

THE HELIOGRAPH



WESTERN POSTAL HISTORY MUSEUM

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THE HELIOGRAPH

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OUR FRONT COVER - In commemoration of the commencement of serial publication in this issue of William L. Alexander's outstanding work on "Arizona Statehood Post Offices and Post Offices," our front cover features a photograph of Bill Alexander - the founder of the Western Postal History Museum. Bill passed away June 30, 1979 before the book was completed, and since that time it has been the object of study, checking, proof-reading and verification by many consultants and members of WPHM staff. Due to inherent difficulties in this type of book WPHM has decided to publish the work serially in THE HELIOGRAPH to determine by exposure possible future additions and changes for eventual publication as a book. We know some areas where new research already requires up-grading and this will be done. We all hope Bill Alexander would have approved this resolve to bring his work before the public in order to improve the final product.

POSTMARK ERRORS

ARIZONA STATEHOOD 1912-1982

by Robert B. Bechtel, Ph.D.

Considering the more than four thousand Arizona statehood postmarks employed since statehood on February 14, 1912, it is a surprising record of accuracy to report that only twenty-six types with errors have been recorded so far, and some of these may be questionable as "genuine" errors. This is remarkable when one considers the many chances for error in ordering and making up postmarks with Indian names or unusual spellings.

Error types will be listed in alphabetical order by towns rather than chronologically. Types listed are from the forthcoming Catalog of Arizona Statehood Postmarks by the author, to be published by the Western Postal History Museum.

Apache Junction, type seven was spelled "APACCE" and it should be grouped with Florence Junction, type 5 because both errors seem to have been made at the same time. The Florence Junction type occurred because the post office was a rural branch of Apache Junction at the time the errors were sent back to the respective post offices. These types are shown in Figures 1 and 2, and both seem to be fairly common.

Clarkdale seems to have gotten off to a poor start in the statehood postmark game by having the post office department add an unwanted "s" in the middle of the name, making a Clarksdale type 1 (see Figure 3), a relatively scarce item. Since the postmaster at Clarkdale quickly discovered the error, the "s" was removed and CLARK DALE type 2 (Figure 4)

is also an error item which was short-lived. Only one copy of each is known, both dated within two months of each other in 1913.

Congress Junction type two (Figure 5) is another scarce item with only two copies known on cover, and both in poor condition, while the best copy is on a piece. Here the error either seems to be an "N" turned on its side or a "Z" picked up instead of the proper letter.

The Coolidge Internment Branch (Coolidge type 14, Figure 6) has an "M" in place of an "N" in the word Internment. These are not as scarce as many of the errors mentioned so far and they seemed to have had a fair amount of use despite the error. Perhaps in wartime, when things were a little scarce, errors were tolerated to a greater extent.

The Dos Cabezas types one through five (Figures 7 through 11), were errors in the strictest sense that the spelling of the Spanish plural for "heads", "cabezas" should really be "cabezas," but there might be some who would claim this is not of the same class of error as the English misspellings. In any case, the error was corrected for type six and on until the post office closed. These "errors" are relatively common.

Fairbank type 4 (Figure 12), like the Clarkdale errors, has an "s" that mysteriously appeared but actually vanishes over time. It does not appear the letter was deliberately erased because of its gradual fading over time.

Hot Springs type two (Figure 13) was another spelling mistake and was, evidently, some unconscious effort to imitate the sound of a spring because it came out as "SPRINSS."

POSTMARK ERRORS - ARIZONA STATEHOOD

Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

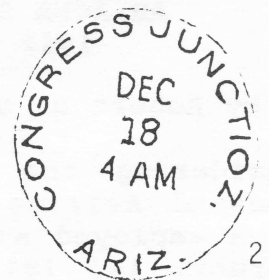


Fig. 6

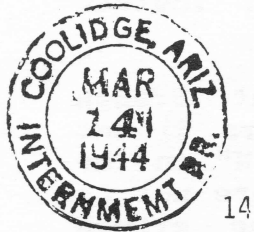


Fig. 7



Fig. 8



Fig. 9



Fig. 10

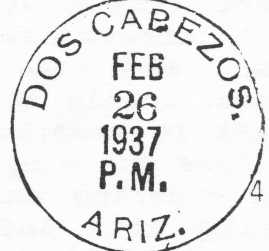


Fig. 11



Fig. 12



Fig. 13

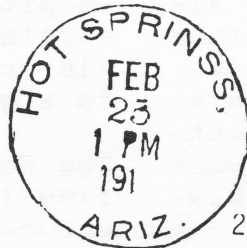


Fig. 14



Fig. 15



Fig. 16



Fig. 17

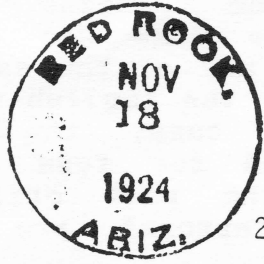


Fig. 18

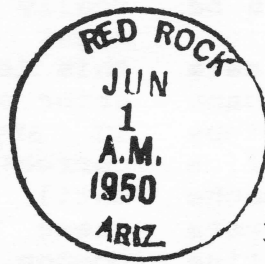


Fig. 19



Fig. 20



Fig. 21



Fig. 22



Fig. 23



Fig. 24



Fig. 25

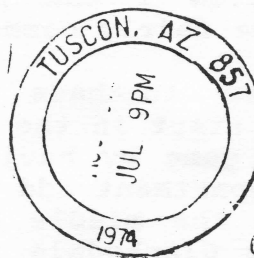


Fig. 26



122

Pinetop type 10 (Figure 14) is another of the errors where a one word town is split into two words.

Pomerenne type four (Figure 15) appeared as "Pomerine" and was corrected by type five cancel.

Red Rock types one through six (Figures 16 through 21) are errors because the town name appears as two words, when it was always one. Why this was not corrected for so long is a mystery. Rim Rock type one (Figure 22) is another of the two-word splits.

Springerville type 7 (Figure 23) was a clear error of spelling and most collectors of the day had the opportunity to get copies since the PM printed a great many on that one day, April 6, 1937. There are no known examples of this error having been used in the mails. Apparently all copies were philatelic in nature. These have become, nevertheless, relatively scarce and not often seen outside collections.

Stoddard, like Clarkdale, also got off to a bad start with its first statehood type one (Figure 24) spelled with only one "D." This was not corrected for some time and the type is recorded from 8/28/12 to 1/7/16, a rather long period for a spelling error to stay in use.

Statehood period postmark errors were not restricted to town markings only. Shown at right is a previously uncataloged 1941 R.P.O. postmark reading ASHFORD & Phoenix R.P.O., instead of ASHFORK & Phoenix R.P.O. Since this is not a typing error, it is most likely an outright failure to understand the town name correctly.

Finally, the two Tucson errors, type 62 (Figure 25) and type 122 (Figure 26) made up the second "philatelically exploited error" and provided another example of a long run spelling error. Type 62 was the "TUSCON" error and it, much like the "Springville" error was philatelically exploited in the sense that a number of copies were run off for the date of May 2, 1974. However, there is at least one other copy used commercially to cancel mail and I suspect there are a few more around that have not been discovered. This is an easy error to miss because of the difficulty most people (even TV, magazines and newspapers) have in spelling TUCSON in normal use.

The final error, the "TUGSON" error, was really a Greenway station postmark and is fairly common. Its first and last days of recorded use were 3/16/33 and 12/7/36, a fairly long use for a spelling error. Once more, however, it is not easy to detect this error because one has to look closely at the "C" to see that it really is a "G."

So far, these are the only known errors. One can't help feeling that there must be more, and that there are probably more copies of the scarcer postmarks. Now that our readers know what to look for, my encouragement is to wish you all "Good Hunting!"



**THE COURTRIGHT-STEVENS CORRESPONDENCE FORTS BASCOM AND CRAIG.
NEW MEXICO TERRITORY**

By Richard B. Graham
(Continued from Volume III, No. 1)

The cover shown in Figure 24, sent from Lebanon, Ohio on Mar. 3, 1865, received an entirely different treatment. As of that date, Miss Stevens, who had been addressing her letters to Dr. Courtright at Fort Bascom, changed this cover to Fort Sumner, probably based upon instructions sent in a letter by the Doctor some weeks before, but just received by her. As usual, the news was probably long since 'passe' by the time she received it.

This cover bears no Ft. Union marking, but rather was apparently forwarded to Dr. Courtright from Ft. Union, Ft. Bascom or Santa Fe--take your pick--to Ft. Craig where it was received on May 8, 1865. The problem is that the markings don't hang together very well in terms of the P.L. & R. of the times, nor does the use of the stamp to forward the cover jibe with the "Missent" which would have provided free forwarding to the correct destination. The stamp is postmarked Santa Fe, with unknown date.

We can present several theories, none of which quite make total sense. Probably the most reasonable is that the cover was sent on through Ft. Union to Ft. Sumner, where the stamp was provided and the letter sent to the Territorial headquarters at Santa Fe, to send the letter on to the correct destination. If this was done through Ft. Union, perhaps the "Missent" was provided there, and perhaps the stamp wasn't cancelled as not being necessary, or simply an omission.

The cover was readdressed to Ft. Craig, probably at Fort Marcy at Santa Fe, and sent on to Ft. Craig where it was received on May 8, 1865. In this scenario, which is probably incorrect, I am assuming the stamp for forwarding was applied elsewhere than Santa Fe, even though it was cancelled there, mostly because I think the headquarters people would not have provided any such stamp, knowing it to be unnecessary, and the Santa Fe post office would have cancelled it in any event.

Figure 25 shows the first cover of 1865 from Miss Stevens with a correct Ft. Craig, New Mexico, "via Santa Fe" address. This cover was sent from Blanchester, Ohio (a new location for her) on March 25, 1865 and Dr. Courtright docketed it as received at Ft. Craig on April 20, just a month later.

One would think that the problems of the correspondence were now solved, but, as is demonstrated by the cover shown in Figure 26, the course of lovers' correspondence, if that is what it was, never runs smoothly, particularly in 1865 over a 2000 mile distance. This cover, also mailed at Blanchester, Ohio on May 29, 1865, was missent to Black Hawk Point, Colorado Territory; marked "Missent" and postmarked there on June 14 and sent on via Santa Fe to Ft. Craig where it was received by Dr. Courtright on July 3, just a bit over two months after it was mailed.

The distributing office that probably missorted most of the missent covers, and I must say, the percentage of missorted letters, between mistaking Fort "Sumner" for Fort "Laramie" and this cover, is very high, - was probably at St. Joseph, Missouri, if we are to interpolate from the list of distributing post offices

FIGURE 24 - Mailed at Lebanon, Ohio on Mar. 3, 1865, this cover was addressed to Fort Sumner rather than Fort Bascom as were Miss Steven's letters sent the previous two months. Someone redirected the letter to Dr. Courtright at Fort Craig, who received it May 8, 1865 just over two months after it was mailed.

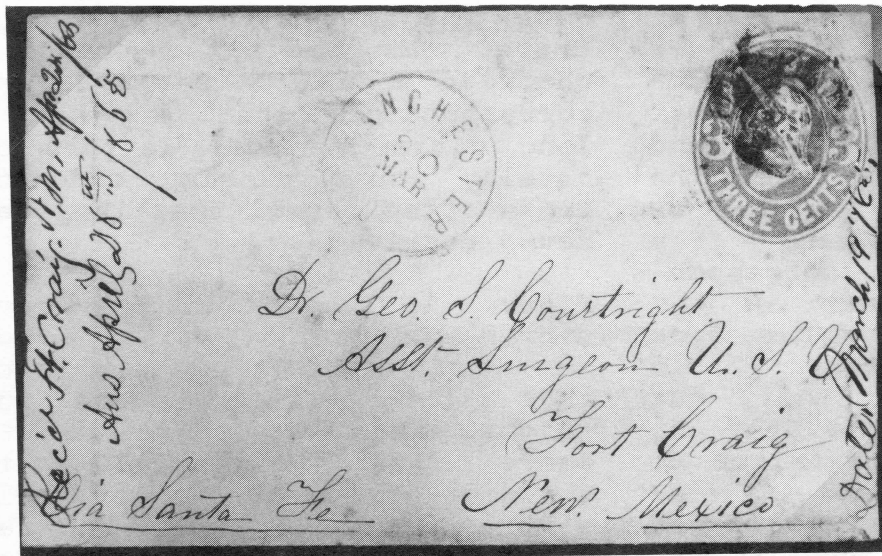


FIGURE 25- Sent from Blanchester, Ohio on Mar. 20, 1865, this cover is addressed in Miss Steven's familiar hand to Ft. Craig via Santa Fe, the up-to-date address, at last. It was received By Dr. Courtright at Fort Craig on April 28, over five weeks after it was mailed.

FIGURE 26 - Mailed, per faint Blanchester, Ohio postmark, on May 29, 1865, this letter to Dr. Courtright at Fort Craig was missent to Black Hawk Point, Colorado Territory. It was marked "Missent" and postmarked there on June 14, 1865 and was received by Dr. Court-right at Fort Craig on July 3.



given in the P.L. & R. covering these years. The usual process was to send letters in packages, etc., with routing slips (way-bills, listing the contents in detail were just being abandoned in this period) addressed to the appropriate distributing office, but the appearance of the early R.P.O.'s about then also may have been a factor.

My major regret about this correspondence is that I have still not located the letter contents, but I firmly believe it exists in a county or church historical society archive somewhere.

THE FORT CRAIG COVERS OF 1865

Dr. Courtright, as we have speculated above, probably arrived at Ft. Craig in mid-March, 1865 and he was assigned there until he returned east in late October or early November, judging from other covers in the correspondence. The first cover in the correspondence sent by him from Ft. Craig, shown in Figure 27, is postmarked March 13 (1865), but isn't addressed to Miss Stevens, but rather to John Courtright at Nebraska, Ohio---probably a father or a brother. The cover isn't docketed as to when it was received, although a docketing does indicate the letter once enclosed in the cover was also written March 13. Thus, this proves Dr. Courtright was at Fort Craig and not in the field. This date also jibes with docketing of the Doctor on the covers from Miss Stevens, as being the earliest such date that he received mail at Ft. Craig.

Interestingly, those same docketings, on the covers shown as Figures 12, 13 and 21 (in previous installments), show that he did not answer those letters until the next day, March 14, while Figure 27 indicates he performed the filial duty of writing his

family before he answered his fiancée's letters. However, we should not place undue emphasis upon this fact: probably all the letters he wrote went out in the same mail, which date he would have had in mind.

The cover to Miss Stevens written on March 14, when Courtright docketed three of her letters as being answered, isn't in this correspondence. Probably, it was a single large and heavy letter, requiring perhaps a block of four 3 cent, or a 12 cent stamp which reposes today off cover in some collector's album, with the cover long since discarded. Or, perhaps, the letter simply never got there; when one has a chance to check in detail a Civil War era correspondence that was sent a long distance, some letters are usually found missing and contents often reveal that they were never received.

Figure 28 shows another cover sent by Courtright with the Todsen Fort Craig type 2 marking, that all the fifteen covers Courtright sent from there in 1865 bear. This is probably the sharpest strike of the lot, being sent on April 20, 1865. The last letter in the correspondence from Ft. Craig is dated, per its postmark, Oct. 14 (1865) and I believe, judging from the other letters in--and not in--the correspondence, that Courtright was sent back east and home on furlough for a few months at that time.

The next letters in the correspondence are from him to Miss Stevens at Lebanon, one dated at Pittsburgh on Feb. 15, probably 1866, and the other from Washington on Feb. 21, 1866, judging by the type of postmarks. Those, I believe, are the last letters in the correspondence from Surgeon Courtright; later covers are addressed to Dr. Courtright at a

Cincinnati box number as a civilian.

The Fort Craig postmarks on these covers are all Todsen's Ft. Craig type 2, of which he gives his earliest recorded date of use as 8 Mar. 1863 and the latest as of 9 Dec. 1867, so these covers extend neither date.

In a future issue of THE HELIOGRAPH, if readers express any interest, I may review another, earlier correspondence with Fort Craig and other western fort markings that I was fortunate

enough to be able to record some years ago. Happily, this correspondence, although probably with a proportion of the letters missing, also does have the letters enclosed in the covers still present-- or at least they were there when I recorded the correspondence. This is the Lewis-Green correspondence, being from Lt. Martin Lewis from the time he was a West Point cadet to his then future wife, and then from him and his wife in 1859-1861 from posts in the west back to Ohio.

FIGURE 27 - The earliest cover in the correspondence sent by Dr. Courtright from Ft. Craig, N.M.T., addressed to a member of his family at Nebraska, Ohio rather than to Miss Stevens. The docketing indicates the enclosed letter was written March 13, the same day that the letter was postmarked which enhances the idea that this was either the day Dr. Courtright received his accumulated mail, or arrived there to find it waiting.

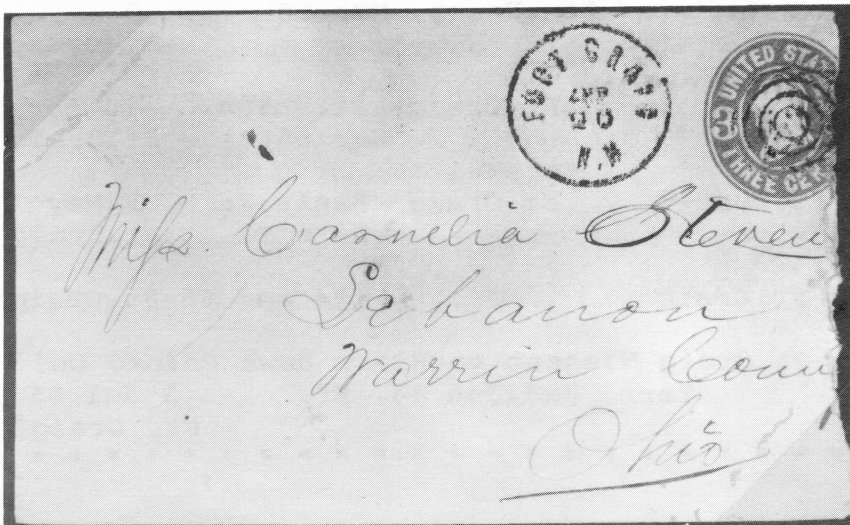
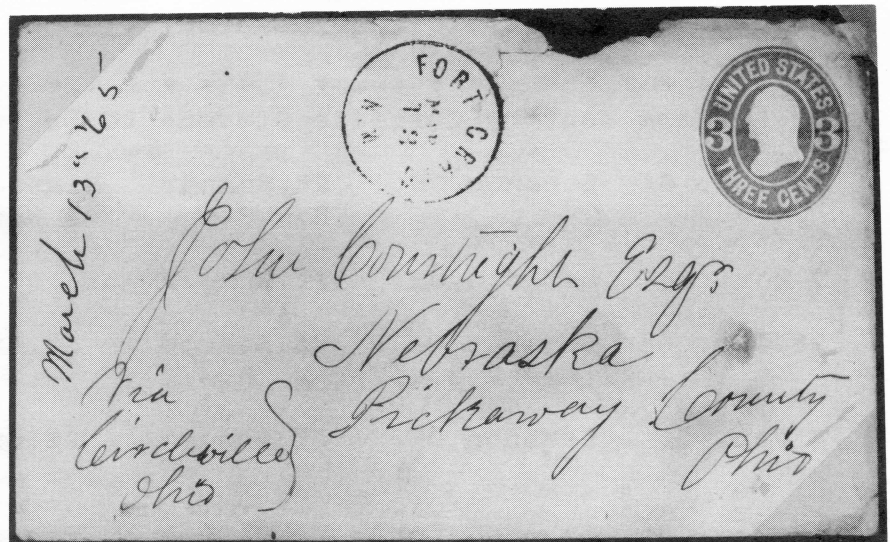


FIGURE 28- A representative cover of the fifteen covers sent by Dr. Courtright from Fort Craig, March 13 - Oct. 14, 1865, --- except that this may have a better strike than most.

TABLE I

COURTRIGHT - STEVENS CORRESPONDENCE COVERS, NOV. 1863-MARCH 1864

POSTMARK DATE	POST OFFICE MKG. OF	ADDRESSED TO	FORWARDING TO	DETAIL BY	DATE FW'D	DATE REC'D	AT
A) Letters sent by Dr. Courtright to Miss Stevens.							
11 Oct. 64	Ft. Union	Lebanon, OH.				Answered, Nov. 8	
9 Nov. 64	Santa Fe (See Fig. 11)	Lebanon, OH.	Cincinnati, OH.	Leb'n.	30 Nov.	Ans'd. Dec. 10	
9 Jan. 65	Ft. Union	Lebanon, OH.	(See Fig. 9)			Not Docketed	
31 Jan. 65	Ft. Union	Lebanon, OH.				Not Docketed	
7 Feb. 65	Santa Fe	Lebanon, OH.				Not Docketed	
13 Mar. 65	Fort Craig	Nebraska, OH.				Not Docketed when rec'd	

B) Letters sent by Cornelia Stevens to Dr. Courtright.							
25 Oct. 64	Lebanon, OH.	Ft. Sumner N.M.T.	Missent to Ft. Laramie, Neb. T.			22 Nov. 1864, Rec'd Jan. 65	????
9 Nov. 64	Lebanon, OH.	Ft. Sumner				Rec'd 26 Dec.	???
28 Dec. 64	Lebanon, OH. (See Fig. 12)	Ft. Bascom, N.M.T.	Ft. Craig	Ft. Union	14 Mar. Mar. 65	Ft. Craig	
4 Jan. 65	Lebanon, OH.	Ft. Bascom	Ft. Craig	Ft. Union	14 Mar. Mar. 65	Ft. Craig	
13 Jan. 65	Lebanon, OH. (See Fig. 13)	Ft. Bascom	Ft. Craig	Ft. Union	14 Mar. Mar. 65	Ft. Craig	
24 Jan. 65	Lebanon, OH.	Ft. Bascom	c/o Adj. Gen. Santa Fe Ft. Union, Mar 65			10 Apr. Ft. Craig	
7 Feb. 65	Lebanon, OH.	Ft. Bascom	Ft. Craig	Ft. Union	10 Apr. Mar 65(?)	Ft. Craig	
3 Mar. 65	Lebanon, OH.	Ft. Sumner	Ft. Craig	Santa Fe	8 May Date ?	Ft. Craig	
20 Mar. 65	Blanchester, OH.	Ft. Craig			24 Apr. 65	Ft. Craig	
20 May 65	Blanchester, OH.	Ft. Craig	Missent to Black Hawk Point, Col. Terr. Fwd. Jun 14, '65			3 Jul. 65 Ft. Craig	

TABLE I

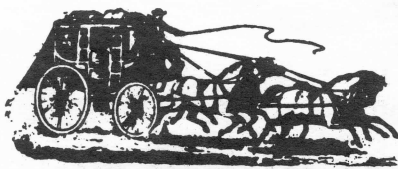
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					Dec. 10		
9 Jan. 65	Ft. Union	Lebanon, OH.	(See Fig. 9)		Not Docketed		
31 Jan. 65	Ft. Union	Lebanon, OH.			Not Docketed		
7 Feb. 65	Santa Fe	Lebanon, OH.			Not Docketed		
13 Mar. 65	Fort Craig	Nebraska, OH.			Not Docketed when rec'd		

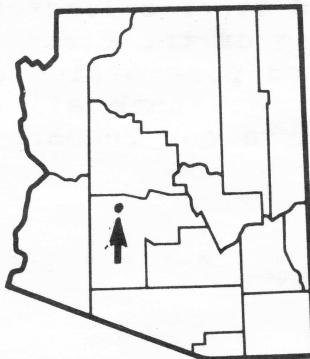
B) Letters sent by Cornelia Stevens to Dr. Courtright.							
25 Oct. 64	Lebanon, OH.	Ft. Sumner N.M.T.	Missent to Ft. Laramie, Neb. T.		22 Nov. 1864,	Rec'd Jan. 65	????
9 Nov. 64	Lebanon, OH.	Ft. Sumner			Rec'd 26 Dec.	???	
28 Dec. 64	Lebanon, OH. (See Fig. 12)	Ft. Bascom, N.M.T.	Ft. Craig	Ft. Union	14 Mar.		
				Mar. 65	Ft. Craig		
4 Jan. 65	Lebanon, OH.	Ft. Bascom	Ft. Craig	Ft. Union	14 Mar.		
				Mar. 65	Ft. Craig		
13 Jan. 65	Lebanon, OH. (See Fig. 13)	Ft. Bascom	Ft. Craig	Ft. Union	14 Mar.		
				Mar. 65	Ft. Craig		
24 Jan. 65	Lebanon, OH.	Ft. Bascom	c/o Adj. Gen. Santa Fe Ft. Union, Mar 65		10 Apr.		
					Ft. Craig		
7 Feb. 65	Lebanon, OH.	Ft. Bascom	Ft. Craig	Ft. Union	10 Apr.		
				Mar 65(?)	Ft. Craig		
3 Mar. 65	Lebanon, OH.	Ft. Sumner	Ft. Craig	Santa Fe	8 May		
				Date ?	Ft. Craig		
20 Mar. 65	Blanchester, OH.	Ft. Craig			24 Apr. 65	Ft. Craig	
20 May 65	Blanchester, OH.	Ft. Craig	Missent to Black Hawk Point, Col.				
			Terr. Fwd. Jun 14, '65		3 Jul. 65		
					Ft. Craig		

WESTERN POSTAL HISTORY MUSEUM

TUCSON, ARIZONA

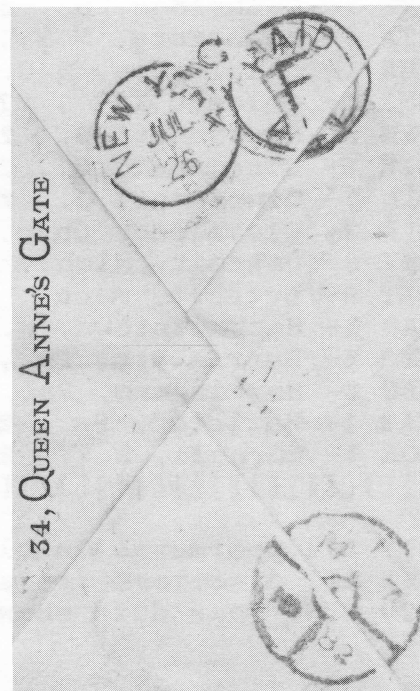


VULTURE ARIZONA TERRITORIAL POST OFFICE



THE VULTURE MINE IN NORTHWESTERN MARICOPA COUNTY WAS DISCOVERED IN LATE 1863 BY HENRY WICKENBURG. WICKENBURGH (THE H WAS DROPPED IN 1894) POST OFFICE WAS ESTABLISHED JUNE 19, 1865 AND SERVED AS THE AREA POSTAL CENTER. JAMES SEYMOUR OF NEW YORK ACQUIRED THE VULTURE MINE IN 1879. SEYMOUR POST OFFICE ON THE HASSAYAMPA 16 MILES SOUTH OF WICKENBURGH WAS ESTABLISHED JUNE 20, 1879, WITH ISAAC H. LEVY AS POSTMASTER. ON OCTOBER 4, 1880 THIS OFFICE WAS MOVED 11 MILES WEST TO THE SITE OF THE VULTURE MINE. THE OFFICE NAME WAS CHANGED TO

VULTURE AND LEVY CONTINUED AS POSTMASTER. A PIPELINE WAS BUILT TO BRING WATER FROM THE HASSAYAMPA RIVER ABOUT 4 MILES ABOVE SEYMOUR TO THE MINE AND A NEW MILL WAS BUILT AT THE MINE SITE. THE MINE CLOSED IN 1884, WAS ACQUIRED BY H. A. W. TABOR IN 1887 AND WAS SOLD AT SHERIFF'S SALE IN 1897. VULTURE POST OFFICE WAS CLOSED TEMPORARILY FROM SEPTEMBER 2 TO OCTOBER 4, 1887 AND FROM JULY 13 TO NOVEMBER 21, 1889 AND FINALLY CLOSED APRIL 24, 1897, MAIL GOING TO WICKENBURGH EACH TIME. AS OF OCTOBER 10, 1887 POSTAL ROUTE 40132 FROM PRESCOTT TO WICKENBURGH WAS EXTENDED TO VULTURE. ON DECEMBER 6, 1887 THIS SERVICE WAS INCREASED TO TWICE A WEEK AND 10½ HOURS WERE ALLOWED FOR THE TRIP. ON MARCH 23, 1888 ROUTE 40132 WAS EXTENDED TO PHOENIX, WITH SERVICE 3 TIMES PER WEEK. W. H. SMITH RECEIVED \$3190.00 IN 1887, \$3013.97 IN 1888 AND \$4785.00 IN 1889 FOR THIS ROUTE.



FN

(Continued from Volume III, No. 1)
by Charles F. Nettleship Jr. and Charles L. Towle
Key to post office transit postmarks shown on this page.

ZAN 1- Zanesville, Ohio, 30, 3 P.M., 1903

* * * * *

ASE 2- Asterville, N.C., 29.5, 5 A.M., 1894
AST 1- Astoria, Oregon, 28.5, 11 A.M., 1895
BAT 9- Baltimore, Md., 27.5, 11 P.M., 1890
BAR 1- Bangor, Me., 27.5, 5 P.M., 1894
BIL 1- Billings, Mont., 29, 7 P.M., 1894
BIN 1- Bingen, Pa., 27.5, 7 A.M., 1887
BHT 1- Binghamton, N.Y., 20.5, 5 P.M. 1913, machine
International Postal Machine, Machine No.1, T for Transit.
BLO 4- Bloomsburg, Pa., 28.5, 12 noon, 1898
BOS 14- Boston, Mass., 26, 3 P.M., NYD (1885), machine
American Postal Machine Company. Used only few months in 1885.
Cover has neither originating nor receiving postmark, but only
transit postmark.
BOS 15- Boston, Mass., 24.5, 8 P.M., NYD (188-)
Rare postmark with TRANSIT in top slot for slug insertion.
BYN 2- Brooklyn, N.Y., 28.5, 8 P.M., 1891
BUF 13a- Buffalo, N.Y., 28, 9.30 A.M., 1899, Trick (?) number 1.
CBE 1- Cambridge, O., 27.5, No time, 1886, (Ohio)
CTA 1- Canastota, N.Y., 29.5, 11 A.M., 1905
CHA 1- Charleston, S.C., 27.5, 9 P.M., 1910
CHI 3- Chicago, Ill., 27, 10 A.M., 1886
CIN 5- Cincinnati, O., 27.5, 11 A.M., 1881
CIN 6- Cincinnati, O., 28.5, 10 A.M., 1885
CIN 7- Cincinnati, O., 29, 12 Noon, 1887
CLE 7- Cleveland, Ohio, 27.5, 8 P.M., 1894
DET 8- Detroit, Mich., 27.5, 11.30 A.M., 1896
DET 9- Detroit, Mich., 29, 10.30 A.M., 1898
HAC 1- Hackettstown, N.J., 29, 6 P.M., NYD (1890)
HBG 4- Harrisburg, Pa., 26.5, 12.30 P.M., 1895
HBG 5- Harrisburg, Pa., 29.5, 8 A.M., 1906
HAZ 1- Hazleton, Pa., 29. 11 A.M., 1887
HOR 1- Hornell, N.Y., 26.5, 9 A.M., NYD (1919)

(1) All postmarks in black unless otherwise noted.
(2) All diameters are shown in millimeters.
NYD - No year date shown in postmark.



ZAN 1



ASE 2



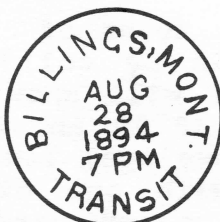
AST 1



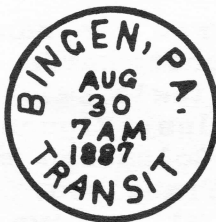
BAT 9



BAR 1



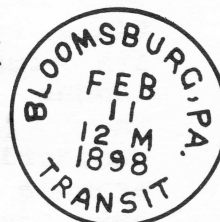
BIL 1



BIN 1



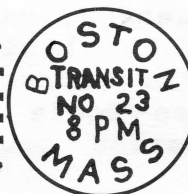
BHT 1



BLO 4



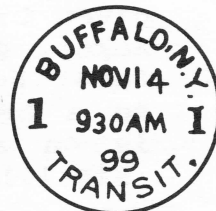
BOS 14



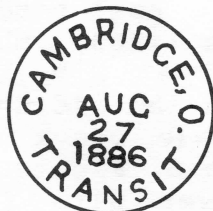
BOS 15



BYN 2



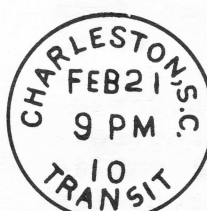
BUF 13a



CBE 1



CTA 1



CHA 1



CHI 3



CIN 5



CIN 6



CIN 7



CLE 7



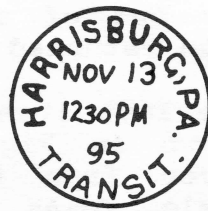
DET 8



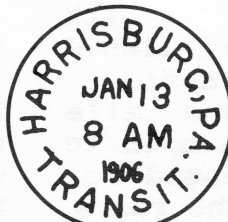
DET 9



HAC 1



HBG 4



HBG 5



HAZ 1



HOR 1

**COLLECTING VARIATIONS
OF POSTAL HISTORY**
(a) Genealogical Collections
by Charles L. Towle

Continued from Volume III, No. 1

Towlesville (Fig. 10) was a small village in Steuben County, New York. A post office was opened on Dec. 19, 1833 and managed to continue until May 31, 1905, when its functions were moved to Kanona, N.Y. A Richard Towle was the first postmaster. The manuscript variety is the only example I have been able to locate from this hamlet.

Among the covers I prize is one given to me by my friend J. David Baker, of Indiana postal history fame. Note that it is addressed to a previous Charles Towle and is on a Banknote period cover. (Fig.11)

Figure 12 is a most unusual cover written by a Towle to a Towle. It is an Oct. 15, 1898 cover from Davenport, Iowa to Corp. B.E.Towle of the Iowa infantry. The father was Rev. C.A.Towle, State Superintendent of Congregational Sunday Schools and publications, Grinnell, Ia. It contains a letter of counsel to a son entering the U.S.Army, apparently as a result of the Spanish-American War

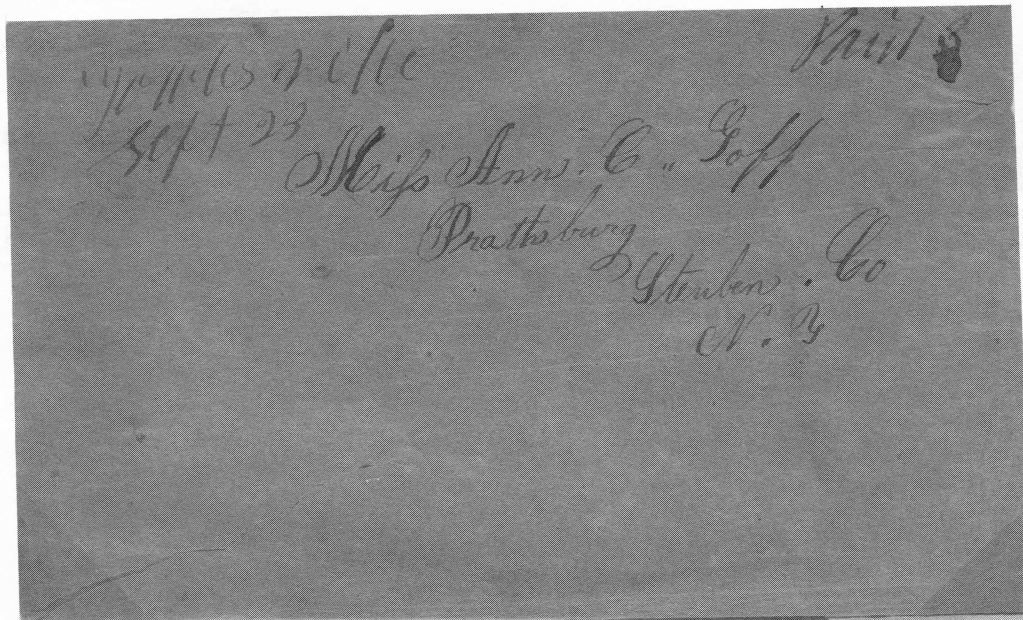
The producer of many noteworthy "Towle" covers and cards was the small California lumbering town by that name located on the main Sacramento - Ogden line of the Southern Pacific R.R. on the west slope of the Sierra Nevada. This Placer County town had a 4th class post office established Dec. 31. 1891 and closed April 1, 1935, when it moved one mile north and had its name changed to "Baxter." The town was named for Allen and George Towle who ran a thriving lumber business which

contributed most of the mail volume. Towle Lumber Co. corner cards are also known used both from Alta and Dutch Flat. Towle was located in an area with high orchards and many summer camps and small summer hotels in the nearby wooded hills. Albert H. Smith was the first postmaster with a compensation of \$395 in 1893.

From the many types of covers and post cards in my collection from Towle, Cal. I will show four examples: Figure 13 is an 1894 2 cent Columbian envelope, Towle to San Francisco, with one of the more attractive corner cards of the Towle Bros. Lumber Co. Figure 14 shows a U.S. Postal Money Order Advice from Towle, Cal. for \$3.00 to Mrs. M. Veet at Clipper Gay. The form is in unusually good condition and shows a clear Clipper Gap MOB cancel on reverse dated Oct. 2, 1901. Donated by my friend Kirk Wolford, who is well acquainted with the territory.

Figure 15 shows a post card view of Towle, Cal. in 1903, showing the depot and a S.P. local freight train in the siding. On reverse is a Towle black single circle dated June 3. Figure 16 is a registered cover with four 3 cent stamps (two types), Towle, Cal. Nov. 18, 1900 to Philadelphia, Pa. Reg.No. 143. Reverse of cover is an all-over ad for a stylograph, or ink pencil, so envelope apparently held payment for the device, although the scribbled note across the front is rather confusing. Double circle Philadelphia return registry marking Nov. 23. Evidently, the item ordered was out of stock and money was then returned to sender at Towle.

The last item of this article is shown in Figure 17- a souvenir cover from USNS Pvt. John R. Towle, T--AK 240, inscribed Thule AB, Greenland and postmarked July 30, 1975.

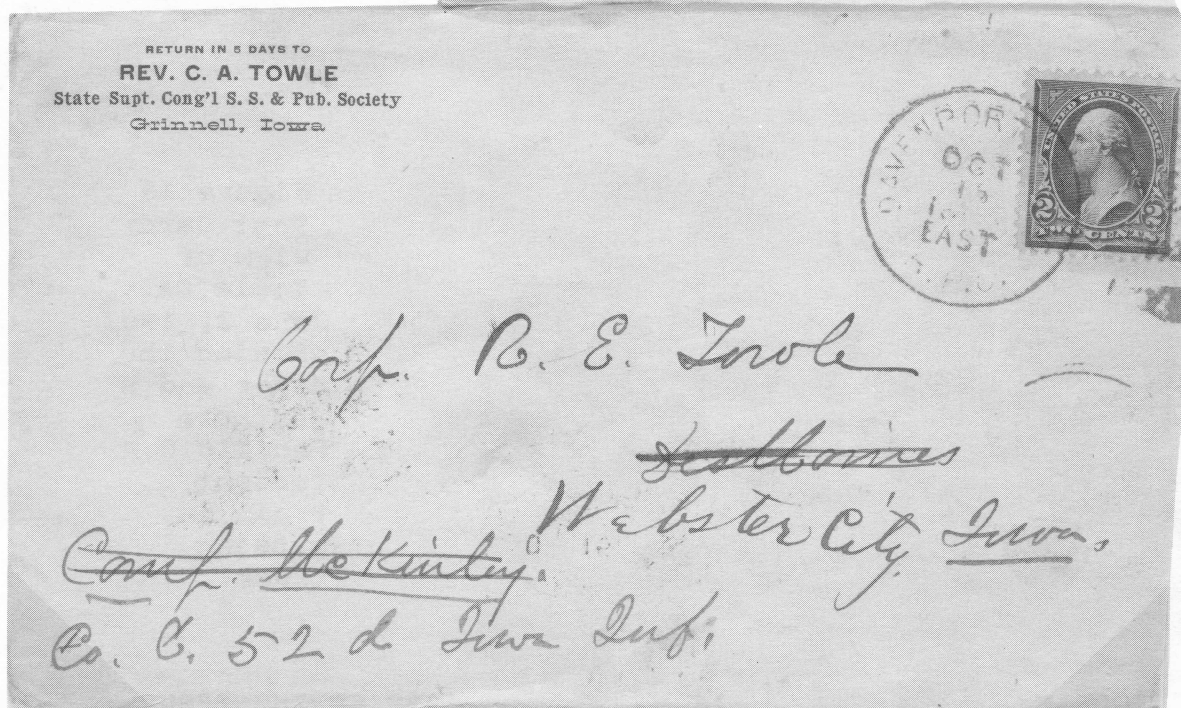
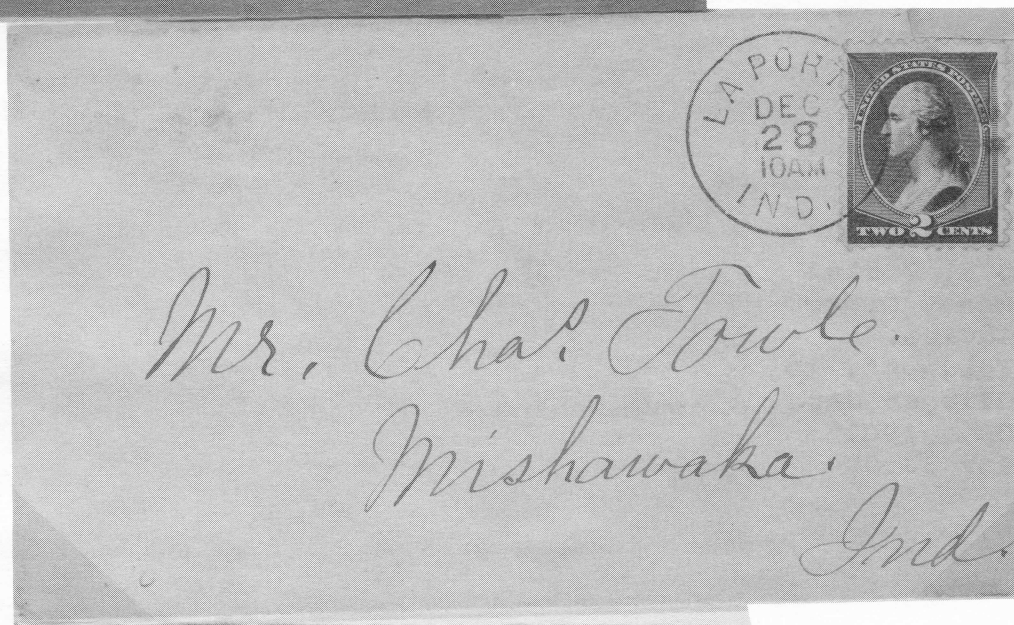


**GENEALOGICAL
COLLECTING**

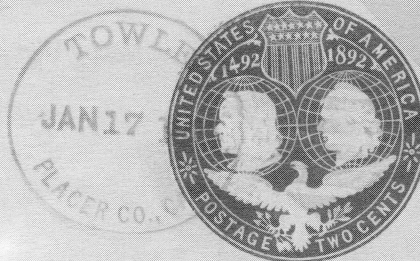
**Figure 10
Manuscript
Towlesville (NY)
1855 Stampless
Cover**

*Towlesville
Sept 23*

**Figure 11
La Porte, Ind.
Banknote on
cover to a
Charles Towle.
Postmark shows
time of day.**



**Figure 12
Davenport
to Webster
City, Iowa
Oct. 15, '98
Rev. C. A. Towle
to son, Corp.
R. E. Towle**



GENEALOGICAL COLLECTING

Figure 13
TOWLE, CA.
1894 cover
with Towle
Bros. Lum-
ber Co.
corner
card.

ALBERT DIBBLEE,
10 CALIFORNIA ST.,
SAN FRANCISCO CAL.

Figure 14
U.S. Postal
Money Order
Advice.
Towle, CA. to
Clipper Gap,
CA., 1901
for \$3.00

ADVICE. Towle, California. No 1062
1901

A MONEY ORDER OF ABOVE NUMBER AND DATE HAS BEEN DRAWN BY ME UPON YOUR OFFICE IN FAVOR OF

FOR *Mrs M Keet* DOLLARS, # CENTS.

TO THE POSTMASTER AT *Clipper Gap Cal*

NAME OF REMITTER: *Mrs Cameron* POSTMASTER. *E J Robie*

ADDRESS OF PAYEE: NO. STREET. SPACES OPPOSITE TO BE FILLED IN WITH PEN AND INK.



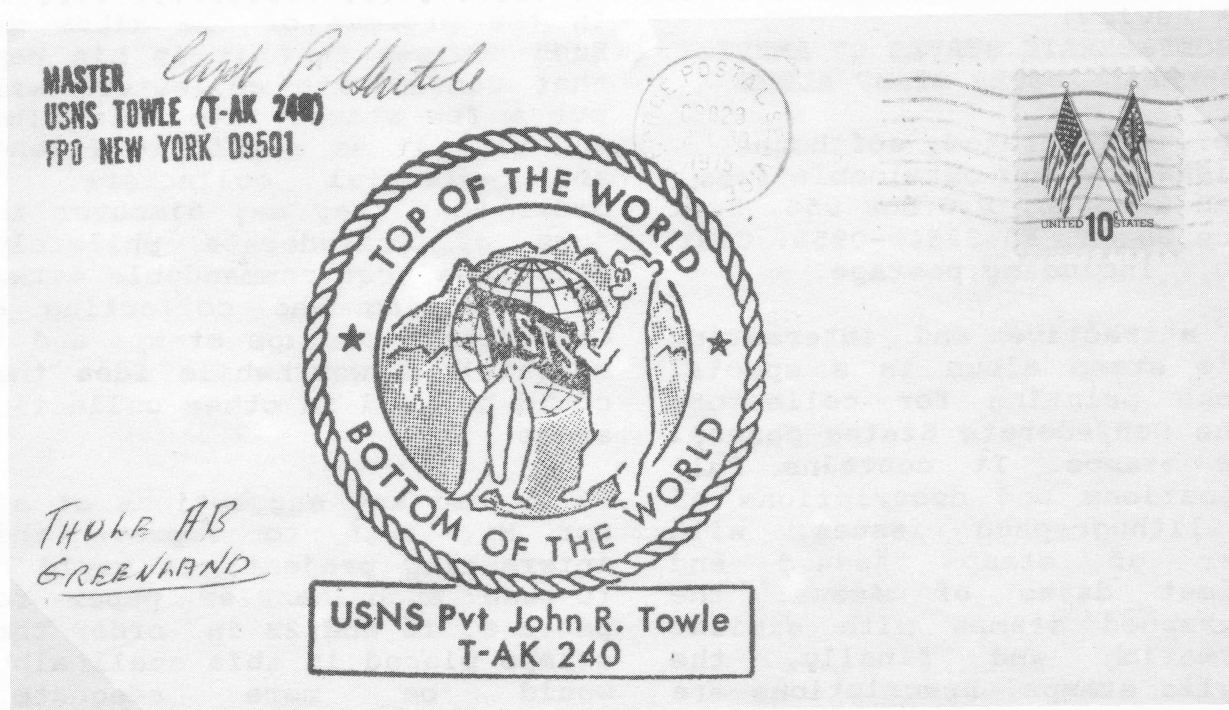
Figure 15
Post Card
view of
Towle, CA.,
June 3, 1903
showing the
depot and a
Southern
Pacific R.R.
freight
train in
passing
track.

GENEALOGICAL COLLECTING

Figure 16 - Registered cover from Towle, Ca. to Philadelphia, Pa. Nov. 18, 1900 with four 3 cent stamps. Order not filled, and cover returned registered from Philadelphia for same postage!



Figure 17 - Souvenir cover from USNS Pvt. John R. Towle, T--AK 240. Vessel strengthened for operation in ice to supply McMurdo Sound in Antarctic and, apparently, Thule AFB in Greenland near the Arctic.



[illegible]

23 pp., illustrated, softbound,
published by and obtainable from
Conrad L. Bush, P.O.Box 956, Fort
Walton Beach, FL.32549-0956. Cost
\$3.50, including postage.

THE HELIOGRAPH

By now I thought I had reached the end of the line in collecting 'Towle' covers, but during ARIPEX '89 I was sitting at WPHM table trying to sign up new members, when a dealer friend of mine came up with a pack of covers and said "I think these will interest you." He was certainly right because it was a pack of 25 covers from 1921-1928 period from a Miss Charlotte Towle of Bryn Mawr, Pa. to Miss Elise Towle, Miss Mildred Towle and Mrs. H.A. Towle, all of Butte, Montana. This was a new branch to check up on, and further illustration of how one family source can spread out to many states throughout the country. Needless to say I certainly was interested. Just maybe, there are more of us Towles out there somewhere----

If we had any suggestions at all for Mr. Bush to improve this interesting project, it would be to use much heavier paper for pages 8, 13 and 22 in order that stamps placed in this small album would be more adequately protected. This could be done at little expense by a slight rearrangement of the three pages to be used for mounting stamps.

1989 SPRING ISSUE

DO IT YOURSELF EXPERTISING

by Richard C. Frajola

It has been my experience that the majority of fake covers are readily exposed by a simple process. If you ask yourself the right questions regarding a cover or a folded letter, the answers often lead to conclusions that expose fakery, or support authenticity. The questions which follow are basic and simple. I hope they prove helpful.

1. What is the actual date of the cover, or what is the probable period of the item?

a.) If no precise date is available from contents or docketing, what is the period of usage of the stamps, rates or markings which appear on the cover?

b.) Are all aspects of the cover totally consistent with the date or period established? The paper, ink, whether it is an envelope or a folded letter, the markings, and the stamps, if any, should all be consistent with a probable period of usage. Narrow this period as much as possible.

2. Where did the item originate and to where is it addressed?

a.) During the period established, what kinds of mail service between these two points was available? What was the usual method of mail handling?

b.) If the origin point is unknown, as is frequently the case on steam, route agent, and other classes of mail, what is the most likely area of origin? If outside the United States, does the address include "United States" as part of the address?

c.) Was it delivered to the addressee at original address, forwarded, returned, or undelivered?

d.) Is it from a known correspondence? If so, what stamps and markings do the other covers in the group bear?

3. Did it enter the Government mails, and if so, where and how?

a.) Did it originate at a point other than where it entered the mails (such as ship, steam, steamship usages)? If so, what other kind of service was involved? Was it an independent mail carrier, friend, ship captain, unknown-?

b.) Does the item have any non-government rates or pencil notations which might indicate an additional form of handling such as by express, or carrier delivery?

4. For the period of usage, the terminal points of the cover, and the method of handling, what should the postal rate have been?

a.) Was prepayment, or partial payment necessary, usual or exceptional? If prepaid, was it by stamp or in cash?

b.) Was it directed to someone with the privilege of receiving mail free? If so, what class and weights of mail did the privilege include?

(c) Although there were some postal clerk errors, the vast majority of covers are correctly rated. Overpayments occur frequently in mail to foreign countries. Is the item correctly rated?

5. Were adhesives required or optional during the period and for the type of mail service involved?

a.) If adhesives were optional during the period, and the item has a stamp, what markings would appear on the cover if it was posted without a stamp? If those markings appear on your cover can they be explained?

b.) If stamps were required during the period, and the subject doesn't have stamps, or enough postage, is there any evidence of stamp removal? Was it used from a place that was likely to be without stamps? Much of the mail from Territorial offices,

after stamps were required, is prepaid in cash rather than with stamps.

6. Does it bear markings consistent with usage?

a.) Can all rate handstamps be explained?

b.) Can a logical progression from origin to destination be accounted for, and are the dates of the markings logical for such?

7. Do the markings match other known genuine examples?

a.) Is the ink correct?

b.) Could it have been carried out of the mails and the markings added?

c.) Have any of the markings been manipulated or altered?

8. Has any alteration to the letter sheet, or envelope, occurred that might hide or mask a manipulation?

a.) If a dateline has been removed, can the markings be explained by a different origin point than the apparent one?

b.) If the cover has been sealed shut, has it been done to hide a repair?

9. Are all the markings applied on the cover, that were applied at the same office, consistent with other known genuine examples of the period? For example, some

offices routinely used one color for the postmark and another for the cancel.

a.) If postmark and cancel are in the same color, do the inks match?

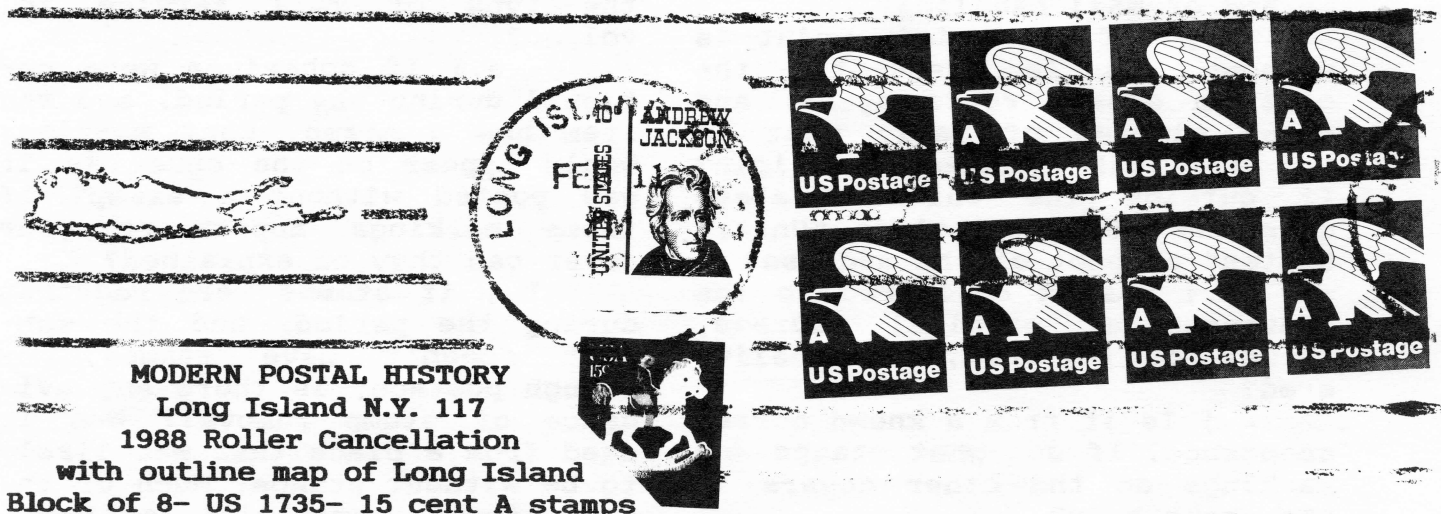
b.) If stamp is tied, has the tie been enhanced, or added?

10. Has a consistent and logical explanation for all markings on the cover been developed?

a.) If any inconsistencies exist, can they be explained by starting over with a different assumption? Assume, for example, that a different stamp had been on the cover, or that it was stampless, does that eliminate the incongruities?

b.) If there are multiple, logical explanations, have you exhausted the possible rates and regulations for information? Are there additional known examples that would tend to favor one explanation?

If you have gone through the above questions on several subject covers, I think you will find that you've spent a lot of time reading and studying postal laws and regulations, and in the process acquired a basic postal history education. Proper reference materials will make your task much easier.



MODERN POSTAL HISTORY

Long Island N.Y. 117

1988 Roller Cancellation

with outline map of Long Island

Block of 8- US 1735- 15 cent A stamps

20TH CENTURY "STAMPLESS" COVERS

By Douglas A. Kelsey

The Act of March 3, 1855 requires postage on all letters, and that the postage can be paid by stamps or stamped envelopes, exclusively, effective January 1, 1856. In other words, prepayment of postage by affixing stamps to envelopes became mandatory. Therefore a person would not expect to find "stampless" twentieth century covers.

But accidents happen

As a matter of fact, an accident is the surest way to get maximum attention. All of these so-called "stampless" covers discussed in this article originally had stamps affixed, per regulations. As evidence I offer Figure 1, a 1971 cover which must have "accidentally" come into contact with some of Florida's water. It was necessary for the USPS to show that, at one time, there was sufficient postage affixed to the envelope so that the addressee wouldn't be charged postage due. The amazing fact with this cover, and the other covers illustrated in this article, is that this "accident" happens so often that the USPS has a handstamp manufactured to cover the contingency!

Figure 2 is a 1959 specially coated, slick paper, linen envelope of high quality. The paper is so slick that a postage stamp would not stick to it. Once again the Postal Service is on the spot with a handstamp appropriate to the situation--"OK, SHED STAMP"--to account for the fact that this twentieth century letter was "stampless."

Sometime the "stampless" condition of a cover is not due to Mother Nature or the quality of the envelope's paper. Sometimes it is genuinely an accident. A letter caught in the automated processing machinery, or mishandled in transport could easily lose its stamp (Figure 3). The fact that a letter was damaged in handling while in possession of the Postal Service is not news or a very remarkable occasion. The fact that they would confess to it, though, is significant ... and that they were kind enough to validate one rate of postage on this cover which probably wouldn't have lost its stamp if it hadn't been mistreated in the first place! Proving, again, that an accident is the surest way to get maximum attention.

A candidate for 1987's "stampless cover of the year" is an intra-California correspondence which crossed the continent twice -- without a stamp! Figure 4 requires an imaginative explanation. How can a cover go from Sacramento to Laguna Hills, California, approximately 335 miles, by way of Columbia, South Carolina, who verified that postage was affixed and sent it back to California, about 6,000 miles round trip? This little "accident" got plenty of attention from both coasts! Figures 5 to 9 further illustrate the point that when "accidents" happen, it's quite possible that a twentieth century "stampless" cover could be the result--which means that there is a collector ready to reap the reward--it's an accident that will get my maximum attention. The resourceful Postal Service always seems to be ready with an appropriate handstamp.

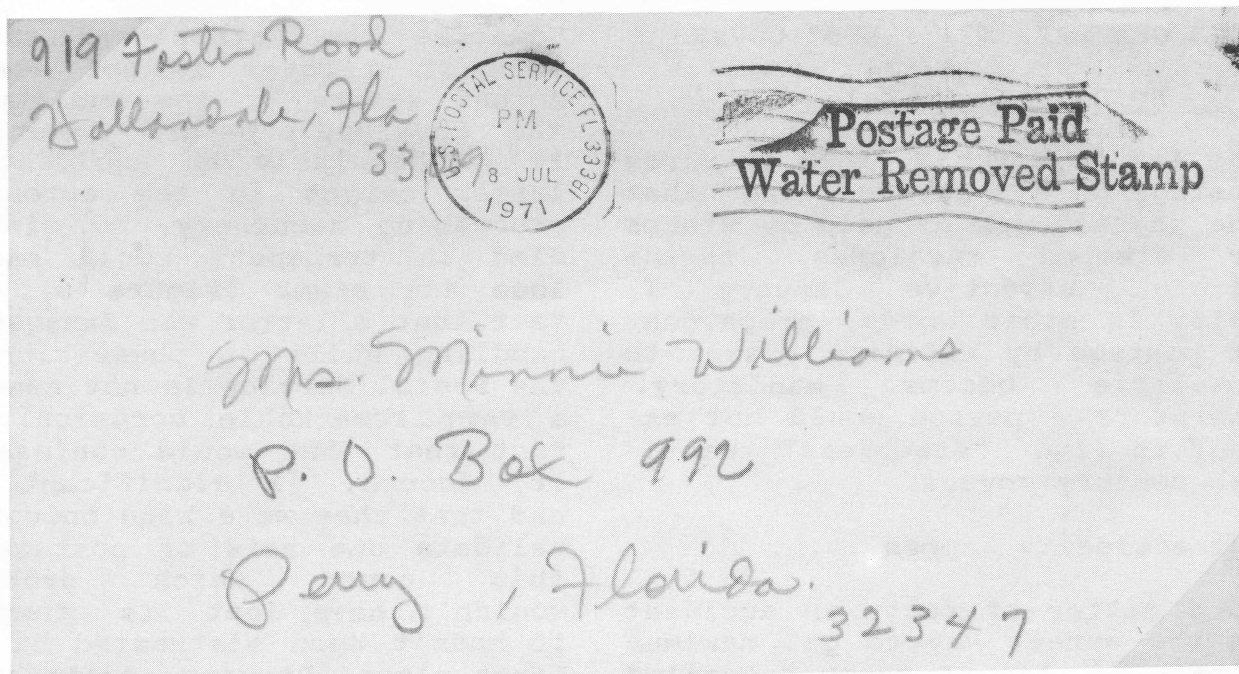


Figure 1 - Stampless cover, Hallandale to Perry, Florida, 1971

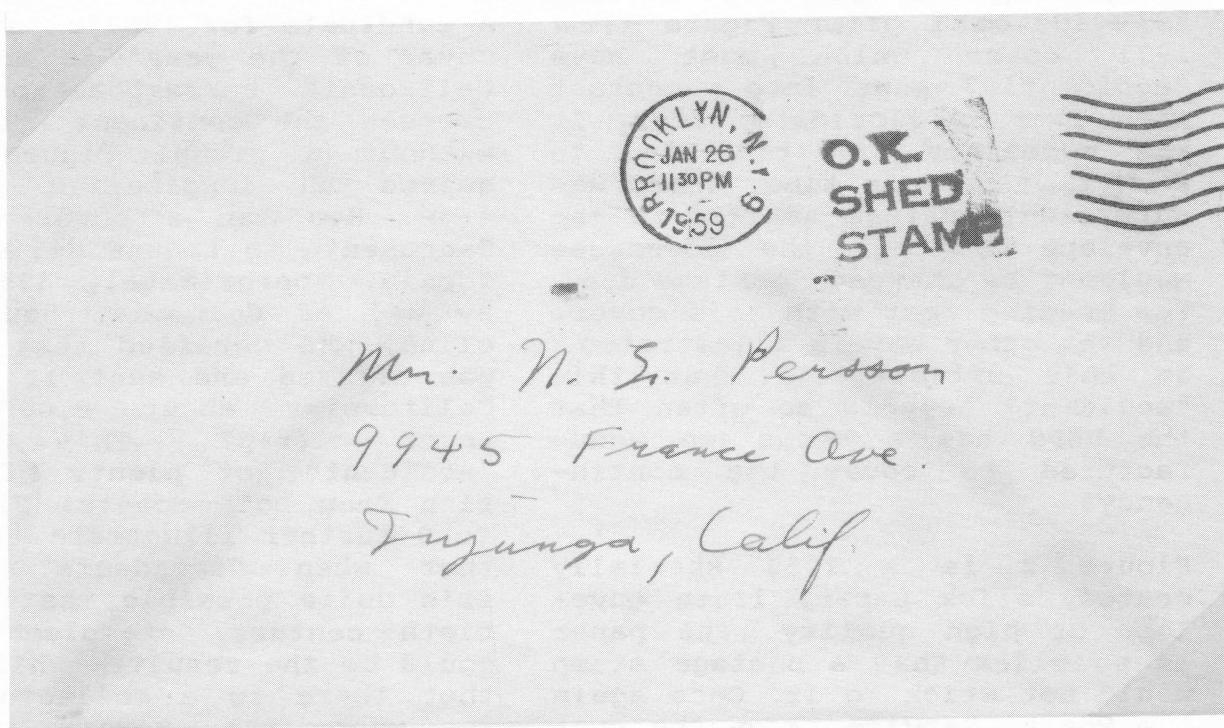
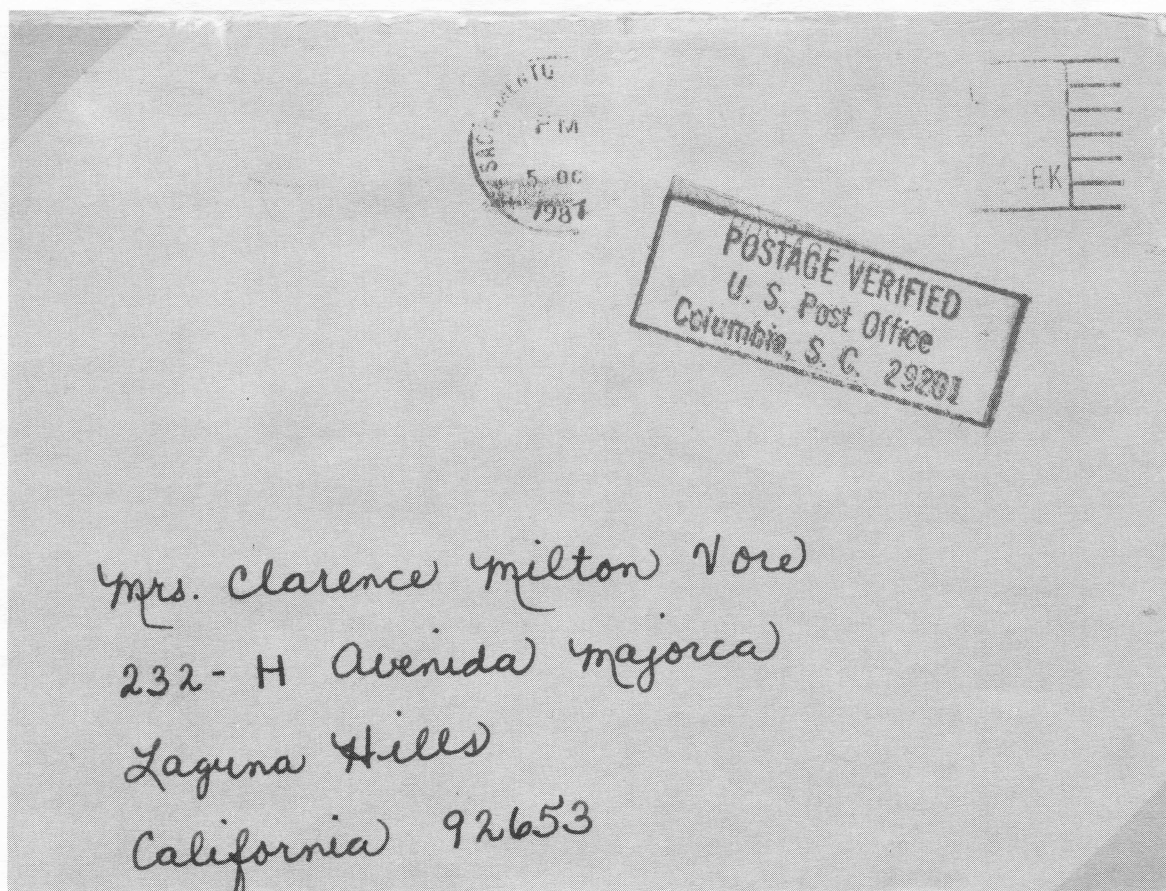


Figure 2 - Stampless Cover, Brooklyn, N.Y. to Tujunga, Cal., 1959



Figure 3 - Stampless Cover, San Francisco, Cal. to Prescott, AZ., 1964



Stampless Cover - Sacramento to Laguna Hills, Ca. via Columbia, S.C., 1987

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THE ACTUARIAL SOCIETY
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1911

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DETACHED
BEFORE
RECEIPT
AT
NEW YORK

Mr. H.W. Curjel,

SABA
29.4.30.

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AT THE
C.P.O.N.Y.
FOREIGN

Mrs. Eva Finley

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N.Y.

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Kansas City
U.S.A.

MONFORT'S ENVELOPE DISPENSING MACHINE

Through the kindness of Pat Crosby of Santa Ana, we are able to bring you photographs of the front and operating side of this 1893 invention, as well as the patent drawings. Patent was issued Jan. 10, 1893 to Abram C. Monfort of Pawtucket, R.I., and assigned to the Monfort Stamp & Envelope Co. of Maine. While the patent description seems to apply only to an envelope dispensing machine, the machine in the photographs (Monfort's Envelope & Postage Stamp Supply Machine), was apparently contrived to deliver for a nickel the following - One 2 cent postage stamp, one envelope and 2 cents in change. The envelopes must have come pretty cheap to end up with ANY profit. Right side view directs: "Drop a nickel in slot, Then turn knob" and "Turn this way."

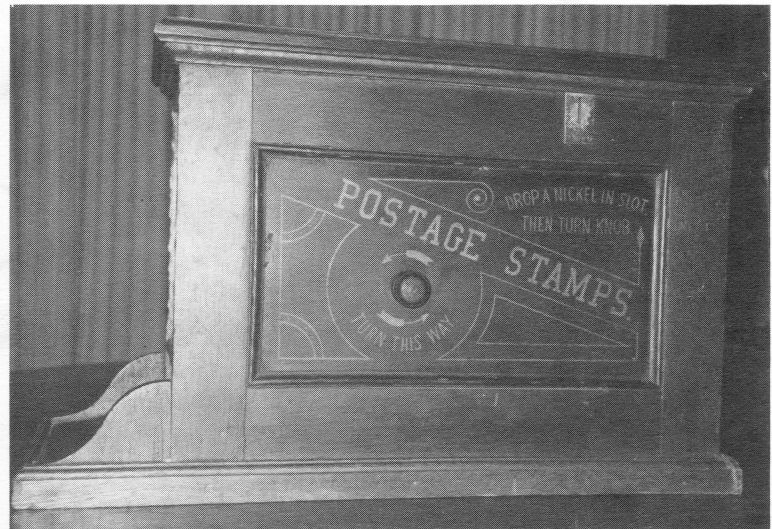
The patent seems to be for a machine to supply stamped(?) envelopes, as it claims, "(1) In a machine for dispensing envelopes. a wheel provided with a pick-off extended from its periphery in a tangential direction; a receiver into which the pick-off delivers each envelope, and an envelope holder having its edge next the wheel shaped to engage the body of the envelope but to leave the flaps thereof exposed in the action of the pick-off, the latter extending between the flap and the body of the envelope and taking one envelope after another from the holder and delivering it into the delivery chute." Claim 2 states "In a machine for dispensing envelopes, a wheel provided with a pick-off extended from its periphery in a tangential direction; a receiver into which the pick-off delivers each envelope, and an envelope holder having its edge next the wheel shaped to engage the body of the envelope but to leave the flaps thereof exposed to the action of the pick-off, the latter entering between the flap and the body of the envelope and taking one envelope after another from the holder and delivering it; a stop; a co-operating releasing device, and a coin conducting chute whereby a coin of the proper character may move the releasing device and release the wheel to be moved, for the purposes set forth.

continued

Fig. 1- Front View of Monfort Dispenser



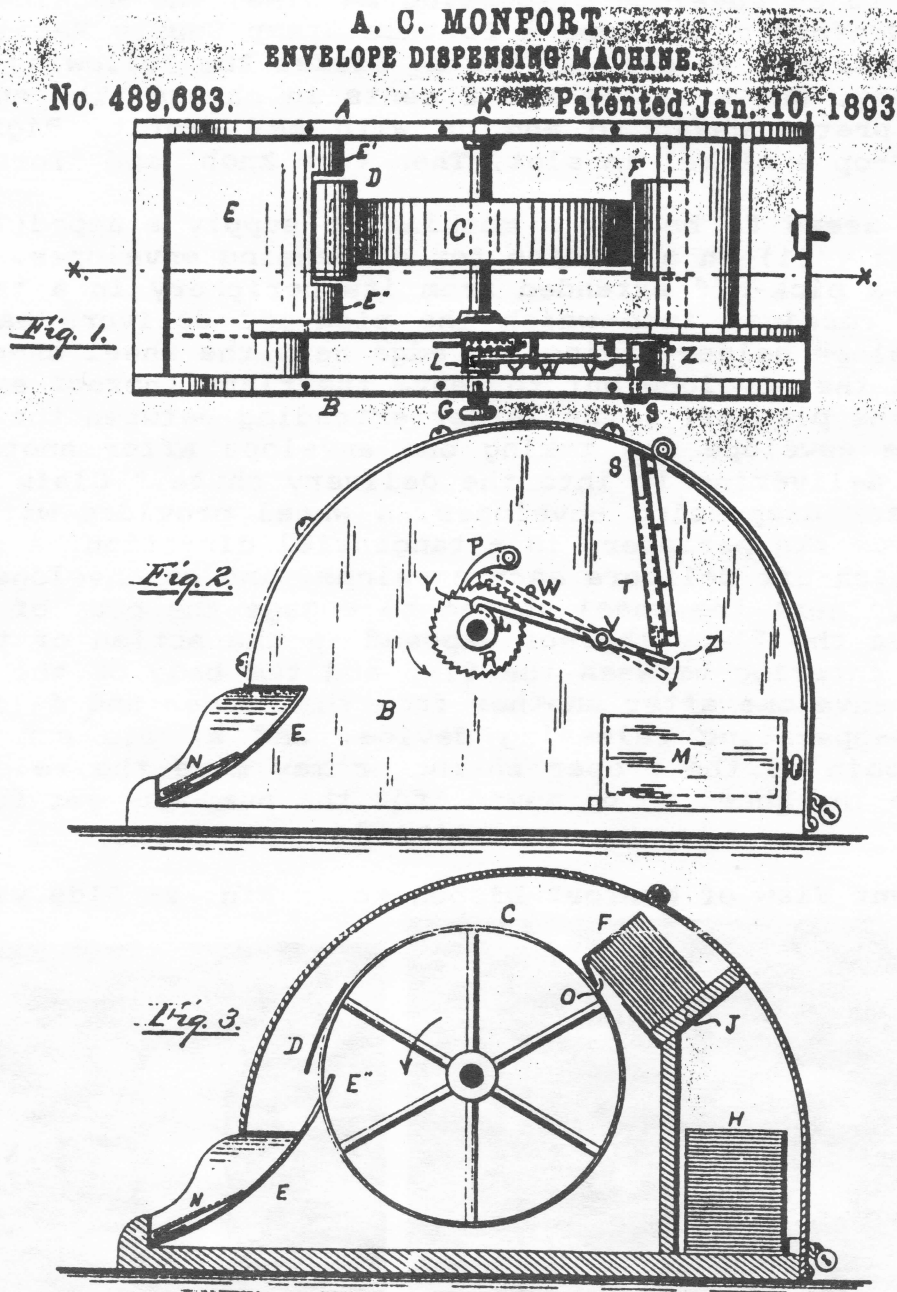
Fig. 2- Side view of same



MONFORT'S ENVELOPE DISPENSING MACHINE

One can only speculate on the differences between patent and photographs. Perhaps Mr. Monfort found government stamped envelopes too expensive for two for a nickel, and people would not pay 5 cents for a 2 cent envelope. The machine pictured also seems to have been a economic impossibility when supply and maintenance costs were included in the profit picture. Altogether an interesting economic speculation.

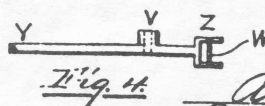
Fig. 3 - Patent Drawings



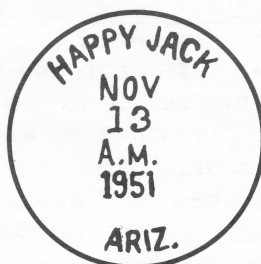
Witnesses.

William C. Potter
Edw. Robie

Inventor.



Abram C. Monfort
by James L. Leeks
Att'y.



ARIZONA
STATEHOOD
POST OFFICES

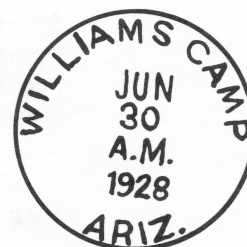


and
POSTMASTERS
1912 - 1979

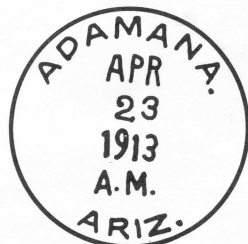


by
William L. Alexander and John Cross

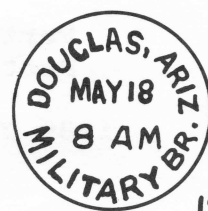
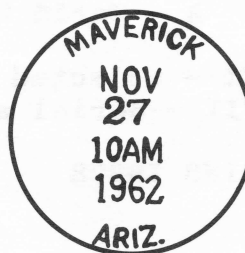
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ARIZONA STATEHOOD POST OFFICES AND POSTMASTERS

Editor's Note - Starting with this issue, THE HELIOGRAPH is pleased to offer the first installment of a serial presentation of ARIZONA STATEHOOD POST OFFICES AND POSTMASTERS, 1912-1979 by William L. Alexander and John Cross. This work has been in preparation for a lengthy period and for this reason some of the presentation may sound dated. Other portions of the work have had to be reproduced to incorporate new research, or to incorporate many years of revision and cross-checking. It is a lengthy complicated work, and since the WPHM is also currently engaged in publishing Dr. Robert Bechtel's CATALOG OF ARIZONA STATEHOOD POSTMARKS in book form, it has been decided to present Bill Alexander's work in interim form so that all revisions and changes which inevitably will appear, may be incorporated in the hardbound book edition when it eventually appears.

This work is essentially a progression of the Theobald's ARIZONA TERRITORY POST OFFICES AND POSTMASTERS, but naturally covers a far more extensive field -both in post offices and postmasters. We apologize for the sections in small type, which utilizes sections previously typeset, but the post office and postmaster list, which is the largest section, will be redone and placed in computer format for future upgrading and correction, thus appearing in a larger typeface. We list a simplified table of contents herewith, but pagination is obviously impossible. At the conclusion of the work an index will be presented with proper page numbers for location. We hope this project will prove of value, especially when used in connection with the new Bechtel catalog.

CLT

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- 4- Air Mail Panorama
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ARIZONA STATEHOOD

Post Offices & Postmasters 1912-1979

by William L. Alexander and John Knight Cross

THE WESTERN POSTAL HISTORY MUSEUM, TUCSON,

Acknowledgements

MANY PEOPLE have willingly assisted in the compilation of this book. Charles Maguire, field representative of the Arizona Historical Society, provided us with the Post Office Department Site Reports of Pima County. We obtained the reports for all other counties from the National Archives and Record Service, Washington, D.C. As these were signed by the postmasters they are a valuable source for checking the spelling of names. Many errors in other records were thus corrected.

Lillian Theobald of Phoenix lent us the microfilm of Arizona postmasters up to 1925 and assisted our research in many other ways.

Senator Barry Goldwater's office staff in Washington, D.C., paved the way for visits to many governmental departments where we were able to obtain copies of countless records significant to our research.

Librarian Jane Kennedy and historian Rita Lloyd Maroney at U.S.P.S. headquarters in Washington assisted in finding many records from that department.

Arthur Hecht, former curator of postal records in the National Archives, aided by having copies made of numerous records in his custody, the source of much that is in this book.

Librarian Lois Evans of the American Philatelic Research Library sent a microfilm copy of their complete set of *Postal Bulletins* from March, 1880, to the present, which filled many gaps in our preliminary records and provided much other information that was pertinent.

Charles Towle, a member of our museum staff, provided a complete record of Arizona Railway Post Offices (RPOs) from their beginning in territorial days to their termination in 1967. He also reproduced many postmarks and other material in the book.

Margaret Bret-Harte, librarian of the Arizona Historical Society, and her staff aided for many years in our research among the extensive collection of books, photos, microfilm records, newspaper documents, maps and other material at that institution.

John Knight Cross, formerly a graduate student at the University of Arizona and co-author of this book, did much of the research and prepared a first draft of the manuscript. His efforts brought the work to near finality. William L. Alexander, first author and Director Emeritus of the Western Postal History Museum, died on June 30, 1979, and the work of completing the manuscript was given to a committee composed of Arthur E. Springer, Director of Western Postal History Museum, Don Bufkin, former Associate Director of the Arizona Historical Society, Charles L. Towle, Quintus Fernando, Ph.D., Charles F. Nettleship, Jr., and Robert Bechtel. The committee brought the manuscript to press. John Kenneth Nichols served as first editor of the manuscript and shepherded the final product to the press. The committee wishes to recognize his contribution as worthy as a third authorship.

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Preface

THE PRESENT VOLUME is the product of the inspiration and labor of the late William L. Alexander, founder and first director of the Western Postal History Museum. Animated by John and Lillian Theobald's *Arizona Territory Post Offices & Postmasters*, Bill perceived the need for a similar volume extending their concept into Arizona's statehood.

The date marking an end of territorial status and the fulfillment of statehood for Arizona was a natural, but in some respects an artificial, limiting point for the Theobalds' book. It was an obvious choice of termination precisely because it signaled such a distinct demarcation in the region's history, and also for reasons of nostalgia and precedence of postal history collector interest. Their delimitation may be considered artificial, however, in that the acquisition of statehood affected Arizona's postal service not at all. Nor did the change in Arizona's legal status vis-a-vis the federal government materially affect the flow of political, economic and technological events that were to mold the character of its postal service.

It was to emphasize this continuity of independent forces, to document their progressive influence on the postal service and to reveal the manner in which they enriched Arizona's heritage that Bill Alexander chose to proceed with this companion work to the Theobald volume.

Arizona completed its rite of passage from territory to state on St. Valentine's Day, February 14, 1912. At ten a.m. a group of dignitaries gathered in the Oval Office witnessed President Taft's signature on the Act of Congress that divested the country of a territory and established the forty-eighth state. Taft then presented the gold pen he had used to Postmaster General Frank H. Hitchcock in recognition of the protracted but successful struggle he waged to have Arizona, his adopted home, confirmed as a separate state, independent of New Mexico.

The news of the signing was immediately telegraphed from wintry Washington, D.C., to Arizona. The entire population of the state, then about 204,000 people, officially began a day of rejoicing and celebration at eight a.m. local time. The majority of the United States flags displayed that day had only forty-six stars because New Mexico had achieved statehood little more than a month earlier.

On Statehood Day in Phoenix, capital of the new state, the sun was shining, the thermometer flirting with seventy-four degrees. Outside the Ford Hotel a group of automobiles was positioned to carry the new government officials to the capitol for the inauguration. Governor-elect George W. P. Hunt and his entourage emerged from the hotel and gathered on the sidewalk. Causing quite a surprise, Hunt announced that he and his retinue would walk the fifteen blocks to the capitol, thus upstaging President Jimmy Carter by sixty-five years. He strode with dignity, acknowledging the cheers of the crowds along the way. In attendance was his wife, Duett Ellison Hunt, who had been postmaster at Ellison, Arizona, when the couple married in 1904. At high noon George Hunt was sworn in as the first governor of the State of Arizona.

The underlying social and economic factors that determined the intensity of demand for postal services in general and in specific localities were not influenced by Arizona's conversion from territory to state. Climate and mineral deposits, together with the development of the necessary transportation system, have been and are the primary determinants of population growth and settlement pattern within the state. The dry climate brought those in poor health for relief and recovery, and armed forces for training; in later years it has enticed the retired who have fulfilled their lifetime snow-shoveling commitments. Miners and entrepreneurs flocked to new mineral discoveries, whenever and wherever made.

Population dispersal patterns are reflected in the number of postal facilities necessary to serve the public. By 1912 the nucleus of independent post offices catering to the primary urban centers and agricultural districts had been established. Variations in the number of post offices needed by Arizonans have been the result of new mineral discoveries, ore depletions, or fluctuations in demand for minerals, rendering the mines that support communities either profitable or moribund. Comparatively minor changes in the number of postal facilities can be attributed to international events. Growth of urban centers can be correlated with the number of stations and branches attached to a central post office: note in Appendix B the accelerated establishment of city contract stations commencing in the 1950s when the Sun Belt began experiencing its phenomenal population growth.

In presenting the procession of changes in the postal service since statehood, we have endeavored to emphasize those events particularly relevant to Arizona, while at the same time placing them within a national context. We trust, therefore, that there is much of substance herein even for the casual reader with a general interest in Arizona history. Although the stark listing of the names of postmasters has utility for the postal historian and the genealogically inclined, we have also attempted to animate a selected number of these personalities. We hope the list of post offices and their operational periods will foster an increased collector interest in the postal history of the statehood period.

Bill Alexander wrote the following, a basic premise which I vigorously endorse.

In recent years many records formerly in the USPS Postal Bulletin have been changed to the Regional Postal Bulletins. We therefore cannot be sure of the accuracy of these printed records being absolutely complete. We take full responsibility for any and all errors and omissions, but would appreciate knowing about them, with suitable documentation, so that in time to come there can be published a corrected list, similar to the one that is contained herein for the Theobalds' *Arizona Territorial Post Offices & Postmasters*.

The content of this book is actually the result of the two authors working sequentially, but always within the framework established by William Alexander and paralleling that of the Theobalds. During the formative period of work, the junior author was involved briefly as a research assistant. Then, shortly before his sudden death in 1979, Bill invited me to collaborate on the final phases. I consider myself little more than a custodian, however, a worker in the orchard he planted, tended and nurtured almost to fruition. I dedicate this volume to the memory of William L. Alexander.

John Knight Cross

PART I

INFLUENCES ON THE POSTAL SERVICE SINCE STATEHOOD

1. Innovations in the Postal Service

DEVELOPMENTS WITHIN THE POSTAL SERVICE since early 1912 can be divided into four areas: innovations in the types of services offered to the public; changes designed to promote speed and efficiency in processing the mails; postal reorganization—the creation of the United States Postal Service as successor to the Post Office Department (POD); and a shift in basic philosophy from a public-service concept to emphasis on sound business practices. These categories, of course, are not mutually exclusive. Air mail was a new type of service, for example, while the airplane provided a method to decrease transit time.

The first major service alteration inaugurated after Arizona achieved statehood was Village Delivery. Free city delivery had been in effect since 1863 and rural free delivery since 1896. In 1911 these two services still left over twenty-five percent of the U.S. population, some twenty-five million people in small towns, without home delivery. Beginning in August, 1912, free village delivery commenced; new guidelines put into effect in 1915 essentially restricted this carrier service to "villages" served by third class post offices. In 1921 "communities adjacent to cities having city delivery" were included.

One of the greatest extensions of postal services in U.S. history occurred less than a year after Arizona was granted statehood—the inauguration of a domestic parcel post system on January 1, 1913. The act of August 24, 1912, that established this new service was of great importance to the predominantly rural residents of the forty-eighth state. Not only were their daily lives to be changed but also a part of their heritage, the western express companies. The overwhelming impact of this new service can perhaps be best examined by placing it in its historical perspective.

Provisions for carrying "packets" at reduced rates in the mails were first set forth by the Continental Congress on October 20, 1787. This scheme, however, failed to materialize as a viable part of the mail service. It was not until 1879 that a fourth class of mail was created which provided reduced rates (1 cent per ounce) for packets. (Packets, as distinct from parcels, were defined by size restrictions and were limited to a maximum weight of four pounds.) So even after 1879, postal patrons who wished to send parcels bulkier or heavier than packets were faced with the same dilemma as earlier generations—either pay first-class rates on the parcels or ship them outside the mails.

The latter alternative was the choice of many individuals and business firms. At first a number of regular postal carriers engaged unofficially in transporting parcels, often earning more money from this sideline than from their government pay. This moonlighting was so lucrative for some that they were censured or even discharged for neglecting their official duties.

It was not until the 1840s that private express companies began to fill the void in parcel delivery. Before the end of the century these carriers had developed a well organized and efficient group of services. Yet their rates were so high that in the East and Midwest the rural population still often relied on clandestine transport by postal carriers at more reasonable costs.

The situation in most of Arizona, and much of the West, was different. Ranchers located in the interior and miners rushing to new strikes near hastily erected "towns" were very often isolated from mail service on "principal routes"; there were no governmental postal carriers to transport parcels out of the mails. Hence, it was here in the West that private express lines became an especially important link in communications. So great was their impact on the lives of rural residents that they subsequently took their place in the romance of the West along with stagecoaches, cowboys and Indians.¹

Actually, the U.S. Post Office Department found itself engaged in the parcel post business with foreign countries long before a domestic service was available. The first such parcel exchange agreement with a European country (Germany in 1899) excited a great deal of public interest, especially in the business community.² By 1911 the U.S. had reciprocal parcel agreements with most of the members of the Universal Postal Union.

Yet the opposition to a domestic parcel post system was fierce. Private express interests worked to protect their extremely lucrative commercial monopolies, while small town retailers feared that their businesses would be dealt a death blow by an expanded, cheaper mail-order trade.

Proponents of parcel post reform, lead by the journalist James I. Cowles, organized the Postal Progress League in 1902 and secured the support of the National Grange. (The latter group anticipated moving farm products directly to city households, eliminating the

middleman's profit and reducing the cost of living. Their plan never became a reality.) Many postal officials also wished to begin such a domestic service, both to provide a needed service and to stop once and for all the negligence of duty by postmen who were involved in carrying parcels out of the mail.

For five years proposed parcel post legislation was defeated. Finally, public pressure on Congress resulted in an investigation of the excessive rates and profits of the express companies. When Frank H. Hitchcock was appointed postmaster general in 1909, he began to use his considerable influence with congressmen in behalf of a parcel post system. An investigation of the private express companies in 1911 diminished the clout of their strong congressional lobbies and provided the necessary ammunition to get Congress to pass the Parcel Post Act.

The parcel post was quickly utilized by many mail-order houses located in larger cities. Mail-order catalogues grew in size as more and varied types of merchandise were offered. The catalogues of Montgomery Ward and Sears-Roebuck, among others, became common sights in farmhouses and ranch dwellings.

Only brief experience was necessary, however, to demonstrate that the original rates were too high and the weight limit too low to create the volume of parcels needed for economical handling. So rates were reduced and the volume of parcels handled was doubled, with no gain in revenue by the POD. Only the public-service motive could have prompted the department to increase its work without increasing its proceeds. Seven months after the inception of service, the weight limit on parcels had been increased from eleven to twenty pounds (and up to fifty pounds for short-haul packages).³ The *Bisbee Daily Review*, however, was still able to report on January 25, 1914, that express companies, with their new rate structures effective as of February 1, would charge less than the POD for small, insured parcels and for parcels weighing over fifty pounds.

One dislocation caused by the new parcel system affected the all-important railroads, as reported in *The Bisbee Daily Review* of February 18, 1914.

Beginning this morning the Bisbee postoffice force and the El Paso & Southwestern officials . . . will begin a two month period of weighing all mail matter under orders from the postoffice department.

The purpose of the order is to determine the average daily amount of mail carried by the railroad under its mail transportation contract. When this average is determined it is used in the making of the contract price which shall govern for a period of four years. Each four years the weighing process and the striking of an average is repeated. In the interim there is no recompense received by the carrier for mail matter in excess of the average found in the weighing period. The fact that the introduction of parcels post came about midway in the present four year contract and that the greatly increased tonnage of mail from Bisbee has been handled since that time at no additional cost to the government, by reason of the contract, provides a local illustration as to how this system works and why the railroads have been complaining about the extra burden put upon them by parcels post.

The weighing . . . will also commence in every other postoffice on the El Paso & Southwestern system with the assembling of mail today.

Railroad employees no more like to see their roads doing work for nothing than they care to contemplate gratuitous labor on their own part.⁴

The Post Office Department encouraged all postmasters to publicize the new parcel post system aggressively, informing the public of its benefits. This attention to its public-service role is illustrated by an excerpt from the *Tucson Daily Citizen* for November 5, 1915, in its report on the Southern Arizona Fair:

Of all the exhibits at the fair this year, the one that is the most unique and out of the ordinary, is that of the postoffice department in whose booth under the grandstand may be found articles of merchandise of every description that can be carried by the parcels post system. The exhibit was placed at the fair with the object of calling the attention of Tucson merchants and southern Arizona consumers to the fact that the parcels post system offers cheap rates, safe transportation and efficient service in the handling of merchandise of all kinds.

The parcels post exhibit is in the United States postal station which is an authorized branch of the Tucson office. . . . As other cities in the southwest carry on an extensive mail order business covering the states of Texas, Arizona and New Mexico, it is hoped by the local postal officials that the exhibit will have a tendency to awaken Tucson merchants to the fact that there is a great deal of business in the small towns in the southern part of Arizona that awaits them, and that, [sic] by proper advertising an extensive mail order business could be developed.

A clerk is on duty at the postal station who will give any information requested to either merchants or consumers on the use of the parcels post system.

For many years the parcel post system grew and prospered. Then came a reversal. Beginning in the 1950s, annual postal budget deficits commenced to escalate. The POD's response was to increase postage rates, including those for parcel post. Although the government has always had a monopoly on first class mail, there never has been such a legislated exclusive right to handling parcel post. As parcel post rates surged upward, private competitors stepped in with lower rates. Delays and lengthy delivery time in the government parcel post system gave even more impetus to the private companies. Organizations such as the United Parcel Service, which had previously confined their operations primarily to the larger cities, expanded into a nation-wide network. The Greyhound Bus Lines, with terminals aplenty located all across the United States, was in a unique position to offer fast transportation for parcels by express buses.

It was not long before these and similar organizations were able to capture more than one-third of the parcel post volume. Thus the transport of parcels is returning to the situation that prevailed before government intervention—handling primarily out of the mails.

Other developments continued apace. The first permanent official government air mail flights began in 1918. (Further developments in air mail service are addressed in "Conveying the Mails in Arizona.") Metered postage began to supplement, then to supplant, postage stamps on an officially approved basis in December, 1920. Postage meter machines were developed primarily for the private sector, especially to circumvent pilferage of postage by employees and to simplify postage accounting procedures. But the POD also found them of great utility. Commencing in 1934, tape-shooting meter machines were installed for use at parcel post windows in the larger post offices. The time consuming process of selecting and affixing several stamps of the different denominations was now reduced to one simple and rapid operation. By 1957, postal revenues from metered postage began to exceed revenues derived from the sale of stamps and postal stationery.

Expeditious delivery was a goal pursued in more ways than just dispatching the mails by the most rapid transport system available. To this end, Special Delivery service for first class mail was inaugurated in 1885 to assure immediate delivery from the office of destination to the home or business if so desired by the patron; an 1886 amendment made special delivery applicable to all classes of mail. Special Handling service was introduced in early 1925 to allow the option of speedier *within system* handling, transportation and delivery of other than first class mail. In 1948 parcels, as air mail parcel post, were admitted on both international and domestic air mail flights.

Two major innovations in postal service materialized in the 1950s. Beginning in October, 1953, regular first-class mail (non-air mail) was sent by air on a space-available basis after the premium-rated air mail had been accommodated. Originally limited to trunk routes, this service was extended to include local ("feeder") lines in 1954. Certified Mail service was instituted in 1955. For an additional fee the patron was provided with a proof-of-mailing form. (This service is distinct from a return receipt, i.e., a proof of *delivery* form.)

Phoenix and Tucson were the two Arizona cities, of the initial fifty-eight nationwide, to be provided with unmanned, twenty-four hour, self-service post offices beginning in 1966 and early 1967.

These facilities were undoubtedly considered a partial substitute for the inconvenience to the public caused by closing post offices, branches and stations on Saturdays. The self-service PO is a structure about the size of a carport where the public can weigh letters and parcels, determine the postage necessary from charts provided, and purchase the appropriate stamps from vending machines. The first one installed in Arizona was in the parking lot of the El Con Shopping Center in Tucson; it opened for service on September 17, 1966.

Three further mailing services were inaugurated in the 1970s. Mailgrams, a hybrid between a letter and a telegram that purportedly is delivered faster than the former but at less expense than the latter, were introduced in 1970.⁵ Express Mail service (guaranteed delivery within twenty-four hours from specific post offices to certain areas) commenced in the following year. The continued expansion of the air mail network made it possible to abolish domestic air mail as a separate rate category in 1975; all first class mail was to be dispatched by air unless surface transportation was as fast or faster.⁶

Internal Innovations⁷

The postal-zone numbering system was inaugurated at 124 of the larger metropolitan post offices on May 1, 1943. Each carrier delivery district was assigned a unit number corresponding to the post office (or station) from which the carrier was dispatched. Mail sorting could now proceed more rapidly and with greater accuracy as each individual address did not have to be examined more than once. The final fine-sorting was done with a proportionately smaller number of letters to process; hence, delivery was expedited. Actually, the concept of postal zones was advanced as early as 1895; it would be transformed into the ZIP code system.

Following World War II, passenger use of the railroads declined as the automobile became an ever more integral part of the public's life. When specific trains, and even entire routes, were discontinued for lack of fares, the Railroad Post Offices (RPOs) were also affected: by 1955 the number of RPOs had been halved. Although the number of Highway Post Offices (HPOs) continued to increase until about 1960, the trend toward abolishing in-transit mail processing along even the relatively few rail routes still in use rendered all such systems inadequate; by 1965 HPOs were being discontinued rapidly. The postal service had come full cycle since 1864 now that all mail would once more be transported closed-pouch.

Thus, sorting and processing of the mail was again relegated to the stationary post offices. But how would the same log-jams experienced at the admittedly inefficient DPOs (Distributing Post Offices) of the last century be avoided? Through the 1950s and 1960s mechanization increasingly became the key ingredient of the Post Office's badly needed panacea.

In 1958 a new Postal Research and Engineering Laboratory was established in Washington, D.C., to develop and test new mail-handling machinery to sort letters, parcels and sacked mail. In that same year faster automatic equipment to "face" (arrange letters and cards address-side up) and postmark mail was introduced. The installation of improved and more extensive conveyor systems was intensified.⁸

But the innovation that the public in general became most aware of was the introduction of ZIP (Zoning Improvement Plan) Codes. This was a direct step by the POD to reinforce the automatic processing systems then under development. Sorting mail by number instead of name is faster, better suited to mechanization, and purportedly more efficient.

Initiated on July 1, 1963, after being borrowed from West Germany where it proved a great success, the ZIP Code is a five-digit system. The first digit represents one of ten geographical areas; the second two numbers indicate a metropolitan area or Sectional Control Facility (SCF, activated in 1965); the last two represent a smaller post office served by that SCF or, in the case of larger cities, a delivery unit within the metropolis. In the case of Arizona the state is divided into seven areas, each with its own SCF, each of these having a distinctive three-digit ZIP Code prefix as follows:

Flagstaff SCF	860
Globe SCF	855
Kingman SCF	864
Phoenix SCF	850, 852, & 853
Prescott SCF	863
Show Low SCF	859
Tucson SCF	856 & 857

(A number of Arizona post offices in the northeastern corner of the state are controlled by the Gallup, New Mexico SCF, whose prefix is 865.)

For example, smaller post offices within the region assigned to the Phoenix SCF, such as Eloy, Scottsdale and Ajo, have the ZIP Codes, respectively, of 85231, 85251-57 (several delivery units within Scottsdale) and 85321. Phoenix itself uses the prefix 850. Similarly, Peridot (85542) is served by the Globe SCF, Fort Defiance (86504) by that of Gallup, New Mexico.

Business firms and others sending out large quantities of mail were required to presort the mail into numerical order by ZIP Code, then to mark the bundles according to special instructions, initially placing labels and subsequently colored self-adhesive circles on the top letter to identify the content of each bundle.⁹ About eighty percent of the mail volume would thus reach the post office ready for expeditious processing.¹⁰

In 1965 semi-automatic optical scanners were introduced; these devices sort mail according to the "invisible" bar code corresponding to the ZIP code which had been "typed" onto it by keyboard operators. In the same year the 552 Sectional Control Facilities were activated where the mails, primarily traveling closed-pouch by then, underwent processing.

Once mechanization was established on a wide scale, the United States Postal Service (USPS—see below) set National Service Standards for itself. In 1971 it guaranteed overnight delivery of ninety-five percent of air mail within 600 miles, and ninety-five percent of first class mail within local areas. Two years later the USPS expanded these goals to include second-day delivery of parcel post traveling up to 150 miles, with an additional one-day delivery time for each increment of 400 miles.

A number of efficiency-inspired alterations on the part of the postal service directly affected the quality of service from the viewpoint of the public. In April, 1950, residential mail deliveries were cut from twice to once daily, and there are persistent proposals also to abandon Saturday deliveries. It has already been a number of years since one was able to find a post office open on a Saturday. The weekend closure is definitely at variance with contemporary sociological patterns: with an increasing number of households in which both adults work, the only practical time now for personal business transactions at the post office (including securing registered, insured, and certified mail, undeliverable because no one was home to sign for it) is during the week-day lunch-hour stampede. There has also been a concerted effort to discontinue (primarily) fourth class post offices over the last five to ten years because they are not cost efficient. As a partial sop to those "inconvenienced" by the loss of readily available services—but also to serve the handicapped who have great difficulty reaching a post office—a Stamps-By-Mail program was instituted. It is now mandated that all new single-family residences have their mailboxes placed at curbside and that cluster-housing have clustered mailboxes; while this does save a considerable amount of time for the carrier, who can thus extend the number of households he can cover, the relative lack of security for the mail, not to mention braving the vicissitudes of the weather, has angered many recipients.

Much less controversial and less heralded cost reduction programs may be found in post office construction requirements (more energy efficient buildings) and in the extensive alterations to the vehicle fleet (more fuel-efficient vehicles—including the bicycle, reintroduced in 1950, and experiments with alternate energy sources, such as the battery-powered "mailsters" that resemble enclosed golf carts).

Propositions for administrative reform within the Post Office Department began to be advanced with increasing vigor following World War II. The basic issue was the influence of politics on the postal service. Ever since its inception, positions in the POD had been the primary mode of dispensing "patronage" to the party faithful. The department could never be professionalized or have management continuity as long as party affiliation counted more than ability in the appointment of "executives" from the postmaster general all the way down to the fourth class postmaster who conducted postal business in his general store.¹¹ Additionally, the POD was, in effect, operated by Congress itself, which controlled the budget. It was Congress that set the wage structure for the department, decided postage rates, determined who received mail subsidies, and ruled on the establishment of new post offices. All these decisions, of course, were made with political considerations to the fore.

By at least 1967, proposals to radically transform the postal service were being considered seriously also because of forces outside the department: an increasingly vociferous outcry by the public against poor service in the face of ever escalating rates. The President's Commission on Postal Organization was formed to explore the possibility of creating some type of post office corporation divorced from politics, with broad powers to run its own affairs in an efficient and businesslike manner. Based on the recommendations of this commission, the Postal Service Act of 1969 was submitted to Congress by President Richard Nixon. After extensive hearings, the House Post Office and Civil Service Committee formulated a compromise measure similar to that proposed by the president, but one that failed to meet the wage increase expectations of the postal employees' unions. On March 16, 1970, a postal work stoppage began that ultimately involved approximately 152,000 postal employees in 671 postal locations. (Arizona postal workers did not participate in the wildcat strike.)

The postal unions were finally assuaged by modifications, and amended legislation was sent to Congress. On August 12, 1970, President Nixon signed into law what was both the most controversial and the most comprehensive postal legislation since the founding of the Republic. The United States Postal Service (USPS) was born; it commenced operations on July 1, 1971.

The Postal Reorganization Act contained four basic provisions: removal of the system from politics, assuring continuity of management; adequate financing authority, including the authority to borrow money from the public; the prerogative to price its services, after an opportunity for hearings before an impartial rate panel, so that the mails would ultimately pay for themselves; collective bargaining between postal management and employees under laws applying to private industry.

Organizationally, the USPS is an independent establishment within the executive branch of government that has assumed the "functions, powers and duties" of the former Post Office Department. It is administered by an eleven-member board of directors, nine of whom are appointed by the president on a bipartisan basis with the advice and consent of the Senate. These nine members in turn appoint a tenth member, the postmaster general, who serves as chief executive of the USPS.¹² These ten members in concert appoint the deputy postmaster general, who serves as the eleventh member of the board. An independent Postal Rate Commission (PRC) of five members, appointed by the president, recommends postal rates and classifications for adoption by the Board of Governors. The PRC serves only an *advisory* function.

So the influence of politics at the top management level has at least been moderated. Already in 1969 patronage had been removed as a factor in the appointment of postmasters and rural carriers; at that time these positions were incorporated into the Civil Service system.

As part of its organizational mandate the USPS was authorized to borrow up to \$10 billion from the general public for the introduction of new, fully automated processing equipment that was expected to lower excessive labor costs—then eighty-three percent of the operating budget. Congress was still to provide the USPS from the general treasury an amount equal to ten percent of the fiscal 1971 appropriation to the POD through fiscal 1979. Thereafter, the subsidy was to decrease by one percent per annum through fiscal 1984. Rates for all classes of mail were required to be raised to meet direct and indirect costs attributable to the class involved.¹³

The success of postal reorganization has been aggressively debated.¹⁴ Mechanization and automation programs in the SCFs increased the amount of letter mail processed by sorting machinery from twenty-five percent in 1971 to sixty-three percent in 1977. A billion dollars was invested in twenty-one new Bulk Mail System centers that removed most of the package handling from their associated central post offices. But what effect have these endeavors had?

The mechanical sorters have helped reduce the number of clerks, but they also have increased the number of misdirected letters, even those legibly and properly addressed with correct ZIP code. "Fiasco" is one of the more polite terms used to describe the bulk mail centers. Improperly designed in haste to impress Congress, they have escalated costs, have not led to faster service, but have produced heavier damage to parcels. Overall, however, while mail volume was increasing six percent (to ninety-two billion pieces a year), the number of workers was reduced just over ten percent.

Mechanization was intended to achieve two goals: speeding the mails and reducing costs. Although the work force was indeed decreased, the objective of reducing labor's share of operating expenses has not been fulfilled (it has even risen marginally) because of wage escalation.¹⁵ "The Postal Service has bought peace with its unions at a cost to postal patrons and taxpayers of well over \$2 billion a year."¹⁶ Thus the result of the collective bargaining provision in the reform package is now apparent.

So both costs and the price of services have spiraled upward even beyond the increases in inflation. One of the prime purposes of the reorganization, for the USPS to balance the postal budget, is not being met as the annual postal deficit is a little less than under the POD. The ranks of advocates for a revocation of the USPS and a return to a service-oriented system with moderate service rates are expanding every year.

The Postal Service: Public Servant Or Business?

During the colonial period it was the expectation that the postal service should function as a primary source of governmental revenues. This conception was completely changed under the Republic—accommodation of the public became the foremost concern of the U.S. postal organization. The Post Office Department was anticipated to be self-sustaining; deficiencies in its revenue were routinely met by appropriations from the general treasury, voted by a Congress sympathetic to the public-servant concept. The institution of village delivery, more work for no additional income, exemplified this philosophy.

With the Great Depression came the first sign of erosion in this primary consideration. In 1932 the first class postage rate was raised from two to three cents to augment postal revenues that had suffered because of a decrease in mail volume. Just when the public could least afford it, the rate was increased solely for financial reasons.

The Post Office Department was one of the few federal agencies to bring in revenues; the others only spent money. While many postal executives over the years wistfully voiced the desire to balance the postal budget, the desire remained somewhat of an ideal. First class rates were never increased in a concerted effort to turn the ideal into reality until the rate increase in 1932 and the ever escalating rates after World War II. (The POD had even *decreased* rates on a couple of occasions in the last century and had done so for parcels within this century.) These rate increases can only be justified if the cost of operating the postal service is a dominant concern. And as

these rate enhancements had to be approved by Congress, they therefore were a reflection of a changing attitude in a wider arena than just the POD. Augmented rates were not only due to inflation, but also to the desire to reduce monetary erosion with another ideal, balancing the federal budget by, among other things, cutting the postal deficit.

With the work of the President's Commission on Postal Organization, the transformed philosophy was perhaps acknowledged and fully articulated for the first time. Their recommendations embraced proposed solutions to two paramount problems—moving the mails and making the service pay its own way. The postal service would become a postal business. And for a business to remain solvent it has to satisfy its customers, the *senders* of the mail.

A dilemma has developed because America is no longer a nation of letter writers. As the telephone has become the instrument of choice for long-distance social intercourse, the mails have become almost exclusively a business medium. Some eighty percent of first class mail originates from or is sent to business firms in the form of bills, payments, etc. Thus, if the postal service is ever to balance its budget, the achievement must be financed by its business-mail customers.

However, over two billion dollars is spent annually on amenities for the *recipients* of mail, conveniences that serve little or no purpose for the business mailers. A billion dollars would be conserved yearly if mail delivery was to clusters of curbside mailboxes rather than door-to-door. Another billion could be saved annually if household deliveries were cut to three a week, business deliveries from six to five weekly.

Business mailers are exhibiting growing reluctance to pay for public services and for exorbitant, in the opinion of many, employee wages over which they have no control. They are beginning to desert the mails for lower cost systems. For example, advertising brochures are inserted into newspapers, private carriers are moving an increasing volume of parcels and magazines and the use of leased or owned interoffice telecommunication devices that provide hard copies is expanding.¹⁷

Yes, there has been a change in philosophy, and for cogent reasons. With the implementation of all the principles enunciated in the Postal Reorganization Act, however, the USPS may find itself swiftly approaching a crisis, perhaps alienating both the public and businesses.

2. International Aggression

Mexico—"A Security Threat"

TWO YEARS PRIOR TO ARIZONA STATEHOOD Francisco Madero had raised a revolt against the Mexican despot Porfirio Diaz. To patrol the border and prevent the spread of violence into the United States, President Taft mobilized 16,000 troops. In Arizona more than 300 men were stationed near Nogales, with more assigned to the environs of Douglas. The Naco area also was eventually to have a military contingent. All were under the command of headquarters at Fort Huachuca. Initially the Douglas and Nogales forces were shifted periodically, their mobile encampments being accorded no official postal designations.

Troops remained on the border throughout the ensuing troubled years—Madero's ascendancy to the presidency, his ouster in 1913 by the repressive Victoriano Huerta, who was overthrown in turn by *Constitutionalistas* in August, 1914. For the next three years Mexico was torn by a civil war among contending *Constitutionalist* factions. When the United States formally recognized Venustiano Carranza as *de facto* president of Mexico, the leader of the northern revolutionaries, the infamous Pancho Villa, vowed revenge. He tried to ignite the still potentially explosive situation between the U.S. and Mexico. If he could embroil the two nations in war, Villa believed it would be possible for him to regain lost power by posing as a national hero, fighting the Americans while Carranza dithered in Mexico City. On March 9, 1916, about 400 Villa raiders crossed

the border into Columbus, New Mexico, and shot up the town in broad daylight. A week later General John J. Pershing led a punitive expedition of 6000 troops onto Mexican soil. (Political and diplomatic considerations tied General Pershing's hands so thoroughly, however, that he actually accomplished very little except to antagonize the Mexicans.) In late spring, President Wilson called up National Guard units in Texas, New Mexico and Arizona. Relations between the two countries remained very strained through and after World War I for a variety of reasons. Only between 1927 and 1934 did "the frictions between Mexico and the United States [dwindle] to rather routine controversies which could be handled in diplomatic channels, without spectacular crises."¹⁸

With the early realization that upheaval in Mexico, with its attendant tensions and border security threat, was to be a protracted state of affairs, the three military camps became established at permanent sites.

Fighting across the international border at Naco was especially heavy from October through December, 1914. Four troops of cavalry initially were ordered there from Douglas, the number of soldiers eventually reaching 5000. The camp, never officially named but often referred to as the Naco Cantonment, was disbanded in early 1915 after the two nearby contending Mexican factions concluded a treaty between themselves.

Private Stephen D. Little (Company L, 12th Infantry) was a victim of the "first" battle of Nogales; he died on November 26, 1915, as a result of shots fired from across the border. The camp at Nogales was named in his honor. As many as 13,000 troops were stationed at Camp Little (note official misspelling) at one time. It was abandoned in 1931.

The camp at Douglas also had its martyred trooper. Private Harry J. Jones (Company C, 11th Infantry), killed by a stray bullet from a battle between the forces of Villa and Carranza at Agua Prieta, Mexico, on November 2, 1915, became the namesake for the camp. Camp Harry J. Jones was the only one of the three to have its own postal facility. The "Military Independent Branch—Douglas" was opened on April 5, 1915; the name was changed to "Jones Branch" on June 1, 1921. Although the postal facility was closed on June 30, 1923, the camp itself was not deactivated until 1933.

World War II

World War II directly influenced the volume of mail processed by the Post Office Department to and from Arizona destinations, as well as the number of postal facilities therein. The large number of primarily temporary arrivals that accounted for the increased services were members of one of two groups: armed forces trainees and prisoners of war, the latter divisible into those captured in foreign theaters of war and those relocated from within the boundaries of the United States.

Military Centers

Tensions in Europe promoted President Roosevelt, in late 1938, to review the strength and preparedness of the U.S. armed forces. He was of the opinion that the existence especially of a robust combat air corps might deter Hitler from further hostilities. With Germany's invasion of the Low Countries and France in March, 1940, the proposal to increase our armed forces acquired added urgency.

At this time the United States was woefully deficient both in skilled airplane pilots and in aviation training centers. Nor did the Army Air Corps have sufficient instructors to process thousands of cadet aviators on a crash basis. So the army turned to the civilian sector for personnel and facilities. Because of its mild year-round climate, Arizona was a logical location in which to establish flight training schools: pilots could be graduated at an accelerated rate if few flying days were lost due to inclement weather.

The initial civilian pilot training program contract in Arizona went to the Ryan School of Aeronautics, located near Tucson, where training commenced early in 1940. In the summer of the

same year, Southwestern Airways began operating schools for the renamed Army Air Force at Glendale (Thunderbird I) and Scottsdale (Thunderbird II). By the end of 1941 their program included Chinese nationals. A British contingent was trained by English flying officers at Southwestern's facility at Falcon Field near Mesa.

The United States Navy began establishing flight schools in Arizona late in 1942. Meanwhile the Army Air Force was also appropriating previously constructed airfields and building their own. Altogether the armed services established twenty-one air bases and civilian training centers in Arizona during World War II. Facilities for other arms of the services were also organized, such as the Flexible Gunnery School at Kingman.

Many of the training sites were not supplied with their own post offices, branches or stations. These omissions were apparently due to one or more considerations—the presumed temporary nature of the schools, the relatively small number of cadets involved at any one time, the proximity of existing postal facilities, and the fact that a number of the installations were actually sub-bases of facilities that had branch post offices through which the subordinates were presumably served. (A tabulation of these "Military Posts and Stations," together with the name of the post office they were served by, is presented in Appendix A.)

On the other hand, some of the training locales were provided with their own branch post offices. These included "Air Base" branches at Douglas, Kingman, Tucson (later Davis-Monthan Air Force Base) and Yuma; "Arizona State Teachers College Station" at Flagstaff to service a naval unit; "Army Air Base Branch" near Chandler; "Flying School Branch" of Tucson (at Marana Field); "Gunnery Base Branch" of Ajo (serving the Gila Bend Gunnery Range and the Ajo Army Air Field); "Luke Field Branch" of Phoenix¹⁹ (reopened in 1952 as Luke AFB Branch); "Naval Air Facility, NPO 10292 Branch" at Litchfield Park; and "Officers Training School Branch" for a navy facility at the University of Arizona in Tucson. With only a few exceptions these branches were discontinued with the cessation of hostilities.²⁰

Prisoner of War Camps

Practically all the military installations in Arizona had facilities to hold prisoners of war. A number of additional POW camps were established, however, to accommodate the majority of the 16,000 to 20,000 POWs incarcerated in Arizona. About two-thirds of these were Germans (including naval officers from the *Graf Spee*) and one-third were Italians with a few Japanese and, near the end of the war, Austrians held at the Navajo Ordnance Depot west of Flagstaff.²¹ The new (branch) camps are detailed in Appendix A; most were eventually placed under the administrative jurisdiction of one of two base camps—Papago Park in Phoenix, from which there was a daring escape of at least a score of prisoners—or Florence.²²

The only POW camp to be assigned its own post office was the base camp near Florence. Regardless of its proximity to that community, the "Internment Camp Branch" was actually administered through the Coolidge post office. It was opened on July 6, 1942, and discontinued on March 15, 1947. (Between at least August 5, 1943, and June 8, 1944, a rubber, double-circle date stamp was in use with the misspelling, INTERNMENT.) At the other POW facilities mail was handled through local post offices. Postal employees were assigned to each camp to collect and distribute mail. No censorship markings are known from the Arizona POW camps, although outgoing POW mail certainly must have been examined.

Relocation Centers—General

On February 9, 1942, President Roosevelt signed Executive Order No. 9066 empowering the Secretary of War or his designate to prescribe military areas and to provide for the exclusion from these areas of any persons whose presence was deemed prejudicial to national defense. Eleven days later the western portions of the three west coast states (including all of California as of June) and the southern part of Arizona were declared a military area that all

ethnic Japanese—alien and citizen alike—would be excluded from. On March 18, the War Relocation Authority (WRA) was established to provide for the transfer of persons from the military areas. Throughout March those of Japanese ancestry were encouraged to resettle inland on a voluntary basis. It soon became evident, however, that such large-scale migration could be accomplished effectively only through a controlled and orderly program.

All ethnic Japanese were "frozen" in place, effective March 29. They were rounded up and removed to temporary camps ("Assembly Centers") such as the Santa Anita Race Track in California and a vacant Civilian Conservation Corps camp at Mayer, Arizona. By May, 1942, the 110,000 evacuees were being transferred to one of ten relocation centers in California (2 sites), Colorado (1), Utah (1), Wyoming (1), Idaho (1), Arkansas (2), or Arizona (2). There were four requirements for relocation center sites:

All centers must be located on public lands so that improvements at public expense become public . . . assets.

"Because of considerations for the effective use of guard units, first attention will be given to sites adequate for large projects."

Each center must provide work opportunities throughout the year for the available workers to be located there.

All centers must be located at a safe distance from strategic works.²³

Colorado River Relocation Center

This center was composed of three communities (called Poston I, II and III) located seventeen, twenty and twenty-three miles, respectively, south of Parker in Yuma County on the Colorado River Indian Reservation. The units were designed for 10,000, 5000 and 5000 evacuees, respectively, on a total area of 90,000 acres, 88,700 of which was deemed suitable for agriculture.²⁴

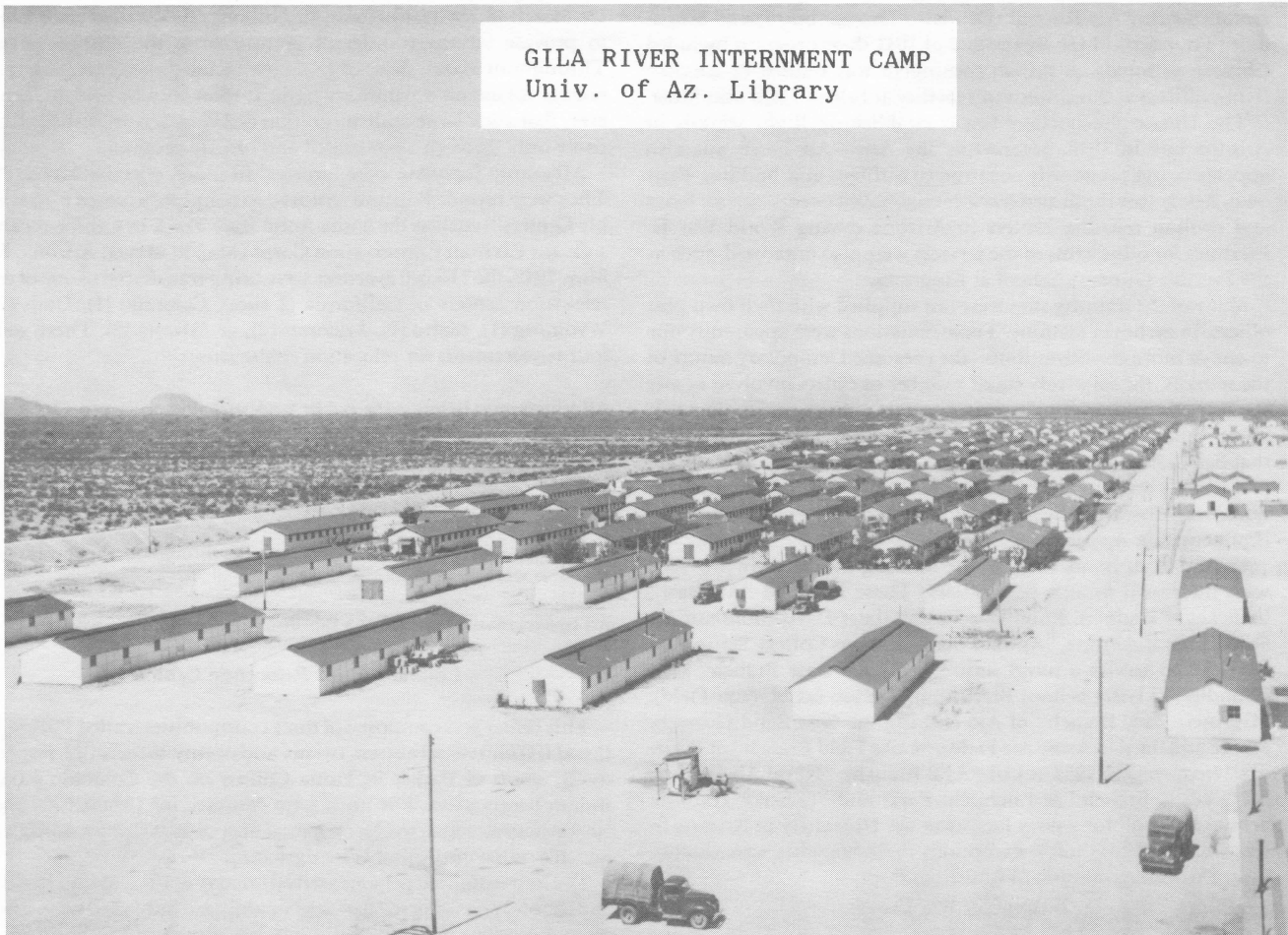
The first displaced persons arrived on May 8, 1942, to find hastily and shabbily constructed barracks surrounded by barbed wire, towers and guards. The population reached a peak of 17,814 on September 2, 1942, making it the second most populous camp.²⁵ Only Tule Lake, California, had a larger maximum population (by 1000) and a longer operating life (1394 days versus 1301 days) than Colorado River. The last "resident" departed on November 28, 1945, although Unit I is listed as having been closed on November 25 (Units II and III both were closed September 29).²⁶

Gila River Relocation Center

This center was located on the Gila River Indian Reservation near Sacaton, Pinal County. Two settlements, Canal Camp and Butte, were established on the 16,467-acre site (14,750 acres of which were considered suitable for agriculture). Butte was the administrative center; it was located four miles northwest of the smaller Canal Camp. The combined camps had a capacity of approximately 15,000 evacuees.²⁷ Beginning with the first arrivals on July 20, 1942, the population grew to a maximum of 13,348 five months later. The last evacuee departed on November 10, 1945, after the camp had been in operation for 1210 days.²⁸

Primarily as a result of a disturbance at the Manzanar Relocation Center, California, in December, 1942, the WRA established a separate center where the *American citizens* among the "persistent and incorrigible troublemakers" could be isolated from the main relocation communities.²⁹ In January, 1943, a temporary segregation center was opened near Moab, Utah. On April 27 this center was closed and its population transferred to the site of an Indian boarding school at Leupp, Coconino County, Arizona (on the Navajo Indian Reservation).³⁰ A peak population of seventy-one was reached in July, 1943. The center was closed December 4, 1943, when the then remaining fifty-two inmates were relocated to Tule Lake.³¹

GILA RIVER INTERNMENT CAMP
Univ. of Az. Library



Postal Facilities—General

Postal facilities were required both for the original assembly centers and for the relocation centers. "Construction of initial facilities at relocation centers . . . will include all facilities necessary to provide the minimum essentials of living, viz. . . . post office . . ." ³² Providing services did create difficulties in the early stages of the relocation program, however.

With the cooperation of the Post Office Department and the nearest sizable post office, branch post offices were established at the centers. The volume of mail and parcel post was heavy. The problems of maintaining current center addresses for the 7 to 18 thousand evacuees at a given center was constant, and the handling of so many unusual names at first was somewhat difficult. Once the postal unit was organized, and evacuees, who were familiar with Japanese names, were employed to handle the routine work, it functioned smoothly. ³³

The problem of forwarding mail was complicated by the WRA policy of moving internees out of the relocation centers to employment in private industry or in agriculture outside the evacuated areas; this policy was formulated early on as one of the basic working tenets of the WRA. ³⁴ And then there were those former center inhabitants who volunteered for the 442nd All-Japanese Infantry and for translation duties with the various armed forces.

There was no censorship of incoming or outgoing written or published material at the centers. Parcel post, however, was inspected for contraband in the presence of the addressee. ³⁵ Surviving covers suggest that it was mandatory for the sender to include in his return address his block, row and "apartment" numbers. Newspapers printed at the relocation centers and produced entirely at

WRA expense could be mailed to "WRA offices, to other government agencies, to other relocation centers, and to members of Congress under the penalty mailing privilege." Newspapers whose total production costs were not borne by the WRA had to be sent post paid unless mailed by officials to WRA offices for official purposes. All relocation newspapers, regardless of financing, had to be sent under postage to all private individuals and non-governmental organizations. ³⁶ However, "since it is desirable from the point of view of public relations for copies of relocation papers to be received by certain individuals and private organizations, it is felt that the WRA is justified in expending the necessary funds to buy postage stamps for mailing these papers." ³⁷

Postal Facilities—Colorado River

The nearest community to this relocation center was Poston where, prior to the establishment of the camp, there had been no post office. On April 13, 1942, in advance of the arrival of the first evacuees, a postal facility was formed as an independent branch of the Phoenix PO. (The post office may not actually have opened on this date—see under Gila River below.) It was composed of two units, both of which were authorized to process money orders. The Poston Independent Branch was discontinued on December 15, 1945, shortly after the departure of the last internee. It is presumed that civilian residents in the area also had access to the relocation center post office; it was not until four years after the closure of the center that Poston acquired its own (independent) post office. All covers seen from the Poston branch bear a circular date stamp with a "2" in the obliterator bars.

Post Office Department records indicate that the Rivers independent branch of the Phoenix PO was established on July 1, 1942. However, "A Year At Gila: Anniversary Booklet, July 20, 1943" (published on site, no author listed) presents a modified version of the genesis of postal service there.

It was not until October of 1942 that the Rivers Post Office was definitely established. As there were no adequate facilities for handling the mail previous to this time, all out-going and in-coming mail was taken care of by any member of the administrative staff who chanced to be in Sacaton.

On August 1, 1942, a temporary branch Post Office was established in Canal Camp. A month later at the completion of the Post Office building, the Post Office was moved to Butte where, as a branch of the Phoenix office, it was established in permanent headquarters as the Rivers' Post Office.

It has handled financial transactions of more than a half million dollars in stamps, money orders, and C.O.D. during the months from August, 1942, to May, 1943. During this period 33,515 money orders for a total of \$364,271 have been issued, and 21,088 C.O.D. parcels, for a total sum of \$125,822 have been delivered. Stamp sales totaled \$22,880.79. By far the greatest volume of business transacted for a single month was during March when sales totaled \$86,214.66. The months following have shown a gradual decrease in sales, due, perhaps, to the resettlement and the consequent decrease in population.

Post Office Department records indicate that the Rivers PO was discontinued December 15, 1945 (as for Poston); this was a month after the closure of Butte Camp (November 10) where the PO was located (Canal Camp was closed September 18).³⁸

The common circular date stamp from Rivers is 30mm in diameter, has "RIVERS" at the top of the circle with "Ariz." below, and has an attached obliterator with the numeral "1" included. We also have a poor strike-on piece (from the records office) of a second cancel—the diameter appears to be 35mm (either the strike or the cancelling device is not perfectly circular); the entire legend, "RIVERS, ARIZ.," is at the top and there is no obliterator.

THE WESTERN POSTAL HISTORY MUSEUM
salutes
our DROVER for this issue!

Dr. Robert Bechtel



¹See John and Lillian Theobald, *Arizona Territorial Post Offices & Postmasters* (Phoenix: Arizona Historical Foundation, 1961) and *Wells Fargo in Arizona* (Tempe: Arizona Historical Foundation, 1978) for details concerning these companies in Arizona.

²Such foreign exchanges of parcels began in 1887 with Jamaica, expanding to include many Central American nations and British Colonies in the West Indies. But there was not a great deal of parcel reciprocity with these countries.

³At this time C.O.D. (Collect On Delivery) service was also established as an additional feature of the parcel post. This accommodated both shippers who did not wish to extend credit and buyers who did not wish to pay in advance.

⁴Beginning in 1873 the average weight of mail carried was made the basis of compensation to the railroads. In 1916 this weight basis was replaced by one computed by the space requirement. The latter system proved more expensive to the P.O.D. primarily because of the growth in parcel post with its packages of large content but relatively low weight.

⁵The first transmission of Mailgrams by satellite, rather than by "land lines," was accomplished in 1974.

⁶Not mentioned there is the rail-van, or "piggy-back," transport of closed-pouch mail in highway trailers carried aboard railroad flat cars. This was begun in 1958 after a brief experiment in 1953.

⁷The ongoing innovations in the transportation of the mails are treated in the introduction to "Conveying the Mails in Arizona."

⁸Vertical conveyor belts also were installed in many new high-rise structures beginning in 1962 as part of the VIM program (Vertical Improved Mail service).

⁹Bundling requirements for volume mailers actually went into effect in August, 1966. A red label with the letter "D" identifies bundles whose contents are all destined for the same five-digit ZIP code; a yellow "C" for the same (large) city but whose last one or two ZIP code numbers differ; a green "3" denotes those going to the same SFC (first three digits the same); an orange "S" is for a bundle of mail all going to the same state.

¹⁰Only about twenty percent of the mail volume is of a private (non-business) origin.

¹¹However, a change in regime did not always automatically mean a new postmaster for the low paying third and fourth class post offices especially. In these cases the politicians usually acceded to the wishes of the community in retaining worthy postmasters, regardless of their political affiliation (see, for example, "Leonard Redfield" under "Benson" in "Arizona Statehood Post Offices and Postmasters").

¹²The Postmaster General is no longer a cabinet member.

¹³In addition, the USPS would be reimbursed for carrying congressionally established categories of free and reduced-rate mail.

¹⁴James Nathan Miller, "Is the Postal Service Becoming a Dead Letter?" *Reader's Digest*, July, 1978, pp. 76-80.

¹⁵In fairness to the older postal workers especially, it should be pointed out that pay raises under the P.O.D., mandated by Congress, were often few, inadequate and far between.

¹⁶Professor Yale Brozen of the University of Chicago's Graduate School of Business quoted in James Nathan Miller, "Is the Postal Service Becoming a Dead Letter?"

¹⁷This chain of circumstances is well presented by Miller, "Is the Postal Service Becoming a Dead Letter?"

¹⁸Howard F. Cline, *The United States and Mexico* (Atheneum, N.Y.: Atheneum Publishers, 1963), p. 212.

¹⁹Luke Field became the largest single-engine advanced flying school in the U.S. during World War II. In addition to American fighter pilots, there were also trainees from Great Britain, China, Brazil, Turkey and the Philippine Islands.

²⁰For dates of operation of these branches see "Arizona Statehood Post Offices and Postmasters."

²¹James E. Cook, "POWs Were In Guarded Condition," *Arizona* (magazine of the *Arizona Republic*), December 3, 1978, pp. 54, 56-59.

²²*Ibid.*

²³"A Comprehensive Statement in Response to Senate Resolution No. 166" given by James F. Byrnes, Director of War Mobilization, on July 17, 1943 (Senate Document No. 96, 78th Congress, 1st Session).

²⁴War Relocation Authority, Administrative Instruction No. 7 (Revised), July 6, 1942. A later WRA report lists the center as covering only 71,600 acres (J. L. DeWitt, "Final Report: Japanese Evacuation from the West Coast, 1942," Washington: U.S. Gov. Printing Office, 1943).

²⁵United States War Relocation Authority, "The Evacuated People: A Quantitative Description" (Washington: U.S. Gov. Printing Office, 1946); Shaaron Cosner, "Citizens Who Became Prisoners," *Arizona* (magazine of the *Arizona Republic*), December 3, 1978, pp. 42, 44, 46, 48; War Relocation Authority, Administrative Instruction No. 7 (Revised).

²⁶War Relocation Authority, Administrative Instruction No. 7 (Revised); United States War Relocation Authority, "Administrative Highlights of the WRA Program" (Washington: U.S. Gov. Printing Office, 1946).

²⁷"A Comprehensive Statement in Response to Senate Resolution No. 166."

²⁸War Relocation Authority, Administrative Instruction No. 7 (Revised).

²⁹"A Comprehensive Statement in Response to Senate Resolution No. 166."

³⁰*Ibid.*

³¹War Relocation Authority, Administrative Instruction No. 7 (Revised).

³²J. L. DeWitt, "Final Report: Japanese Evacuation From the West Coast, 1942"; Memorandum of Agreement Between the War Department and War Relocation Authority, April 17, 1942.

³³United States War Relocation Authority, "Administrative Highlights of the WRA Program."

³⁴"A Comprehensive Statement in Response to Senate Resolution No. 166."

³⁵J. L. DeWitt, "Final Report: Japanese Evacuation From the West Coast, 1942."

³⁶War Relocation Authority, Administrative Instruction No. 8, Supplement No. 1, September 1, 1942.

³⁷War Relocation Authority, Administrative Instruction No. 8, September 21, 1942.

³⁸United States War Relocation Authority, "Administrative Highlights of the WRA Program."

A BOOK OF POSTAL HISTORY
by Ernst M. Cohn

Published by Triad Publications,
30 Drabington Way, Weston, Mass.
02193, 110 pages, 31 illustrations.

Ernst Cohn is the popular postal history columnist writing in the AMERICAN PHILATELIST. This book is a compilation of his columns from that magazine and his infrequent essays in STAMP COLLECTOR.

His book is divided into seven sections plus an introduction, (1) Growing into Postal History, (2) On the Nature of Postal History, (3) Some Special Types of Postal History, (4) Research and Sources of Information, (5) Showing and Exhibiting Postal History Collections, (6) The Darker Side of Postal History and (7) Some related Subjects, plus an Epilogue.

Anybody who has read Cohn's column throughout the years will recognize the theme of this book as "spreading the gospel" of postal history and popularizing the subject. This is not an attempt to explain the postal history of the world, but rather it illustrates what can be done with the subject, how it can be explored, how to enjoy it, and progressing to the logical developmental conclusion - exhibiting and writing.

The writing style is easy to read and occasionally humorous, making the rare technical comment understandable. The only disappointment this book presents is its pathetic production style, which must have cost the publisher the enormous price of \$3 - \$4 per book for which he is demanding \$23. With a little effort - use of a desktop publishing system, a card cover (instead of paper),

wire binding (instead of plastic), and an imaginative layout - this could have been a production worthy of the \$23 asking price. In other words, the editorial and production efforts are woefully inadequate.

Mr. Cohn's book is not a "holistic reference work," but it is a collective tome of essays which are meant to instruct, illuminate and provoke thoughtful contemplation of your hobby. This is the first effort of its kind in the realm of postal history, hopefully it won't be the last; because as Mr. Cohn says, "the golden age of postal history is ahead of us."

In spite of its production shortcomings, the content is recommended for the novice and expert postal historian - there is something in this book for everyone. Just grit your teeth and remember that you're paying for the information, not the production.

DAK

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WESTERN POSTAL HISTORY MUSEUM

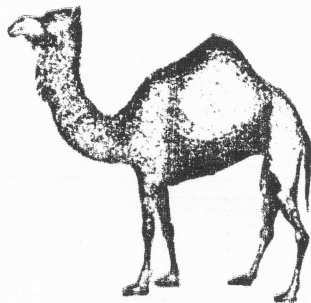
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BIG RED

"From the eyes of Big Red"

I thought that our members who did not get to ARIPEX '89, and perhaps some who did, might like to know what I saw at the Show. I was tied up at the Western Postal History Museum booth, but I had a pretty good view of all that went on. Every year at ARIPEX the WPHM runs the youth corner, while the Education Department runs workshops, or classes for children who want to exhibit. This year there were 19 youth exhibits on all sorts of subjects. For the first time the Federation provided new youth frames- lowered for a better view if you are small. There was even an exhibit by a blind student done in braille. It's a good thing the exhibits were behind glass, as the young ones just love to touch.

This year the museum volunteers were hard pressed to keep up with the number of children that came to see ARIPEX. The museum paid for three school busses to bring some of the children in our school programs to see the First Day ceremony and to see the Show. The Education Department, the Tucson Stamp Club and the show committee put together 500 packets of stamps and hinges. Our Tucson Post Office had bought blue balloons printed with the Show theme to put in the packets so that each child visiting the Show went home with a gift. Museum and Tucson Stamp Club volunteers conducted tours for the children around the Show, explaining some of the adult exhibits and all the other attractions of the Show. Keeping 500

children moving around sight-seeing was no easy task! The museum was selling better stamps to children for 2 cents each and the little ones took hours making up their mind what to purchase.

The Show invited a group of teenagers from a local high school, and although they looked like a halloween parade, they were well behaved and some even spent money at the bourse. Each student had an adult exhibit that they had chosen in advance to study, and were assigned to make reports in class on them. There were some great learning exhibits at the ARIPEX '89 show, so I'm sure they found it a valuable learning experience.

Saturday morning Jim Bruns spent almost an hour before the Show opened polishing the Smithsonian exhibit cases, removing finger and nose prints. Tom Roy, from World Stamp Expo, was counting the supply of pins he had brought to see if he would make it through the day. Another big group of Children came in on Saturday and the museum workers had to get more stock from the museum to keep open for the day. Some children came back with their parents to see the Show again.

I'm back in my regular stall at the museum now, but thinking about the Show I guess I saw about 700 children in my three day outing at the Show. Considering that about 1700 adults attended, I think that is most impressive. So you members can see how important it is that you keep supporting the WPHM youth program with your donations of stamps. Used commemoratives- especially the modern ones- are badly needed. Your cash donations help fund the youth educational programs, purchase supplies for the programs and enable the museum to do such things as fund school busses to the show, (which are not allowed by strict local school budgets). All these young children that attended the Show are the future philatelists of tomorrow!



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

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