

# THE HELIOGRAPH



PRESCOTT, CAPITAL OF ARIZONA.

WESTERN POSTAL HISTORY MUSEUM

FALL 1988 ISSUE

VOLUME 2, NO. 4



## THE HELIOGRAPH

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WPHM Director - Douglas A. Kelsey

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OUR FRONT COVER - An old view of Prescott, Arizona's first capital, is shown in interesting detail. This mile-high town was first settled in 1863 by members of the Walker party prospecting for gold along Granite Creek. In 1864 they were joined by settlers from New Mexico and California. On May 18, 1864 the site of Fort Whipple was moved from Chino Valley, 17 miles to the north,, to the new town site. Moving in along with the military was Arizona Territory's first Governor - John N. Goodwin and his staff. A crude log-cabin governor's mansion was built and work began on the first capital building. The first legislative assembly was held Sept. 1864 in the uncompleted new capital, but had to be relocated due to a snow-storm. Prescott was the Arizona Territory's capital from first assembly until Nov.1, 1867 when it was moved to Tucson. Due to constant friction over location of capital it was located in Prescott for a second time from 1877 to Feb. 4, 1889, when it was finally permanently shifted to Phoenix.



THOMAS LEAVITT  
A PIONEER OF POSTAL AUTOMATION

by James A. Bruns, Curator  
NATIONAL PHILATELIC COLLECTION

A visionary, Thomas Leavitt, realized the tremendous significance of mail cancelling machines. Well in advance of others, he clearly foresaw a time when simple, hand-operated devices would be used to mark much of America's mail. But, unlike many dreamers, he possessed the ability to transform his vision into reality. In 1876, he fabricated the earliest cancelling machines regularly used in the United States. His first cancelling machine, patented jointly with his brother Martin, was a forerunner of the present-day rapid machine cancellers.

Thomas Leavitt was an innovative American. He joined the Massachusetts Charitable Mechanics Association in 1874, listing his occupation as "mechanical engineer." Among the inventions and accomplishments which his family credited to him were the idea for using silk threads in U.S. paper currency and developing the "Chelsea Clock."

The Leavitt cancelling machine is known to have been tested in the Boston Post Office as early as 1876. His original patent, approved on March 28, 1876, was modified several times. Other patent improvements granted included: one in 1877 (Number 192,519); three in 1879 (Numbers 219,586; 219,587 and 219,589), and another in 1880, (Number 235,952).

By about 1880 the Post Office Department had ordered 100 Leavitt machines, yet only 21 are known to have been experimentally used.

Two of these early Leavitt machines and one of his patent models are now in the National Philatelic Collection. Both of the production machines are still operative, and because of their uniform size, both were used primarily for cancelling postal cards. One machine is now on display in the Hall of Postal History and Philately, located on the third floor of the National Museum of American History; and the other is preserved in the storage area of the National Philatelic Collection.

Of these machines, the one on display is a hybrid. It was built on an 1877-model frame; but was improved and tagged "1879" when submitted to the Patent Office. This machine conforms to what Leavitt described as his "Number Two" production model. As such, it is believed to be the oldest cancelling machine preserved in the United States.

The other production machine is tagged with an old Post Office Department label which reads: "This portable hand-cancelling machine was patented in 1879 and was in service in the Newark, New Jersey, Post Office for cancelling postal cards during the period from 1886 to 1895." Technically, this is the so-called "Number Three" model, which was said to have been capable of marking 400 pieces of mail per minute.

The Leavitt patent model in the national collection also represents the "Number Three" model.

Other Leavitt machines from the 1870's also survived, at least for a while. This was affirmed by one of the Leavitt grandchildren, who wrote in 1937; "--- all of my life in our Everett



Figure 1 - THOMAS LEAVITT





(Massachusetts) home as a boy, I played with two small model machines that worked by hand. These machines were constructed of steel (cast iron?), very well made, but heavy. In leaving the Everett home in 1918, I sold these machines to a junk man as they were too heavy to cart around and, of course, being a young man I did not realize their value in later years." At that time he noted that "The only thing I have now is the original wooden model of the machine... the wooden model is packed up and the last time I saw it, it was beginning to fall apart,"

For his postal inventions Leavitt received various recognitions. In 1878 the Massachusetts Charitable Mechanics Association held an exhibition at which an early Leavitt machine was shown. For his innovative device he received two gold medals. Three years later he exhibited a "perfected" machine that was capable of marking both postal cards and envelopes for which he was again awarded a gold medal.

Thomas Leavitt was an impressive American genius. He was born into an old New England family. From historic records the family tree traces its American roots back to John Leavitt, who settled in Hingham, Massachusetts, in 1636. The sixth of nine children, Thomas was born there on October 12, 1828. He received the rudiments of his education attending public school from 1835 to 1845. He had a mind peculiarly adapted to engineering. In his early years he was engaged in the manufacturing of

machinery. For several years he was the president of the Boston and Hingham Steamboat Company and the Nantasket Land Company.

Leavitt was an active member of various civic and religious organizations, including the Palestine Lodge, Knights Templar, First Universalist Society, and the Board of Water Commissioners for the town of Everett, Massachusetts.

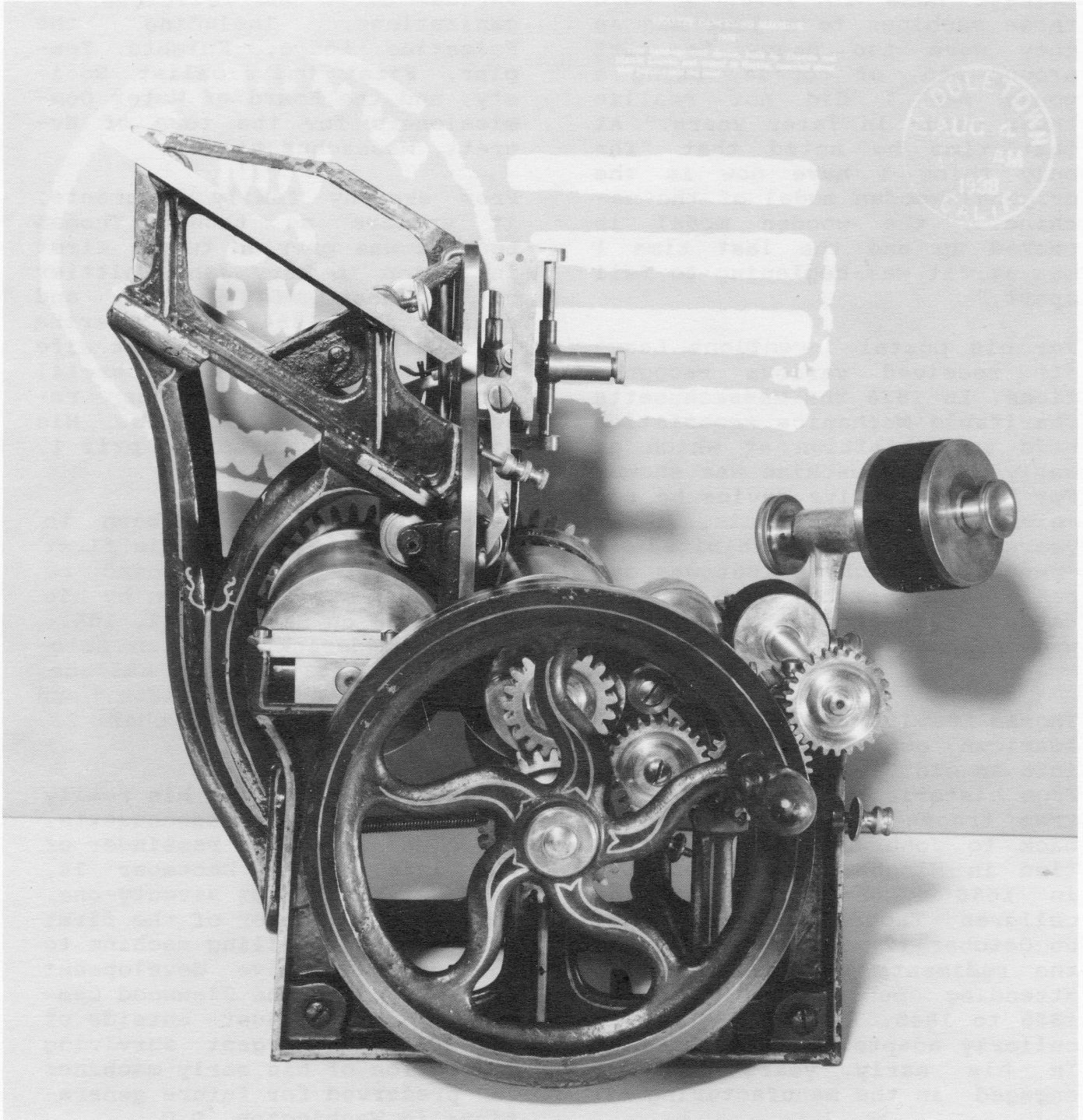
From sketchy family documents, it appears as though Thomas Leavitt was married twice; first in Boston to Mary Jane Whittier on November 14, 1850; and again in 1854, to Martha Elizabeth Coburn. His first wife apparently died on September 14, 1851 from complications resulting from childbirth. His second wife lived until April 1, 1910.

Four children were born to Thomas Leavitt, one by his first wife and three by his second, as follows: Mary Jane, born by his first wife on September 2, 1851; Thomas Frederick, born on October 12, 1855; Arthur Wallace, born on December 20, 1859; and Elmer Edwin, born October 23, 1863.

In 1860, Leavitt and his family moved to Everett, Massachusetts, where he lived the remainder of his life, dying December 14, 1899 at the age of seventy-one. While the inventor of the first practical cancelling machine to undergo extensive development lies buried in the Glenwood Cemetery, located just outside of Everett, the largest surviving collection of his early machines is preserved for future generations in Washington, D.C.



Figure 2 - EXPERIMENTAL LEAVITT CANCELLING MACHINE - SIDE VIEW





VERMONT THRIFT IN REVERSE  
by Charles F. Nettleship Jr.

"Time does not stand still." You have heard that aphorism and proved it many times. However there are places with which time has dealt gently although intervening years may have seen drastic changes. For instance, there is Middletown Springs, Vermont. Founded in 1784 as Middletown and having a population of about 700 within the next ten years, it celebrated its bicentennial in 1984 with about 600 residents. A number of these were descendents of the original settlers.

The story of the glory days of Middletown Springs is the story of A.W.Gray. He invented and manufactured a variety of machines capitalizing on horsepower. This was not petroleum engendered horse power; it was equine developed with a source found on any good Vermont farm of that era. The corner card seen on Figure 1 shows that A.W.Gray & Sons manufactured horse treadmills which could run a variety of equipment. With the success of this enterprise, Mr.Gray had funds for venture capital, and he used it to develop a dormant local asset into an outstanding project,--- selling the waters of the three mineral springs and attracting visitors to the site.

Established as Middletown on April 6, 1808, the town's post office continued under that name until April 19, 1875, when the advertising value of the curative waters was deemed important enough to effect a name change. This was an era when,- lacking food or drug controls or consumer advocates,- the most atrocious smelling or terrible tasting mineral water could be mar-

keted as a cure for consumption, gout, or any known or imaginary ailment.

A postal card (Figure 2), acknowledging receipt of an order by A.W.Gray's Sons, dated in 1884, indicates that the "& Sons" of Figure 1 had taken over the manufacture of horse power machines. Apparently A.W.Gray was devoting his time and talents to other enterprises. A bottling plant had been erected at the springs, probably before the 1875 town name change if the address on the bottle labels is meaningful. It reads "Middletown Healing Springs, Gray & Clark, Middletown, Vermont." This may be found on brown, green or blue glass bottles, any of which is now a choice collector's item.

A.W.Gray's final contribution to the economy of Middletown Springs was the erection of a 250-guest hotel nearby. With that, "the summer people" arrived, coming by train to Poultney and the remaining ten miles by stagecoach. The search for health was intermingled with social activities. Unfortunately the popularity of the springs of Middletown Springs came to an abrupt halt after the turn of the century. Perhaps less credence was being given to the remedial powers of mineral waters by the population in general or the social environment had run its course. The hotel was razed in 1906, the visitors disappeared, and the town reverted to its pre-entrepreneurial environment.

For the past eighty years this has been the town's complacent situation, even though it is not isolated. Situated perhaps a dozen miles south of the city of Rutland and the same distance east of New York State, it is at



the junction of Vermont routes 133 and 140. So far it has been spared condos or shopping malls. Its houses and few remaining business structures form a homogenous community.

Enter the U.S. Postal Service with all the perspicacity and omniscience of innate bureaucracy. Despite budget deficits and escalating Postal Service expenses, it has been decreed that Middletown Springs, Vermont, must have a new brick, steel and glass Post Office building to desecrate the rural landscape. From a press report, the demand for the edifice was nil and the opposition to it was general.

This prompted the writer to have a look-see,. and Figure 3 is a current photo of the Middletown Springs, Vermont Post Office. The comments in the press report were corroborated, if not accentuated. No one seemed interested in a change, but, if there were to be one, another appropriate space was available. More post office boxes would be desirable, but even the present space could accomodate them. Parking is adequate. "What's the change for?" seemed to summarize local expression. Reduced to Vermont philosophy was the comment, "New Post Office?" "That's a hell of a way to save money!"

Figure 1  
A.W.Gray corner  
card on stamped  
envelope U59,  
with 3 cent 1869  
stamp. Negative  
'M' killer ties  
stamp and the  
indicia.

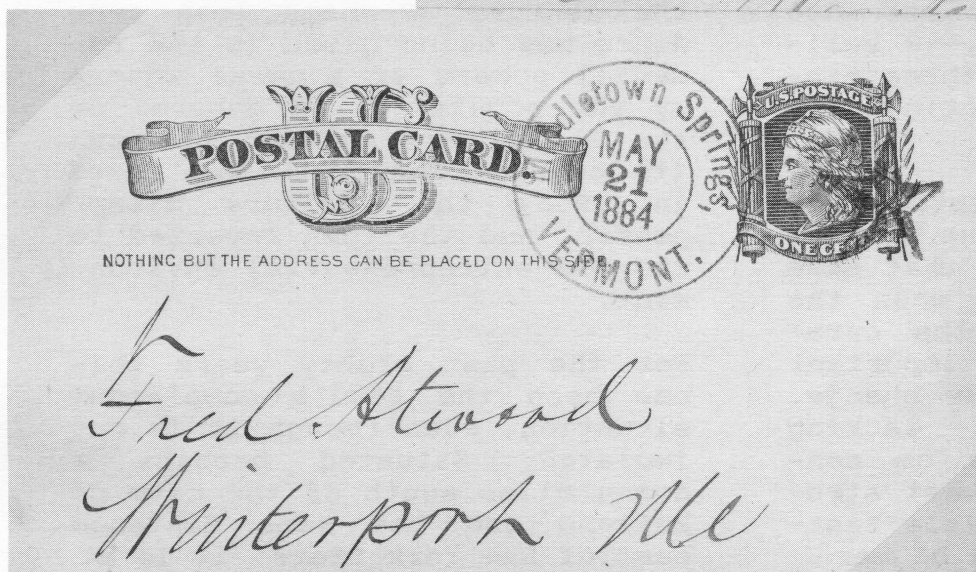
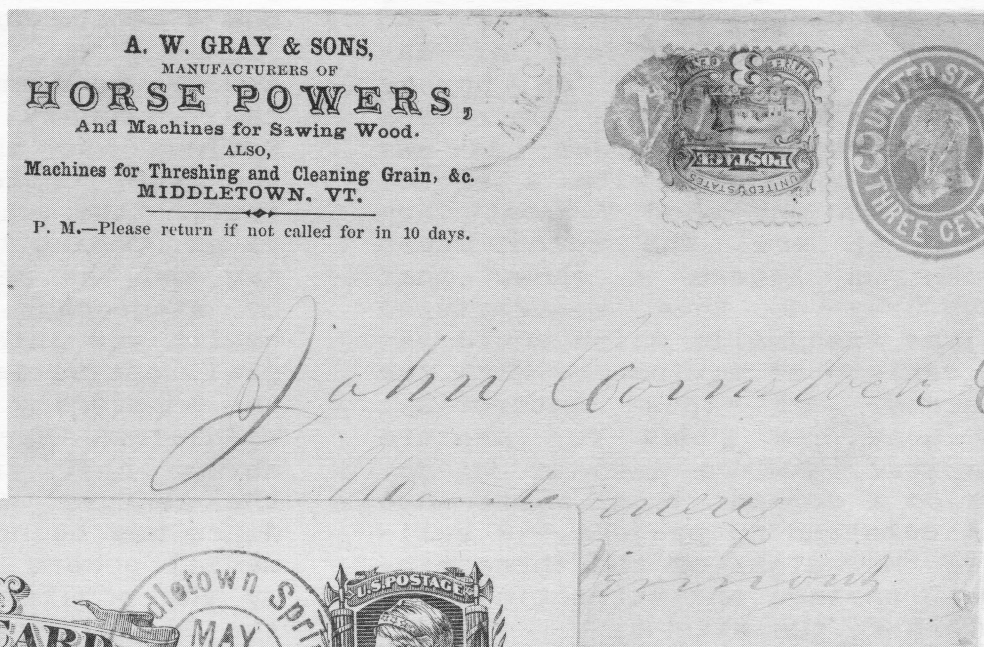


Figure 2- Postal  
card UX7 with  
double circle  
1884 Middletown  
Springs, Vermont.  
Shaded star  
killer. Message  
A.W.Gray's Sons.  
May 21, 1884.





Figure 3

The Post Office at  
Middletown Springs,  
Vermont  
1988

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#### MORE VERMONT INGENUITY

Not only did the Post Office Department in the early days have to compete with Express Companies in handling parcel and mail business- it had to also compete with railroad licensees riding in the baggage car handling newspapers and magazines for subscribers in the small towns and even at crossroads, thereby depriving the post office of revenue from newspaper mail. As an example see this 1864 notice from George Chappell who called himself a news agent for the Rutland and Washington R.R., operating between Troy, N.Y. and Rutland, Vt. At this time all trains on this line carried Post Office Department route agents to handle the mail business - probably in the other end of the same baggage car. C.M. Haven and James Putnam were the route agents at this time.

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Page 7

*News, News, News.*



*Takes Effect ~~Jan~~ Feb. 1st, 1864*

GEO. T. CHAPPELL having again hired the use of the Rutland & Washington Railroad for the sale of Books, Papers, &c., would respectfully announce to the inhabitants on the line of the road that he will be happy to supply them with daily papers at the following prices, payable in advance :

NEW YORK PAPERS—Herald, Tribune or Times, per month \$1.00 ; per week, 25 cents ; single copies 5 cents.

TROY DAILY TIMES—An afternoon journal, published in time to leave Troy on evening train North—delivered the same evening,—per month, 70 cents ; per week, 18 cents ; single copies, 3 cents.

RUTLAND DAILY HERALD—Delivered from morning train South, per month, 65 cents ; per week, 15 cents ; single copies, 3 cents.

Also, FRANK LESLIE'S ILLUSTRATED, HARPERS' WEEKLY, and NEW YORK ILLUSTRATED NEWS, by the year, quarter, or single copy.

Papers will be delivered at any Station on the road, or left at any Road or Farm crossing, free of charge.

SEND ORDERS TO

*Geo. T. Chappell,*

Rutland, Vermont,

*Please remit as early as the 25<sup>th</sup> of the month  
Previous in Advance of Consumption  
Sincerely  
Geo. T. Chappell*

*will make ordered shipped*



**U.S. POST OFFICE "TRANSIT" POSTMARKS (Continued from Vol.II, No.3)**  
 by Charles F. Nettleship Jr. and Charles L. Towle  
 Key to Post Office Transit Postmarks shown on Plate IX

PIT1: Pittsburgh, Pa., 26.5, 1883, No time.	Notice
PIT2: Pittsburgh, Pa., 26.5, 1896, 10 P.M.	All postmarks in
PIT3: Pittsburgh, Pa., 27.5, NYD (90's), 2 A.M.	black unless other-
PIT4: Pittsburgh, Pa., 29, 1891, 11 P.M.	noted. All diameters
PIT5: Pittsburgh, Pa., 27.5, 1894, 8.30 P.M.	are shown in milli-
PIT6: Pittsburgh, Pa., 27.5, 1896, 5 P.M.	meters. NYD= No year
PIT7: Pittsburgh, Pa., 27, 1898, 7 P.M.	date shown in marking.
PIT8: Pittsburgh, Pa., 27.5, 1910, 1.50 P.M.	-----
PIT9: Pittsburgh, Pa., Machine: Barry, 1904, 11 A.M.	
PIT10: Pittsburgh, Pa., Machine: Time-Cummins, 1908, 6.45 P.M.	
PLA1: Plainville, Conn., 26.5, NYD (90's), 2 P.M.	
PLY1: Plymouth, N.C., 28.5, 1900, 8 A.M.	
POH1: Port Henry, N.Y., 27.5, 1892, 1 P.M.	
POH2: Port Henry, N.Y., 28.5, 1894, 7 A.M.	
POR1: Portland, Oregon, 26.5, 1892, 8 A.M.	
POU1: Poughkeepsie, N.Y., 28, NYD (90's), 12 Noon	
POU2: Poughkeepsie, N.Y., 27, NYD (90's), 10.30 A.M.	
POU3: Poughkeepsie, N.Y., 28.5, 1893, 9 A.M.	
PRO1: Providence, R.I., 26.5, 1891, 94, 11 P.M., 11 A.M.	
PRO2: Providence, R.I., 27.5, 1892, 12 P.M.	
PUE1: Pueblo, Colo., 30, 1905.06, 2.30 P.M., 3 P.M.	
PUT1: Putnam, Conn., 27.5, NYD (90's), 7 A.M.	
RAV1: Ravenswood, W.Va., 27, NYD (90's), 12 Noon	
RHI1: Rhinebeck, N.Y., 28.5, 1890, 10 A.M.	
RIC1: Richmond, Va., 27.5, 1895, 12.30 P.M.	
ROC1: Rochester, N.Y., 27, 1891, 92, 10.30 A.M., 7 A.M.	
ROC2: Rochester, N.Y., 28, 1898, 12 Noon	
ROC3: Rochester, N.Y., 29.5, 1901, 4 P.M.	

Figure 1 - Superb strike of transit postmark SCR2 (Scranton, Pa.) on 1903 post card from Buck Hill Falls to Ariel, Pa.

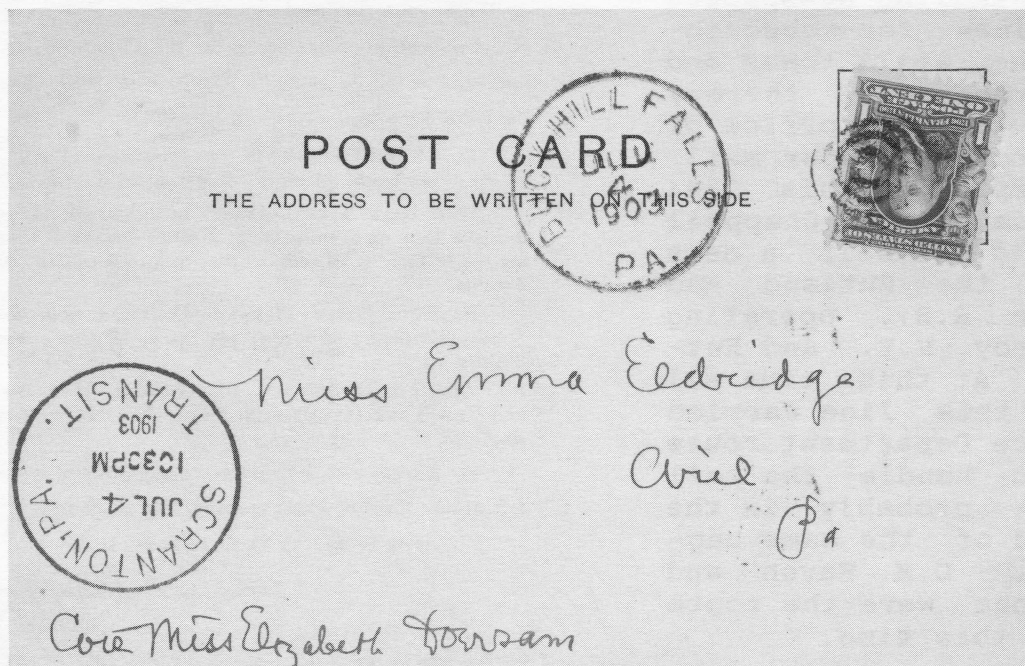




PLATE IX



PIT1



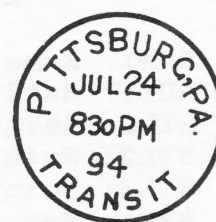
PIT2



PIT3



PIT4



PIT5



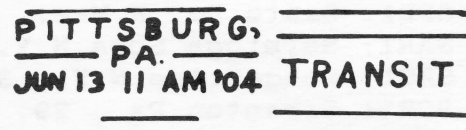
PIT6



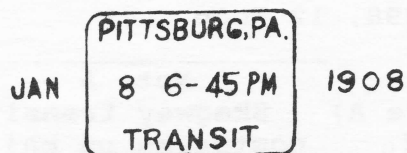
PIT7



PIT8



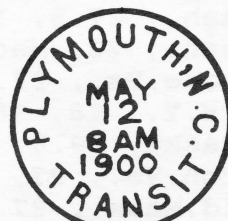
PIT9



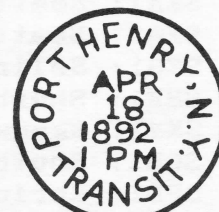
PIT10



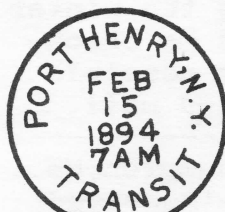
PLA1



PLY1



POH1



POH2



POR1



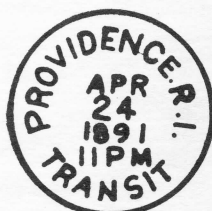
POU1



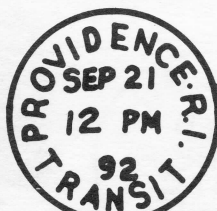
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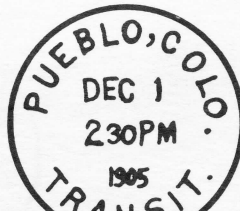
POU3



PRO1



PRO2



PUE1



PUT1



RAV1



RHI1



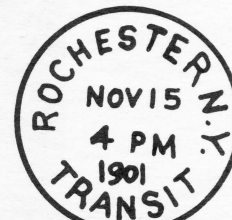
RIC1



ROC1



ROC2



ROC3



**U.S. POST OFFICE "TRANSIT" POSTMARKS (Continued)**  
**Key to Post Office Transit Postmarks shown on Plate X**

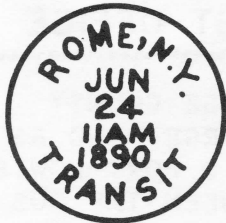
ROM1: Rome, N.Y., 28.5, 1890, 11 A.M.  
 RUT1: Rutland, Vt., 27.5, 1894, 4.30 P.M., Partial  
 STL1: Saint Louis, Mo., 26, 1894, 10 A.M.  
 STL2: Saint Louis, Mo., 27.5, NYD (90's), 1 A.M.  
 STL3: Saint Louis, Mo., 26.5, 1898, 3.30 A.M.  
 SFR1: San Francisco, Cal., 28.5, 1884, 85, 10 A.M., 11 A.M.  
 SFR2: San Francisco, Cal., 28, 1891, 9 P.M.  
 SFR3: San Francisco, Cal., 28, 1891, 11 A.M.  
 SNJ1: San Juan, P.R., 28.5, 1901, 6.30 P.M. (Puerto Rico)  
 SNJ2: San Juan, P.R., 30.5, 1904, 9.30 A.M.  
 SFE1: Santa Fe, N.Mex., 30, 1904, 6.30 A.M.  
 SAR1: Saratoga Spgs, N.Y., 28, NYD (00's), 9 A.M.  
 SAU1: Saugerties, N.Y., 34-29 D. Circle, magenta, 1891, No time.  
 SCR1: Scranton, Pa., 29, 1896, 7.30 P.M.  
 SCR2: Scranton, Pa., 30.5, 1903, 10.30 P.M.  
 SCR3: Scranton, Pa., 29.5, 1906, 5 P.M.  
 SEA1: Seattle, Wash., 27.5, 1895, 6 P.M.  
 SEA2: Seattle, Wash., 22, Machine-American, 1898, 12 Noon  
 SEG1: Selin's Grove, Pa., 27.5, 1890, 4 P.M.  
 SHE1: Sherburne, N.Y., 28, 1891, 6 P.M.  
 SKY1: Skagway, Alaska, 29.5, 1903, 5 P.M. (Note A)  
 SOB1: South Boston, Va., 27, NYD (00's), 4 P.M.  
 SPD1: Springfield, Mass., 27.5, 1895, 10.30 A.M.  
 SPD2: Springfield, Mass., 27.5, 1901, 9.30 P.M.  
 SPD3: Springfield, Mass., 27.5, 1906, 8.30 P.M.  
 SPD4: Springfield, Mass., 30.5, 1905, 1 A.M.  
 SPD5: Springfield, Mass., 30.5, 1907, 8 P.M.  
 SPD6: Springfield, Mass., 29.5, 1905, 6.30 P.M.  
 SPD7: Springfield, Mass., 29.5, 1907, 11 A.M.

**Note A -**  
 Skagway transit  
 postmarks on mail  
 from interior of  
 Alaska and Yukon  
 during the winter  
 should be check-  
 ed for possible  
 dog sled mail.

Figure 2 - 1907 post card from Ludlow to Northampton, Ms..  
 Springfield, Mass. SPD7 Transit Postmark and Northampton 'Received'.  
 Note postcard mailed 9 A.M., received 12.30 P.M.-the same day!



PLATE X



ROM1



RUT1



STL1



STL2



STL3



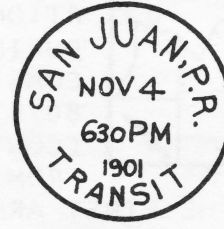
SFR1



SFR2



SFR3



SNJ1



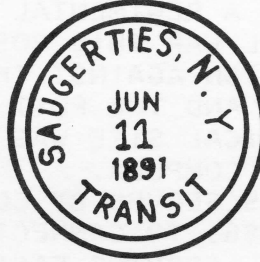
SNJ2



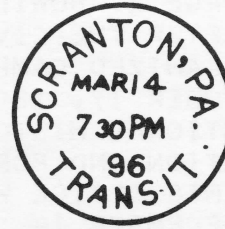
SFE1



SAR1



SAU1



SCR1



SCR2



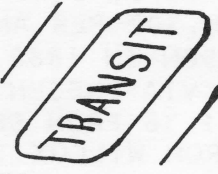
SCR3



SEA1



SEA2



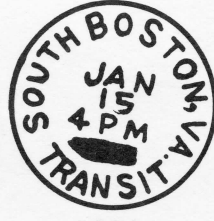
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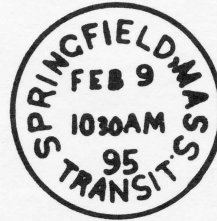
SHE1



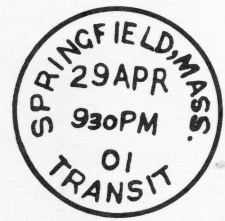
SKY1



SOB1



SPD1



SPD2



SPD3



SPD4



SPD5

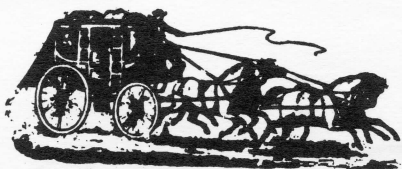


SPD6



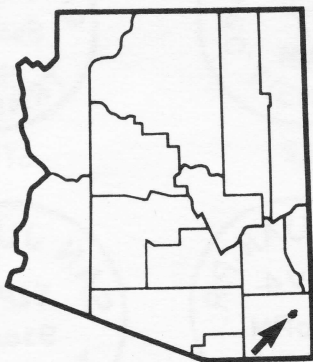
SPD7





## APACHE PASS

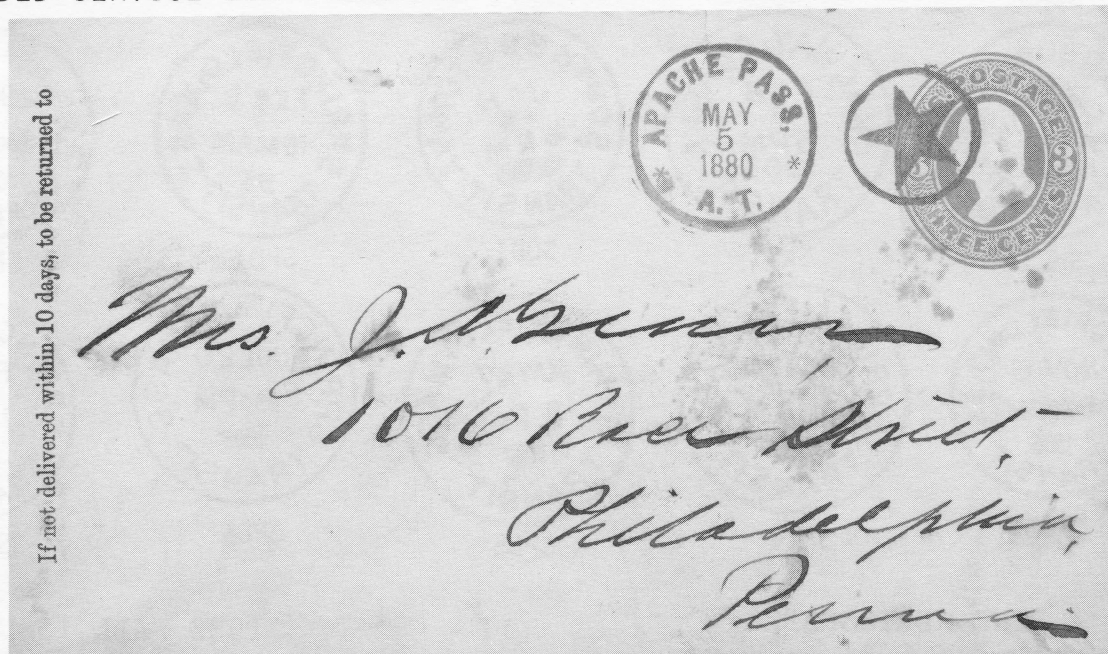
### ARIZONA TERRITORIAL POST OFFICE



THIS OFFICE IN NORTHEASTERN COCHISE COUNTY OPENED DECEMBER 11, 1866, WITH GEORGE HAND AS POSTMASTER. THE NAME WAS CHANGED TO FORT BOWIE ON JUNE 22, 1880. THIS DEEP PASS BETWEEN THE DOS CABEZAS AND CHIRICAHUA MOUNTAINS WAS KNOWN AS PUERTO DEL DADO WHEN USED BY THE FREMONT ASSOCIATION PARTY IN 1849. PARKS WAS HERE IN 1854, DURING HIS SURVEY FOR A RAILROAD TO THE PACIFIC COAST. SAN ANTONIO-SANDIEGO MAIL STAGES (CONTRACT 8076) WENT THROUGH THIS PASS. BUTTERFIELD STAGES (CONTRACT 12598) HAD A STATION HERE. PROTECTION FROM FREQUENT APACHE ATTACKS HAD BEEN REQUESTED

IN 1858, BUT THE FIRST ARMY POST WAS ESTABLISHED JULY 28, 1862, BY THE CALIFORNIA COLUMN ON ITS WAY TO THE RIO GRANDE. CAMP BOWIE WAS NAMED FOR GEORGE W. BOWIE, A REGIMENTAL COLONEL IN THE FIRST CALIFORNIA CAVALRY. AFTER THE CIVIL WAR THIS POST BECAME BASE FOR A CONCENTRATED AND ORGANIZED CAMPAIGN AGAINST THE APACHES. THE POST WAS ABANDONED OCTOBER 17, 1894 AND THE POST OFFICE CLOSED NOVEMBER 30. FORT BOWIE NATIONAL HISTORICAL SITE WAS DEDICATED IN 1972 TO PRESERVE THE STAGE STATION AND FORT COMPLEX.

PRESUMABLY THIS OFFICE WAS SERVED BY CONTRACT 14467A AFTER IT WAS EXTENDED ON DECEMBER 14, 1865 TO CONNECT TUCSON WITH MESILLA, N. M. FOR THE FIRST CONTRACT MAIL SERVICE EAST AFTER THE CIVIL WAR. CONTRACT 40102 FROM TEVISTON TO FORT BOWIE VIA DOS CABEZAS WAS HELD BY ALPHEUS VAN DEUSEN IN 1877. DURING THIS PERIOD OF POSTAL ROUTE SCANDALS THIS ROUTE COST \$36,307 PER ANNUM. WHEN THE SOUTHERN PACIFIC RAILROAD CAME EAST FROM TUCSON IN 1880, FORT BOWIE WAS BYPASSED, THE ROUTE GOING FARTHER NORTH VIA PRESENT-DAY WILLCOX AND BOWIE. CORNELIUS COSGRAVE RECEIVED \$1991.36 FROM SEPTEMBER 16, 1881 THROUGH JUNE 1882 FOR CONTRACT 40138 FROM WILCOX TO FORT BOWIE. IN 1889 CONTRACT 50105 PROVIDED SERVICE SIX TIMES PER WEEK FROM TEVISTON TO FORT BOWIE.



SERVING WITH THE AMBULANCE CORPS  
by Elizabeth Towle

Continued From Vol.II, No.3

Six months pass and the next letter in the collection is dated Dec.16, 1863, headed "Douglas Hospital", Washington. Of course it is very possible that there were other letters separated from the correspondence by the passage of time. In this letter, John T. Maynard is a patient in the hospital for some undisclosed reason. He speaks of receiving letters from friends that were all wounded and have returned home.

The patients in Douglas Hospital did not have an easy time. John writes, "I have just come from supper and after climbing up six pairs of stairs I am rather tired. I suppose you would like to know what I had for supper and I can tell you without much trouble we had bread and applesauce, and tea."

"To make matters worse, Rubie, I was not paid this time and can't get any pay until next payday I am out of money and wish you would get five dollars of mother and send it to me as soon as you can and oblige." He did not get his stamps either. Rubie's letter was directed by mistake to John D. Maynard (a distant relative) who says he got it and lost it but John T. suspects that "Instead of losing it he opened it and kept the stamps."

In the letter of Dec.23, 1863 John is still in Douglas Hospital and having trouble getting his mail. As the war progressed the postal system was badly disrupted, and John's letters first went to his regiment and then had to be forwarded to him in the hospital. He still had not received his stamps or any money, except one dollar

from Rubie. He asks Rubie again to please send him five dollars "as I am completely run ashore for money." Rubie must have asked him for a photograph because he promises to have one taken. John's health is worse. He caught more cold and is coughing a lot. "I have been coughing very hard all day so I don't feel much like writing so I will close by wishing you a merry christmas and send me the money as soon as you get this and oblige."

The next letter from Douglas Hospital, Feb.11, 1864, was addressed to Rubie at the Ontario Female Seminary. This letter is full of talk about the exchange of photographs. John got a pass to leave the hospital and he had his picture taken. Photography in 1864 was rather new and it is easy to understand the excitement of exchanging photos. He must have received money from Rubie but it is not mentioned.

John's letter of March 31, 1864 from Douglas Hospital lacked any postage stamp and was marked DUE 3 and FORWARDED. Apparently Rubie was no longer at Ontario Female Seminary, but home at Waterloo. John had been home on sick leave but had returned to the hospital. He tells Rubie some family news and discusses the snow and rain in Washington during March. Then, like in all hospitals, the nurse arrives to put out the lights.

The final three Civil War letters of John T. Maynard to his sister Rubie were written from various camps near Petersburg, Va. While John was in the hospital the Army of the Potomac was engaged in the Wilderness Campaign, and when John returned to service Gen. Ulysses Grant was in command.

John received his mail on June 22 as he was returning from "city point with a load of



wounded." A Sergeant gave him the letter and, "of course, I had to stop and read it all though it was dark." The events of the war at this time must have kept John very busy as it took him almost a week to find a few leisure moments to answer Rubie's letter. Rubie must have sent him some cough drops for John writes; " the cough drops done me ever so much good if it had not been for them I would have been in Washington again when I wrote for them my cough was as bad as it was last fall after I got them they helped me rite along."

The weather in June was hot and dry and John wrote Rubie that the troops were suffering with heat and- "for want of water which is very scarce here." He asked her to make him two dark calico (shirts) as it was too warm to wear woolen. He sent Rubie an "Alphabet", ( I suppose he meant a sampler) that he took from a well-furnished house that was being used as a hospital. He took the alphabet because it was the only thing that he said he could "carry very handy."

The seven week campaign of the Army of the Potomac (the Wilderness Campaign) was a battle; "whose brutal intensity was unmatched in the War. Some 65,000 Northern boys were killed or missing since May 4th." (1). John wrote; " Our corps is a laying still now to recruit up and they need it for they have been marched and fought almost to death one regiment is reduced down to about thirty men, only six men and one Lieutenant in Company P the rest of the Regiment in the Brigade is cut up equally as bad if they keep on a little longer I think they will have to call on the Ambulance train to reinforce the

regiment but I would rather be excused from going to the Regiment at the present time."

John Maynard must have been nearly exhausted with the heat, lack of water, inappropriate uniform, the constant demands of his job and the fear of having to join the fighting forces. In the midst of all this horror he found the time and inclination to take a sampler from a house being used as a hospital, where the wounded and dying must have been stacked like cordwood, to send to his sister as a souvenir. John has changed his tune from a year previous when he wished he could join the battle. Perhaps by now he had experienced enough of the war

The next letter dated Aug.9, 1864 from a camp near Petersburg, shows how accustomed John has become to the tragedies of war. "Dear Sister, I suppose you think it is a bout time for me to answer your letter of the 13th of last month. And I think so too so hear it goes. About two hours ago the powder house at city point exploded and done considerable damage but how much has not been asertained it threw the shell a mile as thick as hailstones some of the shell fell infront of Grants Headquarters it is reported a good many lives was lost, there is no news of any importance- on the night of the fifth the Rebs blew up one of our forts but did not do any damage for we were prepaired for them we had found out that they were under mining the fort they removed all the guns from the fort to another in the rear off the one that was blown up and when the fort was blown up the Rebs started for a charge but our grape and canister sent them back a double quick. There is know(no) fighting agoing on now only now and

(1) From "BATTLE CRY OF FREEDOM"

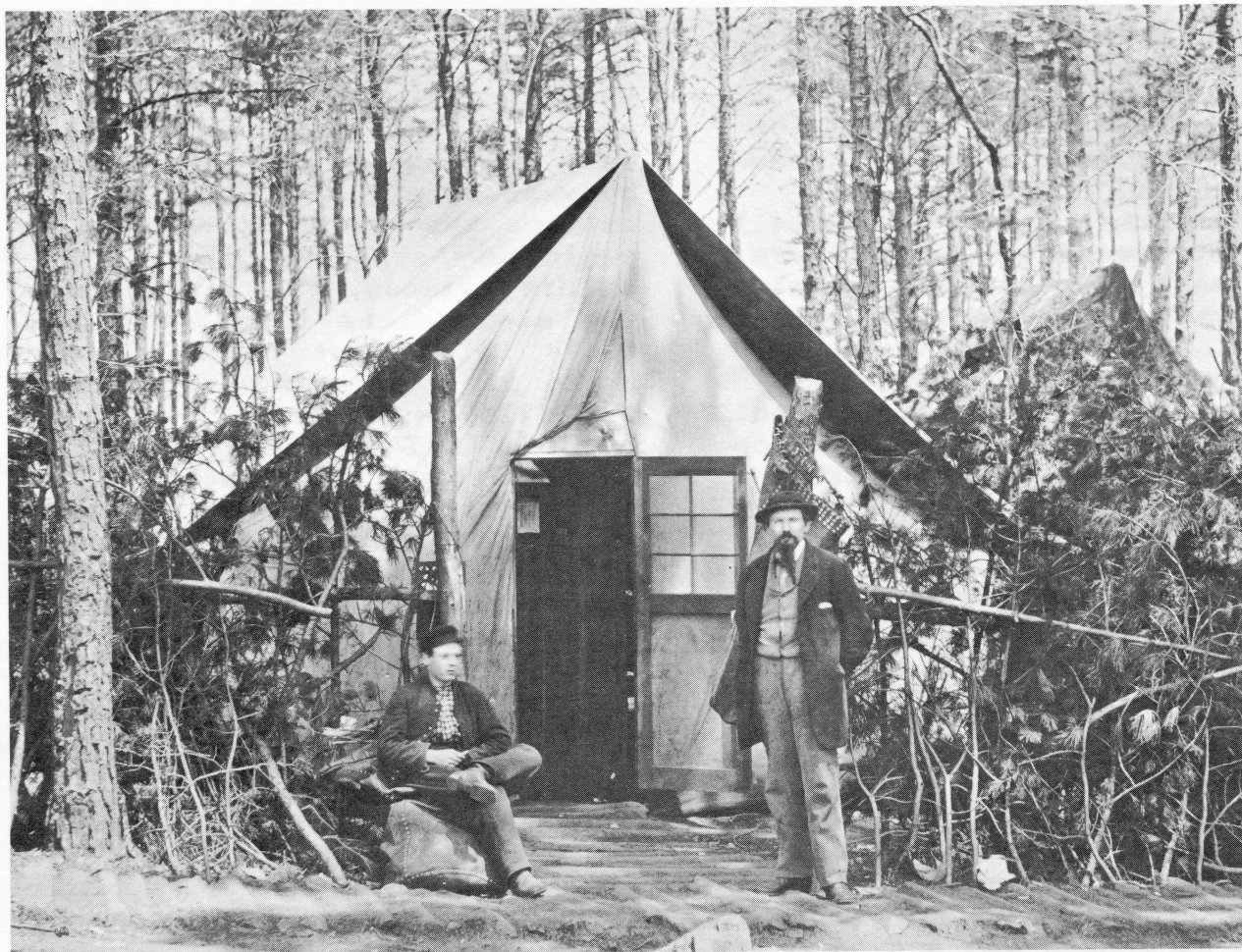
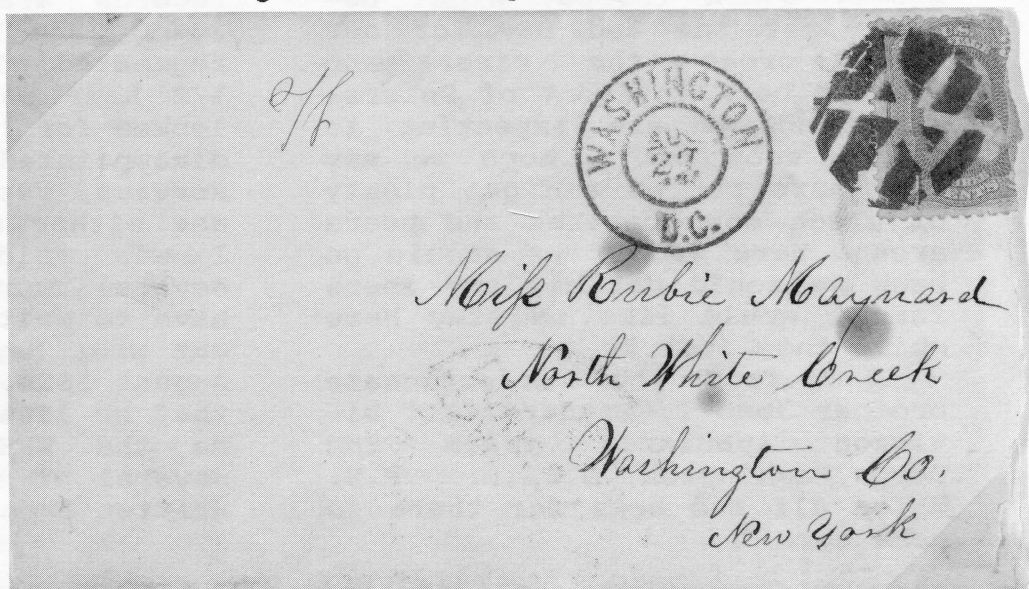


Figure 1- GENERAL POST OFFICE, ARMY OF THE POTOMAC, BRANDY STATION, VA. - DECEMBER 1863

Figure 2 - Forwarding stamp of Sanitary Commission, on back of cover to right, Washington, D.C.

Figure 3 - John Maynard's last letter to his sister. Written at Deep Bottom August 20th, 1864 and postmarked at Washington, D.C. August 27th.





then a cannon fired the 2nd corps is in the reserve now and don't have much fighting to do only when there is a flank movement to be made then they have to march and fight."

In this letter John still has not received his shirts. Rubie sent them by express which only went as far as Fortress Monroe, The U.S. Mail would have reached him.

The sixteenth and final letter of this correspondence collection is dated Aug. 20th, 1864 "Camp on the banks of the James near deep bottom."

".... We are a gain a crost the James River, saturday the 13th our corps broke camp and march to city Point and took transportation for Washington as we all supposed and the next day we landed here instead of Washington, as soon as the troops were all landed skirmishers were deployed and before night we had a pretty hard fight and drove the Rebs back captured four pieces of cannon and a good many prisoners the 64th GA. Regiment were captured collars and all, we had 140 wounded in one division and lost a good many prisoners but most of them were recaptured by our cavalry, the tenth corps lost very heavy mostly black troops, night before last the 3rd Div. of our corps crost the river and marched back in front of Petersburg and we are expecting to follow soon but I hope we may stay here for we can get plenty of green corn peaches and pears around here and if we should go back we could not get any there fore I would like to stay here while they last."

"..from your affectionate brother John T. Maynard. 1st Division Ambulance train 2nd Corps, Washington, D.C. .. P.S. write all the news for there is none here."

After reading John's letters to Rubie and being intrigued enough to do some research on the Civil War, I can only say that I was more amazed by what John did not say in his letters than by what he did. I could have expected him to write of his friends, the lives lost, the stench, the blood, the insects, etc., but he only ever spoke of those who were wounded or killed as objects, not real people. If I were Rubie I could have felt very frustrated to receive letters that really said so little about the daily conditions and events of the war. In his very early letters John did speak of the every day living-what they ate, etc., but as the war and letters progressed I feel that after over 100 years, I knew as much as Rubie, probably more. When I was in Washington, D.C. this Spring I went to the National Archives to see if I could find out what happened to John T. Maynard. For those who have never been fortunate enough to visit the Archives, let me say that the research of such records is more time-consuming than difficult. The National Archives have a service jacket on all soldiers who served in the Military. The Civil War records are in Washington. I found John T. Maynard listed and requested his record. After a 2 1/2 hour wait while the clerks looked for the record I was very disappointed to learn that the service record of J.T. Maynard was either missing or misfiled. I was told to try again in several months. And so I will have to wait for a while to find out what happened to John after August 1864. However, we do know that he lived throughout the War as the WPHM collection had several of his letters to Rubie written from Michigan in 1867.

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

by Robert B. Bechtel  
continued from Vol.II, No. 3

Later, about 1908, a Registered Package Jacket was introduced to hold five of the registered package envelopes. Each letter had to be accompanied by a Registered Package Receipt (Figure 4), a Registry Bill (Figure 5) and a Registry Return Receipt (Figure 6).

The registered package envelope was the envelope which carried all the registered letters going to a single post office. It was out of sight of letter carriers completely and did not enter the regular mail stream, but was placed in a locked pouch and delivered only through designated post offices in transit.

3. In transit at a designated distribution station, the postmaster would examine the registered package envelopes. If each envelope was found to be properly sealed, properly written up with a clear address, etc., the transit postmaster marked the back of the registered package envelope that he had found it to be in "good order." (See Fig. 7). Most pouches were designated as "through" pouches and were not opened until the destination post office was reached (Sec. 1178).

Also, for every registered package envelope that he examined, the transit postmaster had to send a registered package receipt back to the sending post office to verify that the package envelope passed through his hands and was in bad or good order. This helped in tracing any missing items.

4. Each postmaster had to keep three books for registry

items. The Registration Book has already been mentioned. A Delivery Book indicated which registered letters or parcels had been received and delivered at the post office. The Transit Book recorded all registered packages and through pouches that passed through the post office with dates and condition.

5. When a registered package was received at a destination post office the postmaster had to take out the registered letters with their corresponding documents and do the following: 1) Send the Registry Bill to the sending post office, 2) Send a Registry Notice (Figure 8) to the recipient of the letter, 3) send a registered package receipt back to the sending post office for all the registered letters in the pouch, and 4) if the recipient did not reply in a reasonable time, send out a second notice of registered mail.

6. In addition to all this, the postmaster had to keep a Registry Quarterly Report to be filled out and sent in, of course, quarterly. Requisitions for registered package envelopes, registry bills, and registered package receipts had to be kept up to date so that the supply did not run out, and if any of the above items, especially the registered package envelope were found damaged, a report called the Registry Deficiency Report was filed. In case an item was missing, a Registry Tracer form (Figure 12) was sent. In areas where there was free delivery of mail the carrier had to have his own Carrier's Delivery Book.

7. The Registry Bill (Sec. 1061) was really a penalty card since each one carried the penalty clause. On the back of the registry bill was space



Figure 4 - Registered Package Receipt (1891)

Page \_\_\_\_\_ REGISTERED PACKAGE RECEIPT. A penalty of \$300 is fixed by law for using this Card for other than Official Business.

Post Office Department,  
Official Business.

Post Office at \_\_\_\_\_

Receipt on other side and return this card by NEXT MAIL, without cover,

To \_\_\_\_\_

P. M. at \_\_\_\_\_

County of \_\_\_\_\_

State of \_\_\_\_\_

Stamp of Dispatching Office  
12  
ARIZ.  
and date of Dispatch.

Stamp of Receiving Office  
CORDES,  
DEC 12 1891  
ARIZ.  
and date of Return.

5-1630

Figure 5 - A  
Registry  
Bill (1891)

The Postmaster making up Registered Letters, &c., for dispatch, will fill up the other side of this Bill, and write the name of his Post Office, County, and State in the blank address on this side. The Postmaster receiving this Bill in Registered Package will at once compare entries with letters, &c., inclosed; make entries on record of registered matter received, stamp postmark below; sign this Bill on other side, noting any errors, and return it to the mailing Post Office without cover.

A penalty of \$300 is fixed by law for using this card on other than official business.

Post Office Department.  
OFFICIAL BUSINESS.

Post Office at \_\_\_\_\_

RETURN TO:

Postmaster at \_\_\_\_\_

County of \_\_\_\_\_

State \_\_\_\_\_

Stamp here name of Post Office  
ARIZ.  
and date of receipt.

Figure 6 - Registry  
Return Receipt  
(1895)

REGISTRY RETURN RECEIPT sent Oct 22, 1895.

Reg. No. 18 from Post Office at Mayer

\*Reg. Letter } Addressed to John E. Floyd  
Reg. Parcel }

After obtaining receipt below, the Postmaster will mail this Card, without cover and without postage, to address on the other side.

RECEIVED THE ABOVE DESCRIBED REGISTERED \*LETTER.  
PARCEL.

(SENDER'S NAME ON OTHER SIDE.)

Sign on dotted lines to the right.

When delivery is made to other than addressee, the name of both addressee and recipient must appear.

\* Erase letter or parcel according to which is sent.

(Figure 9) for the registered number of the letter, the number of the registered package envelope, the originating post office address (postmark of Originating PO is on the front), address of the receiver and signature of both the sending and receiving postmasters. It was often the practice of the receiving PO to use its own postmark in the lower right hand corner although this was never required. Thus the registry bill is a significant item of postal history. Being a card, it is often better preserved than covers, and since it was often stored in files, it was not worn or faded. The dates of transmission and receipt also offer good data for the efficiency of delivery at the time. Registry bills were discontinued in 1908.

The Registered Package Receipt (Sec. 1067) was also a penalty card. It had spaces on the front for both originating and destination postmarks (Figure 4) and had spaces on the back (Figure 10) for each transit station for up to eight registered packages from any one post office.

The Registry Return Receipt (Sec. 1060) was another penalty card but was usually colored pink or salmon to distinguish it from the yellow registered package receipt or the gray registry bill. The color coding was deliberate to keep postal employees from getting confused. The reader is not so privileged.

8. Postmarks. The registry system spawned a number of unusual postmarks. Barr (1952) describes the letter marks of New York City which were used to designate registered mail from 1882 to 1902. However, there were markings peculiar to the registry bills and registered package receipts. Some of these

are special postmaster cancels used in place of a signature (Figure 11), while others are among the most obscure in postal history. The "No diagonal line" handstamp takes the prize for esoterica. Why would anyone make such a notation? The postmaster instructions included the duty to fill out every line on the back of the registered package envelopes, and if there was space left, to mark a diagonal line over the empty space so no one could use it. The postmaster inspecting these items was instructed to note the error if some careless postmaster failed to make that line, hence, the obscure notation was born to save the trouble of writing it.

Other more common handstamps were the "In good order" or "In bad order" which were to be marked on the back. If a postmaster failed to write at least "good," "bad," or "OK," it was assumed this was "a certification that the item was in good condition" (Section 1089).

Finally, certain types of registry cancels seem to have survived only on registry bills or registered package receipts, or on the registered packages themselves. Typical is Phoenix type #15 (Kriege, 1980), see Bechtel (1983) for a description. Three varieties of this cancel are unique and known only on penalty cards. For this and other reasons the registry forms are a rich source of postal history.

9. Registry Labels. Mueller (1957) describes the origin and use of registry labels. These were to be used only for registered letters going to foreign countries commencing on January 1, 1883. At first only ten post offices in the United States were designated as "Exchange" post offices and re-



# RECORD OF TRANSIT.

Condition.	Signature.
Good or Bad.	By Whom Received and Date.
<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 10%; left: 10%; width: 150px; height: 150px; border: 2px solid black; border-radius: 50%; text-align: center;"> A. BAILLIE AUG 16 1882 ST. L. MO. </div> <div style="position: absolute; top: 30%; left: 10%; font-size: 2em; opacity: 0.5;">ST. L. MO.</div> <div style="position: absolute; top: 35%; left: 40%; font-size: 1.5em; opacity: 0.5;">AUG 16</div> <div style="position: absolute; top: 45%; left: 10%; font-size: 1.2em; opacity: 0.5;">ST. L. IND.</div> <div style="position: absolute; top: 45%; left: 35%; font-size: 1.2em; opacity: 0.5;">AUG 17 1882</div> <div style="position: absolute; top: 50%; left: 10%; width: 150px; height: 150px; border: 2px solid black; border-radius: 50%; text-align: center;"> PITTSBURGH, PA. AUG 19 1882 MYERS </div> <div style="position: absolute; top: 50%; left: 40%; font-size: 1.2em; opacity: 0.5;">AUG 18 1882</div> <div style="position: absolute; top: 50%; left: 50%; font-size: 1.2em; opacity: 0.5;">DEPOT STATION,</div> <div style="position: absolute; top: 50%; left: 60%; font-size: 1.2em; opacity: 0.5;">PITTSBURGH, PA.</div> <div style="position: absolute; top: 50%; left: 70%; font-size: 1.2em; opacity: 0.5;">Local Ag't</div> <div style="position: absolute; top: 50%; left: 80%; font-size: 1.2em; opacity: 0.5;">Newark, O.</div> <div style="position: absolute; top: 50%; left: 90%; font-size: 1.2em; opacity: 0.5;">AUG 19 1882</div> </div>	<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 10%; left: 10%; font-size: 2em; transform: rotate(-45deg); opacity: 0.5;">Dellman</div> </div>
<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 10%; left: 10%; width: 150px; height: 150px; border: 2px solid black; border-radius: 50%; text-align: center;"> A. BAILLIE AUG 16 1882 ST. L. MO. </div> <div style="position: absolute; top: 30%; left: 10%; font-size: 2em; opacity: 0.5;">ST. L. MO.</div> <div style="position: absolute; top: 35%; left: 40%; font-size: 1.5em; opacity: 0.5;">AUG 16</div> <div style="position: absolute; top: 45%; left: 10%; font-size: 1.2em; opacity: 0.5;">ST. L. IND.</div> <div style="position: absolute; top: 45%; left: 35%; font-size: 1.2em; opacity: 0.5;">AUG 17 1882</div> <div style="position: absolute; top: 50%; left: 10%; width: 150px; height: 150px; border: 2px solid black; border-radius: 50%; text-align: center;"> PITTSBURGH, PA. AUG 19 1882 MYERS </div> <div style="position: absolute; top: 50%; left: 40%; font-size: 1.2em; opacity: 0.5;">AUG 18 1882</div> <div style="position: absolute; top: 50%; left: 50%; font-size: 1.2em; opacity: 0.5;">DEPOT STATION,</div> <div style="position: absolute; top: 50%; left: 60%; font-size: 1.2em; opacity: 0.5;">PITTSBURGH, PA.</div> <div style="position: absolute; top: 50%; left: 70%; font-size: 1.2em; opacity: 0.5;">Local Ag't</div> <div style="position: absolute; top: 50%; left: 80%; font-size: 1.2em; opacity: 0.5;">Newark, O.</div> <div style="position: absolute; top: 50%; left: 90%; font-size: 1.2em; opacity: 0.5;">AUG 19 1882</div> </div>	<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 10%; left: 10%; font-size: 2em; transform: rotate(-45deg); opacity: 0.5;">Dellman</div> </div>

## NEW INSTRUCTIONS.

To facilitate tracing, a complete record must be made by every postal officer handling this package, as set forth in Section 845, Page 181, of the Regulations.

Should this package become damaged, it must be placed in a new Registered Package Envelope at the post office where the injury occurs, or, when damaged in the hands of an Employee of the Railway Mail Service, at the post office at the terminus of his route.

The original Registered Package Envelope must not be removed, but, before enclosure in the new one, must be endorsed with a certificate, stating its exact condition, to be signed by the Postmaster and the Railway Mail Employee to whom delivered or from whom received.

The new Registered Package Envelope must bear the address and registered number of the old one, and the Postmark of the office at which the package is re-enveloped.

The fact of re-enclosure must be noted on the record sheet of transit.

Receipts must be promptly given as required by section 838, Page 180, of the Regulations.

Failure to comply with above instructions will be sufficient cause for removal.

**A. D. HAZEN,**  
 Third Assistant Postmaster General.

Reverse of Registered package envelope with the signatures or the postmarks of all handling the parcel en route.

To facilitate tracing, a complete record must be made by every postal officer handling this package, as set forth in Section 845, Page 181, of the Regulations.

Should this package become damaged, it must be placed in a new Registered Package Envelope at the post office where the injury occurs, or, when damaged in the hands of an Employee of the Railway Mail Service, at the post office at the terminus of his route.

The original Registered Package Envelope must not be removed, but, before enclosure in the new one, must be endorsed with a certificate, stating its exact condition, to be signed by the Postmaster and the Railway Mail Employee to whom delivered or from whom received.

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A. D. HAZEN.

Third Assistant Postmaster General.

quired to use the labels. The use of labels was cancelled on January 24, 1911.

10. Winding down of the system. At first all of the forms mentioned were to be considered the property of the US government and "must be preserved among the permanent files," and must be passed on to the next postmaster, not kept by an outgoing postmaster (Sec. 1143). Only the used registered package envelopes could be disposed of after one year as surplus paper. By 1909 this was reduced to sixty days and included the packages, tags and jackets.

In 1906 the registry bill was discontinued and all registered packages and tag envelopes were printed to specify the bill was no longer required. By 1909 return receipts were to be given only on request; registered mail could be put in ordinary pouches; the backstamping of registered package envelopes was discontinued and, finally, on November 25, 1910 the registered package envelope itself was discontinued, effective January 1, 1911, although registered package jackets could still be used and often are today. In fact, it is possible to see the jackets in cages and on shelves bearing postmarks of decades ago.

By the close of fiscal 1907 a new window book was introduced to eliminate excessive waiting-in-line for registered items. The new design used a pasted registration label with the number already printed on it, including the date and name of the issuing post office. By 1910 this new system was announced to be a success and the Byzantine system was over.

NOTE - CORRECTION - The fee schedule listed on page 17 of VOL.II, No.3 has 8 cents for Jan.1, 1874 to Sept. 30, 1875 and 10 cents for Oct. 1, 1875 to Dec. 31, 1892. This should be corrected to read 8 cents Jan. 1, 1874 to June 30, 1875 and 10 cents July 1, 1875 to Dec. 31, 1892. The former dates were quoted from Mueller's 1955 article and have been proved erroneous by later research by Douglas Kelsey.

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Figure 8 - REGISTRY NOTICE sent to recipient of registered mail.

(No. 1525.)

Mr. \_\_\_\_\_, 188 .

PLEASE APPLY IN PERSON, OR SEND WRITTEN ORDER,  
FOR A  
REGISTERED LETTER TO YOUR ADDRESS, IN THIS OFFICE.

\_\_\_\_\_, P. M.

*N. B.—Registered Letters or Parcels must never be delivered to any persons but those to whom they are addressed, or upon their written order. Identification must be required when the applicant is unknown, and written orders must be verified and placed on file as vouchers. Postmasters will be held responsible for the wrong delivery of registered matter. (See Sections 868-869, Postal Laws and Regulations, Edition 1879.)*

Figure 9 - Back of Registry Bill with necessary information filled in.

**REGISTRY BILL.**

Dec 12, 1891

REGISTERED LETTERS, etc., from Mayer A. J.  
To P. O. at Prescott A. J., in Reg. P'ghe No. 179

All Registered Letters or Parcels sent in this Package with this Bill must be described below.

REG. NO.	CLASS.	ADDRESSED TO—
160	1	W. E. Hazelton

SENT BY A. J. Mayer RECEIVED BY W. E. Hazelton

Received from the Postmaster named on the other side the registered packages described as follows:  
Avoid blanks between entries and after last entry.—(See Section 1068, Regulations of 1887.)

DESCRIPTION "R" or "S."	No. OF PACKAGE.	POSTMARKED AT—	Date of Post- mark.	NAME OF P. O. ADDRESSED.
R	479	Abingdon	12/8	Cordes -
"	57688	Chicago	12/3	"

Write Signature. } J. H. Cordes  
Do not Stamp. } P. M. or Postal Clerk. Two

10

Figure 10  
Reverse of  
Registered  
Package  
Receipt  
with the  
transit  
station  
information  
shown.



Figure 11 - Postmaster's Personal Registered Mail Postmarks

<b>REGISTRY BILL.</b> <i>May 5</i> , 18 <i>91</i>			<i>April 30</i> , 189 <i>1</i>		
<b>REGISTERED LETTERS, etc., from</b> <i>Mayer Arizona</i>			<i>Meyer &amp; J</i>		
<b>To P. O. at</b> <i>Philadelphia Pa.</i> , in Reg. P'kge No. <i>31</i>			<i>in Reg. P'kge No. 33</i>		
<i>All Registered Letters or Parcels sent in this Package with this Bill must be described below.</i>			<i>is Package with this Bill must be described below.</i>		
<b>REG. NO.</b>  <i>37</i>	<b>CLASS.</b>  <i>1</i>	<b>ADDRESSED TO—</b>  <i>Mr. Johnson &amp; Stokes</i> <i>Philadelphia</i>	<b>ADDRESSED TO—</b>  <i>Medical Institute</i> <i>of</i> <i>St. Louis</i>	<div style="border: 1px solid black; padding: 2px; text-align: center;"> <b>BOSTON, MASS.</b>  <b>MAY 5 1891</b>  <b>CORRECT.</b>  <b>J.W. COVENEY, P.M.</b> </div>	
<b>SENT BY—</b> <i>J.B. Mayer</i>		<b>RECEIVED BY—</b> <i>John Field, P. M.</i> <div style="border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center; margin: 5px auto; width: 80px;"> <b>CORRECT</b>  <b>MAY 13 1891</b> </div>		<b>RECEIVED BY—</b> <i>Postmaster</i>	
<i>Philadelphia, PA.</i>		<i>Philadelphia, PA.</i>		<i>P. M.</i>	

Figure 12  
Registry  
Circular  
of  
Inquiry  
Form

**REGISTRY CIRCULAR OF INQUIRY.**

**Post Office,** \_\_\_\_\_

**COUNTY,** \_\_\_\_\_

**STATE,** \_\_\_\_\_

**To the Postmaster at** \_\_\_\_\_

**SIR:**

Registry Bill for Registered Letter } No. \_\_\_\_\_  
Parcel }

**addressed to** \_\_\_\_\_

**sent you from this office in Registered Package No.** \_\_\_\_\_

**on the** \_\_\_\_\_ **day of** \_\_\_\_\_, 18*91*

**has not been returned.**

Please state below whether you have or have not received the Registered  
 Package with its contents as above described, and return this circular to me  
 immediately.

Respectfully,

\_\_\_\_\_  
Postmaster.

**REPLY:**  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



## THE POST OFFICE BULLETIN FILE

Many old Post Office Department bulletins never reached the public domain, thus becoming unavailable to postal historians. This 1896, Eighth Division RMS notice gives directions to mail clerks for use in assorting Trans-Pacific and Canadian mails. Mail dispatch via San Francisco or Vancouver/Tacoma depended upon steamship sailing dates. Approved by James E. White, General Supt., January 1896.

# FOREIGN MAILS.

## Scheme for the use of Lines in Ninth Division.

Dispatch mails for all Foreign Countries via New York, except the following, which should be forwarded as indicated below. TRANS-PACIFIC MAILS for countries shown on scheme with double supply must be forwarded in accordance with the Schedule (Chicago standpoint) appearing monthly in Ninth Division General Orders. Matter specially addressed must be dispatched in accordance with address.

MAILS FOR—	FORWARD VIA—	MAILS FOR—	FORWARD VIA—
Alaska (U.S. Possessions) . . . . .	Seattle.	New Caledonia . . . . .	{ San Francisco. Vancouver.
Australia . . . . .	{ San Francisco. Vancouver.	New Hebrides . . . . .	{ San Francisco. Vancouver.
Ex. West Australia . . . . .	New York.	New South Wales . . . . .	(See Australia.)
Bay Islands . . . . .	New Orleans.	New Zealand . . . . .	San Francisco.
British Honduras, . . . . .		Nicaragua, Cent. America . . . . .	New Orleans.
Central America . . . . .	New Orleans.	Norfolk Islands . . . . .	{ San Francisco. Vancouver.
Caroline Islands . . . . .	{ San Francisco. Tacoma.	Philippine Islands . . . . .	{ San Francisco. Tacoma.
Clipperton Island . . . . .	San Francisco.	Piteairn Islands . . . . .	San Francisco.
Chatham Islands . . . . .	San Francisco.	Queensland . . . . .	(See Australia.)
China . . . . .	{ San Francisco. Tacoma.	Salvador, Cent. America . . . . .	New Orleans.
Colombia, Cent. America . . . . .	New York.	Samoa Islands . . . . .	San Francisco.
Ex. Boeas del Toro . . . . .	{ New Orleans. Mobile.	Sandwich Islands . . . . .	(See Hawaii.)
Cook Islands . . . . .	San Francisco.	Society Islands . . . . .	San Francisco.
Corea . . . . .	{ San Francisco. Tacoma.	Solomon Islands . . . . .	San Francisco.
Costa Rica, Cent. America . . . . .	New Orleans.	South Australia . . . . .	(See Australia.)
Cuba . . . . .	Tampa, Florida.	Tasmania . . . . .	{ San Francisco. Vancouver.
Ex. Santiago de Cuba . . . . .	New York.	Tahiti . . . . .	San Francisco.
Fiji Islands . . . . .	{ San Francisco. Vancouver.	Toubonai Archipelago, Low Islands . . . . .	San Francisco.
Gambier Archipelago, Low Islands . . . . .	San Francisco.	Toumotou Archipelago, Low Islands . . . . .	San Francisco.
Gilbert Islands . . . . .	San Francisco.	Victoria . . . . .	(See Australia.)
Guatemala, Cent. America . . . . .	New Orleans.	Vladivostock, E. Siberia . . . . .	{ San Francisco. Tacoma.
Hawaii . . . . .	{ San Francisco. Vancouver.		
Honduras, Cent. America . . . . .	New Orleans.		
Isle of Pines . . . . .	San Francisco.		
Japan . . . . .	{ San Francisco. Tacoma.		
Ladrone Islands . . . . .	{ San Francisco. Tacoma.		
Lord Howe Island . . . . .	{ San Francisco. Vancouver.		
Low Islands . . . . .	San Francisco.		
Loyalty Islands . . . . .	San Francisco.		
Marquesas Islands . . . . .	San Francisco.		
Marshall Islands . . . . .	San Francisco.		
Mexico . . . . .	Cleveland & St. Louis or Toledo & St. Louis, according to connection. When neither of above lines can be connected, label mail "St. Louis & Texas," for dispatch from Chicago.		
Ex. Mazatlan . . . . .	San Francisco.		
Tuxpan (in the State of Vera Cruz) . . . . .	New York.		

## CANADIAN MAILS.

MAILS FOR—	FORWARD VIA—
British Columbia . . . . .	
Manitoba . . . . .	
Northwest Territories . . . . .	
* Assiniboia . . . . .	
Alberta . . . . .	
Saskatchewan . . . . .	
New Brunswick . . . . .	{ Boston, Detroit or Port Huron, according to connection and special orders. When for- warded from Detroit or Port Huron, connection is made via Toronto and Montreal.
Nova Scotia . . . . .	
Prince Edward Island . . . . .	
New Foundland . . . . .	Boston.
Ex. Parcels Post Matter . . . . .	New York.
Province of Ontario . . . . .	(See Ontario Scheme.)
Province of Quebec . . . . .	{ Detroit or Port Huron, Mich., Suspension Bridge, Malone or Rouse's Point, N. Y., or St. Albans, Vt., according to connection and special orders. When forwarded from De- troit, Pt. Huron or Suspension Bridge, connection is made via Toronto and Montreal.

## THE LEE FAMILY MANUSCRIPTS

by Albert W. Bork

Jefferson Harrison Lee reached Prescott, Arizona Territory in 1864 from Iowa. Arizona postal history researchers and collectors can thank him for interesting and valuable information and many a cover in their collections. He seems to have saved every letter received by himself or family members, at least from 1873 until his death in 1915. Of the Arizona items this article concerns covers with MS. "postmarks" from Chino Valley, Cottonwood, Simmons and Cornville, all in Yavapai County and shown on map accompanying this article.

Lee married Agnes Adaline Taylor in Bloomfield, Iowa before coming to Prescott. They had eight children: Edward, Albert, John, Fitzhugh, Carl, Mary, Lillian and Jesse. After the first two years at Prescott, Lee purchased a well-watered ranch northwest of town from the original homesteader, Dan Conner. It was located on the road from Prescott to Ehrenberg. but never was the site of a post office, even though many travelers, no doubt including the carrier of mail to and from the Colorado river town, did stop overnight in the sleeping rooms of the large two-story house "J.H." built to house his family. Early newspaper files note that he brought the products of the rich soil on the ranch and the wild game which he hunted in the area near the ranch and around Granite Mountain into Prescott for sale and, probably, barter.

As the family grew up, members went out to work around the county and wrote back to the family. Lillian was sent to

school for a time in Lyons, Kansas. These details of the family's history are to be deduced from the many covers from the correspondence. They are the "paper traces", insofar as we can still follow them, as none of the contents of the covers were saved under the terms of a gift of the entire hoard in the mid-twenties to a Prescott stamp collector, Lee S. Stephens. Stephens was a painter and paperhanger. He was hired by Albert Lee to do some work at the old house on the American Ranch and found the stacks of correspondence in the attic where rats and mice had established homesteads and rain entered through the leaky roof. I never did know how much Stephens really was able to salvage, or thought was worth taking away. He was by origin a Canadian, an Irish Orangeman, whose collecting interests were largely confined to the stamps of his home areas. He sold much of the best of the find to someone in Kansas City, I believe, and information is solicited on the present whereabouts of this early Arizona material.

Chino P.O. appears on four of the Lee covers, all addressed to Miss Lillian Lee, Prescott, A.T., and dated Feb. 8, March 31, and July 22, 1884 and 2-24-86. All are manuscripts, in brownish ink, and appear to be in the same handwriting, which is, of course, different from that in the Second Edition of the Dike-Kriege catalog, because that belongs to the first period of the post office when Benjamin J. Wade and Frank Delaney served as postmasters. After the office was closed in April 1883, it was re-opened in Nov. 1883 with George W. Banghart as postmaster. Banghart had homesteaded in Chino Valley in 1866, but he had



lived in Prescott and operated a livery stable. He and his wife Mary were both natives of Canada. They had four daughters and one son, who died at 14 when struck by lightning. One of the daughters, Rosalind, married Judge E.W.Wells of Prescott. Their home, originally built for the Bangharts, is now the Arizona Ruffner Funeral Home, at Cortez and Carleton Streets.

The Bangharts moved from there to Chino in 1869. They operated a productive farm, dairy and grist mill, and maintained a stage station for traffic to and from Fort Mohave. It was known as "Bangharts," and probably served as a place where mail was left for other ranchers or passers-by, although an official post office did not come until 1883, as mentioned above. When the Prescott and Arizona Central R.R. began service from Prescott Junction on the Atlantic and Pacific R.R., Bangharts was officially recognized as a station on the way to and from Prescott. Service on the railroad began January 1, 1887.

As far as is known at present, Postmaster Banghart never had or used any postal marking or cancelling device, other than a handwritten manuscript cancel. The station is shown in a photograph reproduced on page 167 of Theobald's "ARIZONA TERRITORY", and a different one in "ARIZONA AND THE WEST", Vol.17, No.3 (1975), where a map of the railroad route also appears. The Chino post office closed July 25, 1891. George W. Banghart died Oct.25, 1895, at an early age of 50 years. His wife had passed away May 12, 1881.

Cornville, A.T.is the point of origin of another series of ten manuscript cancellations in the

Lee correspondence. Dates are from June 4, 1889 to June 29, 1890. Seven of the letters are addressed to Lillian M. Lee in Bloomfield, Iowa, one to Albert Lee at the American Ranch, and two to Mrs. J.H.Lee at the ranch. At least two different persons wrote the post office name and date, but the most interesting and curious detail is the fact that five of the series are written with different colored inks: one each red, green, and violet or purple; one, in a light brown with a very fine pen, and the remainder in the more or less standard brownish-black ink of the period. This post office was located in a general store on Oak Creek, and is still located in the same area, although the actual post office site has been changed various times.

Cottonwood and Simmons are the two other offices from the author's collection bearing manuscript cancellations. The former is on a large piece of a cover addressed to Mrs. J.H.Lee at Prescott, April 29, 1891, and the others from Simmons are addressed June 3, 1887 to Miss L.M.Lee, Lyons, Kansas, and the second to Miss Lillie M. Lee, American Ranch, with no year indicated. The curiosity in the latter case is the franking with a one-cent Franklin (Scott 206), which had previously been used, since it bears a bright greenish blue cork cancel under the scribbled grayish black pen cancel, which looks as if an effort had been made to obliterate the previous cancel as to avoid its being noticed. The date, 12/22, accompanying the "Simmons" and no territory name indicated, is in a very different hand from the other cover backstamped at Prescott, June 7, 1887.

While this collection affords a glimpse of the Lee family history, and is outstanding for the number of rare manuscripts preserved, one cannot but help bemoan the loss of the major portion of the covers and all of the correspondence. Again this highlights the value of

preserving covers and letters together INTACT. If only Lee Stephens had argued more forcefully and then recorded all the letters and covers, a valuable record of Arizona Territorial family life would have been available for generations to come.

CHINO- 2/8/84 to 2/24/86

*Chino P.O. Ariz  
Febr 8/84.*

CORNVILLE - 6/4/89 to 6/29/90

*Cornville A.T. 6-4-89*

*Cornville Oct 22 1889*

*Cornville  
A.T.  
9-14-89*

*Cornville Oct. 12-19-89*

*Cornville  
A.T.  
1-20-90*

*Cottonwood Ariz  
4-29-91*

COTTONWOOD 4/29/91

*Chino P.O. Ariz  
March 31/84*

*Chino P.O. 1884*

*July 22*

*Chino P.O.*

*2-24-1886*

*Cornville A.T.  
2/2/90*

*Cornville A.T. 5-23-90*

*Cornville A.T. 6-29-90*

*Cornville A.T. 5-5-90*

*Simmons  
June 3rd 1887*

SIMMONS- 6/3/87 *Simmons 12/22*

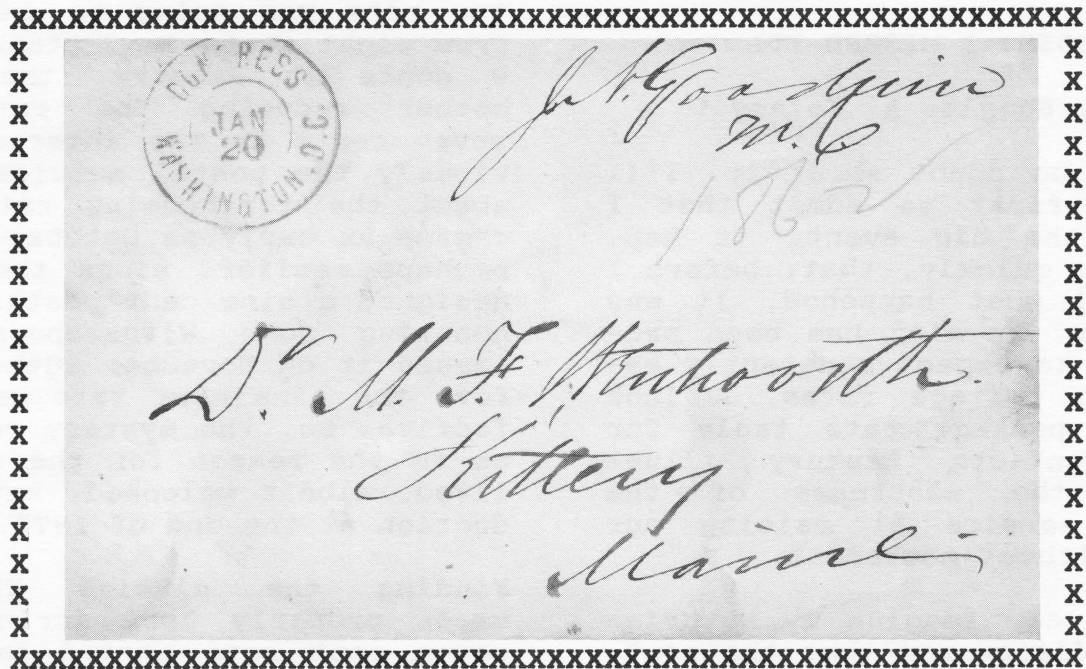
THE LEE CORRESPONDENCE MS. POSTMARKS



# ARIZONA TERRITORIAL MAP OF PRESCOTT AND VICINITY



OUR FEATURE COVER FOR THIS ISSUE



Free Frank signature of J.N. Goodwin, Member of Congress, on Jan. 20, 1862 cover to Kittery, Maine. Double circle 'Congress, Washington, D.C. postmark. This was about 19 months before Goodwin departed on his long jaunt to become the first Governor of Arizona Territory.

John Noble Goodwin was born in Maine in 1824 and graduated from Dartmouth College in 1844. He was admitted to the Bar in 1848, and was elected to the House of Representatives from Maine in 1860, but only served one term. On Aug. 21, 1863 he was appointed by President Lincoln to replace the deceased John A. Gurley of Ohio as the Governor of Arizona Territory. He departed from New York Aug. 27, and, with the company of most of the newly appointed officials of Arizona, left Fort Leavenworth under military escort on Sept. 26th.

When Goodwin arrived at Santa Fe Nov. 14, the party was still unsure of their destination. Due to the prevailing secessionist atmosphere in Tucson, General Carleton suggested that the new capital be formed at Fort Whipple, which was then being constructed in Chino Valley. This proposal was accepted, and the party left Santa Fe. On the afternoon of Dec. 29, 1863 they stopped at Navajo Springs, 40 miles west of the Zuni Village, and proclaimed the formal organization of the Territory of Arizona with a modest ceremony. The party arrived at Fort Whipple at noon Jan. 22, 1864. On May 18, 1864 the capital was moved to Prescott on Granite Creek.

On April 10, 1866 Goodwin was succeeded as Governor by Richard C. McCormick. Goodwin returned east to replace Charles Poston as the representative of Arizona Territory to the U.S. Congress. After his term Goodwin did not return to Arizona, but moved to New York and resumed the practice of law. Goodwin died in California in 1887.

From "BE IT ENACTED" by B. Salks, M.D., Phoenix, 1964



## THE POSTAGE RATES WERE LOWERED?

GOSH, I MISSED IT!

by Douglas A. Kelsey

There's no doubt about it. I'll be the first to admit that I missed the big event. It happened so quickly, that, before I realized what happened, it was all over. My mind has been programmed to expect constantly escalating postage rates. A look at the postage rate table for the twentieth century illustrates the adeptness of the postal service at raising our rates without abatement.

So, you can imagine my surprise when I discovered that the postage rates were lowered for only fourteen weeks in 1975. The rate for postal cards was reduced from eight cents to seven cents on September 14, 1975. Figure 1 illustrates the eight cent Samuel Adams postal card (Scott UX66) postmarked September 5, 1975-- nine days before the rate change.

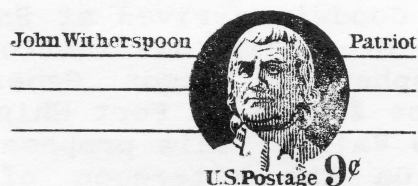
To satisfy the new rate, the postal service issued a seven cent postal card honoring Charles Thomson (Scott UX68) on the effective date of the new rate. The seven cent rate lasted only fourteen weeks, until December 31, 1975, when the rate was increased to nine cents. Figure 2 is a seven cent Thomson postal card mailed October 2, 1975 from Mount Holly, New Jersey.

Effective January 1, 1976, the postal card rate was increased to nine cents. Figure 3 shows a seven cent Thomson postal card with two cents additional postage affixed cancelled January 7, 1976, properly paying the new nine cent rate.

If the postal service knew that the rate was going to increase from eight cents in September to 9 cents in January, then why bother reducing the rate to seven cents in the interim? Obviously the postal service knew about the forthcoming rate increase as early as October 1975, perhaps earlier, since they had designed a nine cent postal card honoring John Witherspoon and issued it on November 10th-- before the nine cent rate was effective. So, the mystery remains as to the reason for the short-lived, albeit welcomed, rate reduction at the end of 1975.

Finding the elusive Thomson cards properly used during the seven cent rate period is very difficult, and they may prove to be a major postal history rate collectible of the future. In the meantime, the postal service has resumed its practice of continued rate increases; but my eyes are open, now, to expect the unexpected.

### Nine Cent John Witherspoon Postal Card



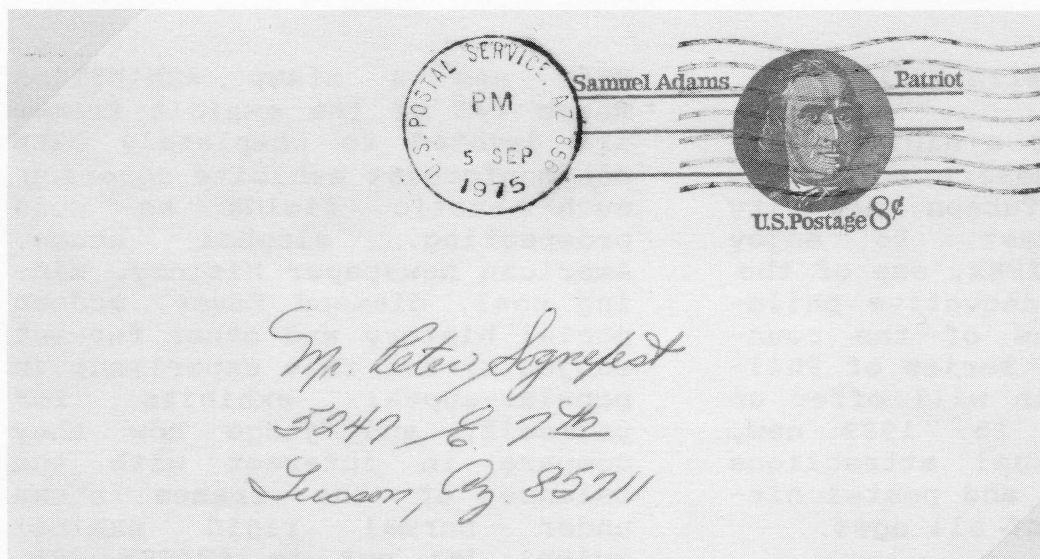


Figure 1  
Eight  
Cent  
Samuel  
Adams  
Postal  
Card

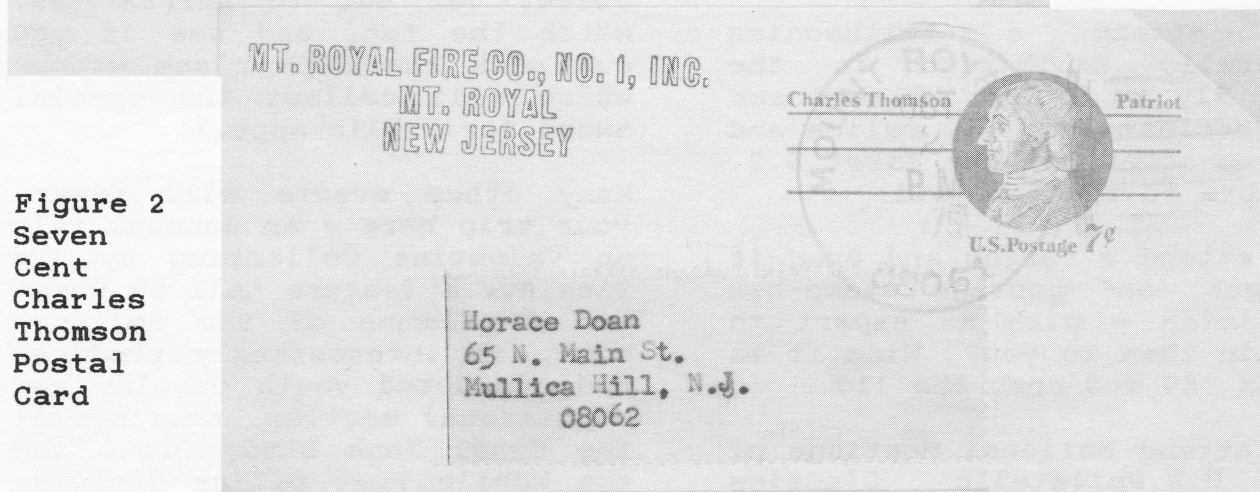


Figure 2  
Seven  
Cent  
Charles  
Thomson  
Postal  
Card

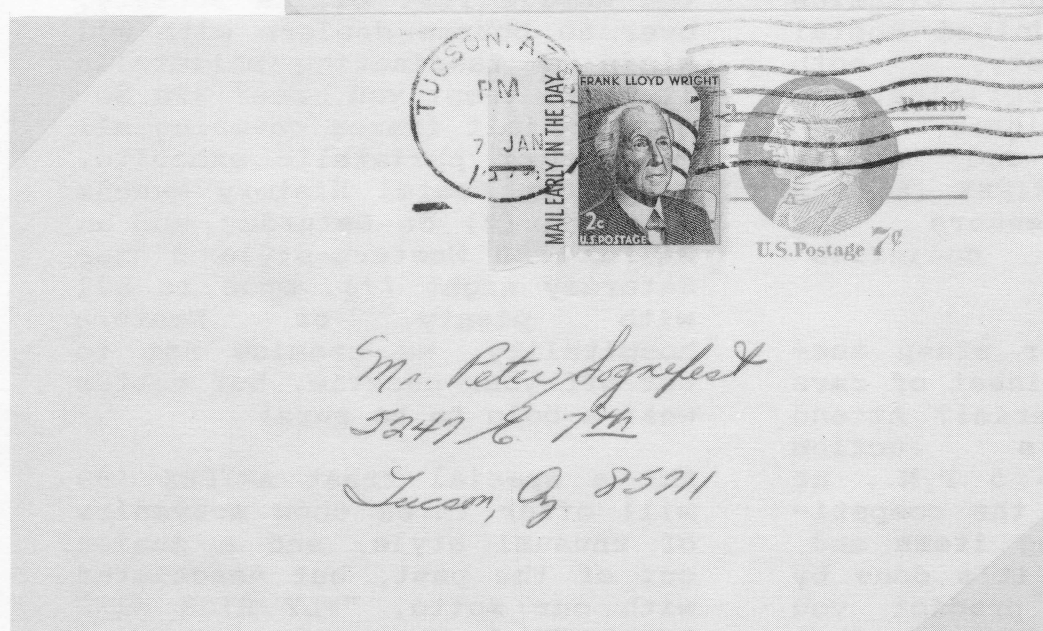


Figure 3  
Charles  
Thomson  
Postal  
Card  
with  
nine cent  
rate

THE HELIOGRAPH

1988 FALL ISSUE



## FLY HIGH WITH PHILATELY!

Plan now to take a winter vacation in sunny desert and mountain-surrounded Tucson, Gem city of the Southwest, to enjoy ARIPEX 1989. ARIPEX, one of the leading highly-innovative philatelic exhibitions of the country, and a World Series of Philately show, again will offer on Jan. 13, 14 and 15, 1989 new, varied and unusual attractions for stamp, cover and postal history collectors of all ages.

Ever attend a Smithsonian Philatelic Exhibition in the West? Fly to ARIPEX '89 and see the fascinating early relics and airborne covers of the first U.S. attempts to fly the mail.

Ever attend a "Bring and Brag if you got 'em" postage stamp-box exhibition - with an expert to explain them to you? Wing it to ARIPEX '89 and open the lid.

Ever attend National Meetings of the U.S. Philatelic Classics Society, and the United Postal Stationery Society, both outstanding in their fields, and complete with seminars, slide talks, exhibits and social affairs? Soar to ARIPEX '89 and meet fellow members and experience your societies' activities.

Ever attend a major stamp auction offering the finest of rare postal history material? Attend Richard Frajola's auction Jan. 13th from 1 to 5 P.M., at ARIPEX '89 and see the competition for outstanding items and, perhaps, learn how it's done by participating. We predict you won't need a plane to see that "The sky is the limit!"

Ever see a stamp exhibition where 1/3 of the exhibit frames are devoted to completely OPEN non-conformist exhibits covering such exotic fields as gold prospecting, alcohol abuse, American newspaper history, mining coal, diamond fever, modern postal history and other far-out subjects? See this experiment in popular-appeal exhibits for yourself, and judge how they compare in interest with the balance of the frames shown under normal rigid exhibit rules! Jet out to ARIPEX '89, watch the fun, and see if you can pick the OPEN class winner which will collect the special award for public appeal!

Many other events will reward your trip here - an unusual talk on Valentine Collecting by Joy Tinsley, a feature talk by Curator Jim Bruns of the Smithsonian, an interestingly produced and conducted youth display and educational section, meetings of the Canal Zone Study Group and the Mobile Post Office Society, over 50 bourse dealers with all kinds of fascinating philatelic items to tempt you, over 320 modern exhibit frames covering all classes of philatelic exhibits, a Western Postal History Museum luncheon (\*) on Saturday, and an ARIPEX '89 Western-style dinner Saturday night (\*), open to all with plenty of Western hospitality. We promise not to cut off your necktie, but better wear a bolo to be sure!

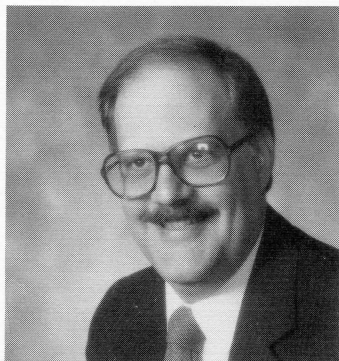
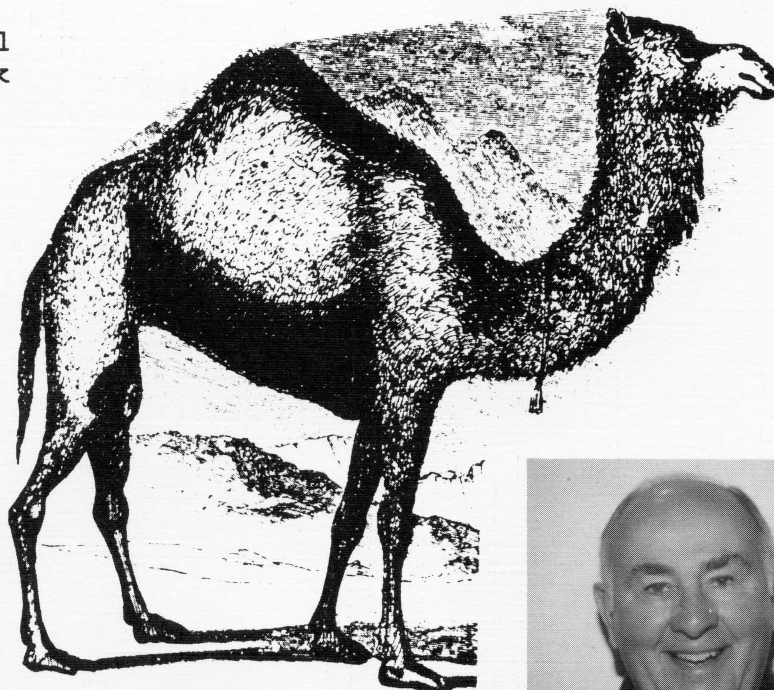
For a special treat ARIPEX '89 will offer three show souvenirs of unusual style, and a design out of the past, but associated with our motto, "FLY HIGH WITH PHILATELY."

(continued next page)

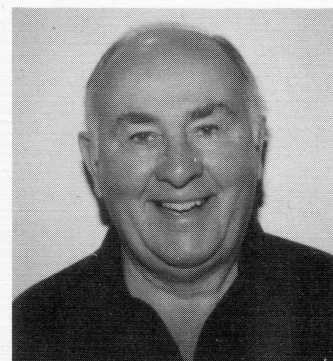
Arizona Camel Corps Members as of October 1, 1988

### Donor Members

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



Douglas A. Kelsey



Robert A. Paliafito

[illegible]

PS - You really don't have to come by airplane. The welcome mat is out to all, whether arriving by AMTRAK, Greyhound, motor car, horseback, camelback or just plain hoofing it! If you can, come to Tucson early and attend the Western Postal History Museum Postal History seminar (\*) on Thursday Jan. 12th, which, I guarantee, will be full of Western-style shooting from the hip!

(\*) Advance reservations suggested. WPHM seminar and Sat. luncheon call Ruth Gorton at 602-623-6642. For ARIPEX '89 dinner call Kathryn Harvey at 602-297-6172.





ILLUSTRATION: VINCENT ZENONE, 1966; ADAPTED FROM "LA FAMILLE," MARIE LAURENCIN, 1908

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