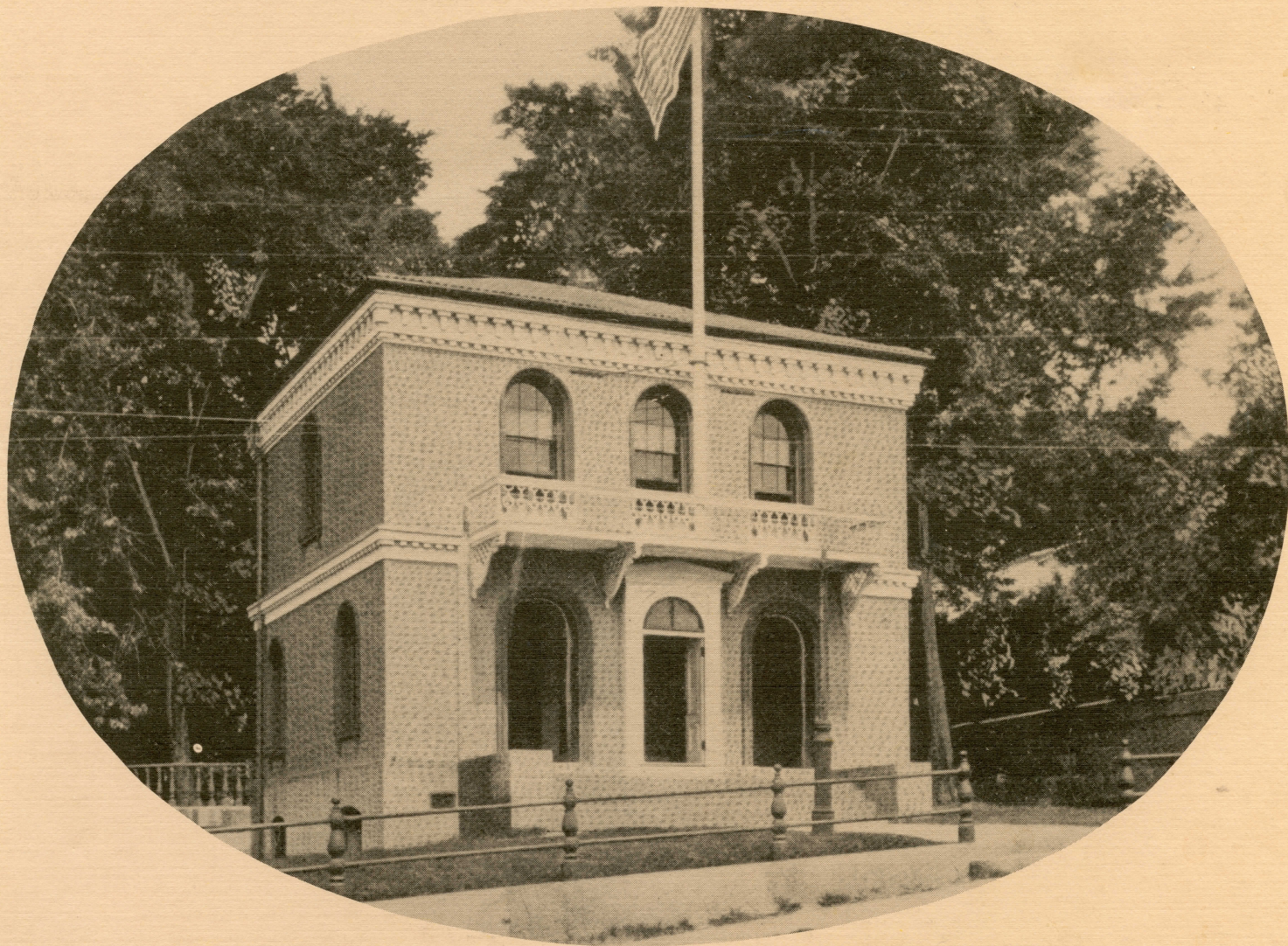


THE HELIOGRAPH



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Staff- Eugene Nelson, Charles F. Nettleship Jr. Consulting Editors:
James Bruns, Richard Graham, John Kay, Thomas Todsén and Robert Stets.
WPHM Director- Douglas A. Kelsey, Address-P.O. Box 40725, Tucson, AZ 85717

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OUR FRONT COVER - Our lead article by Consulting Editor James Bruns describes the part that post office architecture has played in U.S. history and the political prominence that an imposing post office structure has performed to display the Federal presence in many cities around the nation. Modern day post office structures tend to be merely rectangular boxes with a striking similarity in internal and external appearance. This was not true in the past, when political participation demonstrated its effectiveness by strong competition in appearance. As an example our front cover displays a photograph of a most unusual structure complete with balcony, arched doorway and windows and even a fancy iron rail fence in front - the broad-stepped unique building that was the U.S. Post Office in the small city of Waldoboro, Maine. We thank Mr. Bruns for his interesting contribution and use of the photographs from the National Philatelic Collection.

* * * * *

PROMINENCE ON THE CITYSCAPE ..post office architecture.

by James H. Bruns,
Curator
U.S. Postal History and
Philately ---- National
Philatelic Collection

Article 1 of the Constitution vested the Federal Government with the power "... to establish post offices ...". This was an essential mandate, for as George Washington predicted, the postal service would become the principal means by which the people of the United States would be bound together in loyalty to the Federal Government. But, to make that dream a reality, the government had to create post offices.

With the exception of perhaps local places of worship and schools, the local post office -- whether large or small -- has frequently been the largest building and generally the most important cultural element in a town. This generalization takes into account the size of each village, town and city in the country.

At the turn of the century, post offices were divided into four groups: First Class, which were the largest; Second Class; Third Class; and Fourth Class. These classes were determined basically by the receipts of the office and mail volume, with postmasters in certain classes keeping a portion of the proceeds in lieu of a salary. Many of these small town post offices were located in general mercantile or hardware stores ..and many still are. (Figure 1)

If general mercantiles were a common match for post offices a century ago, since the early 1900's gasoline stations seem to have become the more common pairing. (Figure 2)

First Class offices are the largest offices and the buildings reflect their importance. Architecturally, they are far more pretentious and unlike Fourth Class offices, which largely were located in private property, First Class offices have traditionally been government-owned. First Class offices truly symbolize the prominence of the federal government on the local level. This was true whether or not the post office was by itself, or shared space with the court house or custom house. (Figure 3)

As a representative of the Federal Government, the post office building had to be impressive, yet in keeping with the style of the times...and they usually were.

During the 1880's and 1890's, for example, one trend was for post offices to resemble opulent town houses. (Figure 4) These structures would not be too out of place along any grand boulevard, except perhaps for the telltale loading dock, which frequently was tastefully concealed.

At that time responsibility for designing the nation's important postal facilities rested with the head of the Office of the Supervising Architect.



Figure 1 - Post Office in a general store,
Eastford, Connecticut

In other cases post office buildings were nothing less than glorified "federal cathedrals." In at least one case, however, it might be more appropriate to use the word "fortress," rather than "cathedral." Because of the amount of money annually collected on traffic along the Mississippi River -- averaging \$2 million -- and in an attempt to protect gold deposits, the St. Louis post office and custom house in use from 1873 to 1884 was said to have been initially designed like a fort. All of the doors and windows of the massive "Second Empire" style structure reportedly were to be equipped

with sliding iron shutters which included built-in gun ports. (Figure 5) A moat, said to be 30 feet deep, was intended to surround the building. And, in the highly unlikely event of a siege, the building had large ice boxes for provisions and its own well. The building cost \$6 million.

New York City's post office, also a Second Empire style structure, was no less a grand edifice. (Figure 6) Used between 1869 and 1875, the building cost \$9 million. It was so well constructed that during its demolition in 1939, several

Figure 2 - Post Office in a gasoline station and general store - Santa Claus, Indiana



wrecking balls shattered against its facade.

Beside their sheer size, many post office buildings were grand sights. Tall towers were quite the fashion. (Figure 7) Obviously the towers and embellishments served little functional purpose. They didn't move the mail any faster or farther, but they did make the building stand out.

Clocktowers were another hallmark of the federal presence. (Figure 8) In many

cases the city post office was the only structure in town -- except perhaps for the local train depot, which tended to be nearby -- that featured a clocktower. Many of these towers went a bit overboard. They were massive things, frequently overpowering the rest of the building. However, such large buildings in small cities were a tangible symbol of the Federal Government's presence.

The appearance of the American Flag was another telltale sign of the Federal presence. This

Cont. Page 5

Figure 3 - U.S. Court House, Custom House and
Post Office - Tampa, Florida

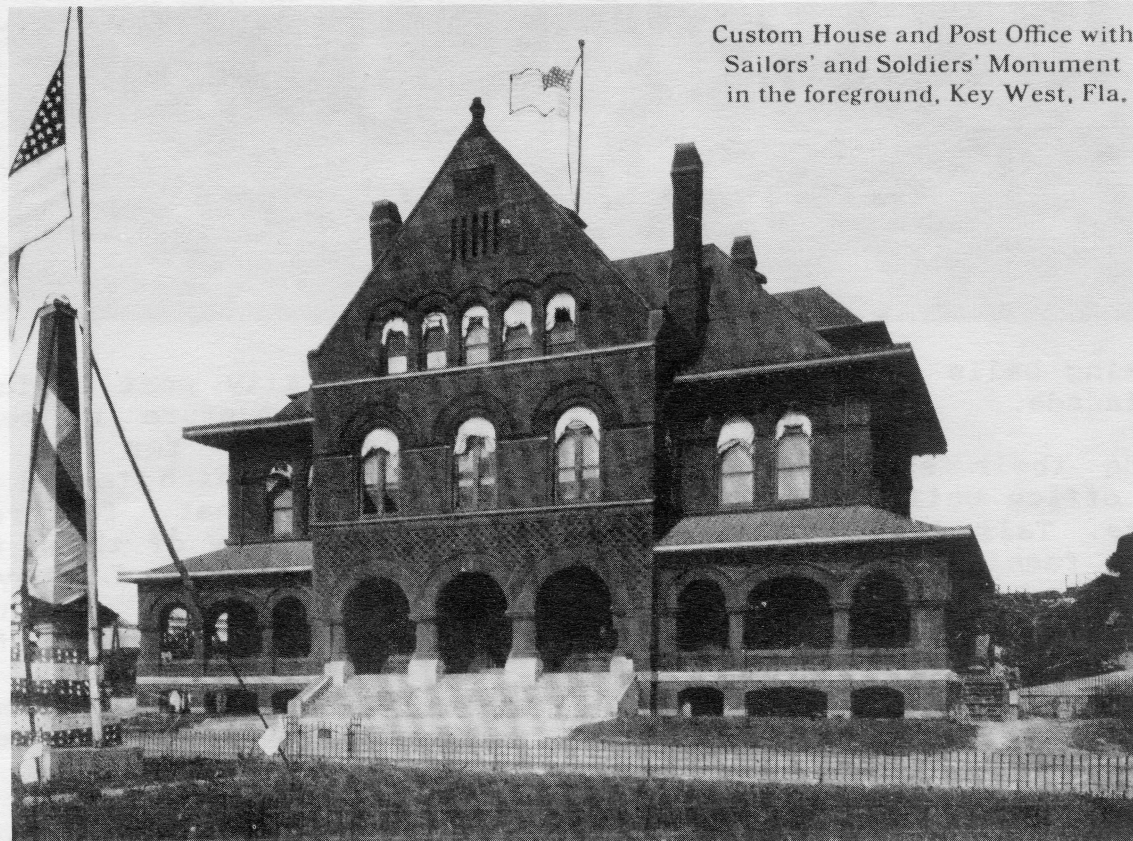
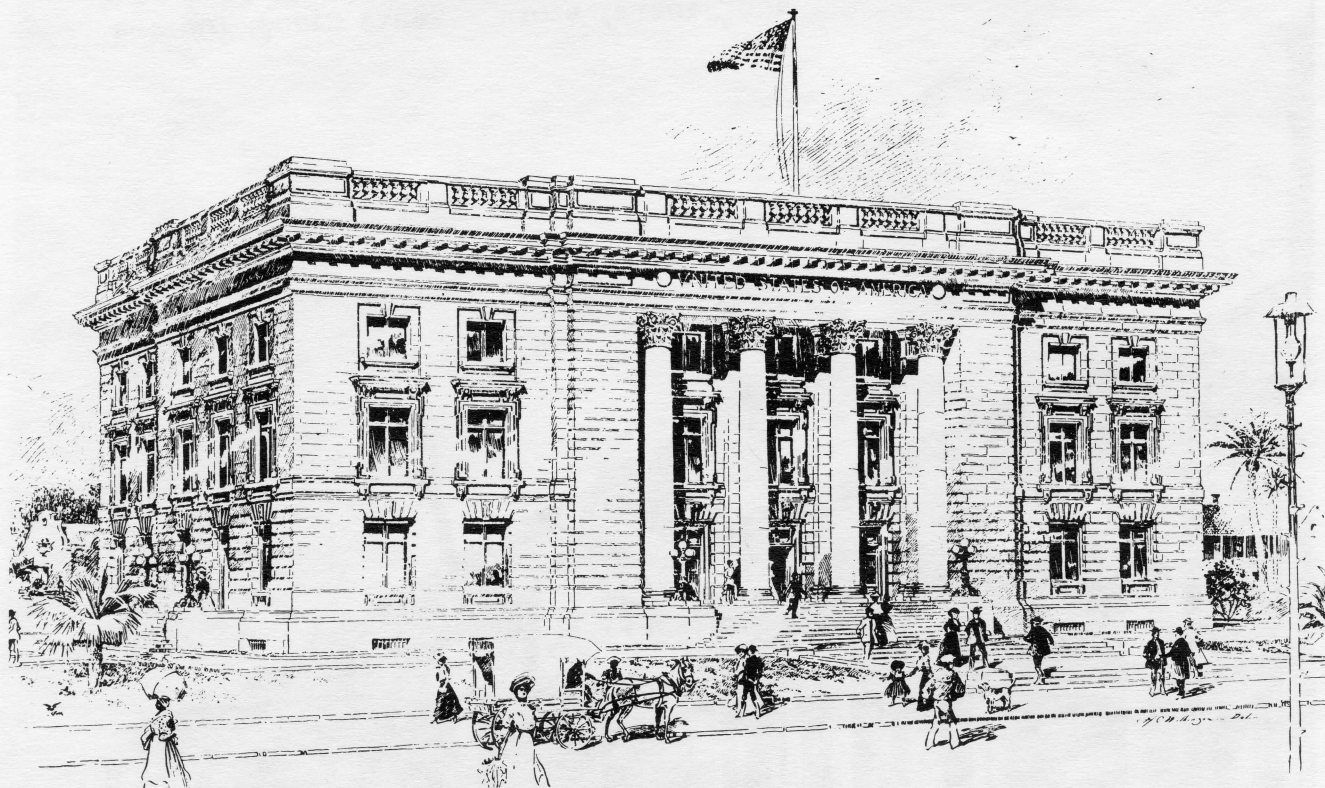
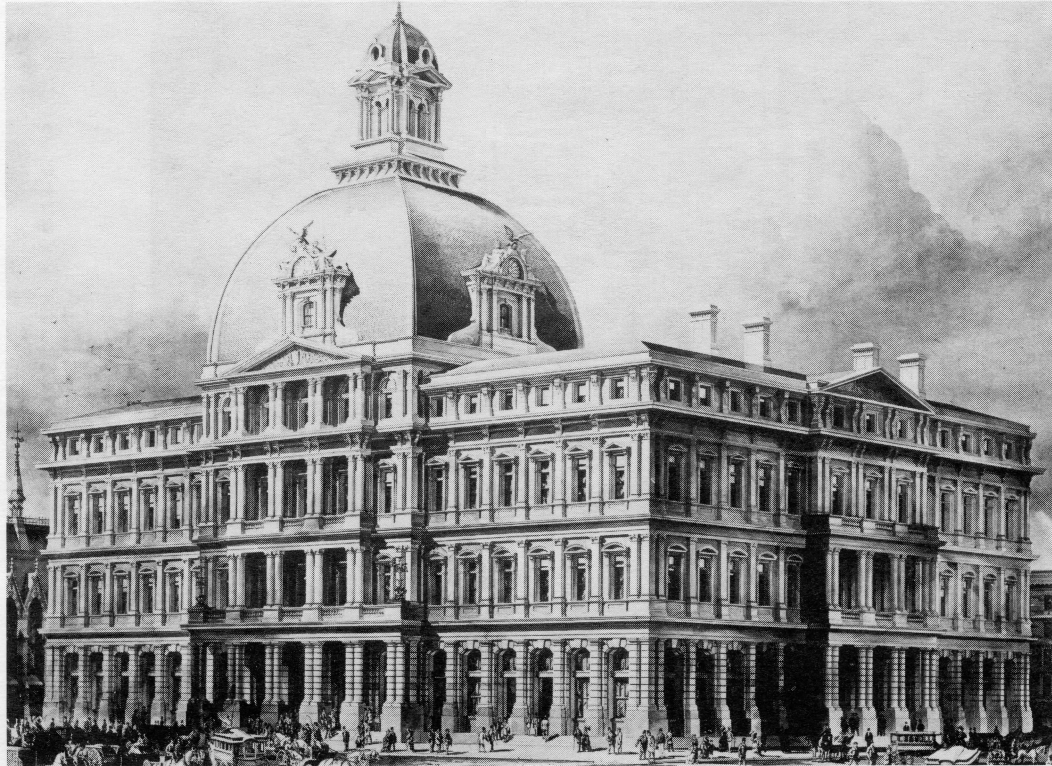


Figure 4 - Custom House and Post Office,
Key West, Florida

Figure 5 -

U.S. Custom House and Post Office
Saint Louis, Missouri



was -- and is -- true of both urban offices, as well as those in tiny hamlets.

There was a cost for all this. The post office at Windsor, Vermont, for example, in use from 1857 to 1858, cost \$71,347. That was a high price tag for a town with a population of only about 2,000.

Instead of producing suitable structures, the nation was building extravagant edifices. A report published in a popular magazine shortly before World War I took exception to such expenditures. It highlighted the example of a post office building that was constructed

for \$60,000, when a \$5,000 structure would have been entirely adequate.

Indeed, according to Treasury Secretary William McAdoo, between 1900 and 1916 the nation spent roughly \$180 million for public buildings. In his 1916 ANNUAL REPORT McAdoo stated "...the major part of this great sum has been expended on costly structures in small localities where neither the Government business nor the convenience of the people justified their construction..."

But, despite the costs, such buildings did add much to the local pride of the community.

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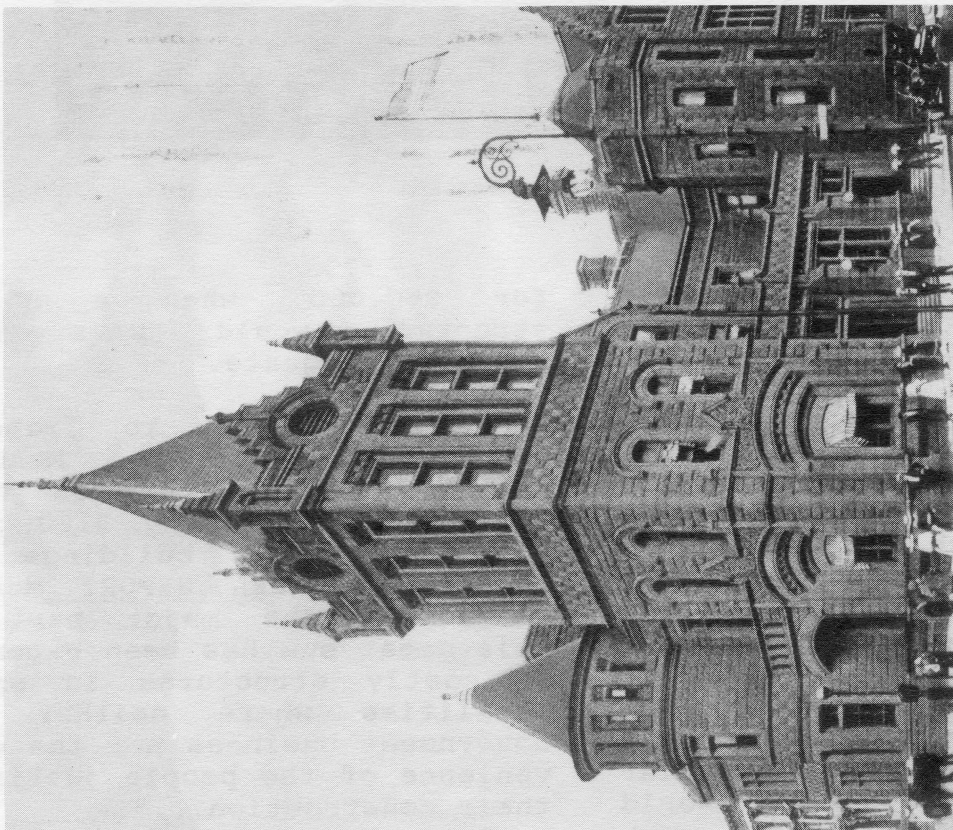


Figure 7 --

U.S. Post Office , Bridgeport, Connecticut

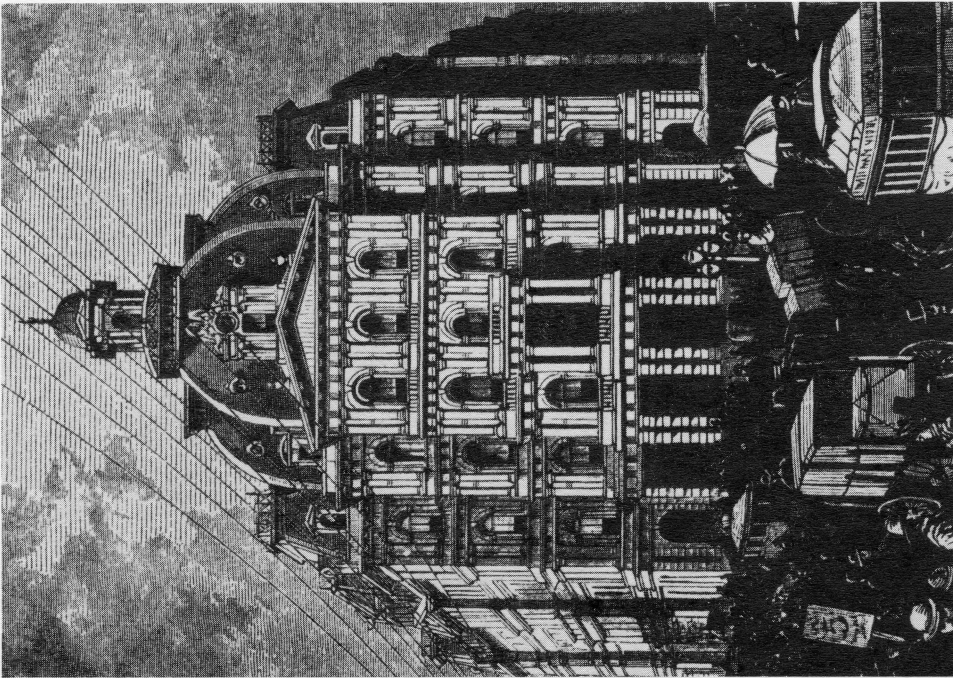


Figure 6 --

New York City Post Office Building
at Broadway and Fulton Street



Figure 8 - U.S. Post Office (with clock tower)
Montgomery, Alabama

There is another important thing to keep in mind when considering the architectural history of post office buildings, and that is that they symbolize the role of politics at the federal level. Each presidential administration would not hesitate to attempt to outshine the previous one if given the chance. Republicans and Democrats were quick to point with pride to the dedication of new post office buildings. These were accomplishments of their era in the White House. This led to contests to see which party could outshine the other.

Building starts often tended to coincide with economic circumstances or nationalistic trends. The rise of Americanism about the turn of the century resulted in a frenzy of construction.

Many of these pre-1900 post offices looked alike. Indeed, on many, if you peeled away the outer facade and compared many of the interiors you would find that the floor plans were often very much the same.

The Great Depression represented a significant era of building utilizing a national work relief program. During the Depression, 1,300 new federal buildings were constructed in an effort to get the country working again. Only now are many of these Depression era post offices beginning to show their age.

Today, large urban post office buildings tend to be little more than mail processing factories. (Figure 9). Architecturally, they have little appeal. Instead



Figure 9 - Modern Postal Service Facility
Detroit, Michigan

they are practical buildings of glass, concrete and steel.

But the nation has changed. It had grown up, and in so doing many of its little post offices have been abandoned. Despite this, what Andrew Jackson observed in 1829 remains true today: [The Postal Service] is to the body politic what the veins and arteries are to the nation -- carrying, conveying rapidly and regularly to the remotest part of the system correct information of the operations of the government, and bringing back to it the wishes and the feelings of the people."

**ARIZONA STATEHOOD POST OFFICES
FOR WHICH POSTMARKS HAVE NOT
BEEN RECORDED, 1912 -- 1982**

by Robert B. Bechtel

The challenge of collecting is to pursue the more difficult items that take time, research, ingenuity and, often, just plain good luck. In the collecting of Arizona statehood postmarks the real challenge is to find postmarks from towns that for some reason have never appeared in any collections checked.

Of the more than five hundred statehood towns with post offices in Arizona, only forty eight do not have known postmarks. Of these (See Table 1), it would seem reasonable to expect that a post office like Double Circle, which lasted less than a month, or offices like the Bisbee Military Branch (3 1/2 months), Hillcamp (5 months), Hoover and Esthwaite (6 months), or Crater (7 months) will not likely have any postmarks turn up since none have been discovered in the time since their closing.

Double Circle was a ranch house from the ranch of the same name and likely produced little mail, but the Bisbee Military Branch located at Corta near Bisbee had hundreds of troops stationed there during the Mexican revolutionary period and is likely to have produced a fair amount of soldier mail.

More likely to be discovered are cancels from the post offices that had a relatively long life. Bryce lasted fifteen years, Haynes twelve years, York nine years and Hubbard and Stark eight years. The remains of some of these towns are still to be seen in some remote and not-so-remote areas. Figure 1 shows the foundations of the store and

post office at Stark, near Hereford, and Figure 2 shows the foundations of the Forrest ranch house near Bisbee.

Some of the towns actually had other names for which they are better known, or had their names changed to more familiar places. Crater was Meteor, which is located at the rim of the Meteor Crater. Postvale became Marana. Joppa became Aripine in 1922. Vah Ki always was at the location of Casa Blanca on the Pima Reservation. Lincolnia was the town of Cottonia. And, Jones Branch was really just the Military Branch of Douglas for which many postmarks are known.

The most chameleon-like of all the towns was Stoval. It began as Chrystoval, then became Stoval and then Texas Hill, while local inhabitants had several other names for it. Fortunately, none of the other names made it onto the post office rolls.

Chilito is the only known post office to have received a name which described in Spanish the temper of the postmaster.

Cochise county (See map) is the county with most of the towns without known postmarks and these are crowded into the Southeast corner of the state. Of these, Vanar, Moore's Spur, Manzora, Miramonte and Stark were railroad stops; Bisbee and Jones Military Branch were associated with the border problems around World War I; Mascot and Sembrich were mining towns and Overton was probably a failed agricultural community. Mascot was notorious for being a town that lived on a succession of swindles and survives surprisingly intact near the almost deserted town of Dos Cabezas. Mascot was so prominent that it even had a railroad named after it - the Mascot & Western.

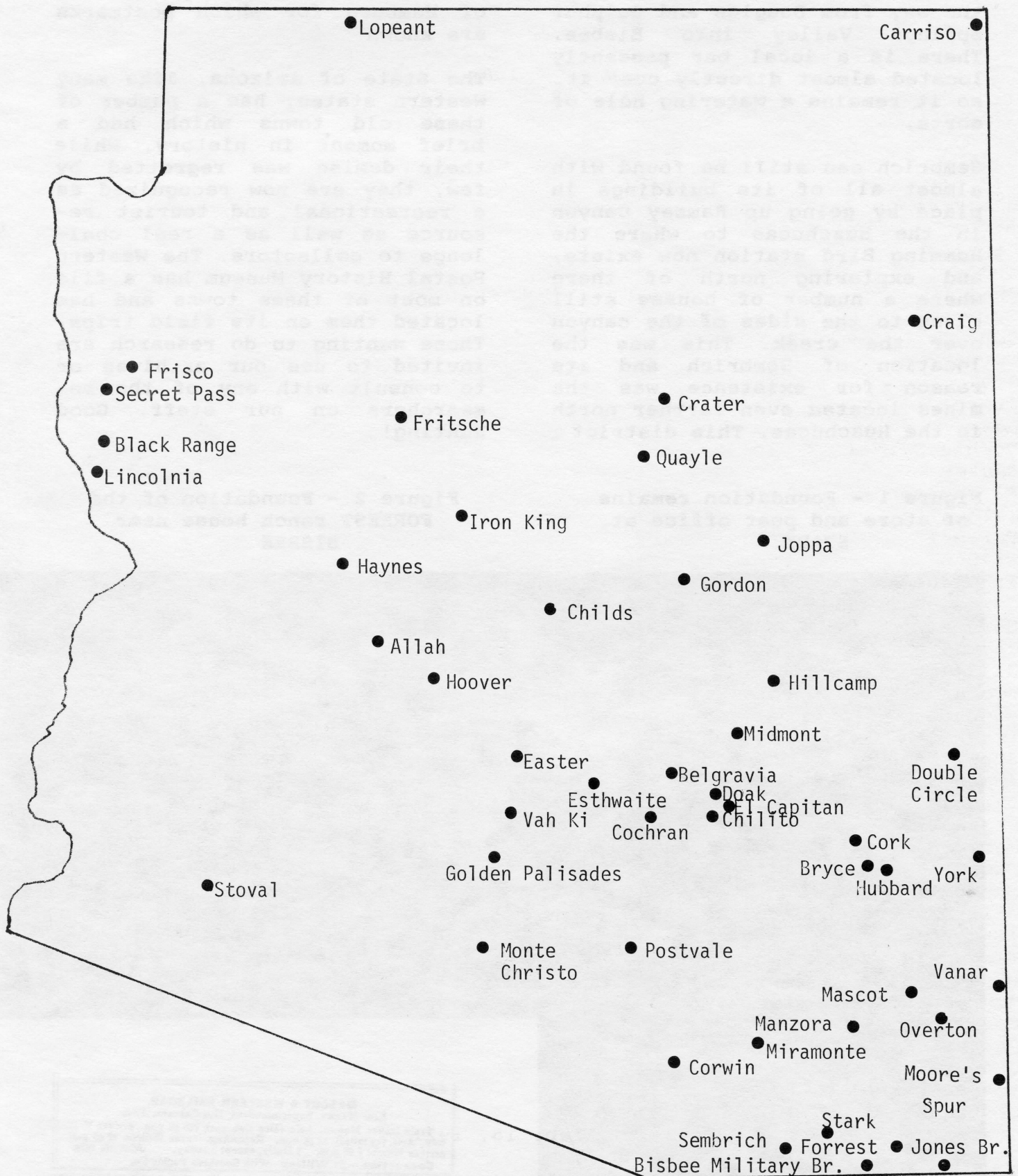
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TABLE I

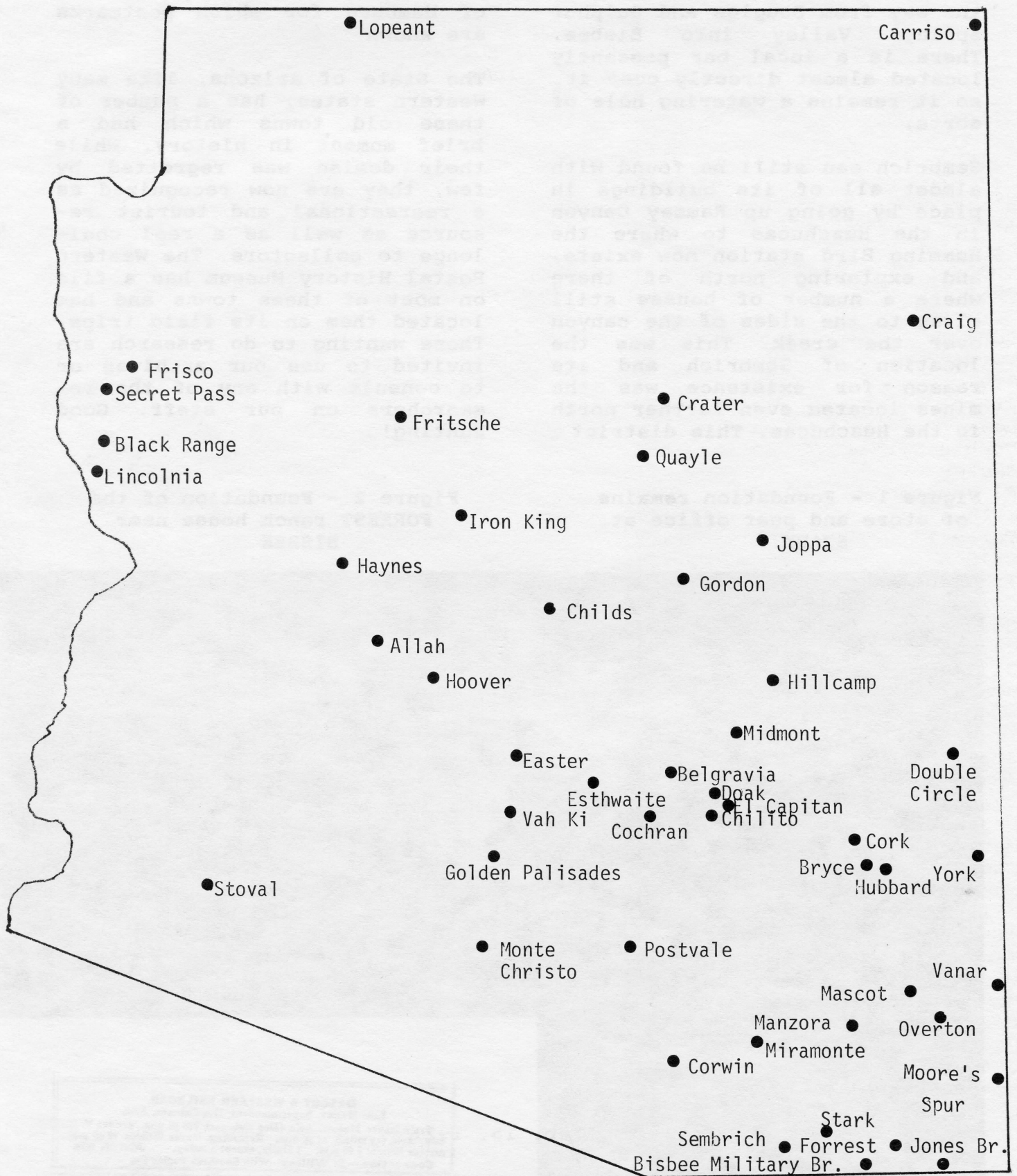
**ARIZONA STATEHOOD POST OFFICES
FOR WHICH POSTMARKS HAVE NOT BEEN REPORTED
1912 - 1982**

Town	Dates of Operation	County
Allah	Nov. 16, 1917 - Jan. 23, 1919	Maricopa
Belgravia	Apr. 15, 1918 - Apr. 30, 1919	Pinal
Black Range	Apr. 20, 1917 - Oct. 15, 1917	Mohave
Bryce	Jan. 30, 1907 - Feb. 28, 1922	Graham
Carriso	Sep. 19, 1914 - Jan. 31, 1920	Apache
Childs	Sep. 13, 1912 - Apr. 15, 1915	Yavapai
Chilito	Apr. 16, 1913 - Jul. 15, 1918	Gila
Cochran	Apr. 27, 1909 - Jan. 15, 1915	Pinal
Cork	Nov. 22, 1916 - Nov. 30, 1918	Graham
Corwin	Sep. 16, 1912 - Feb. 15, 1915	Pima
Craig	Jan. 24, 1911 - Sep. 30, 1912	Apache
Crater	Jan. 7, 1921 - Jul. 15, 1921	Coconino
Doak	Feb. 19, 1919 - Mar. 15, 1921	Gila
Double Circle	Jan. 5, 1921 - Feb. 2, 1921	Greenlee
Easter	Jun. 3, 1915 - Aug. 13, 1917	Maricopa
El Capitan	Dec. 15, 1919 - Sep. 15, 1924	Gila
Esthwaite	Jun. 23, 1919 - Dec. 15, 1919	Pinal
Forrest	Feb. 11, 1914 - Nov. 15, 1917	Cochise
Frisco	Feb. 28, 1913 - Apr. 15, 1915	Mohave
Fritsche	Oct. 26, 1912 - Apr. 15, 1918	Yavapai
Golden Palisades	Apr. 7, 1915 - Feb. 28, 1918	Pinal
Gordon	Jul. 21, 1913 - Nov. 15, 1915	Gila
Haynes	Jun. 16, 1910 - Jan. 7, 1922	Yavapai
Hillcamp	May 9, 1927 - Oct. 15, 1927	Gila
Hoover	Feb. 1, 1915 - Jul. 31, 1915	Maricopa
Hubbard	Oct. 26, 1904 - Mar. 31, 1912	Graham
Iron King	Feb. 27, 1909 - Jul. 15, 1912	Yavapai
Jones Branch	Jun. 1, 1921 - Jun. 30, 1923	Cochise
Joppa	Feb. 24, 1912 - May 15, 1913	Navaho
Lincolnia	Apr. 13, 1911 - Oct. 31, 1912	Mohave
Lopeant	Apr. 23, 1921 - Jun. 30, 1922	Mohave
Manzora	Dec. 23, 1916 - Mar. 30, 1918	Cochise
Mascot	Dec. 11, 1916 - Oct. 15, 1918	Cochise
Midmont	Jan. 7, 1919 - May 15, 1920	Maricopa
Military Branch (Bisbee)	Aug. 31, 1916 - Dec. 15, 1916	Cochise
Miramonte	Sep. 15, 1918 - Jul. 21, 1919	Cochise
Monte Christo	Aug. 14, 1922 - Oct. 15, 1923	Pima
Moore's Spur	Aug. 27, 1913 - Feb. 28, 1914	Cochise
Overton	Nov. 26, 1917 - May 31, 1918	Cochise
Postvale	May 30, 1920 - Feb. 1, 1925	Pima
Quayle	Oct. 19, 1914 - Oct. 31, 1916	Coconino
Secret Pass	Oct. 20, 1916 - May 15, 1917	Mohave
Sembrich	Dec. 31, 1915 - Nov. 15, 1916	Cochise
Stark	Sep. 24, 1913 - Feb. 15, 1921	Cochise
Stoval	Mar. 11, 1914 - Mar. 31, 1916	Yuma
Vanar	Apr. 3, 1915 - Oct. 14, 1916	Cochise
Vah Ki	Jun. 13, 1916 - Dec. 31, 1926	Pinal
York	May 9, 1911 - Feb. 28, 1920	Greenlee

ARIZONA STATEHOOD POST OFFICES WITHOUT KNOWN POSTMARKS 1912 - 1982



ARIZONA STATEHOOD POST OFFICES WITHOUT KNOWN POSTMARKS 1912 - 1982



Forrest was a watering stop on the way from Douglas and Sulphur Springs Valley into Bisbee. There is a local bar presently located almost directly over it, so it remains a watering hole of sorts.

Sembrich can still be found with almost all of its buildings in place by going up Ramsey Canyon in the Huachucas to where the Humming Bird station now exists, and exploring north of there where a number of houses still cling to the sides of the canyon over the creek. This was the location of Sembrich and its reason for existence was the mines located even farther north in the Huachucas. This district

also contained the post office of Hamburg for which postmarks are known.

The State of Arizona, like many Western states, has a number of these old towns which had a brief moment in history. While their demise was regretted by few, they are now recognized as a recreational and tourist resource as well as a real challenge to collectors. The Western Postal History Museum has a file on most of these towns and has located them on its field trips. Those wanting to do research are invited to use our archives or to consult with any of the researchers on our staff. Good Hunting!

Figure 1 - Foundation remains of store and post office at STARK.



Figure 2 - Foundation of the FORREST ranch house near BISBEE



MASCOT & WESTERN RAILROAD.
LON HALEY, Superintendent, Dos Cabezas, Ariz.
Train leaves Mascot, Ariz. (Dos Cabezas), 11:30 a.m., arrives Willcox, Ariz. (15 miles), 11:45 a.m. Returning, leaves Willcox 12:50 p.m., arrives Mascot 3:45 p.m. † Daily, except Sunday. Nov. 16, 1915.
Connection.—At Willcox—With Southern Pacific Co.

PRESCOTT, ARIZONA'S FANCY
REGISTRY CANCELLATIONS - 1928

by A.W.Bork

In June of 1928, George Krauss, a clerk on the registry window at the post office in Prescott, Arizona, read a news item in the WEEKLY PHILATELIC GOSSIP, telling of a fancy canceller, an "ear of corn", being used by the postmaster in Fairfield, Iowa. George and I were both quite enthusiastic stamp collectors. He had a good deal of seniority in the work force and hence worked days. I was the youngest clerk, and worked late afternoon and evening shift, from 4 P.M. to midnight.

When I came to work one afternoon, George needed help in the registry section, so as to get the mail out for the afternoon train to Phoenix (Ashfork & Phoenix R.P.O. South, Tr.43), so I joined him in the "cage", to write up the "registers." He proudly showed me the results of his improvisation of a new canceller for use on Prescott's registered mail. It was a large bronco rider. It was used to cancel the stamp on perhaps ten pieces of bank mail going out that day, July 1.(Figure 1)



Fig. 1 - The large Bronco
Prescott was on the verge of the annual celebration of its rodeo, first held July 4, 1888, the

oldest continuous rodeo in the U.S. There was much advertising matter showing a cowboy waving his hat in one hand as he held the reins with the other, and the horse leaping and arching his back doing his best to throw the rider. By pasting a heavy cardboard cutout of the figure on a small block of wood, George had made himself the canceller. Warren F. Day, the postmaster, had authorized its use. After it had been applied to that day's mail, Day looked at it, and decided that it was really too big and said it should not be used again.

Krauss, however, did not give up easily. He looked about for an acceptable substitute. At the time, the Chamber of Commerce had prepared some attractive metal foil seals with a much smaller bronc buster as the central design. Having affixed a seal to a heavy piece of linoleum, George cut around the horse and rider. Voila! He had a perfectly acceptable silhouette to be used as a "killer" for the registered mail stamps. It was used from then onward.(Figure 2)



Figure 2 - The small Bronco
Sometime within the next month or so, we were talking about the possibility of advertising Prescott's other summer event, the Smoki Ceremonials and Snake Dance, at that time presented the first or second Saturday in June, nowadays on a like date in August. I had been initiated by the Smoki People in 1927, and had danced as a snake priest in June. After the dance I posed

for a snapshot, carrying two snakes and in dance posture. My sister, Catherine ("Kay"), made a pen and ink drawing based on the photo. We sent it to Phoenix where a copper electrotype in just the right size for a second canceller was made. From then on the Smoki Snake Dancer was used interchangeably on registered mail with the bronco. I do not remember covers being prepared with a combination of the two, although it is possible, even probable. (Figure 3)



Fig. 3 - Smoki Snake Dancer

As soon as word got out through the columns of the WEEKLY PHILATELIC GOSSIP, and other publications, or through the network of collectors who were by then promoting other "fancy" cancellers at other post offices, mostly fourth class, unlike Prescott, which was first class, we began to receive requests for the bronco and the snake dancer on registered covers. I was assigned to prepare the covers, apply the cancellations and do the paper work on my own time for their dispatch. Interested collectors sent only the stamps for the 15 cent registry fee and postage. In all, several hundred covers with each of the cancellers were sent. About a dozen additional covers were prepared with the large bronco. Daily registered mail from banks and stock brokers, plus a few letters from individual mailers constituted the regular registered mailings during the period of three and a half months use. Most of these would have been on "long" (No.10) envelopes and probably few were ever saved. On

November 17, 1928 the POSTAL BULLETIN brought the order which forbade further use of "fancy" cancellations. No more were prepared and dispatched from Prescott once those on hand had been taken care of, Prescott's population at the time was around five thousand.

Why had these fancy cancellers come into use exclusively on registered mail in the 1920's? In 1922 the Post Office Department ordered all postmasters to stop the use of any kind of cancelling device which would show the name of the mailing office on the face of a registered letter (or other article). It was felt that greater security would be provided if all mail handlers were forced to check the number on the face of the letter and the mailing office's backstamp on the back flaps sealing it. Seemingly there had been much tampering with such mail en route.

There was also a rather strict regulation that all cancelling devices must be provided by the P.O.D. But at the time, the Department did not really provide a proper device for cancelling registered mail without showing the name of the mailing office. Black printer's ink as used on the pads provided for the metal circular date stamps (post-marking and canceller combined) was also to be used. There was only one other handstamp usable with the printers ink. It was the double oval with the name of the mailing office designed for use on parcel post and made of a durable, oil-resistant substance of animal origin. When the 1922 order was issued some postmasters or administrators merely took a sharp blade and removed the entire surface of the canceller and then re-cut it to make some kind of a pattern

similar to the classic corks.

The postmaster at Fairfield, Iowa, and others, went one step further and created another design of their own. Apparently the largest office in the country at the time, New York, N.Y., bought its own device, an oval grill. I have seen two types at least, a rather fine line as on a cover sent to me by the Scott Stamp & Coin Company. (Figure 4)

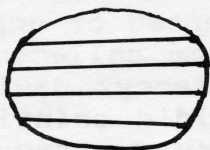


Fig. 4 - New York fine line oval or the heavy line from a cover sent abroad. Phoenix, Tucson, and Los Angeles, to mention three of which I have examples, used the re-cut oval handstamp which was compatible with the printers ink.

At Prescott, we went the step further, as already described. In addition, after the prohibition of the use of the bronco and the Smoki dancer, we resorted to the expedient of converting one end of the closure device from a second class or parcel post sack to cancel the stamps on registered mail: the so-called Izzy's Derby. (Figure 5)



Fig. 5 "Izzy's Derby"
George Krauss called it that because Al Smith's brown derby was so prominent in the political campaign at the time. As he sorted parcel post, second and third class mail at one of the racks, he came upon un-

cancelled stamps. He reached for an absent handstamp. Instead he picked up the closure device from the worn out cord on one of the mail sacks, inked one end on the felt pad and applied it to the stamps. (Many times when sorting mail one would come across uncanceled postage. The ever-elusive handstamp couldn't be found, hence the use of an indelible pencil, a smudge of black ink, or whatever was at hand. Nowadays the custom continues, but there are ball-point pens ever at the ready!)

In 1952 Foster W. Loso and Heyliger de Windt published their study, 20th Century United States Fancy Cancellations, exhaustively listing every type of unusual postmarking device, especially those for registered mail in the 1920's. They included for Prescott, a "roller" canceller. This was a rubber roller for use on the gray-black stamp pads of the kind supplied to third and fourth class offices. The peculiarity of the roller in this case was that of five or six "Prescott, Ariz.'s" on the strip, one was misspelled "PHESCOTT", which they did not note. (Figure 6)



Fig. 6 - PHESCOTT error roller
For regular use on registered mail at Prescott we also cut a kind of "rosette". This continued in use until the double oval handstamps were provided by the P.O.D. (Figure 7)

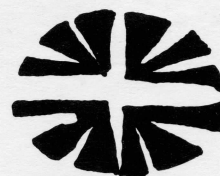
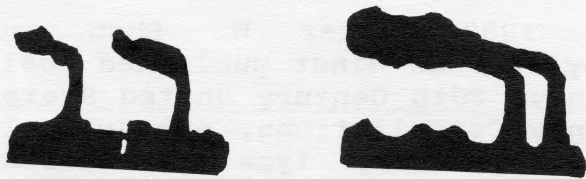


Fig. 7 - Prescott "rosette"
THE HELIOGRAPH

One other fancy Arizona canceller was the Clarkdale copper smelter, cut by Charles W. Fairfield a stamp collector employed at the plant. He persuaded Catherine Harding, postmaster at Clarkdale to approve its use. His first design looked too much like a steamboat, some said, so he cut another, which was better liked. Neither was used for long. See illustrations. (Figures 8 and 9)



Figs.8 and 9-The Clarkdale smelters

Third and fourth class post offices were never provided with the double oval town and state handstamps for use on the printers ink felt pads. They only had the gray ink pads used with the rubber postmarking devices, not oil resistant. When forbidden the use of their postmarking handstamps on registered mail, they frequently used one end of the four-lined (barred) part of their handstamp or a cut cork. But a good many, prompted or unprompted by friendly stamp collectors used some sort of "fancy" device, often from a child's printing set, available at any country general store where toys or school supplies were sold. Ed and Elkton, Kentucky are good examples. See illustration of the "owl and pussy cat."

Fig.10 - The Owl & Pussy Cat Killer of Elkton, Ky.

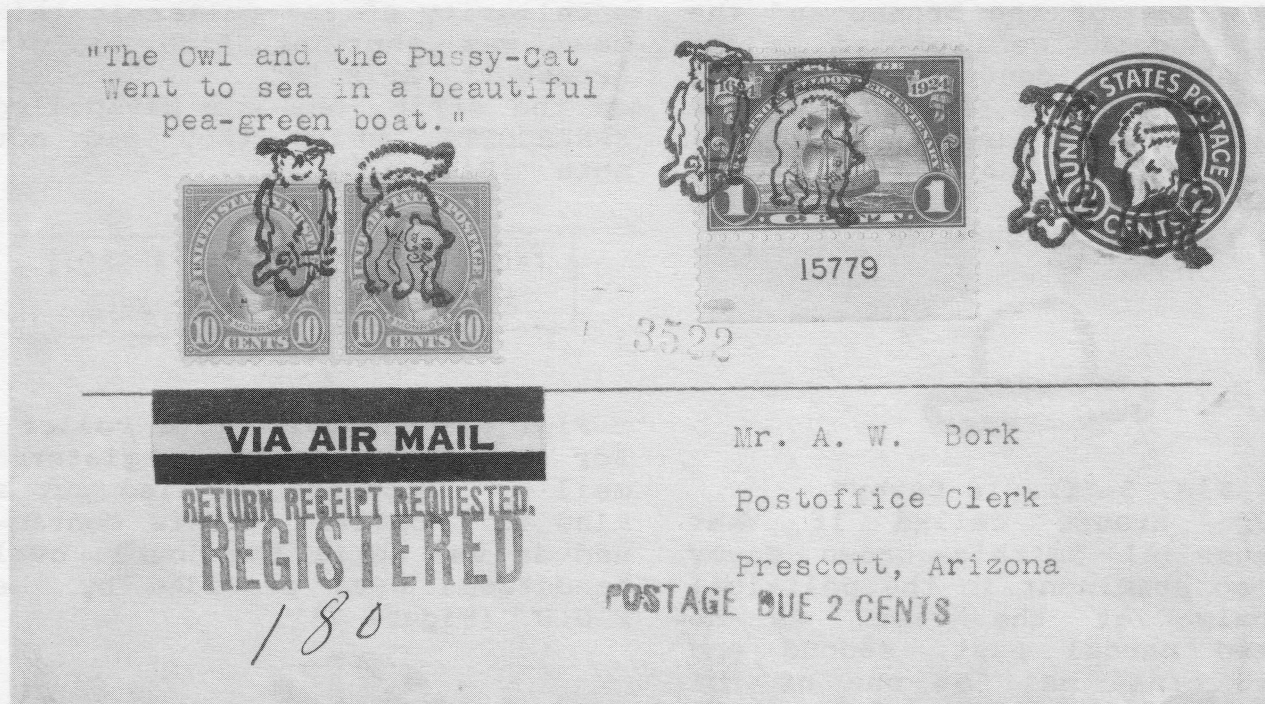




Fig. 11 - Interior of the
Registered Mail and Money
Order - Prescott, Az.
Post Office , Circa 1930



Fig. 12 - The Writer in 1929 Wearing
Navajo-Type Red And Gold Stetson Hat
Made For The Smoki People.

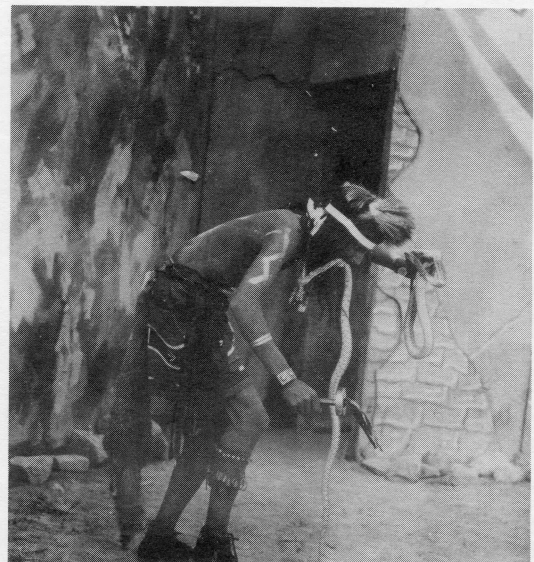
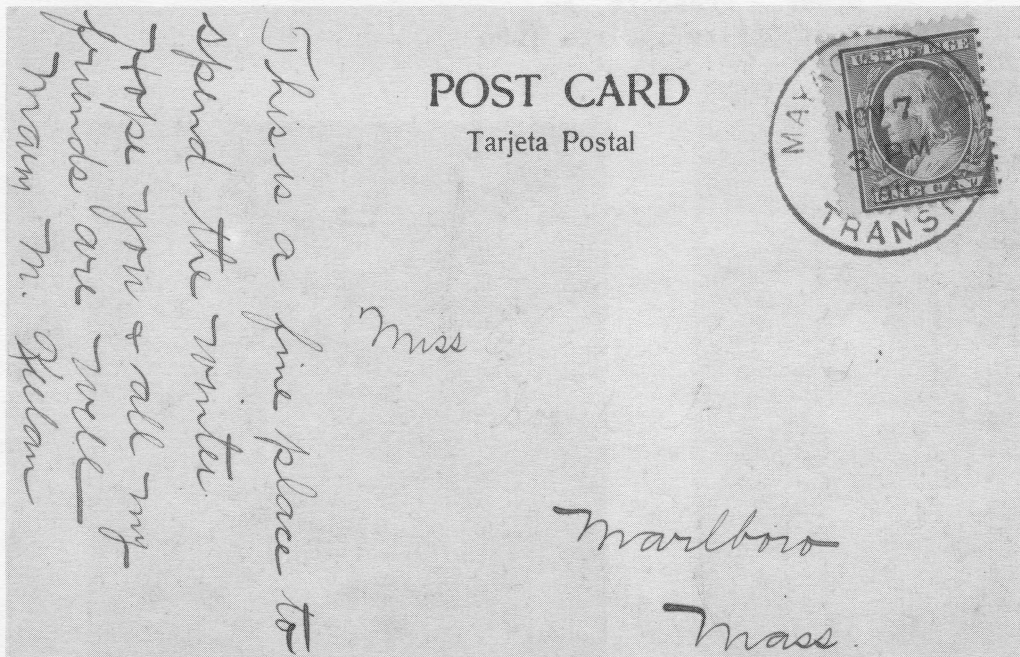


Fig.13 - The Writer As Smoki
Dancer In 1928 Ceremonials,
Prescott

U.S. POST OFFICE "TRANSIT" POSTMARKS (Continued from Vol.III, No.2)
by Charles F. Nettleship Jr. and Charles L. Towle

Continuation of Addenda No. 1

	Postal Machine No. 1	Notes
CHT1 : Chattanooga, TENN., 26.5, 4 P.M., 1896, partial		
FRD1 : Frederick, MD., 28.5, 9 A.M., 1899		
LAK1 : Lakewood, N.J., 26.5, No time, 1886		
MAN3 : Manila, P.I., 29.5, 12 noon, 1907		
MYS1 : Maysville, KY., 29, 12 noon, 1904		
NIA1 : Niagara Falls, (N.Y.), 20.5, 8 A.M., 1911, International		
NRK1 : Norfolk, VA., 27.5, no time, 1881		All postmarks in
NHT2 : Northampton, MASS., 27.5, 7.30 A.M., 1902		black unless
NHT3 : Northampton, MASS., 27, 10.30 A.M., 1906		otherwise noted.
ONE4 : Oneida, N.Y., 32.5-28.5 D.Circle, no time, 1881		All diameters
ORA2 : Orange, N.J., 29.5, 1.30 P.M., 1892		are shown in
ORA3 : Orange, N.J., 29, 8 A.M., 1911		millimeters.
PHI20 : Philadelphia, PA., 29.5, 10.30 A.M., 1904		
PHI21 : Philadelphia, PA., 31, 10.30 P.M., 1921, (Sub-station B)		
PHI22 : Philadelphia, PA., 30, 3 P.M., 1900, (Sub-station C)		
PHI23 : Philadelphia, PA., 29.5, 10 A.M., 1908, (Sub-station E)		
PHI24 : Philadelphia, PA., 29, 10.30 A.M., 1904, (Sub-station J)		
RIC2 : Richmond, VA., 27.5, 9 A.M., 1896		
RIC3 : Richmond, VA., 30.5, 1 P.M., 1905		
STL4 : Saint Louis, MO., 27.5, 7 A.M., 1890 (Sub-station C)		
SHK1 : Schickshinny, PA., 27.5, 10 A.M., 1899		
SYR4 : Syracuse, N.Y., 20.5, 11.30 P.M., 1908, International Machine No.1		
TAC2 : Tacoma, WASH., 30.5, 1 P.M., 1905		
TRO6 : Troy, N.Y., 20.5, 9 P.M., 1909, International Machine No. 1		
WIS1 : Windsor, VT., 27.5, 1 P.M., 1898		
WIS2 : Windsor, VT., 29, 1 P.M., 1910		
WSD1 : Winsted, CONN., 26.5, 10 A.M., (No year date), 1890's		



Mayaguez, P.R.
transit marking
used as origin-
ating postmark.
1911 to Marl-
boro, Mass.

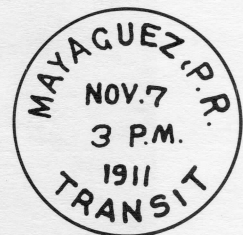
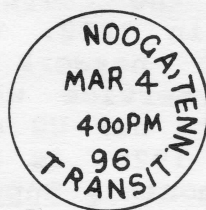


PLATE XIV



CHT1



FRD1



LAK1



MAN3



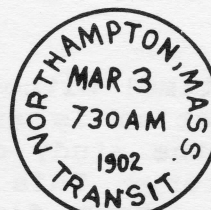
MYS1



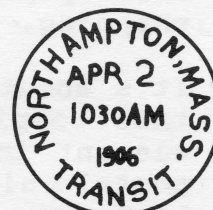
NIA1



NRK1



NHT2



NHT3



ONE4



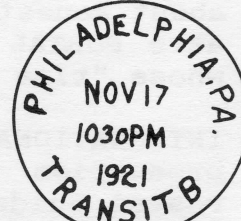
ORA2



ORA3



PHI20



PHI21



PHI22



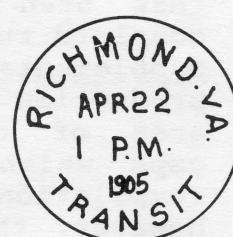
PHI23



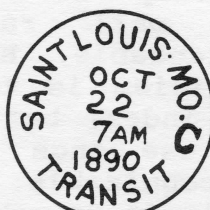
PHI24



RIC2



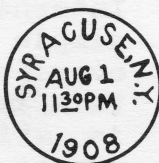
RIC3



STL4



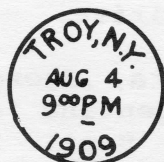
SHK1



SYR4



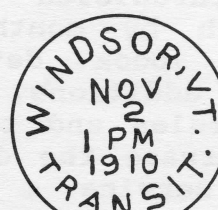
TAC2



TRO6



WIS1



WIS2



WSD1

BOOK REVIEW AND A CALL FOR AERO POSTAL HISTORY

INTERNATIONAL AIR MAILS (as reflected in the US Postal Guides and supplements, 1921-1946). Compiled by Robert Dalton Harris. Volume 1, Postilion Series of Primary Souces, 1989. Published by The Printer's Stone, Ltd., Box 30, Fishkill, N.Y. 12524. 260 pp., plastic spiral binding, stiff paper cover. \$48.50 plus \$3 shipping.

It's about time! Without a doubt, this compilation is an essential element in the study of air mail postal history. This is not a book for or about first flight, souvenir, event, philatelic, contrived, cacheted, mock or pseudo-air mail covers. This book is about honest-to-goodness, real aero POSTAL HISTORY -- a subject whose "time has come."

INTERNATIONAL AIR MAILS is a reproduction from the US Official Postal Guides Monthly Supplements of all pages pertaining to US-International air mails. Why hasn't this been done before? Because complete runs of these Guides and Supplements are very scarce. This production illustrates this degree of difficulty by listing gaps which are missing in the compilation. Make no mistake, however, this 260 page book is a terrific resource of air mail postal history information. Those missing supplements, when found, will be published as an addenda, and as a bonus, will be sent free to the purchasers of this book.

Here is what you get for your money: The history of US-International air mail from 1921-1946 is chronicled in these pages. Month by month, for 25 years this book details the changes, additions, rates, schedules, rules and the regulations that trace the development of air mail service.

Not just US air mail, either! Foreign air mail service was begun as early as the 1921 Kongo River flights and the Cairo to Baghdad service in 1922. This growing, important network of foreign air mail service which eventually tied into our US service, beginning in 1928, is also reported in these monthly Supplements until 1936. Figure 2 (Pg.22) is an example from the September 1930 monthly Supplement of the air mail service from the Netherlands to Dutch East Indies. These tables and instructions are important to aero postal historians to determine how a letter sent via air mail from the US to a foreign country can get there, the route it takes, and an explanation of the rates of postage.

In the 19th century, pre-UPU letters were sent overseas by ship with the postage rate determined by a treaty agreement -- different countries, different rates. In the 20th century, air mail service was in nearly the same situation --different countries, different rates. Finally a book was written in 1982 by Charles Starnes (UNITED STATES LETTER RATES TO FOREIGN DESTINATIONS, 1847-UPU), which made the study and collecting of US-International letter rates understandable. Now, finally, author Harris and The Printer's Stone have brought out a book to make the collecting and study of US-International air mail rates simple and understandable. However, my only criticism is that this book lacks an index, but it is still easy to use once the format becomes recognizable. An index of the magnitude required for this volume would be a difficult task probably making the effort cost-prohibitive.

Figure 1 is an Atlanta, Georgia to Buenos Aires, Argentina air mail cover cancelled Sept. 26, 1937, franked with \$1.10 postage.

From the INTERNATIONAL AIR MAILS information on Page 46, the October, 1929 Supplement, we learn that air mail service was extended from Santiago, Chile to Buenos Aires effective Oct. 14, 1929. The rate of postage for an air mail letter from the US was 50 cents if dispatched by sea to Cristobal, Canal Zone thence by air, or 75 cents if by air from Miami on F.A.M. 9.

But this rate structure doesn't explain the rates on our subject cover until we find on page 53, the December 1929 Supplement, an announcement of a reduction in air mail rates on articles to South and Central America, with a comprehensive rate table, effective Jan. 1, 1930. The new rate to Argentina is 55 cents per half ounce. It would appear that the illustrated cover was a double weight, one ounce letter, requiring \$1.10 postage-- a rate period which lasted until Nov. 30, 1937.

Incidentally, the early 50/75 rate period is very elusive and a

rare cover to acquire since it was in effect only about 10 weeks. This is the fun of rate collecting--discovering short-lived and interesting rates. Also, this is a collectible area that can be pursued on a modest budget. Just remember that knowledge is the most important element in forming a rate collection.

I recommend this book for the aero postal historian, rate collectors, airline enthusiast, and all those interested in modern postal history of an era that offered considerable romance in its development. Don't let the price scare you. The information you are buying is very valuable original source material which would cost several hundreds of dollars more if you were to accumulate this information from the Archives on your own--assuming you could find it. This book stands out for its value to a highly collectible and modestly expensive postal history pursuit.

DAK



Figure 1 - Air Mail cover Atlanta, Georgia to Buenos Aires, Argentina, \$ 1.10 air mail rate rate, 1937.

Figure 2 -Sample monthly supplementary rate page,US Postal Guide

AIR MAIL SERVICE—THE NETHERLANDS TO DUTCH EAST INDIES

The air-mail service between the Netherlands and the Dutch East Indies which was in operation last year will be resumed with flight from Amsterdam Sept. 25. The next flights will leave Oct. 2 and 16, and after that every 15 days.

The service will be carried on, as far as possible, in accordance with the schedule shown below, and can be used for the transportation of articles in the regular mails, ordinary and registered, for Syria, Iraq, Persia, British India, Siam, the Straits Settlements, and the Dutch East Indies. The dispatches for British India (including Burma) will be unloaded at Karachi. Articles for delivery in the Dutch East Indies will be carried by the Batavia-Semarang-Soerabaja domestic air service of Java in cases where, by the air conveyance, a quicker arrival at places beyond Batavia can be obtained:

Schedule

Amsterdam Schiphol.....	Lv..	Sept. 25	Oct. 2	Oct. 16	Oct. 30	Then every other Thursday.
Stamboul, Turkey.....	Ar..	Sept. 26	Oct. 3	Oct. 17	Oct. 31	Then every other Friday.
Aleppo, Syria.....	Lv..	Sept. 27	Oct. 4	Oct. 18	Nov. 1	Then every other Saturday.
	Ar..	do.	do.	do.	do.	Do.
Baghdad, Iraq.....	Lv..	Sept. 28	Oct. 5	Oct. 19	Nov. 2	Then every other Sunday.
	Ar..	do.	do.	do.	do.	Do.
Jask, Persia.....	Lv..	Sept. 29	Oct. 6	Oct. 20	Nov. 3	Then every other Monday.
	Ar..	do.	do.	do.	do.	Do.
Karachi, India.....	Lv..	Sept. 30	Oct. 7	Oct. 21	Nov. 4	Then every other Tuesday.
	Ar..	do.	do.	do.	do.	Do.
Calcutta, India.....	Lv..	Oct. 1	Oct. 8	Oct. 22	Nov. 5	Then every other Wednesday.
	Ar..	Oct. 2	Oct. 9	Oct. 23	Nov. 6	Then every other Thursday.
Akyab, India.....	Lv..	Oct. 3	Oct. 10	Oct. 24	Nov. 7	Then every other Friday.
	Ar..	do.	do.	do.	do.	Do.
Bangkok, Siam.....	Lv..	Oct. 4	Oct. 11	Oct. 25	Nov. 8	Then every other Saturday.
	Ar..	do.	do.	do.	do.	Do.
Medan, Sumatra.....	Lv..	Oct. 5	Oct. 12	Oct. 26	Nov. 9	Then every other Sunday.
	Ar..	do.	do.	do.	do.	Do.
Palembang, Sumatra.....	Lv..	Oct. 6	Oct. 13	Oct. 27	Nov. 10	Then every other Monday.
	Ar..	do.	do.	do.	do.	Do.
Batavia, Java.....	Lv..	do.	do.	do.	do.	Do.
	Ar..	do.	do.	do.	do.	Do.
Bandoeng, Java.....	Lv..	do.	do.	do.	do.	Do.
	Ar..	do.	do.	do.	do.	Do.

Air mail fee (in addition to regular postage) per half ounce or fraction:	Cents
Syria.....	9
Iraq.....	12
Persia.....	16
British India, including Burma.....	18
Siam.....	30
Straits Settlements.....	35
Sumatra.....	35
Java.....	37

Both the air mail fee and postage must be prepaid with United States stamps. Articles for dispatch by this route must bear the inscription "Par Avion by Air Mail" on their address side, or preferably, have affixed a blue "Par Avion by Air Mail" label, and must also be marked "Via Amsterdam."

BRITISH POST OFFICE NOTICES, 1762-1890, by M.M.Raguin.

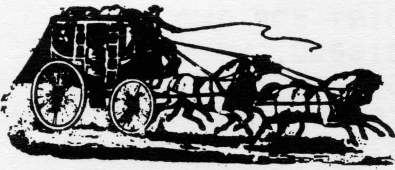
Your reviewer has just received the galley proofs of the first of a proposed set of amazing reference books. Imagine, if you will, a reference work that would include all the resource information in the US Postal Guide, Postal Laws and Regulations, US Mail & Post Office Assistant, Official Registers, Reports of The Postmaster General and The US Serial Set. Now, imagine all that information individually numbered and indexed! The real-life product is the BRITISH equivalent of the imagined US scenario described.

For years, Great Britain and Commonwealth collectors, historians and researchers have been complaining that they can't get the important philatelic and postal history information they want because it was "locked up" in the British Postal Archives. Author Raguin has found the key and is unlocking the door to these terrific resources.

This project is a multi-volume compendium of all available British Post Office Notices from 1762-1890. These notices were sent to postmasters to let them know of official policy, legislative and regulatory changes, including rate and routing instructions. The notices are important because they describe, in their bureaucratic way, how the British Post Office dealt with its incredible (continued, page 24)

WESTERN POSTAL HISTORY MUSEUM

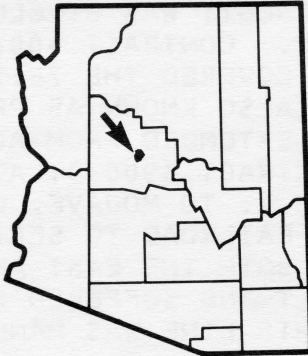
TUCSON, ARIZONA



PRESCOTT

ARIZONA TERRITORIAL POST OFFICE

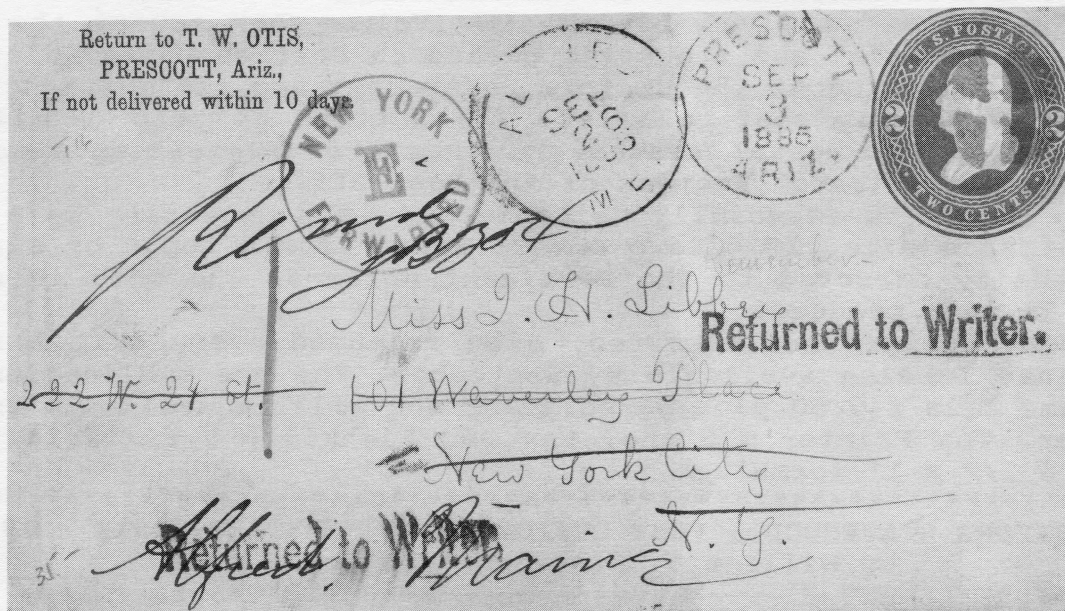
By F. EUGENE NELSON



PRESCOTT POSTOFFICE, IN CENTRAL YAVAPAI COUNTY, WAS FORMALLY ESTABLISHED ON JUNE 10, 1864, WITH HIRAM WALTER READ AS POSTMASTER. READ HAD BEEN APPOINTED TUCSON POSTMASTER ON AUGUST 25, 1863, AND CAME WEST WITH THE OFFICIAL PARTY TO ESTABLISH THE TERRITORY OF ARIZONA. RATHER THAN COMING TO TUCSON THIS PARTY CAME TO THE PRESCOTT AREA. AFTER FUNCTIONING FROM CAMP CLARK, THE GOVERNMENT MOVED TO NEWLY-ESTABLISHED PRESCOTT ON MAY 11, 1864 AND REMAINED THERE UNTIL 1867. THE CAPITOL THEN MOVED TO TUCSON FOR 10 YEARS, RETURNED TO PRESCOTT AND THEN WENT TO PHOENIX IN

1889. DURING 1864 AND EARLY 1865 MILITARY EXPRESS TO FORT WHIPPLE FROM FORT MOJAVE AND TUCSON PROVIDED THE PRINCIPAL MAIL SERVICE TO THE PRESCOTT AREA.

THE FIRST POST-CIVIL WAR MAIL CONTRACT IN ARIZONA WAS AWARDED TO S. J. POSTON WHEN CONTRACT 14466 FOR SERVICE IN 6 DAYS FROM ALBUQUERQUE TO PRESCOTT WAS MADE, EFFECTIVE MARCH 1, 1865 TO JUNE 30, 1866. SERVICE ON TO SAN BERNARDINO, CALIFORNIA UNDER THE SAME CONTRACT WAS AUTHORIZED A FEW DAYS LATER. SERVICE ON THE ALBUQUERQUE-PRESCOTT SEGMENT WAS SUSPENDED ON JANUARY 31, 1866. INITIALLY THE CALIFORNIA ROUTE WENT VIA LA PAZ, BUT THE HARDYVILLE ROUTE WAS USED FOR A TIME. BY AUGUST, 1867 THE MAIL WENT ONCE A WEEK VIA LA PAZ AND ONCE A WEEK VIA HARDYVILLE. DURING THIS PERIOD PRESCOTT WAS THE ONLY POST OFFICE IN NORTHERN ARIZONA BETWEEN THE NEW MEXICO BORDER ON THE EAST AND THE COLORADO RIVER ON THE WEST. POSTON ALSO HELD CONTRACT 14667A FOR SERVICE FROM PRESCOTT TO TUBAC, VIA WICKENBURG, MARICOPA WELLS AND TUCSON. IN LATE 1865 THIS ROUTE WAS EXTENDED FROM TUCSON TO MESILLA, NEW MEXICO, AND TUBAC WAS PLACED ON A SIDE-SUPPLY ROUTE. FROM JULY 1,



1868 TO AUGUST 11, 1869 PRESCOTT WAS THE STARTING POINT FOR TWO OTHER CONTRACT ROUTES. CONTRACT 17215 SERVED LYNX CREEK, BIGBUG, WOOLSEY RANCH AND TURKEY CREEK ONCE A WEEK. CONTRACT 17216 COVERED THE 170 MILES FROM PRESCOTT TO PIMOS (SIC) VILLAGES VIA WICKENBURG AND MARICOPA WELLS. DURING THE 1870'S AND 1880'S VARIOUS STAGE COMPANIES CONNECTED PRESCOTT WITH OTHER ARIZONA LOCALITIES. STAGES REMAINED THE MAIL ROUTE SOUTH UNTIL 1895, WHEN THE RAIL LINE TO PHOENIX WAS OPENED. THE FIRST CONTRACT FOR RAILROAD MAIL SERVICE AT PRESCOTT WAS BY CLOSED POUCH OVER THE PRESCOTT & ARIZONA CENTRAL RAILWAY. CONTRACT 40003 WAS SIGNED APRIL 25, 1887. THIS STANDARD GAUGE LINE COVERED THE 74.28 MILES FROM THE ATLANTIC & PACIFIC R.R. AT SELIGMAN (ALSO KNOWN AS PRESCOTT JUNCTION). THE ATLANTIC & PACIFIC AT THE TIME EXTENDED FROM ALBUQUERQUE, N.M.T. TO THE NEEDLES, CA., 575 MILES, (CONTRACT 39003). AT THE NEEDLES IT CONNECTED WITH THE SOUTHERN PACIFIC R.R. TO MOJAVE, CA., 240 MILES, COVERED BY MAIL CONTRACT 46042. THUS THE RAILROAD TO SELIGMAN PROVIDED PRESCOTT WITH RAILROAD MAIL SERVICE TO BOTH THE EAST AND THE WEST. THE SELIGMAN-PRESCOTT LINE WAS POORLY BUILT AND SUFFERED FREQUENT WRECKS AND WASHOUTS. LAST MAIL SERVICE OVER THIS LINE WAS HANDLED AUGUST 3, 1893. THE TRACKS WERE TORN UP IN MAY 1896.

THE SANTA FE, PRESCOTT AND PHOENIX RAILROAD FROM ASH FORK (APPROXIMATELY 25 MILES EAST OF SELIGMAN) THROUGH WICKLOW AND DEL RIO COVERED THE 60.12 MILES TO PRESCOTT, REACHING THERE ON APRIL 23, 1893. MAIL CONTRACT 168006 COVERED SERVICE ON THIS LINE, WITH THE DESIGNATION "NO APARTMENT" PROVIDED FOR THE MAIL. BY MARCH OF 1895 THIS RAILROAD REACHED PHOENIX. THE POSTMASTER GENERAL'S REPORT OF 1896 LISTS MAIL CONTRACT 168010 COVERING THE 137.36 MILES FROM PRESCOTT TO PHOENIX. AT PHOENIX CONNECTION WAS MADE WITH THE MARICOPA AND PHOENIX RAILROAD. MAIL CONTRACT 168004 COVERED SERVICE ON THIS 35.11 MILE SEGMENT. THUS A RAIL CONNECTION BETWEEN THE ATLANTIC AND PACIFIC (LATER A PORTION OF THE ATCHISON, TOPEKA AND SANTA FE) ON THE NORTH AND THE SOUTHERN PACIFIC ON THE SOUTH WAS PROVIDED FOR THE FIRST TIME ACROSS ARIZONA.

BRITISH POST OFFICE NOTICES - continued

responsibilities, Colonial, foreign and domestic. This book is recommended for both British and Commonwealth postal historians as a very important and valuable source of information.

The volume received for review (Volume II) covers the period 1840-1849, a crucial and traumatic period in British postal history as it was the beginning of the uniform penny post and the introduction of adhesives to prepay postage rates. The Notices go into detail about the reform of the postal system and they are interesting reading as they develop the transformation of the Post Office.

The index is especially valuable and is a necessity in a publication of this size. It allows one to search for a topic or a country and be easily directed to the pertinent notices. The book is easy to use and is well produced.

These volumes are expected to be released every 4 to 6 months, with Volume I being available by September. The pre-publication price for Volume I is \$49.50 plus \$3 shipping and will be available from the publisher, The Printer's Stone, Box 30, Fishkill, N.Y. 12524. Spiral bound, . 8 1/2 x 11 format.

ARIZONA STATEHOOD - POST OFFICES & POSTMASTERS, 1912 - 1979

by William L. Alexander and John Cross

INSTALLMENT 2 ----- PAGES 25 to 36

(continued from Vol. 3 No.2)

PART II

CONVEYING THE MAILS IN ARIZONA

1. Introduction

THROUGHOUT HISTORY it has been the recurrent pattern that as newer, faster and more reliable modes of transportation have been developed, they are incorporated into a communication network to provide more rapid transmission of information. More recently the horse and pack mule were replaced to a great extent by wheeled vehicles, the stagecoach and the freight wagons of the private expresses. The advent of the railroad, and later the internal combustion engine, led to the supplanting of animal power. The ultimate in speed, to date, in the physical transportation of mail over long distances is the airplane.

Within this course of innovation and subsequent obsolescence are two subsidiary themes—as the technological sophistication of the vehicle increases, there is more opportunity to improve it, which in turn leads to a lengthening time lag between conception and official application.

The necessary technologies must be developed to render the new mode of conveyance practicable—wagons and motorized vehicles require roads; trains require roadbeds and signaling systems; airplanes require airports and beacon systems. Also, the more complicated the technology, the more testing and refinement it necessitates before it is adopted. When the first few generations of relatively slow, poorly equipped locomotives ventured forth, they were confronted with a choice of eleven different track gauges in the Northeast alone. Standardization of gauges, telegraphy for controlling rail traffic, and improved power plants led to increasing reliance on the faster and safer railroads for mail transportation. Improvements in the aircraft industry and in its service network finally resulted in the 1975 decree that all first class mail henceforth would travel by air unless surface transport were faster (which it sometimes is in short-haul situations).

A characteristic of this gradual phasing in of new modes of conveyance is persistence of the older means in ever decreasing segments of the communication network. For economic and sociological reasons, one Arizona community is still served by horse and pack train, while another such service continued until relatively recently. The completion of the two transcontinental railroads across Arizona heralded the end of most interstate stage lines, but intrastate feeder and subsidiary lines persisted until the era of motorized vehicles.¹ Primarily economic factors led to the great decline in railroad service, leaving most long-distance surface transportation to trucks. Jet aircraft fly the mail on trunk and many feeder routes, while the less technologically sophisticated propeller-driven airplanes fly the "air taxi" routes that connect the smaller communities with major air mail arteries. The air taxis themselves were introduced to replace diminished rail service.

The fate of the mails while in transit has also undergone successive changes. The "closed-pouch" system is one in which the mail is, in essence, nothing more than cargo; it remains untouched while in transit. Such was the case with pony express and stagecoach mails. The closed-pouch system has been and is now the dominant method for mail transported by truck and airplane.

In the intervening years, at various times and in various vehicles, "traveling post offices" (TPOs) have been instituted wherein mail was sorted in transit and delivered to specific post offices en route; mail that went beyond the end of that particular line was also already pre-sorted for each ongoing route. The TPOs also served the public along the route as would a normal, stationary post office. The most persistent and publicized of these TPOs were the Railway Post Offices (RPOs). But such sorting and service operations also

occurred in streetcar RPOs (1893-1929), specially constructed bus-like road vehicles (Highway Post Offices or HPOs, 1941-1974), and in airplanes—the short-lived, experimental flying post offices (1946).

The various TPO services all had distinctive cancellation devices for their particular routes. These routes are detailed in a subsequent section for the RPOs, including those operating during territorial days.² Arizona's brief flirtation with a flying post office is chronicled under the treatment of Contract Air Mail (CAM) Routes. There were never any streetcar RPOs operating in Arizona, nor was there ever regular HPO service in the state.³

In theory the introduction of ZIP codes greatly enhanced the feasibility of stationary mail sorting at regional centers; all mail now travels "closed-pouch" between these centers.

2. A Return to Earlier Methods

WELL BEFORE ARIZONA ACHIEVED STATEHOOD, conveyances powered by steam and petroleum products were replacing those fueled by hay, oats and grass. The railroads had begun to supplant the stagecoach and freight express wagons in the 1880s. Primitive automobiles and trucks with their cargos of mail commenced defying wagon tracks and the first makeshift roads almost as quickly as they could be imported into the state; automobiles were linking even the comparatively remote post offices at Gila Bend and Ajo as early as 1907. Even as late as 1926, however, mail (Star Route) carriers were given a set of two schedules; the one to be followed depended on whether a "motor vehicle" could or could not be used, especially during periods of inclement weather.

In Arizona, however, the horse and mule lingered on as the prime instruments of mail delivery well past the time they were superseded in most other portions of the country. Small, remote settlements and mining camps tucked into some of the state's most convoluted geography continued to rely on the horseback rider to carry their mail.

Perhaps the most persistent and best publicized of these equine transits involved the route between Copper Creek and Sombbrero Butte (Pinal County) and that to Supai (Coconino County, part way down into the Grand Canyon). It was almost inevitable that these latter-day deliveries by horse would be accorded some reflected glory from the enduring romanticism of the Pony Express. That the urgency and many potential hazards of that short-lived experiment of the 1860s were no longer present did not deter the popular press. This was especially evident with respect to the horseback postal delivery to Copper Creek, characterized variously as "20th-Century Pony Express," "Last of the Pony Express" and "Express Hits End of Trail." However, the only similarity between the two services was the "pony."⁴

It was the Allied war machine's requirement for copper that brought the mining entrepreneurs to Copper Creek and Sombbrero Butte in the World War I era. In a short time the remote locales, which had been home to but few settlers, experienced a modest boom in population. Postal facilities were opened after being requested of, and approved by, the Post Office Department. The Copper Creek office, closed in 1914 because of declining patronage, was reopened in March, 1916. Sombbrero Butte obtained its own post office in August, 1919. Both offices were initially served directly from the Mammoth post office, by stagecoach, along separate roads.

The war-time boom in copper was followed by a peace-time depression in prices. The mines languished and the people drifted elsewhere. No longer were two relatively long one-way mail deliveries either expedient or economical. Hence the commencement of a short route, created by deleting one run into Mammoth (12½ miles) by adding a short (3½ miles) connecting link between Sombbrero Butte and Copper Creek.⁵ The reproduced contract between the Post Office Department and H. (Hugh) E. Neal describes the route as from Sombbrero Butte to Copper Creek to Mammoth, and return. A 1952 article, however, presents the route as originating in Som-

Required by law to be conspicuously posted in the post office

Post Office Department
SECOND ASSISTANT POSTMASTER GENERAL
DIVISION OF RAILWAY MAIL SERVICE

Be careful to use this route number in reporting service from July 1, 1942, regardless of present number.

Contract Term, July 1, 1942, to June 30, 1946

State: Arizona County: Pinal
Bond, \$ 1700 Advertised mileage: 16.00

Route No. 68146
Round trips a week: 3

Miles	Statement of Route	Schedule
		Box delivery and collection service required.
	Sombrero Butte	Lv Sombrero Butte Mon Wed and Fri 8 a.m.
		Ar Copper Creek by 9 a.m.
3.50	Copper Creek	Lv Copper Creek Mon Wed and Fri, as soon as mails can be exchanged
12.50	Mammoth	Ar Mammoth in 1-1/2 hours
16.00		Lv Mammoth Mon Wed and Fri on receipt of mail from Tucson, due about 10:30 a.m., but not later than 12 m.
		Ar Copper Creek in 1-1/2 hours
		Lv Copper Creek Mon Wed and Fri as soon as mails can be exchanged
		Ar Sombrero Butte in 1 hour.
		Any scheduled trip falling on a national holiday to be performed on the following day.

Post Office Contract with H.E.Neal of Sombrero Butte.
16 mile route Sombrero Butte-Copper Creek-Mammoth, Az.
July 1,1942 - June 30,1946

A contract has been awarded to H. E. Neal of Sombrero Butte to carry the mail on the route, and by the schedule above stated at the annual rate of pay of \$ 1134.00

The postmaster receiving this circular is required to post conspicuously in his office and to note thereon all changes in the route, in frequency of trips required, and in the schedule, which may be ordered by the Department from time to time.

Especially attention is called to the fact that the contract requires the use of a motor vehicle when road and weather conditions permit.

The schedule stated above must be observed regardless of the schedule by which the service has been performed, unless changed by order from the Department. If the schedule is not satisfactory, that fact should be reported to the Chief Clerk, Railway Mail Service, with suitable recommendation.

The attention of patrons of offices on this route is invited to the fact that they are entitled to box delivery and collection service under the regulations of the Department, unless otherwise specifically stated.

brero Butte (where Neal lived), thence to Mammoth, back to Sombrero Butte, then to Copper Creek and back to Sombrero Butte.⁶ It seems very likely that the original contract route may have been modified shortly after this renewal. Since the Copper Creek PO was closed in August, 1942, it would seem logical to have shifted the star route (a route served by a private individual or firm holding a contract with the P.O.D. to transport mail between communities) to operate through the surviving post office at Sombrero Butte, that is, along the "northern dog leg" rather than the southern one. (The distinction of being the town actually served by the "pony express" would have transferred from Sombrero Butte to Copper Creek.) Regardless of the direction in which the modified route was traveled, it should be noted that what transpired was a regression to horse-back mail transport between Sombrero Butte and Copper Creek, the resurrection of an anachronism.

B. S. Whiting was apparently the first mail rider along this trace. The much publicized Shorty (Hugh E.) Neal took over the delivery chores in 1940. In 1945 a rather primitive road was completed between Copper Creek and Sombrero Butte, whereupon "Shorty Neal's horse had made his last express run."⁷

Until at least 1952, Shorty continued on his appointed rounds every Monday, Wednesday and Friday—now riding a stripped-down 1928 Model-A Ford the entire way. When the Sombrero Butte office closed in 1945, Neal began deliveries directly to patrons. By 1957 Sombrero Butte had but two residents, and the remaining buildings were being dismantled for their lumber.⁸

Except for a single philatelic event, the Havasupai Indian village of Supai, nestled in an idyllic valley at the edge of the Grand Canyon, has never known mail delivery by other than horse and mule train. Although this pack-animal service has certainly not escaped the notice of the popular press, it has not been the object of hyperbole, as has the Sombrero Butte-Copper Creek delivery. The authors of these articles have instead waxed poetic about the natural wonders and beauties of the "cliff-bound Elysium" of Supai—and with good cause.⁹

The late James Chemi stated that the Supai PO was only opened in 1912, contradicting PO records that show it opening in 1896.¹⁰ One wonders if both dates are in a sense correct in the following context—the original Supai post office being opened on the southern plateau above the canyon at either Topocoba Hilltop or at Hualapai Hilltop, the office then being relocated to its current canyon site in 1912.

Supai was originally served from Williams, first by "special service," then along Star Route 68201 "95 ms and back, once a week, by a schedule of not to exceed 36 hours running time each way. From March 1, 1897 to June 30, 1898."¹¹ By 1932, Supai was being served out of Seligman, while by 1946 it was receiving its mail twice weekly from the Grand Canyon PO.¹²

The first leg of the trip from the Grand Canyon office was over a dirt road, "rough even for Arizona's wilderness roads." The mail was then transferred to pack-animals for the 2000-foot descent down "a winding, precipitous, fourteen-mile trail" into Havasupai Canyon.¹³ This route was via Topocoba Hilltop and down Lee Canyon on the eastern side of the roughly north-south oriented Havasu Creek. (Charles Stemmer, former postmaster of Cottonwood, refers to this route as "Kobe-Tobe Trail.") Even at this time there was an established shorter (eight miles) route down the western side of Havasu Canyon from Hualapai Hilltop.¹⁴ By 1963 this briefer, but still narrow, steep and rock-strewn route was being utilized for mail transport with twice-weekly deliveries via Hualapai Hilltop from the post office at Peach Springs, about seventy miles to the southwest, primarily by dirt road.¹⁵

Today the pack-animal mail run to Supai is the last of its type still operating in the entire U.S. postal system. The mail service to Supai may be unique today in another respect. A great deal of the parcel post destined down the canyon contains perishable food-stuffs from the "outside world," such as bread and fresh fruits and vegetables. Appropriately, one of the arguments put forth as justifi-

cation for establishing a reduced tariff parcel post in 1913 was that it would allow farmers to sell their produce directly to the consumer, thus eliminating the middlemen.¹⁶ With the exception of a few food speciality shops, this use of the parcel post by the Havasupai Indians may be the purest expression of that ideal today.

The twice-weekly service of 1963 has been officially increased to tri-weekly trips on Monday, Wednesday and Friday. However, extra, irregularly scheduled runs also take place to meet demands for groceries. First-class mail rides with the postman-wrangler while several pack-animals, primarily mules, haul second class matter and the parcel post.¹⁷

"During the early days of this star route service the carriers made a continuous round trip with 'no sleep much' and 'no pay' if late."¹⁸ Not that all difficulties have been surmounted since the "good old days"—carriers must still contend with the elements, and, on this trail, in a much more intimate manner than most of their postal brethren elsewhere. In the course of the drop from the rim to canyon, rain, sleet and snow can all be encountered in the course of a single trip. Summer sees the air temperatures at the bottom often soar above 100°F, and the radiation load from the canyon walls greatly intensifies the impression that one took a wrong turn somewhere—into an oven.

Foster Marshall, who used to team with his son Guy to complete the star route, related the trials of the "big snow" of 1949. "Big snow, thirty days straight, three or four feet high. Travel on them big mules on fourteen mile trail up river [when the east side route was used]. Rider leave Supai early packing snow shovel and bring mail to my ranch on top and I take it to Grand Canyon. Trip of fifty-two miles take two days."

Earlier riders on the star route before the Marshalls included Capt. Jim, George Sumatha, Big Jim, Panameta, Mexican Jack, Spoonhead, Dean Simyella and Wallin Burro.¹⁹ Subsequent carriers were Earl Paya, Charlie Chamberlin and Ray Barker. Wayne Paya is the current (1981) wrangler for contract holder Bud Delaney.

In 1965 the Phoenix Philatelic Association (PPA) planned a helicopter flight to Supai to deliver specially produced, cacheted covers to mark the 31st American Philatelic Conference. The congress and accompanying exhibition were held from October 14-17, but the flight was not actually completed until October 25. Snow and high winds had prevented an earlier delivery. "Old Man Weather showed philatelists why . . . Supai . . . still must have its postal needs serviced by pack animals."²⁰

A special postmark advertising the unique Supai mule-train mail delivery service has been utilized in an apparently irregular manner (only upon request) since at least early 1977.

3. Mail by Rail (1877-1967)

IN ARIZONA, mining (especially for copper) and railroad construction were almost mutually dependent; together they dominated the economic life of Arizona for many decades. It was economically feasible to transport very high percentage copper ores by wagon or even pack train, but the few highly enriched deposits were soon exhausted. Many potentially profitable ore bodies remained, but mine size and ore content determined whether it was more practical to build concentrators and smelters on site or to ship the ore to some distant point (e.g., El Paso) for processing.²¹ Even if reducing facilities were constructed on site, bulky coke for the furnaces still had to be transported in and the finished product shipped out. Lower grade mines were dependent on rail transport, and potential railroad financiers needed assurances that there was enough ore to be shipped to make the roads profitable.

There were two major exceptions to this marriage between mine and rail—the transcontinental routes and agriculturally developed areas. The two great transcontinental routes that spanned Arizona to the south (Southern Pacific Railroad) and north (initially the Atlantic & Pacific Railroad, later acquired by the Atchison, Topeka & Santa Fe) were constructed to transport products from the West

Coast to markets in the Midwest and East. Arizona was considered as just so much real estate to be traversed. After the Southern Pacific reached Yuma in September, 1877, construction was halted for almost thirteen months while its directors maneuvered to take the territorial charter and federal approval to build a railroad across Arizona away from the Texas & Pacific, which was proving itself both dilatory and financially impotent.

The Salt River Valley, including Phoenix, Tempe and Mesa, had a well-developed agricultural base before the advent of the railroad. Access to distant markets for its produce and livestock provided the impetus to seek transport by rail. Agriculture in the mid-Gila Valley (in the vicinity of Solomonville, Safford, Thatcher, Central and Pima) was well entrenched before the advent of the Gila Valley, Globe & Northern Railroad and certainly benefited from its arrival, but the rails actually were laid to tap the mining traffic at Globe.

Many were the trials and obstacles faced by the railroads. Lack of adequate financing caused the demise of more than a score of railroads before they progressed much beyond the stage of incorporation. Nor were problems substantially alleviated once construction had commenced.

Racial tensions among the Anglo, Mexican and Chinese laborers could postpone work as surely as delays in the arrival of materials. Indians, too, created obstacles for the fledgling railways. Overt interference was surprisingly scarce, seemingly restricted to only one incident. A band of about a dozen Apaches attacked Arizona & New Mexico Railroad section hands near Guthrie (south of Clifton), but there were no injuries. More subtle was the effect of the Indians on construction where right-of-ways traversed reservations. The Southern Pacific was delayed entering Yuma because the necessary permission to build across the Fort Yuma Military Reservation, flanking both sides of the Colorado River, developed into a political tug-of-war. The military was finally outmaneuvered by a rail-laying episode across the previously completed bridge in the wee hours of the morning. At dawn on September 30, 1877, the army was confronted with a *fait accompli*—the Southern Pacific entered Arizona, heedless of the injunction against construction. Arbitration with the Indians, and approval of the final settlements by the Washington bureaucracy, delayed the passage of the Maricopa & Phoenix Railroad over the Gila River Indian Reservation; the Gila Valley, Globe & Northern Railroad (GVG & NRR) was stopped at the southern boundary of the San Carlos Indian Reservation for over two years while the political mills ground slowly. But Indians also acted as a positive force for the railroads. Apaches worked on construction crews for the GVG & NRR; Yuma and Cocopah Indians for the SP; and Yaquis on the New Mexico & Arizona RR.

Nature presented a repertoire of challenges that went beyond mere topography. If the heat did not always halt construction entirely during the summer months in the south, it did force workers to wear thick, clumsy gloves to handle the scorching steel rails and spikes. With the heat went dryness. Even much of the water that was available for the steam engines in the south was unsatisfactory—it foamed excessively in the boilers. The SP had to haul water from the Colorado River at Yuma until a series of deep wells could be drilled. Nonetheless, a companion sight on the sidings of many isolated way stations was the water tank car.

But the dryness could suddenly give way to devastating thunderstorms, turning peaceful rivers into torrents which assaulted railroad grades and bridges. The Maricopa & Phoenix Railroad was essentially bankrupted because of the cost of maintaining the right-of-way. In the north, snow and blizzard conditions played havoc with construction schedules.

The railroads were utilized to transport the mails in three forms. Although we are not aware of documentation to the effect, it is very probable that a number of star route carriers exploited the railroads over at least a portion of their routes. Most likely this was a short-lived phenomenon, operative only until formal agreements were entered into between the POD and the railroad companies. Essentially, the railroad usurped the star route carrier, the iron horse

displacing the stagecoach, freight wagon or horseback rider along its route. Until a contract was awarded the railroad, however, there was still latitude for the old star route entrepreneur to increase speed and decrease costs by carrying the mail aboard a train.

At least a few Arizona railroads were contracted to transport the mails. Like their predecessors, they carried the mail closed-pouch (in locked bags transported as baggage). Such service was found on "short-lines" over connecting spurs (for example, El Paso & Southwestern's rail link between Fairbank and Tombstone) and on routes that were later provided with Railway Post Offices or that had had such service revoked because mail volume along the line had decreased substantially.²² On such routes few, if any, intermediate post offices were served; connections were usually made with trunk-line railroads aboard which the Railway Mail Service (RMS) operated Railway Post Offices to process mail. Even those trunklines with RPOs transported closed-pouch mail on some of their trains.

The premier mail service aboard the railroads was the Railway Post Office. The postal personnel who staffed the RPOs were the elite of the entire POD—there was always a large backlog of requests from postal employees desiring to transfer to the RMS. Only the best qualified were considered and were specially selected for their ability to memorize complicated railway schedules, to correctly decipher the scribbled handwriting on many of the envelopes and packages, to be adept in snapping letters into a wide assortment of mail bags and sorting boxes (for communities along the route, for all other connecting routes, and for points beyond the end of the line), and, above all, to perform all this on a speeding train with the mail car swinging and swaying. Day and night this sorting went on. There were no ZIP codes in those days to facilitate the sorting.²³

On most RPO routes the pick-up and delivery of mail for many small communities was accomplished without even slowing the train. Mail for these points was placed in a special bag and hung from a hook on the outside of the mail car. A hook at the railway station plucked the bag from the speeding train. Similarly, outbound mail was put in a special bag and hung from a hook at the railway station; another hook on the mail car swooped it in.

At scheduled stops the RPOs also functioned in much the same manner as stationary post offices. Even if the mails for dispatch on the train had been closed at the local post office, last-minute letters could still be posted in a slot in the RPO car up to the time of departure.²⁴ These letters and those handed to the clerk by the station agent or by train passengers, mail received at the car or from way station letter boxes at stops without a local post office, special delivery or registered mail matter, and those few uncanceled or mis-routed letters found in the dispatch bags while the mail was being worked in route—all received a postmark distinctive to that RPO. "The postal history of these rail lines [those having RPOs], and the postal markings employed on the trains, is a fascinating aspect of philately."²⁵

The thirteen routes over which RPOs operated in Arizona ultimately came under the aegis of either the Southern Pacific or the Atchison, Topeka & Santa Fe. Many began as subsidiaries of these lines, others were affiliates that were later absorbed by the primary roads. The major roads were issued large quantities of stock in the "independents" for financial considerations such as supplying ties, second-hand rails, and transport for construction materials at very reduced rates. Perhaps the one outstanding example of a true independent was the El Paso & Southwestern RR. Chafing at the high freight rates and poor service offered by the SP, it defiantly extended its own line to El Paso to bypass the SP connecting service. (The EP & SW merged with the SP in 1924 after a period of amicable relations.)²⁶

The "within line" designations of extant railroad mail service changed in response to one of four circumstances: (1) the transformation from Route Agent to the RPO system (SP main line, see footnote 23); (2) extensions and, later, (3) contractions in the seg-

ments serviced; and (4) alterations in crew change-over points. On the AT & SF main line the RMS followed more closely on the heels of construction than it had on the SP, perhaps because of the post office at the head of the SP line.²⁷ The first five redesignations of the RPO on the AT & SF mirror the completed construction as the rails were pushed forward. Between 1901 and 1905, Ashfork became an intermediate RPO clerk replacement point and the former long-haul RPO specification was divided into two segments. The intervening change site was later transferred to Williams, then back to Ashfork.²⁸ Later, faster trains apparently did not require such intermediate substitutions until the implementation of union rules regarding working hours; however, these were not reflected by changed RPO designations.

Just as many of the railroads lived by the ore, so too did many die with the ore. This century witnessed badly depressed copper prices in 1907 and in the immediate aftermath of World War I (prices and production had been spurred by The Great War). Depression and depletion of the mines resulted in the termination of a number of railways, either entirely as functioning entities or through loss of distinct identity by merger. The RPOs also suffered from a reversal in mining and railroad fortunes. The Prescott & Crown King RPO (segments 12A-12D), for example, was discontinued in 1917, and the RPO sector between Winkelman and Christmas (segment 5B) was discontinued in 1921 when the railroad schedule was changed to fewer trains because of less production at the Christmas Mine.

Other RPOs were discontinued because the rail routes they served were rendered obsolete by the formation of alternate routes. The New Mexico & Arizona RR provided a less direct route to Nogales than the Tucson & Nogales RR, so when the latter was completed in 1910, the RPO service was shifted (from map segment 2A-2B to 6A-2B). The Phoenix & Parker RPO (segment 13A) formed an important link in the service between Phoenix and Los Angeles until the opening of the SP's Gila Valley Branch (segment 9A) in 1927. Thereafter its prominence declined. The Gila Valley Branch (9A) also rendered the Phoenix & Maricopa RPO obsolete (4A). The RPO on the El Paso & Southwestern RR (segments 3B-3A-1E) duplicated through service on the SP main line (1G-1F-1E).

When passenger service ceased, so did the RPOs in several cases: Clifton & Lordsburg RPO (segment 8A, 1921); Tucson & Nogales RPO (segments 6A and 2B, 1951); the rail segment of the Phoenix and Bowie RPO (segments 7A through 7C; 7D had been discontinued earlier when touring car service had replaced passenger train service in 1954); and the Ashfork & Phoenix RPO (segments 11A-11B, 1955).²⁹ Although passenger service between Winkelman and Phoenix (segment 5A) did not actually cease until 1940, the SP request to terminate it had been in litigation for some years prior to that date because of falling patronage.³⁰

This decrease in passenger traffic, and hence RPOs, on the railroads in Arizona mirrored the situation in the rest of the nation as the love affair between the American and his automobile, nourished by an improving and more extensive highway network, became the dominant theme in personal transportation. As the decline in RPOs continued at an accelerated rate following World War II, the volume of mail processed in-transit diminished substantially. Mechanized processing at stationary post offices was initiated. The few surviving RPOs were being actively phased out by the early 1960s—thus the demise of the two remaining main line RPOs through Arizona in 1967. The last RPO in the United States, between New York and Washington, was discontinued on June 30, 1977. The Railway Mail Service passed into history to take its place with the Pony Express, the Butterfield Overland Mail and the express companies.³¹

RAILWAY MAIL ROUTES ARIZONA TERRITORY & ARIZONA 1877 - 1967

**Railway Post Offices except as
indicated—**

Main Line - Atchison, Topeka & Santa Fe R.R. (Built and operated by Atlantic & Pacific R.R. until 7/24/1897.)

Albuquerque, N.M.—Winslow, (Route Agent)—June 5, 1882— Aug. 1, 1882

Albuquerque, N.M.—Winslow, Aug. 1, 1882 - Sept. 22, 1882 (286)

Albuquerque, N.M.—Williams, Sep. 22, 1882 - Aug. 1, 1883 (378)

Albuquerque, N.M.—Needles, Ca., Aug. 1, 1883 - Aug. 7, 1885 (577)

Albuquerque, N.M.—Mojave, Ca., Aug. 7, 1885— June 25, 1887 (816)

Albuquerque, N.M.—Los Angeles, Ca. June 25, 1887— Feb. 13, 1901 (888)

Albuquerque, N.M. - Ash Fork Feb. 13, 1901— Dec. 26, 1905 (401)

Albuquerque, N.M. - Williams Dec. 26, 1905— May 1, 1908 (378)

Albuquerque, N.M. - Ash Fork May 1, 1908— July 7, 1934 (401)

Albuquerque, N.M.—Los Angeles, Ca. July 7, 1934— Oct. 8, 1967 (888)

Ash Fork - Los Angeles, Ca. Feb. 13, 1901— Dec. 26, 1905 (481)

Williams - Los Angeles, Ca. Dec. 26, 1905— May 1, 1908 (511)

Ash Fork - Los Angeles, Ca. May 1, 1908— July 7, 1934 (481)

PHOENIX BRANCH

(Built and operated by Santa Fe, Prescott & Phoenix R.R. until Dec. 29, 1911)

Ash Fork - Phoenix, Dec. 16, 1895 - April 17, 1933 (194)

Phoenix—Matthie, Apr. 17, 1933— March 24, 1934 (59). Matthie located 4.7 miles west of Wickenburg at junction switch.

Ash Fork - Phoenix, March 24, 1934 - July 31, 1955 (194)

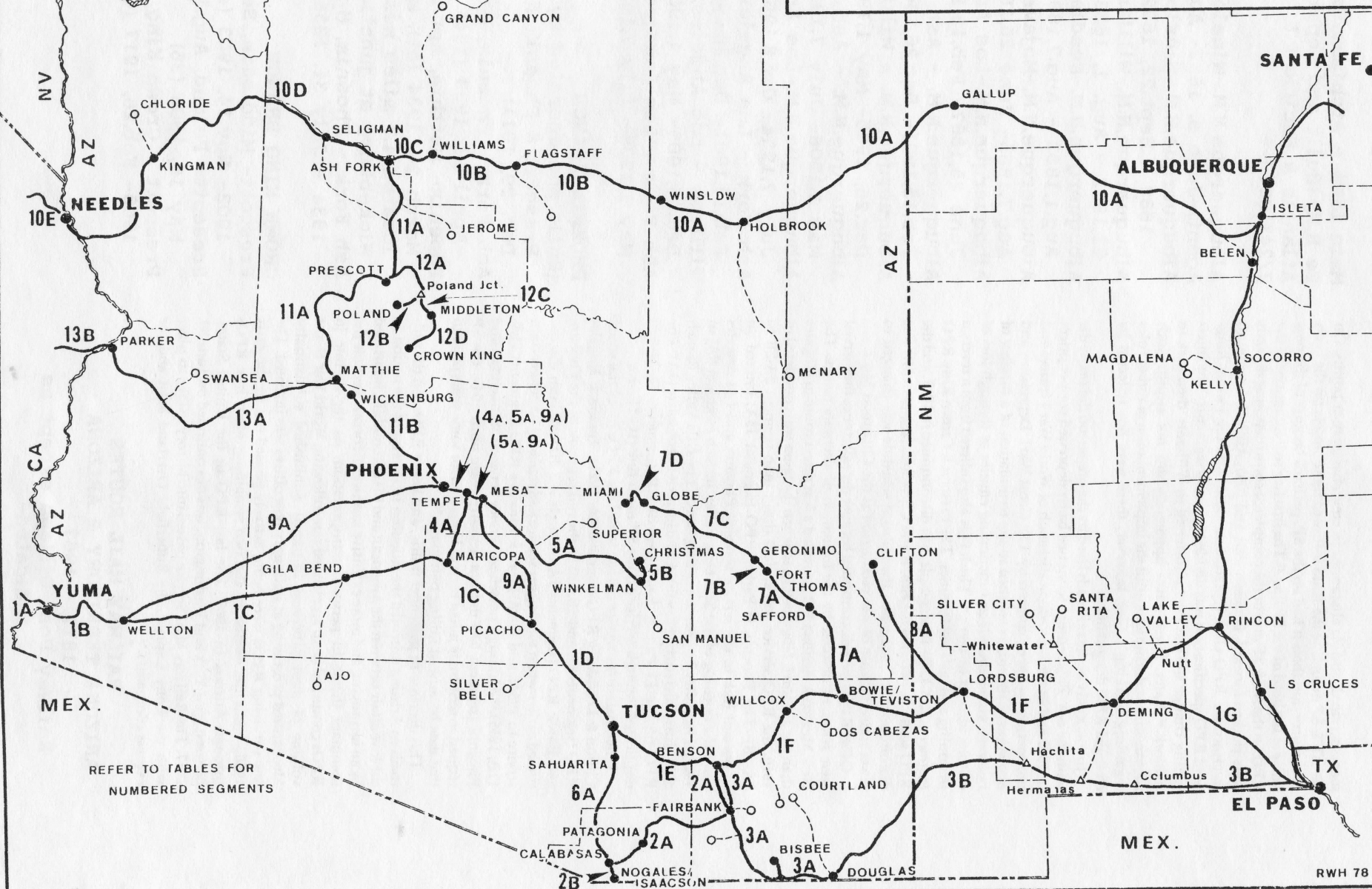
CROWN KING BRANCH

Prescott—Middleton, Sept. 11, 1903— Nov. 14, 1903 (47)

Prescott—Poland, Aug. 13, 1904— May 16, 1905 (36)

Prescott - Crown King, May 16, 1905— Feb. 28, 1917 (60)

RAILWAY POST OFFICE ROUTES IN ARIZONA 1877 - 1967



PARKER SUBDIVISION

Phoenix- Parker, Feb. 11, 1911-
April 26, 1911 (164)
Phoenix- Los Angeles, Ca. (via
Parker) Apr.26,1911- April
5, 1917 (468)
Phoenix- Parker, April 5, 1917-
April 17, 1933 (164)
Parker -Barstow, Ca. 4/5/17
(184) Did not operate.

SOUTHERN PACIFIC R.R. (ARIZONA & NEW MEXICO R.R.)

Clifton- Lordsburg,N.M. April 6,
1904- July 7, 1921 (70)

SOUTHERN PACIFIC R.R.(NEW MEXICO & ARIZONA R.R.)

Benson- Isaacson, Dec. 12, 1882-
June 4, 1883 (89). Isaacson
was early name for Nogales.
Benson- Nogales, June 4, 1883-
Dec. 8, 1902 (89)
Tucson-Nogales via Benson, Dec.
8, 1902- Nov. 20, 1910 (137)

SOUTHERN PACIFIC R.R.(Phoenix & Eastern R.R., Arizona Eastern R.R.)

Phoenix- Maricopa, March 17,1909
- Jan.8, 1917 (35)
Phoenix- Maricopa, June 24, 1921
- June 24, 1926. Main line
trains started operation via
Phoenix Nov. 15, 1926.
Winkelman- Phoenix, May 18, 1907
- April 19, 1920 (96)
Christmas- Phoenix, Apr.19, 1920
- Aug. 20, 1921 (104)
Winkelman- Phoenix, Aug. 20,1921
- May 1, 1934 (96)

SOUTHERN PACIFIC R.R. Nogales Branch

Tucson- Nogales (via Tubac),(66)
Nov.20, 1910- Jan. 15,1951

SOUTHERN PACIFIC (El Paso & Southwestern R.R.)

Benson- Douglas, Oct. 4, 1902-
Feb.3, 1904 (82)
El Paso, Tex.- Benson, Feb.3,
1904- Jan. 24, 1913 (296)
El Paso,Tex. - Tucson (Via
Douglas) Jan.24, 1913-
March 13, 1917 (343)

SOUTHERN PACIFIC R.R. (Gila Valley, Globe & Northern R.R.; Arizona Eastern R.R.)

Fort Thomas- Teviston, July 1,
1895- Oct.12, 1896 (62)
Geronimo- Teviston, Oct. 12,
1896- Dec.6, 1899 (66)
Fort Thomas- Teviston, Dec.6,
1899- July 19, 1900 (62)
Globe- Teviston, July 19, 1900
- Feb.3, 1912 (124)
Globe- Bowie, Feb. 3, 1912-
Nov. 21, 1914 (124)
Bowie- Miami, Nov. 21, 1914-
Oct. 29, 1918 (134)
Globe- Bowie, Oct. 29, 1918-
Feb. 16, 1938 (124)
Phoenix- Bowie, (part Star
Route), Feb.16,1938-
Jan. 1, 1954 (96-SR+124)

SOUTHERN PACIFIC R.R.-MAIN LINE

Yuma- Los Angeles,Ca. Route
Agent, Aug.1, 1877- Oct.16,
1880, (249) (First railroad
postmark found with Arizona
usage.) (During 1879-1881
period Terminus,Ariz. post-
mark was used at head of
track construction, but it
was not a route agent mark-
ing.)
Benson- Los Angeles.Ca. Route
Agent- Oct. 16, 1880- Mar.
26, 1881 (549)
Deming,N.M.- Los Angeles,Ca.
Route Agent- March 26, 1881-
Aug. 1, 1882 (724)
Deming,N.M.-Los Angeles, Ca.
Aug.1,1882- Dec.6,1882 (716)
Deming,N.M.-San Francisco, Ca.
Dec.6,1882- May 1,1884(1158)
Deming,N.M.-Los Angeles, Ca.
May 1,1884- Dec.26,1888(716)
El Paso,Tex.- Los Angeles, Ca.
Dec.26 1888- Nov.5,1901(815)
Tucson - Los Angeles, Ca. Nov.
5,1901 - Dec.26, 1905 (495)
El Paso, Tex.- Tucson, Nov.5.
1901- Dec. 26, 1905 (316)
El Paso, Tex.- Los Angeles, Ca.
Dec. 26,1905 - Apr.1,1967
(815)

* * * * *

The first railroad entered Arizona Territory on Sept.30, 1877.

The Yuma & Los Angeles Agt.post-mark was used shortly thereafter and was the first railroad post-mark used in Arizona Territory.

Figures in brackets indicate the length of route in miles.

Sources

U.S.Route and Station Agent Postmarks, C.L.Towle, Mobile Post Office Society, 1986.

Directory of Railway Post Offices, John Kay, Mobile Post Office Society, 1985,86

Directory of Railway Route Agencies, John Kay, Mobile Post Office Society, 1989.

4. Air Mail Panorama

THE TRANSPORT OF MAIL BY AIRPLANE in the United States evolved through three major eras: pioneer air mail, government operated air mail, and contract air mail carried by private companies.

Pioneer air mail may be defined by four criteria. First, such covers must have been flown. Second, the covers must have been handled at some stage by the Post Office Department. Additional characteristics of these pioneer air mail flights are that none established regular, ongoing service over the routes they traversed, and that the government incurred no expense in their operation. (This category of air mail can be further divided into flights that were authorized by the Post Office Department and those that were not.)

During the era from 1910-1916, two such pioneer air mail flights occurred in Arizona. The *Vin Fiz* air mail in 1911 was unofficial, while Katherine Stinson's 1915 flights were authorized by the POD. One additional air mail delivery, the 1924 drop mail from the zeppelin *Shenandoah* over Gila Bend, also can be considered a pioneer flight. Although the actual Arizona drop was highly unofficial, mail had been dispatched aboard the *Shenandoah* at Lakehurst, New Jersey, to test the transport of the mail by lighter-than-air craft.

The pioneer epoch ended with the inauguration of the United States government air mail service in 1918, after a two-year lapse during which no pioneer flights were made. This service was the culmination of eight years of interest, planning, study and the authorization of pioneer flights by the POD to test the feasibility of mail transport by airplane.

From May 15 to August 12, 1918, army aviators in army planes flew the mail under the supervision of the Post Office Department. The performance over the first (eastern) routes was so impressive that by the latter date dispatch of the mail by air was no longer considered experimental. This cooperation between the War and Post Office Departments was maintained until August 12, 1918, at which time the entire operation was taken over by the POD. This was an economy move, for while the POD now had to supply their own equipment and personnel, they could have their own planes specially modified to greatly increase the payload.

For the next seven years the POD developed new routes, including the first great Transcontinental Route. By 1924 the appropriate equipment had been installed to permit night flying over this cross-country airway. But the opinion had been developing among Post Office officials that while government operation of the air mail was practicable, it was no more feasible than government maintenance of railroad or steamship service for carrying the mail. There had also been a growing public demand that the government encourage private enterprise in the further development of commercial aviation.

To these ends, the "Air Mail Act," or Kelly Bill, was signed into law on February 1, 1925. It authorized the postmaster general to contract with commercial air transportation companies for carrying the mail. The first contract air mail service (designated as CAMs) flown under the provisions of the Kelly Bill was inaugurated on February 15, 1926.

The postmaster general commented upon these developments in his annual report for the fiscal year ending June 30, 1926: "The work of the Post Office Department in establishing and maintaining the Government owned and operated Air Mail Service has had for its object the demonstration of the practicability of air service and its development to the point where the general public may recognize its feasibility and enter the field of commercial aviation. We feel that this has been done."

When direct operation of the air mail was superseded by commercial firms, the new contractors had at their disposal a well-established, thoroughly developed, and costly network of flying fields, lighting installations and communication systems in those areas where the POD had operated.

Another landmark piece of legislation was enacted in 1926, the Air Commerce Act. This imposed upon the Secretary of Commerce the duty of fostering and controlling the development of commercial aviation. His department was also to establish, operate and maintain all necessary lights and emergency fields along the airways. Airports that had already been established would be transferred to the jurisdiction and control of the municipalities concerned. The mapping out and approval of new air mail routes also became the responsibility of this department, acting in conjunction with the Post Office Department.

The year 1933 brought the country Franklin Delano Roosevelt's first administration and with it the hearings of Senator Hugo L. Black's Special Committee on Investigation of Airmail and Ocean Mail Contracts. It was charged that previous air mail appropriations had been used to support a few favored corporations, that there had been collusion between rival aviation firms, that the transcontinental route had been placed under contract to the *highest* bidder, and that certain airlines had been overpaid. Consequently, existing contracts were declared illegal and annulled on February 19, 1934. Once again, after only ten days notice, the POD called upon the Army Air Corps to fly the mails. The army could only take over about forty percent of the mileage previously under contract, using a variety of planes, many of which were obsolete or quickly becoming so. This emergency service did not include Arizona.

Disaster followed disaster from the very beginning of the army's efforts. In March, schedules were reduced and the Post Office Department began to advertise for new commercial contracts. On May 8, the first route under the new commercial service was placed into operation after the army had endured sixty-six forced landings and twelve deaths. These new airways were designated simply as Air Mail (AM) Routes.

While mail sent by air traveled faster, there was a drawback. During the days of the Railway Mail Service the POD utilized in-transit time for the tasks of sorting and processing the mail, thus expediting handling at its destination. Now air mail caused a reinstitution of the closed-pouch system, a regression to stagecoach days in this respect. The return of this system largely explains the concentration of efforts to improve the handling processes within the walls of the post office.

5. The Vin Fiz Over Arizona (1911)

THE HISTORY OF AIR MAIL IN ARIZONA began in 1911, only eight short years after Orville Wright became the first man to liberate himself from the force of gravity in a sustained, powered and controlled flight. Flying was still in its infancy. Pilots flew their crude, limited-range machines only in daylight hours, using ordinary road maps and often the railroad tracks for guidance. Landing fields were few, crackups were frequent, fuel supplies were difficult to find. Every take-off and every landing was a hazardous venture.

In the fall of 1910, publisher William Randolph Hearst posted a \$50,000 prize that would go to the first aviator to complete a coast-to-coast flight in thirty days or less. The offer was good for one year only; the expiration date was October 10, 1911. Eight pilots formally declared their entrance into the race, among them Calbraith Perry Rodgers.

At six feet four inches, the handsome former football player Cal Rodgers, with his ever-present cigar, not only looked the part of an aerial hero but had also established his reputation in the air by winning several top prizes at aviation meets.³² The air competition in Chicago in August, 1911, was to prove of twofold benefit for Rodgers. Not only did he win \$11,000 in prize money for endurance flying, he met J. Ogden Armour of meat packing fame.

Mr. Armour was then in the process of diversifying his business interests by launching a grape soda named "Vin Fiz." The thirty-two-year-old airman convinced Armour that the publicity inherent in an airplane trip across the country in pursuit of the Hearst prize could get the new company off to a flying start. The arrangements specified that Rodgers was to provide the flying equipment, fuel, spare parts and mechanics for repairs; Armour would pay five dollars for every mile Rodgers flew and would outfit a special train to accompany him. The train consisted of a Pullman car, a combination diner-observation car and a "hangar" baggage car for spare parts and an extra airplane. It carried Cal's wife, mother, mechanics and representatives of Armour & Co. In return for these considerations Rodgers christened his plane *The Vin Fiz Flyer*, painted the undersides of its wings purple and emblazoned it with bunches of grapes and the name *Vin Fiz*.

While Armour's final cash investment approximated \$180,000, the financial responsibilities accruing to Rodgers were of no mean worth either. The cost of two planes and spare parts greatly extended his capital, and the projected need for many repairs would be that much more of a burden. To cover these expenditures funds were to be raised from the sale of picture post cards and a special twenty-five-cent *Vin Fiz Flyer* "stamp." Such cards, and regular envelopes, franked with the private stamp, were to be flown in the plane and posted at the next town where the plane landed. Cal's wife, Mrs. Mabel Rodgers, would be "acting postmaster." (Her position as such was not sanctioned by the Post Office Department, but on October 10, Postmaster General Frank Hitchcock declared her the "First Aerial Postmistress.")

Preparations completed, Cal Rodgers took off from Sheepshead Bay, Long Island, on September 17, 1911. Crashes, inclement weather and taxiing "incidents" delayed progress to such an extent that by October 10 he had flown no farther than Kansas City. The Hearst prize was therefore forfeit, unclaimed by any of the entrants. But Cal Rodgers was not to be dissuaded from his quest. He was still determined to be the first man to fly from coast-to-coast. The press, which until now had tended to ignore the flight as nothing more than an elaborate publicity stunt, took increased notice of the courageous aviator.

Wending his way south from Chicago, Rodgers made a wide swing through Texas and across southern New Mexico. On October 31, he landed at Willcox, Arizona, for the night. There he was approached by Louis Garesche, Arizona manager for Armour & Co., with an offer of \$1000 if he would deviate from his planned flight plan and include populous Phoenix in his itinerary.³³

Meanwhile, Robert Fowler—who had begun his transcontinental flight on the West Coast and who was now heading across the southern U.S. after being turned back at Donner Pass in the Sierra Nevadas—had landed in Tucson one day earlier at the University of Arizona athletic field. Fowler decided to postpone his departure until after Rodger's arrival, thereby setting the stage for a historic encounter.³⁴

Leaving Willcox early on November 1, Rodgers appeared over Tucson and treated the assembled throng to a display of aerial acrobatics before landing on east 9th Street beyond Fairmont Avenue at 1:09 p.m. "I didn't land at the University because too many people were there. I didn't want to swoop down and kill or injure some one."³⁵

The special train caught up with him an hour later. A quick lunch, a thorough overhaul of the plane by the mechanics, and Rodgers was off again at 2:45. He curtailed the day's flying at Maricopa. Arriving over Phoenix on the morning of November 2, Rodgers put on another aerial display before landing near the fair grounds at 10:30. He remained only long enough to refuel and speak briefly to reporters:

Beautiful! Beautiful! Why, Arizona is the most beautiful land that I have ever seen. This valley, with Phoenix in the center, is the most attractive part of the United States I have seen . . . but more beautiful than mountains or deserts is this cultivated valley.³⁶

The areas that are now covered by tens of thousands of homes, large shopping centers and freeways were then blanketed by citrus groves together with acres upon acres of commercial flower beds ablaze in their full glory.

Rodgers departed at 1:00 p.m. with hopes of making Yuma before dark. He was forced down, however, at Stoval Siding (sixty miles east of Yuma) when he ran out of gas. A special train was dispatched from Yuma with gasoline, but it failed to reach him before dark. Cal's own train was still some hours behind him, as it had originally returned to Maricopa to await his arrival there, but Rodgers had headed cross country from Phoenix rather than following the railroad tracks.³⁷

With expectations of reaching Pasadena, California—his official destination—the next day (November 4), he flew past Yuma without taking his scheduled breakfast stop there.³⁸ Unfortunately, the luck that had held over Arizona deserted him above California. Over the Salton Sea his number one cylinder exploded, driving metal shards into his right arm. Nevertheless, Rodgers glided down for a perfect landing at the Southern Pacific station at Imperial Junction. The rest of Friday and a good portion of Saturday were spent repairing both man and machine.

Finally, forty-nine days, eighty-two flying hours, sixty-eight individual hops and sixteen crashes after leaving New York, Cal Rodgers landed safely at Pasadena on November 5, 1911.

The Vin Fiz Air Mail

The idea of selling post cards and "stamps" (labels) to defray the costs envisioned for such a long, hazardous, and sustained flight was apparently conceived even before its beginning. In a booklet written prior to the coast-to-coast jaunt, the following passages appeared; they were written by "Mrs. C. P. Rodgers, Postmistress."

Postcards delivered to me at the special train or the aeroplane, will be carried by my husband's aeroplane to his next stopping place for 25 cents. There they will be stamped by me . . . and delivered to the local postmaster who will send them to the person addressed. A card addressed and stamped, sent to me care of the Plaza Hotel, Chicago, with 25 cents, will be forwarded to me, given a ride in the aeroplane and posted as described. In this way, it will be possible for anyone to send a postcard to himself or friends, parts of its route at least in an aeroplane.³⁹



Cal Rodgers, pilot of the "Vin Fiz", the first plane to complete transcontinental air trip, photographed at Tucson, Az. Nov. 1, 1911

The *Vin Fiz* label did service by showing payment for having a card flown. In order for the flown mail to pass through normal postal channels, however, an officially issued U.S. stamp had to be affixed. Neither the private *Vin Fiz* labels nor the service were in any way authorized or approved by the Post Office Department.

The informality of the *Vin Fiz* air mail business becomes readily apparent when certain facts are considered. There is a decided dearth of surviving flown pieces—five of the special *Vin Fiz* post cards, one postal card and one envelope. Such a small number immediately makes one wonder how many (or few) pieces were flown—certainly not enough even to approach defraying expenses as had been originally intended. The promotion of the air mail feature of the flight never appeared to be paramount, or even evident. In 1960, Mrs. Rodgers Wiggin, Cal's widow who had later married one of the mechanics from the transcontinental trip, said, "please do not think me conceited, but I must tell you that in 1911, I was an attractive young lady. You know we had a number of young men working for us on the flight. I must honestly tell you that I was much more interested in these men than in any printed paper souvenirs."⁴⁰

In the COLLECTOR'S CLUB PHILATELIST, Vol. 48, No. 5, September 1969, there is a definitive article by Henry S. Goodkind on the 1911 *Vin Fiz* Mail Stamp. Of the seven known flown pieces of mail, two were apparently flown from Tucson, and details of the specially prepared *Vin Fiz* post-cards are shown.

THE HELIOGRAPH

On the first, the one cent U.S. stamp has been obliterated, as this card was originally pictured in a 1930 article, at a time when it was illegal to illustrate U.S. stamps. The address was also ruled out, probably by the recipient-owner. As with at least two other *Vin Fiz* cards, the address and the message were written in different hands, the latter most probably that of Mrs. Rodgers. It reads: Galbraith carried this on his flight (illegible word) E.X.(racing) aeroplane over Tuscon(sic), Arz. to Phoenix. Keep it as a souvenir."

The second card carries almost the same wording, again in Mrs. Rodger's script and in a different hand than the address. "Carried by Galbraith on his Wright Model EX racing

aeroplane from Tucson to Phoenix. Keep it as a souvenir."The card was mailed to Los Angeles, from which it was forwarded to the addressee's new residence in Pasadena. It was backstamped in both cities on November 10, 1911; the card arrived in Pasadena almost a week after the Rodgers party did.

An intriguing point is that while these two cards were supposedly flown "from Tucson to Phoenix," they were both posted at Imperial Junction, California. Assuming that the messages on the cards are truthful, one might advance the following explanation for their delay in entering the main mail stream. The train and plane were only together in Phoenix for about an hour. There was time to transfer the mail from the plane, but Cal Rodgers' desire to make Yuma by dark left no time for a trip to the post office. Either the urgency of the moment or Mrs. Rodgers' reluctance to trust the delivery to a stranger prevented the cards from entering the mails in Phoenix. Returning to Maricopa, the group was too worried about the non-appearance of Rodgers to fret over trivialities. There was no post office handy to Stoval Siding where they rejoined the aviator for the night. It was only at Imperial Junction, during the long wait for the plane to be repaired, that time and opportunity were found to post the cards. It would be four more years before mail would again be transported through Arizona skies.

6. Katherine Stinson and the Air Mail

IT WAS DURING THE SOUTHERN ARIZONA FAIR of 1915 that the second occasion arose for mail to be dispatched by air in the state. However, the air mail flights of November 4, 5 and 6 of that year were the first to be officially sanctioned by the Post Office Department for Arizona. The event belonged to the period of "pioneer air mail"—transport that was authorized, but not subsidized.

Typically, such flights would be executed by a pilot hired to give a flying exhibition at a fair. The flier's manager would persuade the local postmaster to permit (upon his own authority or with such from Washington) the pilot to fly mail from the fair grounds to the post office. The mail pouch would be dropped while in flight, picked up and then taken into the post office where the mail would enter regular postal channels. Besides compensation for the flying exhibitions and races, the pilot could expect to earn additional money by selling post cards depicting himself or his airplane. If these cards were to be flown, he could hope to sell that many more.⁴¹

The annual fair at Tucson was considered a great event by the townspeople: schools were closed and businesses and banks ceased transactions early during its run. Special excursion trains from the Tucson station to the fair grounds (then located near the intersection of Ajo Way and Campbell Avenue) were provided by the El Paso and Southwestern Railroad. A noteworthy appearance was to make the 1915 fair memorable indeed: "There is no doubt but that Katherine Stinson, the school-girl aviatrix, will be the drawing card at the Southern Arizona fair. . . ." After but two short years of flying she had established such a reputation that she was "possibly the greatest drawing card in the field of aviation today."⁴² Within this short period she had come to be ballyhooed as "the School Girl who Out-flies the Men"; Katherine Stinson was only nineteen years old when she appeared at the Southern Arizona fair.

Originally, Stinson was to perform a display of aerial acrobatics the first day of the fair; on the second day she was to engage in a race with an automobile driven around the oval track by Robert Delno.⁴³ Other plans were also in the offing.

By October, Postmaster J. M. Ronstadt had obtained authorization for a postal substation at the fair. This was to be set up under the grandstand where there was also to be a special exhibit featuring the new parcel post system.⁴⁴ Additionally,

Assistant postmaster Albert Rosche is working hard to make this an aero station and to have Katherine Stinson carry the mail sack from the grounds to the city post office in her biplane and drop it in the office yard. The [Southern Arizona Fair] association has taken the matter up with Miss Stinson and a favorable reply is looked for. The fair grounds station will sell stamps and post cards. Visitors may be enabled to send out cards via aeroplane, a distinct novelty.⁴⁵

These arrangements were successfully completed; the air mail service was given the route number 668,001.⁴⁶ On at least the first two days of the fair, Katherine Stinson performed her aerial feats at three p.m. Thereafter she would take off about 4:00 or 4:15 in her Partridge-Keller Looper biplane with the mail that had been collected at the fair substation, fly the few miles to the city post office and drop the pouch while in flight into a vacant lot or a church yard near the post office. No specific record was kept of the mail delivered, but the clerk in charge of the air mail estimated that about 200 post cards and 100 letters were mailed.⁴⁷

Another fifteen years would pass before the mails would be officially flown over Arizona again. But there was one more air mail delivery before 1930.⁴⁸ The newly established Lockheed aircraft manufacturing company failed to find a market either with the navy for its twin-engine hydroplane or with the army for the same plane converted to a bomber. Perceiving civilian aviation to be the field of the future, the Lockheed brothers again modified their plane, this time for the efficient transportation of transcontinental mail.

Because of its speed (90 m.p.h.) and range (1200 miles) the Lockheed F-1A was capable of crossing the country in only 30-35 hours with but two fuel stops. The planned demonstration flight would follow the railroad tracks, remaining in the low country. To signify the genesis of American transcontinental air mail, the F-1A carried a sack of mail, including a letter from the postmaster in Santa Barbara, the point of origin for the flight, to Albert S. Burleson, Postmaster General.

Following a series of mishaps, the flight finally got under way on November 23. Extremely strong head winds so slowed the plane, however, that an unscheduled fuel stop in Gila Bend became a necessity. Before that destination could be reached, engine failure forced an emergency landing in the desert near Tacna. The plane was repaired and an impromptu runway built. The flight continued uneventfully to Gila Bend, but there it was snakebitten. After two aborted takeoffs, with resultant damage to the airplane, "The Mail sack . . . was delivered by a slower but more reliable form of transportation."

7. Zeppelin Drop Mail for Arizona (1924)

THROUGH THE FIRST THREE DECADES of this century the "lighter than air" ships made famous by Count Ferdinand von Zeppelin caught and held the imagination of the public. The 600- to 800-foot, man-made clouds slipping almost silently through the heavens evoked wonder and excitement in the beholder. Such were the emotions of Arizona residents when the U.S.S. *Shenandoah* visited their skies in 1924.

The *Shenandoah* was the first of the four rigid-framed (zeppelin) airships that the United States was to have in service; all of them were under the authority of the U.S. Navy.⁴⁹ She was built entirely in the United States at the special naval facility at Lakehurst, New Jersey. Among her designers was engineer Alfred Macotti, a graduate of the University of Arizona.⁵⁰



Katherine Stinson and her aeroplane in Tucson, Nov. 4-6, 1915

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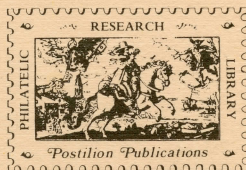
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The Camel's Tale - (Based on Wall Street Journal, Apr.14, 1989). Never let it be said that history does not repeat itself. You are all familiar with the 1858 visit by U.S.Army camels into New Mexico for Lieut. Beale's expedition to the Colorado River. Who would have ever supposed that in 1989, eight more camels would be imported into New Mexico- this time by the Agriculture Dept. for range experimentation!

Wanda and her seven sister camels were brought into the U.S. by animal importer G.T.(Tom) Smith of Galveston,Ind. to take part in a brush-control experiment on the New Mexico cattle range country. The range was infested with the woody-plants, tarbush and broom snakeweed, which was killing off the native grasses. Wanda and her sisters were put loose on the range to eat the "woody veggies,, which aren't good for raising beef cattle." Lab assistants followed the camels examining camel chips, but Wanda and her crew weren't that dumb. They munched all the available grasses and ignored the tarbush. After All ! Camels have their wits about them, as even Lt. Beale found out. The trial was an utter failure. Mr. Smith blamed it all on the fact that Wanda & Co. were kept in quarantine for weeks before entering the U.S., and during that captivity ate nothing but hay and other delicacies, thus spoiling their palates. But we Drovers all know that CAMELS HAVE THEIR SMARTS!

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