call. The Figure 4 cover is addressed to Lt. Colvocoresses aboard the USS Saratoga (Fig. 5)

continued

THE HELIOGRAPH

in care of Stevens' London address. Stevens simply crossed out his address and applied the necessary handstamp, forwarding the letter in the normal governmental mail system to Funchal, Madeira.

Despatch Agents were also responsible for the forwarding of official and diplomatic correspondence to and from the various Department of State agencies:

"This office is one of great responsibility, and appertains both to the State and the Navy Departments, while the duties, which are many, consist of receiving and forwarding official correspondence and other official matter to and from the State Department in Government Despatch bags. In addition to this, the Agent receives and forwards the official and private correspondence and other matter for the United States warships on European and other stations, and to other US warships and training ships when visiting Europe or passing through the Mediterranean to and from the Far East." (2)

Referring, again, to the cover illustrated as Fig. 1, it can be determined that it was official correspondence, probably enclosed in an outer envelope addressed to Stevens, sent by diplomatic pouch from the US consulate in Glasgow, Scotland to Stevens in London, whereupon he affixed his US Despatch Agent handstamp dated October 14, 1884. Stevens put the correspondence in the diplomatic pouch to New York. The New York Despatch Agency, with Haughwout Howe serving as Agent, applied the penalty frank, "NEW YORK DESPATCH AGENT, POST OFFICE BUILDING, NEW YORK, N.Y. Any person using this envelope to avoid the payment of postage on private matter of any kind will be subject to a fine of Three

Hundred Dollars." Since the penalty clause franked the letter, no additional postage was needed to mail the letter in the regular government mail system as indicated by the cancel of the New York post office, October 25, 1884. The cover was backstamped in Cleveland on October 26th, having travelled through two Despatch Agents to reach its destination.

3-Despatch Agent Appointments.

Records of the Department of State indicate that Despatch Agents were appointed as early as 1830 (New York), however the earliest Despatch Agent marking is on an 1848 cover addressed to Horatio I. Sprague, US Consul, Gibraltar. On the reverse is the manuscript "forwarded by John Miller U.S. Despatch Agent, London." (Fig.6)

The first official reference to Despatch Agents was made in a Department of State report to the Senate in 1842 (3) when the practice of appointing Despatch Agents was under fire by the Congress. It stated that as early as May 30, 1832, a despatch from the Secretary of State to the charge' d'affairs in London fixed the compensation of five hundred dollars per annum for John Miller in that city, acting as "agent for the legations abroad. He receives, forwards, and ships despatches, documents, newspapers, books, etc., and makes purchases for the legations and consulates of the United States."

The same report names the three Despatch Agents of permanent status, then employed without express provision of law: Nathaniel Green at Liverpool, appointed January 7, 1842, with an annual salary of \$500; Daniel LeRoy at New York, appointed October 1, 1841, with salary of \$800; and Alanson Tucker Jr. at
continued

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Boston, appointed April 24, 1841, with a salary of \$800.

The following list of Despatch Agents has been compiled from a variety of sources and records. The list is neither complete, nor totally accurate, due to incomplete, missing or destroyed records and the occasional use of secondary sources.

At New York

William B. Taylor, (1830-1835)
Henry Meigs, (1836)
John J. Bedient, (1836-41)
Daniel LeRoy, (1841-1844)
Fernando Wood, (1844-1849)
Matthew L. Davis, (1849-1850)
William H. Morell, (1851 ----)
J. Franklin Pierce, (1853 ----)
Edgar Irving (1872)
Radcliff Baldwin, (1873-1881)
Haughwout Howe, (1882-1889)
I.P.Rousa, (1890-1930)
Howard Fyfe, (1931-1948)

At Boston

Alanson Tucker, Jr., (1841 ----)
William Weeks, (1851 ----)
Samuel R. Glenn, (1853 ----)
Jonathon Amory, (1872-1875)

At New Orleans

Michael A. Tito, (1911-1915)
John Ward, (1916-1920)
William H. Aertker, (1921-1923)
Joseph J. Love, (1924-1927)
Somerset A. Owen, (1928-1933)
Leon Zinser, (1934-1941)
Stephen E. Lato, (1942-1945)
Joseph M. Scorsone, (1946 ----)

At San Francisco

W.A.Cooper, (1888-1919)
Joseph F. Roberts, (1920-1936)
Somerset A. Owen (1937-1941)
Aloysius O. Horan, (1942-1945)
Stephen E. Lato, (1946 ----)

At Hamburg

Edward Robinson, (1872-1875),
serving also as U.S. Consul.
John M. Wilson, (1876-1877)

At Le Havre

Thomas Taylor, (1872-1875)

At London

John Miller, (1832 ----)
Benjamin Franklin Stevens (1866-1902)

Joseph B. Guilder (1903)

R.Newton Crane (1905-1927)

C.J.Petherick, (1928-1929)

John H.E.McAndrews, (1930-1937)

Interestingly enough, only the New York and London Despatch Agents have generated any postal markings of any significance. Others may yet be discovered.

The Despatch Agents played an important part in the forwarding of both official and private correspondence, even though they were not postal employees. As the Post Office Department's mail delivery ability evolved, including the development of the APO and FPO systems, the mail forwarding responsibilities of the Despatch Agents diminished.

NOTES

(1) Department of State. REPORT TO THE SENATE. 1933. Senate Document No. 52, 73rd Congress, 1st Session.

(2) George Manville Fenn, MEMOIR OF BENJAMIN FRANKLIN STEVENS, London, The Chiswick Press, 1983.

(3) Department of State. REPORT TO THE SENATE, 1842. Senate Document No. 253, 27th Congress, 2nd Session.

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Paul H. Segnitz-B.F.STEVENS AND OTHER UNITED STATES DESPATCH AGENTS. Weekly Philatelic Gossip Apr.10, 1948 & Apr.17, 1948.

Richard B. Graham, U.S.DESPATCH AGENCY MARKINGS, 1866-1916, Linn's Stamp News, June 29, 1986

Richard B. Graham, B.F.STEVENS, ANTIQUARIAN, BOOKSELLER AND U.S. DESPATCH AGENT IN LONDON, Linn's Stamp News, Oct. 29, 1984.

Department of the Navy, Naval History Division, DICTIONARY OF AMERICAN NAVAL FIGHTING SHIPS, Volume VI, Washington, D.C., 1976.

THE HELIOGRAPH

UNITED STATES DESPATCH AGENTS (continued) ILLUSTRATIONS

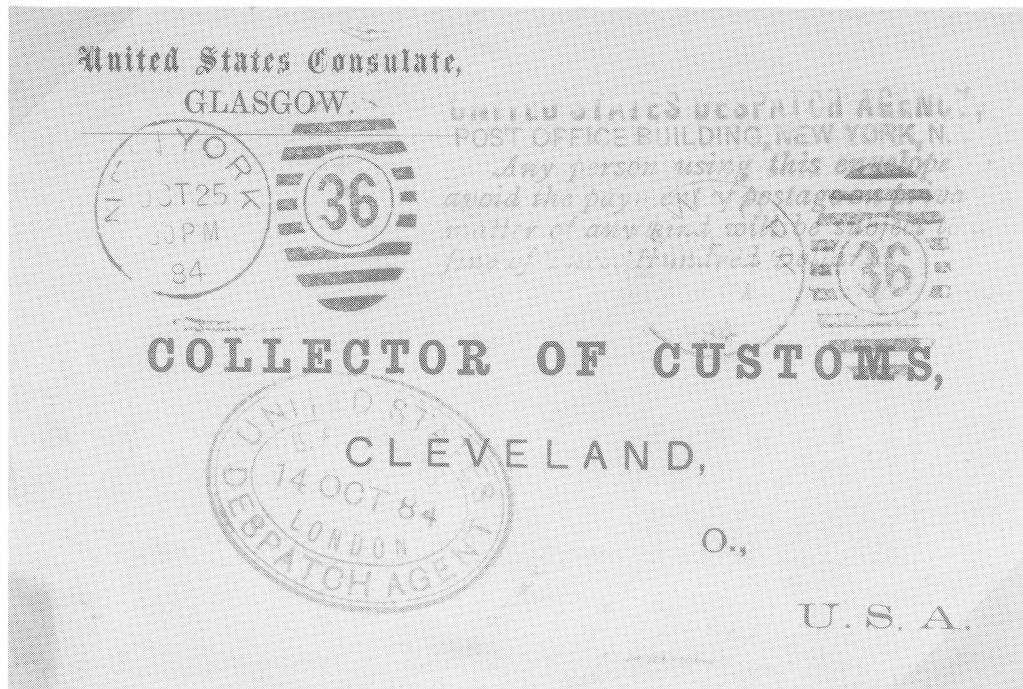


Figure 1

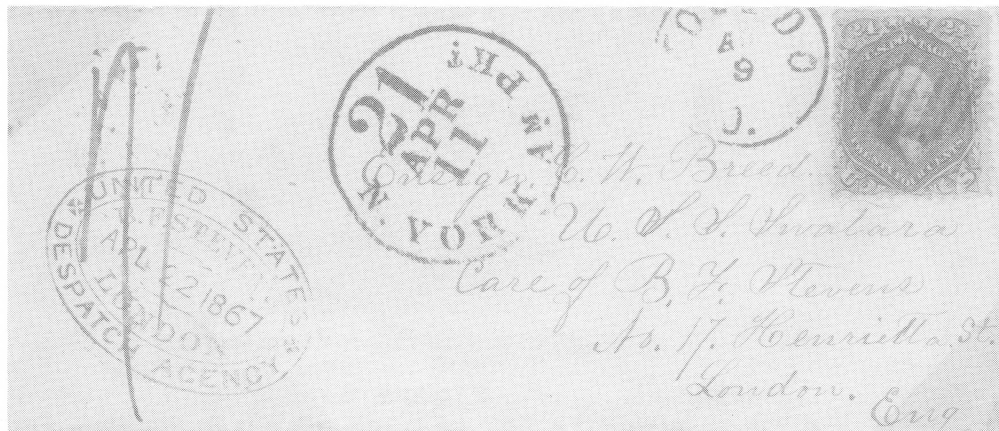


Figure 2

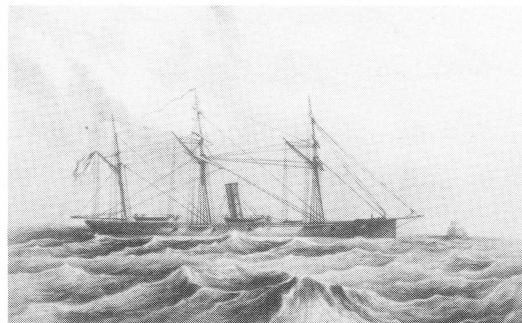
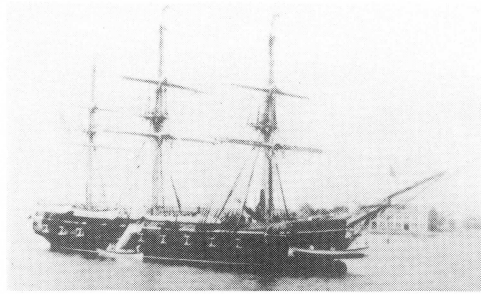


Figure 3
Page 31

THE HELIOGRAPH

UNITED STATES DESPATCH AGENTS ILLUSTRATIONS



The sailing sloop-of-war, *Saratoga*, after the Civil War, in standard wooden-ship finish of the period. The apparent height of her weather-deck bulwarks is increased by the hammocks stowed along their top behind canvas screens.

Figure 5

*forwarded by
John Buller U.S. Despatch A,
Genl London*

Figure 6

WESTERN POSTAL HISTORY MUSEUM

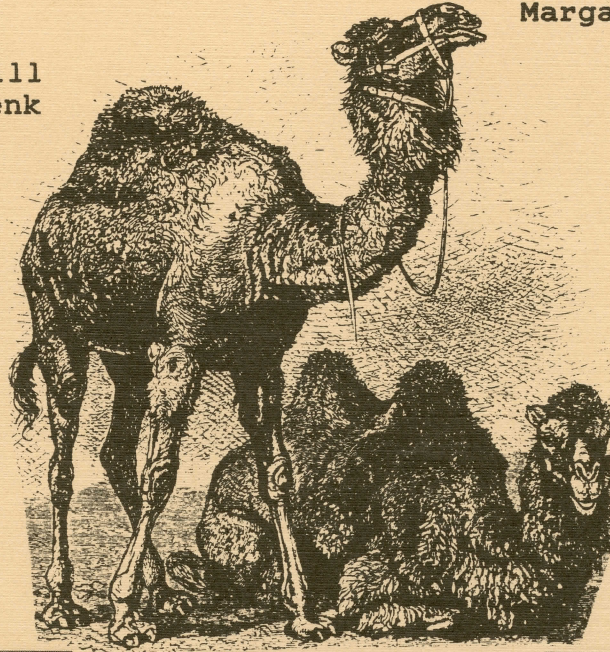
Arizona Camel Corps members as of May 1, 1988

Benefactor Members

Marion Moffat
Palmer Moffat
Charles F. Nettleship Jr.
Lucille Nettleship
Robert A. Paliafita
F. Burton Sellers
Robert A. Siegel
Betsy Towle
Raymond & Roger Weill
Henry & Margaret Wenk

Donor Members

John & Phyllis Ashwood
Robert Bechtel
Ruth Gorton
John Hamilton
Ferd & Eileen Lauber
W. Eugene Tinsley
Margaret Wunsch



DROVER - ISSUE I-3

Quintus Fernando

TALES OF THE CAMEL CORPS
Lt. Edward Beale's Report

"An important part in all our operations has been acted by the camels. Without the aid of this noble and useful brute, many hardships which we have been spared would have fallen to our lot; and our admiration for them has increased day by day, as some new hardship, endured patiently, more fully developed their entire adaption and usefulness in the exploration of the wilderness. At times I have thought it impossible that they could stand the test to which they have been put, but they seem to have risen to every trial and to have come off of every exploration with as much strength as before starting. I should be unwilling to state all that I have seen them do. I have subjected them to trials which no other animal could have possibly endured; and yet I have arrived here not only without the loss of a camel, but they are admitted by those who saw them in Texas as to be in as good condition as when we left San Antonio."



DROVER - THIS ISSUE

Robert A. Siegel



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| | | | |
|-----|-------------------|---|----------|
| 1. | Great Britain | #30 PI #14 unused F-VF | \$ 90.00 |
| 2. | " | " #267-8 mint NH VF | 40.00 |
| 3. | " | " #275 " NH F | 30.00 |
| 4. | " | " #286-9 " NH VF -#287/2 short perfs | 50.00 |
| 5. | " | " #292-308 mint NH VF | 80.00 |
| 6. | " | " #398p-400p mint NH VF Red Cross phosphors | 70.00 |
| 7. | Bahama's | #44-7 mint H F | 80.00 |
| 8. | Canada | #22 used short perfs., filled thins | 30.00 |
| 9. | " | #41 mint NH centered u/r | 11.00 |
| 10. | " | #46 used Avr/F | 12.00 |
| 11. | " | #47 used F-pulled perfs-top | 7.50 |
| 12. | Cayman Is. | #136-46 mint NH F | 11.00 |
| 13. | Christmas Is. | #61-2 mint NH F | 4.50 |
| 14. | Cook Is. | #131-40 mint NH F | 9.00 |
| 15. | Fiji | #93-106 mint LH F | 80.00 |
| 16. | Grenada | #39-46 mint NH/LH VF | 70.00 |
| 17. | Jamaica | #141 (imprint block) mint NH VF | 100.00 |
| 18. | Jordan | #B1-12 mint NH F | 100.00 |
| 19. | Montserrat | #54-74, SG 71a mint H Avr/F, toning | 90.00 |
| 20. | Nepal | #10a hz-tete-beche pair used F H toning | 30.00 |
| 21. | New Zealand | #24a used Avr, faults, light cancel | 300.00 |
| 22. | " | " #120 used VF H corner cancel | 120.00 |
| 23. | " | " #130-9 mint LH F | 110.00 |
| 24. | " | " #333-52 mint H F | 50.00 |
| 25. | St. Helena | #2B used Lt Cancel centered u/l VF | 100.00 |
| 26. | Sarawak | #50-70 mint HR F | 40.00 |
| 27. | " | #79-93 mint HR F | 35.00 |
| 28. | " | #94-108 mint LH VF | 45.00 |
| 29. | Solomon Is. | #J1-8 mint LH VF | 70.00 |
| 30. | So. Rhodesia | #13 mint HR F | 55.00 |
| 31. | Trinidad | #77 unused & regummed APS certif F | 160.00 |
| 32. | Trinidad & Togago | #50-61 mint NH VF | 32.00 |
| 33. | Turks & Caicos | #121-35 mint NH VF mostly margin copies | 32.00 |

WORLDWIDE

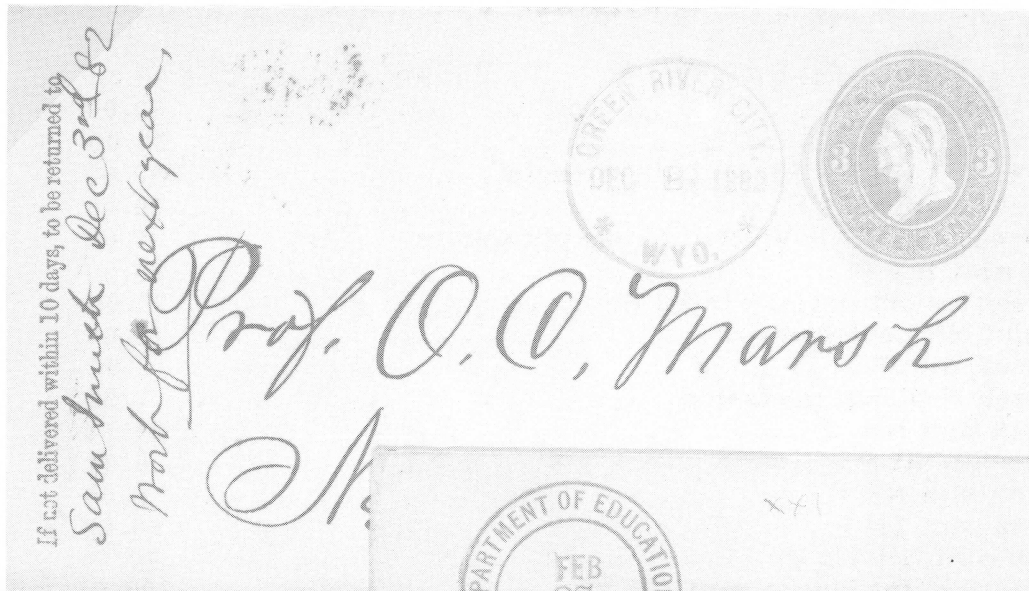
| | | | |
|-----|------------|---------------------------------|--------|
| 34. | France | #37 used thin | 125.00 |
| 35. | Germany | #25 used 2 short perfs o/w fine | 85.00 |
| 36. | Iran | #B22-7 mint H F | 90.00 |
| 37. | " | #C34-50 mint H | 55.00 |
| 38. | Luxembourg | #26 mint 2 thins o/w fine | 125.00 |
| 39. | Mexico | #641 mint NH margin copy | 35.00 |
| 40. | " | #C191a mint NH PI # block of 10 | 100.00 |

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(Territory) 1882 Blue
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Kohala, Hawaii (Type
281.013) 1888 on #43 →
F - VF \$50.00



Honolulu (Type 231.72) 1889 on
#44 to Switzerland. San Francisco
and Geneva transit marks \$90.00

