

THE HELIOGRAPH



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The Case for Meter Stamped Mail as Postal History

by Douglas A. Kelsey

Consider these facts:

- 57% of all first class mail does NOT carry stamps (*Stamp World*, May, 1981).

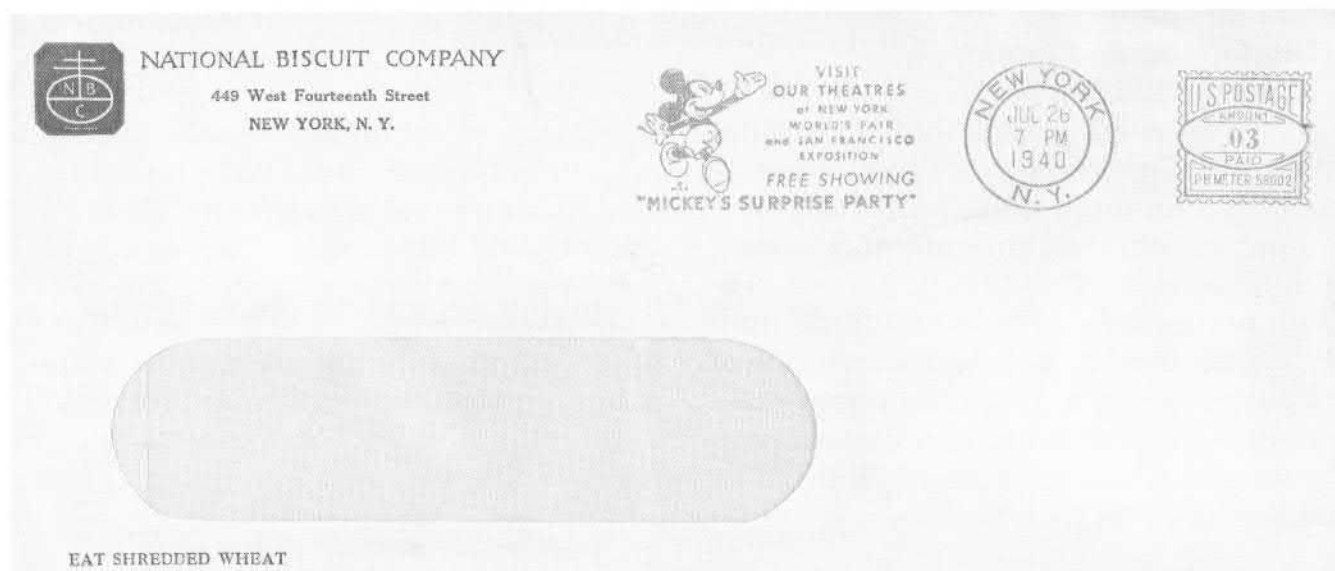
- In 1957, meters replaced postage stamps as the major form of postage on mail (*Official Report of the Postmaster General*, 1957).

- Today, about 200 political entities, including the United Nations, have authorized metered mail (*Stamp Collector*, E.J. Roscoe, Oct. 15, 1988).

- The 1982 Pitney Bowes annual report stated that the number of meters in service in the United States was 838,406. Revenue collected by the USPS through meters was \$10.6 billion in fiscal 1982 (compared to \$5.5 billion collected through sale of adhesive stamps and stamped paper). In 1922 there were 404 meter machines in use. This number increased to 923,521 in 1983.

What is a postage meter? According to Pitney Bowes, "the postage meter is a Government-licensed mailing machine that prints postage as required, directly on the envelope (or on an adhesive tape), for any type of mail—first, second, third, or fourth class; air mail, registered mail, special delivery or other special services. In a single operation, it prints a prepaid postage meter stamp, including dated postmark, of any value needed. Most models also seal an envelope, or moisten the gummed tape, at the same time the meter stamp is being printed.

"The postage meter's stamp is non-negotiable, and requires no cancellation. It can be used only by the licensed user whose assigned meter number appears in the meter stamp itself. The meter does its own book-keeping through sealed but visible registers,



which show postage used and postage on hand, in dollars and cents."

As a matter of clarification, the following definitions are essential to understanding this area of postal history: A meter is the machine/device that imprints the frank that is the legal substitute for adhesive postage. A meter stamp is the impression on the envelope (or adhesive tape).

In the United States, meter history is a part of modern postal history. In 1910 the American Postage Meter Company in Chicago emerged after a reorganization of the Pitney Postal Machine Company. Arthur Pitney was the inventor of a stamp affixing machine that later was refined to eliminate stamps completely. He met Walter H. Bowes who owned a stamp canceling and check endorsing machine company in 1919. They formed an historic partnership in 1920.

On September 1, 1920, the United States Post Office Department authorized the use of a device with which mailers could imprint a legal equivalent to the government-produced adhesive stamp. The USPOD did not officially recognize the term "metered mail" until 1924. Until then, it used the ungainly term of "a device having a detachable printing and recording mechanism to be set by the postmaster and which automatically locks when impressions paid for are exhausted."

In the fall of 1920, Pitney Bowes unveiled their new machines at a New York City business machine exhibition.

Pitney Bowes began using meters on their mail November 16, 1920. The earliest known commercial usage of a postage meter is on a Pitney Bowes Co. mailing from Stamford, CT on December 10, 1920.

In 1934, the Post Office Department first put postage meters to work speeding service at parcel post mailing windows. The time-saving meters use was expanded over the years to other post office services.

Over the years, meters evolved in both design, functions, and manufacturers. International Business Machine (IBM), National Cash Register (NCR), and many others entered the meter field, but Pitney Bowes remains the standard of the industry.

Today, meters are recognized as the most common form of prepayment of mail. To add further weight to the case of meters as postal history, the *USPS Domestic Mail Manual* says, "Postage may be paid by printing meter stamps with a postage meter on any class of mail. Metered mail is entitled to all privileges and subject to all conditions applying to the various classes of mail."

In a recent survey...

In a census of meter versus stamp usage published in *Stamp Collector*, April 20, 1991, Paul Schumacher recorded his incoming mail from March, 1981 to March, 1991. The total volume of items received during the ten-year period was 20,241. Of that total, 72.5% were meter stamped; 27.5% were franked with adhesive postage stamps.

Mr. Schumacher recorded his incoming mail in two categories—non-philatelic mail (88.8% meters, 11.2% stamps) and philatelic mail (52.5% meters, 47.5% stamps). He makes the observation that his totals don't include business-to-business mail which is almost exclusively meter stamped mail. "Thus, I would guess that the overall proportion of U.S. mail franked with adhesive stamps is well under 10% of the total...."

THE POSTAGE METER COMPANY

PITNEY-BOWES

1441 WELTON STREET
DENVER, COLO.



PITNEY-BOWES, Inc.
921 Venice Boulevard
Los Angeles 15, Calif.



NEWMAN BROTHERS, INC.

Metal Work of Distinction

660-670 W. FOURTH ST.

CINCINNATI, OHIO

Established 1882



LONGMANS, GREEN & CO., INC.

55 FIFTH AVENUE
NEW YORK 3, N. Y.



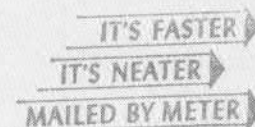
LONGMANS, GREEN & CO., INC.

55 FIFTH AVENUE
NEW YORK 3, N. Y.



WES INC.

STREETS
L.A. 06904



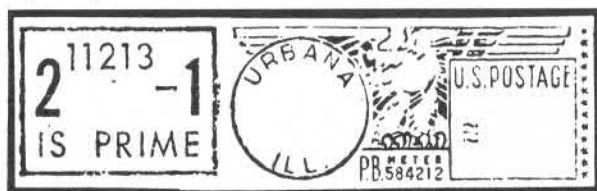
PERPLEXING PRIMES

by Robert Freeman

Numbers down through the centuries have been surrounded with an air of mystery. Mathematicians, scientists, and laymen alike have pondered the many problems and enigmas regarding the theory of numbers.

For the ancient Greeks, numbers controlled the motion of the heavens and the destiny of men. They concerned themselves with odd and even numbers, so-called square numbers and triangular numbers, and real and imaginary numbers.

Euclid, a Greek mathematician, was interested in prime numbers. Interestingly, when the 23rd prime number was discovered, it was honored on a postage stamp meter cancellation.



Briefly, a prime number is one that equals the sum of its divisors, including 1, but not the number itself. For example, 6 is the smallest prime, its divisors are 1, 2, and 3 (all of which total 6). The second prime is 28 (1, 2, 4, 7, 14 = 28). This seems like a harmless enough question, "How many prime numbers are there?" Or consider the problem as to whether or not there are any odd prime numbers.

The first eight prime numbers are:

6
28
496
8,128
33,550,336
8,589,869,056
137,438,691,328
2,305,843,008,139,952,128

At the University of Illinois, in 1963, the 23rd prime number was discovered. This number has 6,751 digits and is written in mathematical shorthand as $2^{11213}-1$ which means $2 \times 2 \times 2 \times 2 \times 2 \times 2 \times 2 \dots$ for eleven thousand two hundred and thirteen times and that answer minus one. You can readily see why I did not write the number out as it would fill the entire column.

The University of Illinois Mathematics Department was so proud of this achievement, and rightly so, that they honored the discovery on their postage meter stamps.

(Reprinted from the Arizona Philatelist, April, 1968)

To quote E.J. Roscoe, "philately exists only because postal systems exist. It follows, therefore, that to remain viable, philately must take whatever direction postal systems take" (*Stamp Collector*, Nov. 4, 1985). If that is the case, why hasn't meter stamp collecting exploded with the proliferation of meter usage? An adhesive postage stamp properly used on an envelope and a meter stamp properly used on an envelope are both souvenirs of a successful, completed transaction—both become postal history. Comments appearing from a survey in *Scott's Stamp Monthly*, April, 1985 regarding this subject were enthusiastically supportive of meter collecting: "They (meters) are real mail, not CTO or labels issued to take collector's money." "(Meters) are a legitimate commercial product not produced as a collectible." "Meters actually went through the mails!" Ken Wood, venerable editor emeritus of *Stamp Collector* and author of *This is Philately*, stated in an editorial that metered mail "remains one of the few areas where collectors can study modern material that was not inspired by greed on the part of those who covet the collector's cash—and that is worth thinking about" (*Stamp Collector*, Mar 30, 1974).

In support of the meter collector's passion have been several long-running regular columns in the weekly philatelic periodicals. Homer Hemenway's popular *Linn's* column, "Fun with Meters," and E.J. Roscoe's 17-year regular feature in *Stamp Collector* were the leading visible promoters of meter stamp collecting. The hobby supports an active specialty society, Meter Stamp Society (contact Gabriel Pustel, Secretary, P.O. Box 1345, Jackson, NJ 08527 for membership information) that publishes a quarterly journal and conducts regular auctions.

Almost since postage meters came into existence some people have trumpeted the extinction of the postage stamp. Assistant Postmaster General Gordon C. Morison an-

BOY SCOUTS OF AMERICA
2 PARK AVENUE
NEW YORK, N. Y.



STATE OF IDAHO

PETE T. CENARRUSA, SECRETARY OF STATE
BOISE, IDAHO
83707



VULTEE AIRCRAFT, INC.
VULTEE FIELD, CALIFORNIA U.S.A.



Douglas Aircraft Company, Inc.
Chicago Plant
Park Ridge, Illinois

"WINGS OF VICTORY"



DOUGLAS C-54 SKYMASTER



MERCURY AVIATION CORP.
INTERNATIONAL AIRPORT • TUCSON, ARIZONA 85706

Flying is family fun...



Good business, too.



FORM 271
(12-40)

AFTER 5 DAYS RETURN TO



625 SOUTH 6TH ST.
SPRINGFIELD, ILL.

swers this by saying "...in 1990 (USPS) net philatelic revenues were \$150 million. Has anyone predicted that technology will bring the day governments no longer need money?" (Postal History Foundation Seminar, January, 1991). So, as long as stamps bring revenue to the national coffers, stamps longevity is assured well into the next century.

Even Pitney Bowes Company has the corporate philosophy that "if anything, per-

haps postage meters will somewhat reduce the volume of adhesive stamps—but that should only make them more rare, more valuable" (Frederick Bowes, Jr., May, 1940). The meter stamp and the adhesive stamp each have their function. Metered mail is mostly business, commercial mail. Metered mail is not a threat to stamp collecting. Meter stamp collecting is an evolving branch of postal history.



There are many ways to collect meter stamps. The preferred way is to collect entire covers—2 x 4s having become a destructive and archaic method. What to collect? Just like adhesive stamp collecting and postal history collecting, you can be as general or specialized as you want. Areas of specialization that are popular are geographical; manufacturers types; specimens; errors, freaks, and oddities; topical; slogans; government officials; military; revenues; special purpose meters; postage dues; various interesting usages; and postage rates.

Some modern rates can only be found with a meter stamp indicating correct postage paid, because there may have been no stamp issued to pay that rate. While the transportation coil issues have done much to make collectors aware of the challenge of modern collecting, they haven't issued a transportation coil for everything yet!

There is often a lag time between a rate change and the issuance of an adhesive stamp. In those instances, a meter was used to pay the rate. One has only to look at the complicated rate structure developed since the late 1960s to realize that many modern rate collecting rarities are obtainable only with meter stamp impressions.

Collecting slogan meter stamps can be very exciting. Slogans have covered nearly every topic. The first slogan meter from Pitney Bowes appeared in 1929 and read, "X

Adhesive Stamp are out of date." This was soon followed by "Metered Mail Saves Time and Gets Attention."

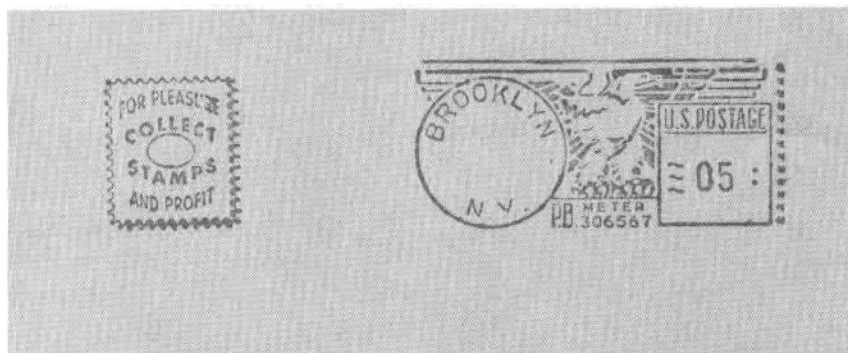
Accompanying this article are illustrations of various meter usages and collecting methods. Hopefully this article has awakened many to a fun and low cost aspect of postal history collecting—an aspect that is full of research possibilities, and is a challenging and legitimate area of study with unlimited accessibility of material.

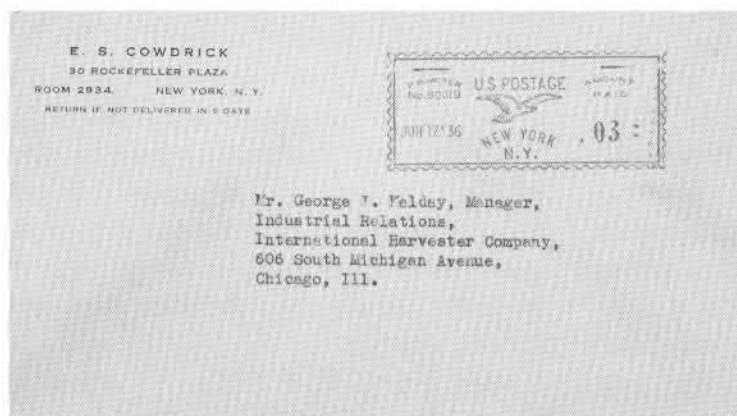
My thanks to E.J. Roscoe whose column inspired me to continue collecting meters and

*"Some modern rates can only
be found with a meter stamp
indicating correct postage
paid...
many modern rate collecting
rarities are obtainable only
with meter stamp
impressions."*

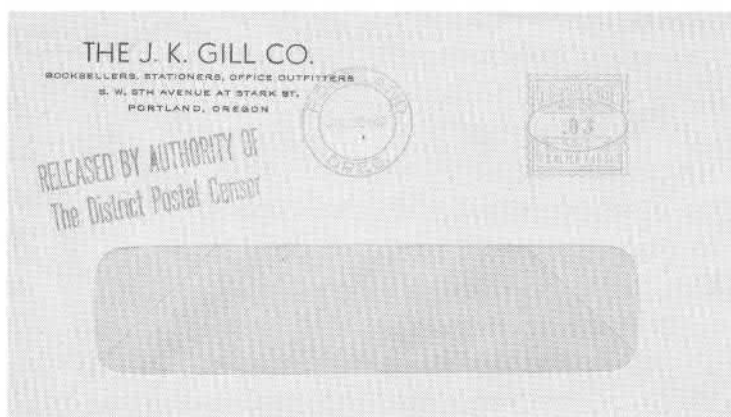
from which many of the ideas reflected in this article originated. After seventeen years, we'll miss his fascinating meter mail features.

By the way, when was the last time you received a solicitation for money from a philatelic organization or their periodical with a meter or permit paying the postage?





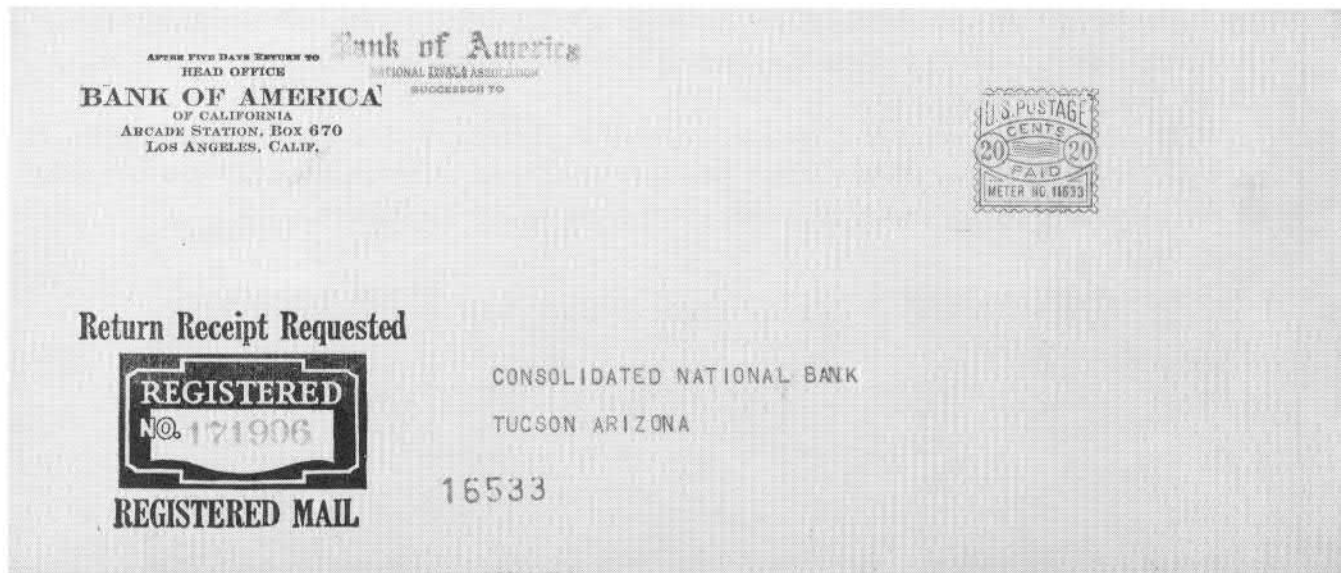
An early "flying eagle" Pitney Bowes meter.



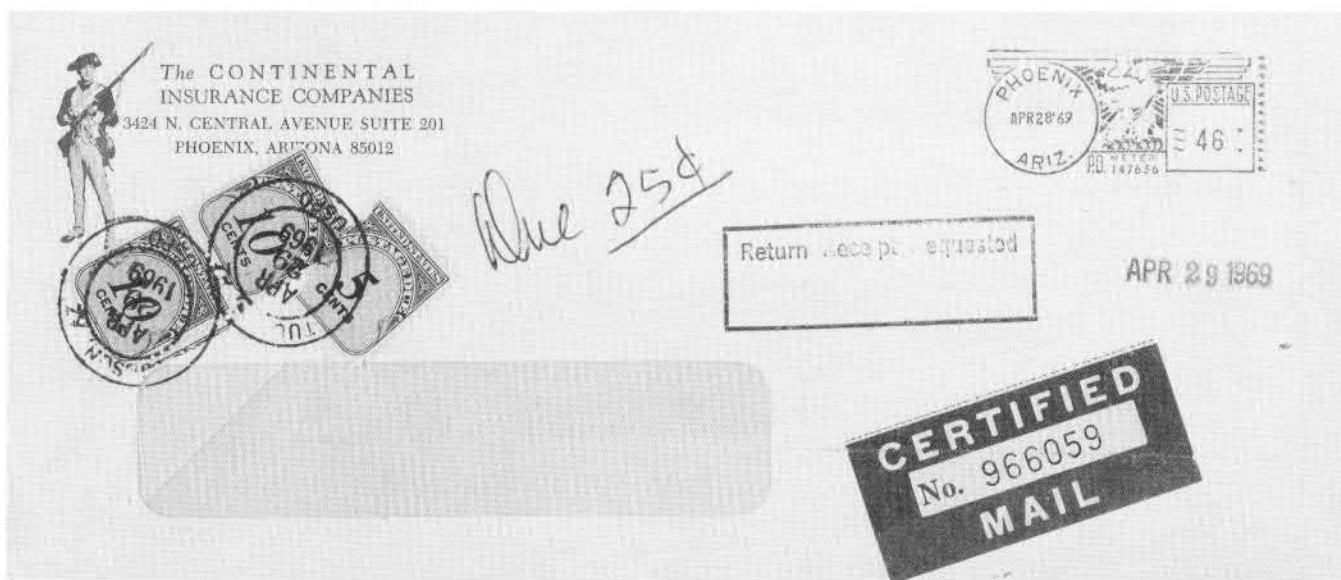
Meter stamped mail that has been through postal censorship.



Postage due mail that is indicated by a Post Office postage due meter tape.



An unusual preprinted registered meter stamped mail envelope. The bottom left corner of the cover has the black registered mail indicia preprinted presumably since only these envelopes can be used for this special service. The registry number, in blue, in the middle of the indicia is made with a handstamped numbering machine like those used in the post offices.



Underpaid certified meter stamped mail with postage due.

The MAILOMAT was a coin-operated mailing and vending machine developed by Pitney Bowes Postage Meter Co. that could print "meter stamps in denominations up to 32¢" for any mailing service including air mail, special delivery, and foreign mail. These automated machines were placed in areas of convenient public access such as post office lobbies, hotels, and stores.

The Mailomat machines were inaugurated at a public ceremony on May 17, 1939 at the New York City General Post Office. Meter postmarks applied by the Mailomats can be readily identified by the meter number—five digits in the 51000 series.



The "MAILOMAT"

... is a coin-operated postage meter and U.S. mailbox for people with letters to mail—and no stamps. It is a "self-service postoffice" that stamps and mails your letters without need of adhesive stamps.

INSTRUCTIONS: to mail a letter you (1) drop money in coin slot (2) dial desired stamp value (3) insert letter in letter slot. The machine does the rest: automatically takes your letter, prints a postage meter stamp with dated postmark on it, and holds it for scheduled mail collection. It prints stamps from 1c to 33c including fees for Air Mail, Special Delivery. Though it does not make change, it charges no premiums for postage. *Metered Mail*, needing no postoffice canceling and postmarking, often catches earlier trains and planes—for earlier dispatch and delivery.

The "Mailomat", a product of Pitney-Bowes, Inc., Stamford, Conn., was developed in cooperation with the Post Office Department to increase public postal service in postoffice lobbies, railway terminals, etc. When stamp windows are crowded or closed, try this new "stampless" mailing convenience. And when using the mails these days, at home or office, remember to *mail early and often*—to help your Post Office help you!



*Cpl. Gaspar A Longbridge
Box B 146 AAFB - II
Station Shop.
Selfridge Field Mich*

POST CARD
Please do not write directly below:

Mailed in the
PENTAGON

Instructional post card, compliments of Pitney-Bowes, Inc.
Mail it in "Mailomat" for 1c to any address in the U.S.A.

This Space For a Brief Greeting

PPS MEMBERS ATTENTION

Next meeting, Thur., 5 Aug 48

Auction Night - Bring a guest

This Space For Address Only

Maj. Henry F. Haas
Windy Knoll
McLean, Va.

1074 11
August

U.S. POSTAGE
PAID
METER
51050

NEW YORK
P AUG 3 48
N. Y.

MAILED IN PENNSYLVANIA STATION
PENNSYLVANIA RAILROAD
DIRECT ROUTE
to the New York
WOLDS FAIR

Mr. Charles L. Tewle

U.S. POSTAGE
PAID
METER
51050

NEW YORK
MAY 18 40
N. Y.

POST CARD

DEPENDABLE IN ALL WEATHERS

SHIP AND TRAVEL NEW HAVEN R.R.
** Mailed in Grand Central Terminal **

Souvenir for patrons of the U.S. Mails, compliments of
Pitney-Bowes, Postage Meter Co. Can be coin-mailed in the
"MAILOMAT" (see other side) for 1c to any U.S.A. address.

Please do not write above this line

This Space For Your Greeting

12:10 this AM

U.S. POSTAGE
PAID
METER
51050

NEW YORK
JUL 18 42
N. Y.

This Space For Address Only

Miss Doris Lowall
80 Madison Lane
Room 430
N.Y. City

The Great Postage Stamp Swindles by Fourth Class Postmasters in Mid-1870s

by Mrs. Margaret S. Jones

Editor's Note: This monograph was presented as an original paper at the Phoenix session of the two-day 1972 Western Postal History Conference, jointly sponsored by the Western Postal History Museum (now known as The Postal History Foundation), Tucson, and the Arizona Philatelic Rangers and Phoenix Philatelic Association, both A.P.S. chapters. The programing was under the chairmanship of William L. Alexander, director of the Western Postal History Museum.—James M. Chemi (1972) and Douglas A. Kelsey (1991).

Scandal, corruption and fraud tainted the United States Government during the 1870s. The Post Office Department did not escape this taint.

During the Tucson session of the Western Postal History Conference I told the story of the Star Route mail frauds of the 1870s and 1880s whereby high governmental officials, including a senator and the second assistant postmaster general, Thomas J. Brady, lined their pockets and the pockets of their cohorts with millions of illegal dollars in federal money.

Now let us look at another scandal in the Post Office Department.

Fourth class post offices had long been established as a convenience in very small communities throughout the West—in fact, throughout all the states and territories. The President did not appoint the postmasters of such post offices. Someone in the locality, usually the owner of a general store, often-times a ranch owner, but in all cases it was someone willing to perform the task as a service rather than for the profit, since the

remuneration was negligible in most cases. Since the postmaster was paid a percentage, or commission, on the value of the stamps affixed to the actual mail handled and since the majority of communities were indeed very small in population, most of these postmasters received only a few dollars per year from the government.

Perhaps a good illustration of this relates to Abraham Lincoln when he was postmaster at New Salem, Illinois, in the early 1830s. Records show that he received less than \$100 for three years of service in that capacity!

Because of the small pay, the Post Office Department had continual difficulty in recruiting postmasters to serve the small communities. Departmental rosters show a tremendous turnover and often a community would be without a postmaster for considerable periods. In an attempt to remedy the situation, the P.O.D. requested a change in the basis of computing compensation of postmasters of fourth class offices. Consequently, in June 1874 Congress passed a law which based the salaries of these postmasters on the value of postage stamps sold by their offices rather than on the value of the stamps cancelled.

The postmasters would now receive a commission varying from 40 percent to 60 percent on the face value of postage stamps sold over the counter.

Designed to increase the salaries and make the position of postmaster more attractive, the law did not place any kind of restriction on stamp sales and did not specify to whom

or where stamps could be sold. With this great, big loophole in the statutes, the door was opened to widespread swindles whereby the fourth class postmasters sold millions of dollars worth of stamps that never were used on local mail—and the postmasters reaped a fortune in commissions on the stamps.

Almost immediately after the law took effect, fourth class postmasters in the West, and in all other areas of the United States, entered energetically into the business of selling stamps at a discount, thus splitting their commission with the buyers.

In the three-year period from the effective date of the law, July 1, 1874, the sales at all fourth class post offices increased by more than \$6 million, according to official records. With the average commission rate in the 50 percent bracket, the gross profit to the postmasters could not have been less than \$3 million and these dollars were of a purchasing power tremendously greater than the dollars of today.

So we now find that postage stamps became a medium of barter throughout the country to the tune of millions of dollars. Most fourth class postmasters began to order excessive amounts of stamps from Washington.

We know that over recent years many collectors have bought large quantities of stamps at the post office on speculation. We also know that forced selling by these same speculators has depressed the market because the buyers discounted the stamps from face value. Thus today we have stamp brokerages where mint stamps of recent issues can be bought in quantity at a discount.

With that in mind, one can readily imagine what happened back in the 1870s. Alert groups in practically all of the larger cities jumped with alacrity into the stamp brokerage business. They circulated offers to hundreds of fourth class postmasters, in many cases seeking to buy stamps at a discount of

30 percent or even more. Then these wily brokers turned around and sold them at a higher price to large users of postage. Everybody reaped a profit at the expense of Uncle Sam.

Strange to say that while the action of the postmaster might be called unethical, there was nothing illegal in the use of postage stamps for his personal gain. True, when the situation came to the attention of the Postmaster General, a number of postmasters were relieved of their offices. Little else happened to them.

The numbers of methods used by postmasters to profit from the situation is almost unbelievable. It would take a volume to describe them all, so we can only cite the most unusual in this report.

"...swindles whereby the fourth class postmasters sold millions of dollars worth of stamps that never were used on local mail—and the postmasters reaped a fortune in commissions on the stamps."

Some postmasters took their commission in stamps rather than cash and thus doubled their personal profit when they discounted the stamps to others.

As one Georgia postmaster put it, "There is a large amount of defrauding and swindling done under that salary and stamp law throughout the whole United States. There will be no end of swindling until the law is repealed. I am not alone in the swindling by many hundreds. Congress passed the law—left gaps open for postmasters to walk in at; they all do it. All classes provide for themselves, The Devil for all."

One of the earliest and most consistent misuses centered around the general store and the traveling salesmen, these hucksters regularly toured the sparsely settled areas. One of the first stops in a village would be at the general store-post office. There they would make a technical purchase of postage stamps for cash and turn around and sell the merchant-postmaster goods for the return of the same cash. These traveling salesmen, or "drummers" as they were sometimes called, returned to "home base" carrying hundreds of dollars worth of mint postage stamps. When they could not use all of the stamps on their own mail, they would sell the stamps at a discount to their neighboring businessmen.

"...postage stamps became a medium of barter throughout the country to the tune of millions of dollars."

Mail order houses, banks, patent medicine sellers, and all kinds of other businesses, avidly sought the fourth class postmasters to sell them stamps at a discount. Businesses of this character used quantities of stamps on their large mailings and they were anxious to save money by buying stamps at less than face value.

Many postmasters simply bartered all the stamps they could obtain from Washington. One such instance occurred in Utah where a Mormon postmaster bought furniture for his entire home, using postage stamps in place of cash.

Other postmasters realized they could increase their commission (or salary) by selling stamps at a discount. They began offering large quantities of stamps at 10 to 15 percent under face value. Even at these discounts, the

postmasters could still realize a profit of 35 to 40 percent. One offer from the Warren, Arkansas, postmaster to a leather merchant in New York City proposed to sell \$200 worth of stamps for \$85 in cash and \$85 worth of leather merchandise.

A postmaster in upper New York state openly offered \$100 worth of three-, five-, and six-cent stamps at a low discount to a private party.

Many businesses blatantly offered to take stamps rather than cash for merchandise. Boswick & Company of Cincinnati, Ohio, mailed circulars to postmasters offering to sell stem-winding Swiss watches for \$10 each in stamps.

Another, S. B. Kirk, a sewing machine dealer in Little Rock, Arkansas, offered confidentially to postmasters of fourth class offices the opportunity to purchase Wheeler-Wilson sewing machines for \$35 worth of stamps. They said it was a \$100 machine!

Another firm offered an organ for \$40 in postage stamps. Still another mail order house offered a rifle and a Swiss watch for \$13.50 in stamps. A New York City hotel clerk offered to purchase any amount of stamps so long as he could do so at a discount.

Postmasters close to large metropolitan areas would openly go into the city and peddle postage stamps at a discount to large business houses.

Postmaster Thomas James of the first class post office in New York City reported a decrease of more than \$36,000 in stamp sales for the three months ending Sep. 30, 1877. Of course, this should have normally been an increase, not a decrease. The cause, of course, was the great amount of brokerage in discounted stamps in the city, which stamps originated in fourth class post offices.

Special agents investigating the sale of postage stamps by fourth class postmasters found many interesting transactions. An office outside of Baltimore increased its sales

from \$17 per quarter prior to the law, to an average of \$264 per quarter.

The Dupont, Wisconsin, postmaster reported that 14 of the 20 banks, mills and stores in the Dupont area had not made a purchase of stamps from him in 18 months. Instead they were getting stamps from fourth class postmasters in return for merchandise. Another fourth class office near Boston, with a normal sales of \$200 in stamps per quarter, actually requisitioned \$6,000 worth of stamps in the third quarter of 1875!

Prior to the 1874 law, the postmaster at Avondale, New Jersey, had an annual salary of \$60. Within months of the effective date of the new law, his annual salary increased to \$1,800—and without a population increase in the postal area, investigation revealed that a relative of the postmaster, who was an officer of the Erie Railroad, was purchasing the stamps used by the railroad from the postmaster at a discount. Thus the railroad saved money on postage and the postmaster realized more salary.

In Carbondale, Pennsylvania, a large coal company purchased its stamps from a distant country postmaster who happened also to be an agent for the coal company.

Certainly an interesting case involved a small college operated by a religious order near Philadelphia. The volume of mail generated by the college necessitated a post office. In order to have the post office located on campus, the president volunteered to act as postmaster. The trustees of the college quickly agreed to the arrangement because the president offered to donate his entire salary as postmaster to the college library fund. With the change in the compensation law for fourth class postmasters, these same trustees found it profitable to purchase the stamps needed by their large businesses in Philadelphia from the college post office. The trustees got their stamps at a discount while the postmaster's donated salary rose to \$1,400 annually.

Without a doubt, the Post Office Department lost revenue after the enactment of the 1874 law. During the fiscal year 1876 alone, the department lost about \$1 million in the sales of postage stamps, due to speculation. While the 1874 law did not preclude speculation in the sale of postage stamps, Postmaster General David M. Key directed that all postmasters of fourth class offices found trading in stamps be dismissed.

“...a Mormon postmaster (in Utah) bought furniture for his entire home, using postage stamps in place of cash.”

In December 1877, at the Federal Court in Portland, Maine, a test case resulted in the conviction of Postmaster J. F. Frye for “alleged sales of postage stamps.” In handing down the decision, the judge held that under the laws of the time, any postmaster who made “illegal” sales of postage stamps at a discount or who bartered stamps, could be punished. Faced with the ever-increasing loss of revenue and an almost impossible task of prosecuting the guilty postmasters, the Post Office Department asked for and received a change from Congress in the method of computing the pay for postmasters of fourth class offices.

Thus, in June 1878, the Department returned to the old method of basing the salary on the value of stamps canceled on the mail. However it was some time before the large volume of discounted stamps disappeared from brokerage channels.

(Reprinted with permission from *The American Philatelist*, Vol. 86, No. 10, October, 1972).

The El Paso & Los Angeles RPO

by Joseph N. Sparks, Former Curator, Western Postal History Museum

A chapter in the postal history of the West, and particularly of Arizona, was brought to a close on March 31, 1967, when service was terminated on the El Paso & Los Angeles RPO which operated on the Southern Pacific Railroad. Connecting service at El Paso on the Tucumcari & El Paso RPO was also permanently discontinued.

The Southern Pacific, the first railroad to enter Arizona, came in from the west. Tracks reached the west bank of the Colorado River at Yuma in the Spring of 1877 but permission was not obtained to enter Arizona Territory until January, 1878. Construction was pushed on across the desert and tracks reached Tucson in March, 1880, and Deming, New Mexico Territory, in December of the same year.

Meanwhile the Railway Mail Service had been developing over existing railroads in the

East. For many years the railroads simply carried the mails in bulk, in custody of the train baggagemaster. The earliest record we have of the distribution of mails enroute was on July 26, 1862, when William A. Davis, Assistant Postmaster at Saint Joseph, Missouri, having obtained permission from the Post Office Department to make the experiment, boarded the westbound train of the Hannibal & Saint Joseph Railroad at Palmyra, Missouri, on the west bank of the Mississippi River opposite Quincy, Illinois (Figure 1). He opened the brass-lock sacks and mixed letter packages, distributed the mail, and had the California mail destined for dispatch via the overland stage coach mail route at Saint Joseph ready for direct dispatch on arrival, thus eliminating delays in reworking the mail at the Saint Joseph post office. About two years

later George Buchanan Armstrong, often credited as being the "Founder of the Railway Mail Service," acting under authority of the Postmaster General, inaugurated service on the Chicago & Clinton RPO, on August 28, 1864.

RPO service on the main line of the Southern Pacific Railroad through Arizona Territory, later to be known as the El Paso & Los Angeles RPO, was started from Deming, New Mexico Territory, in 1882, only twenty years after the beginning of transit distribution of mails on railroad trains.

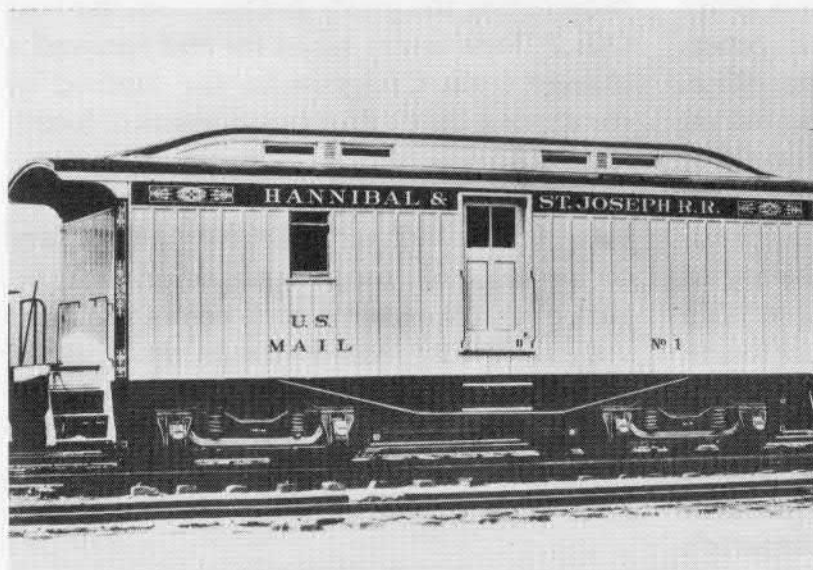


Figure 1

Under a reorganization of the Post Office Department, effective August 1, 1882, all persons who had performed enroute distribution of mails in railroad cars, route agents, post office clerks, local agents, and mail route messengers, were thereafter to be called railway postal clerks, and all types of railroad service which required the presence of a post office employee on the railroad cars would be known as a railway post office.

The new mail route through Arizona Territory was first designated as the Deming & Los Angeles RPO. Later in the year 1882 service was combined with that operating between Los Angeles and

San Francisco and the title of the route was changed to the Deming & San Francisco RPO (Figure 4). Service was operated in trains 19 and 20 of the Southern Pacific Railroad. Average speed of train 19 between Deming and Los Angeles was 23 miles per hour; between Los Angeles and San Francisco 20 to 25 miles per hour. Train 20 ran at a speed of 21 to 32 miles per hour between San Francisco and Los Angeles, and about 23 miles per hour between Los Angeles and Deming. The distance was 1198 miles, making this the longest RPO line of which we have record. Service was provided seven days a week between termini, with one clerk on duty. It is probable that one clerk ran the entire distance of 1198 miles, for a period at least, though we have not been able to verify this. In addition to long hours on duty, and the constant jolting of the train over a rough roadbed, railway postal

clerks in this early period encountered many other hazards. The following excerpts from the Casualty Report of the General Superintendent of the Railway Mail Service, included in the Annual Report of the Postmaster General for the fiscal year ending June 30, 1884, confirms this: "November 24, 1883 - Deming &



Figure 2. Yuma & Los Angeles route agent handstamp on 1878 cover.

San Francisco Train 19 ditched near Gage Station, New Mexico, and attacked by robbers. Killed engineer and shot at railway postal clerk W. O. Swan, Jr. Robbed conductor, Passengers, and express car. Ransacked RPO car and cut open several packages of letters. No further damage to mail,

"February 6, 1884 - Deming & San Francisco Train 20 wrecked near San Francisco. Clerk Jones sprained ankle while jumping from RPO car."

This railway post office route, the first in Arizona Territory, continued to operate as the Deming & San Francisco RPO until 1884 when it was redesignated as the Deming & Los Angeles RPO (Figure 5). It operated under that title until 1888 when service was extended to El Paso, Texas, and the El Paso & Los Angeles RPO (Figure 6) came into being. However, for the first time crews were changed at Tucson and the route was known

as the El Paso & Tucson RPO (Figure 7), and the Tucson & Los Angeles RPO (Figure 8), during the period from 1901 to 1905. The Southern Pacific having extended service into Phoenix in 1887, that office has been directly supplied since that year. Of the larger offices on this RPO line, Benson, Tucson, Casa Grande, and Yuma had the advantage of this transit mail service for eighty-five years, and Phoenix for eighty years before its discontinuance.

For many years during territorial days and up until recent times the El Paso & Los Angeles RPO was an important link in the "fast" mail service of the United States. The term "fast" meant not so much that RPO cars were operated on trains having fast schedules, but rather that the railroads, at the instigation of the Post Office Department, and partly to improve their own transcontinental passenger service, had adjusted their schedules at important division and terminal points

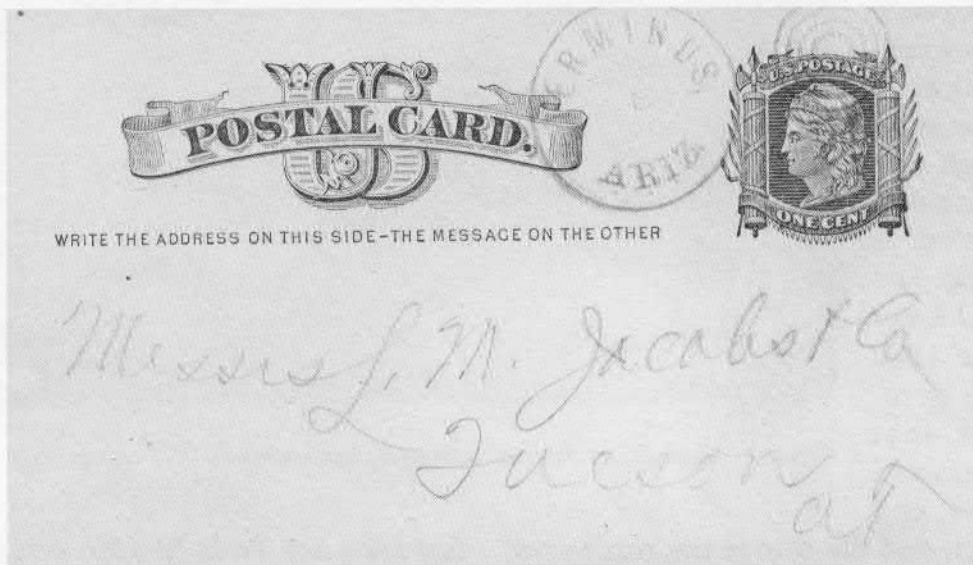


Figure 3. Terminus, Arizona is the end of the track as the railroad was being constructed across the territory. As the railroad advanced, Terminus moved. This cancellation is on an 1879 postal card mailed from Casa Grande, AT.



Figure 4. Deming & San Francisco RPO

so as to eliminate undue delays in transferring from one train to another. The El Paso & Los Angeles RPO received mail for New Mexico, Arizona, and California, as well as for that portion of Mexico that it served through connections enroute, and Trans-Pacific Foreign mails, from the Tucumcari & El Paso RPO at El Paso, which line had a direct connection from the Kansas City & Tucumcari RPO handling mails from the Kansas City and Chicago gateways. Connection was also received from the Albuquerque & El Paso RPO. Connections from and to Fort Worth, Houston, and New Orleans were also made at El Paso, The western terminus of the line at Los Angeles of course furnished an outlet for mails for California and other Pacific States and Trans-Pacific Foreign mails. Mails to and from Mexico were also handled in considerable volume.

RPO cars were usually operated on through trains which did not stop at smaller stations. Post offices at these points were served without the train reducing speed by means of a mail crane upon which pouches were hung to be caught by a steel catcher arm

operated by an experienced railway postal clerk from the doorway of the postal car. Mails were thrown off non-stop in a special catcher pouch so strongly made that it would withstand the impact when thrown from a postal car running at sixty miles per hour. Just prior to the discontinuance of the line, and for many years before, the Arizona post offices at San Simon, Bowie, Dagoon, Cochise, Rillito, Marana, Red Rock, Randolph, and Coolidge were served by the El Paso & Los Angeles RPO by this non-stop service.

The El Paso & Los Angeles RPO, during the eighty-five years of its operation in Arizona, also acted as a feeder line for many branch line railway post offices. During the period of their operation, mail exchanges were made with the Benson & Nogales and the Benson & Douglas RPOs at Benson, the Globe & Teviston RPO at Bowie railroad station, the Tucson & Nogales RPO at Tucson, the Phoenix & Maricopa RPO at Maricopa, and the Ashfork & Phoenix and the Phoenix & Parker RPOs at Phoenix. These RPO lines are long since discontinued.



Figure 5. Deming & Los Angeles RPO.

We note with regret the discontinuance of the El Paso & Los Angeles RPO. It was said of the Railway Mail Service not long after its inception, that "It has done more than simply carry the mails rapidly. It has infused its quickened life into every branch of the postal service." It can be said without question that the esprit de corps of railway postal clerks was no doubt higher than any other group in the postal service. Every effort was made to distribute every package of letters and every sack of newspapers before arriving at the terminus, no matter how heavy the volume of mail received. It was a matter of pride not to go "stuck," that is, not to turn mail over unworked at the end of the run.

For perhaps one hundred years the Railway Mail Service was the backbone of postal transportation. Development of the automobile and of good highways resulted in the discontinuance of many railroad branch lines. The mail was put on motor trucks. Several years ago the name was changed to Postal Transportation Service as being more descriptive. Now, with expansion of service by the

airlines, the Post Office Department is dispatching more and more first-class mail by air. The old distributing post offices which gave way to enroute distribution on RPO lines have returned as Sectional Center Facilities. But instead of dispatching mail by horseback, ponyback, mule-back, buggy, wagon, or Concord Coach, the modern Sectional Center is dispatching local and short-haul mail by auto or motor truck, while more and more long-haul first-class mail goes by air. Much mail that formerly went to through railway post offices for distribution enroute is distributed in the sectional center and flown direct to destination. Probably considerable over-all time is saved. Flow of mail to the RPO line is dried up and there is no longer need for the line. That is doubtless what happened to the El Paso & Los Angeles RPO and that is what happened to the remaining RPO routes as the Post Office Department searched out new and modern means to expedite the movement of the mail and improve service to the general public.

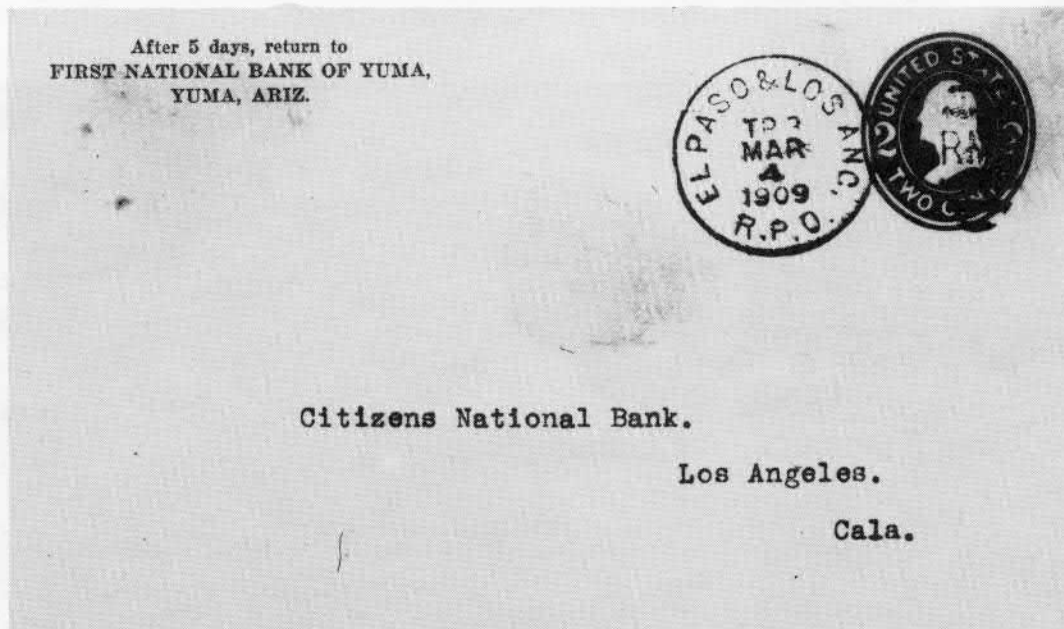


Figure 6. This letter was mailed in the RPO car of El Paso & Los Angeles Train #3 at Yuma. It was handled to destination on that train.

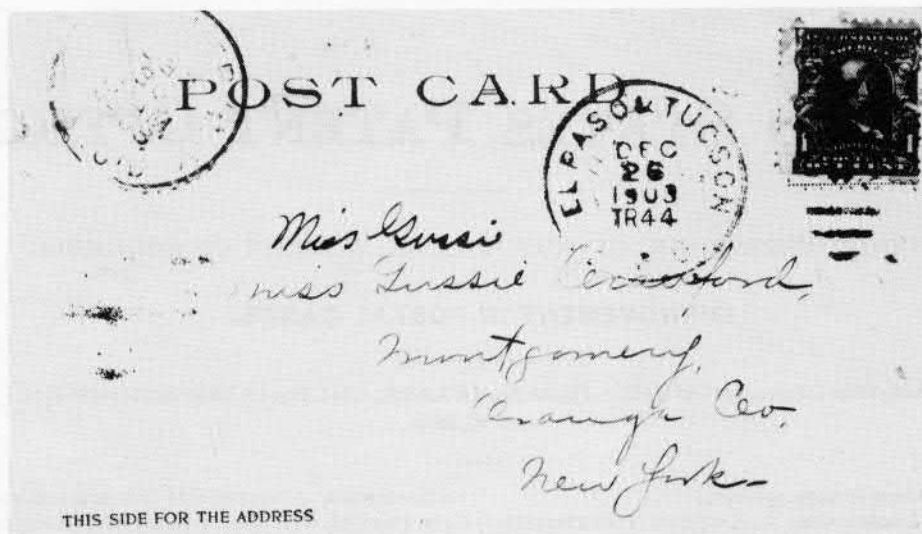


Figure 7. This card was doubtless mailed in the RPO car of the El Paso & Tucson Train #44 enroute. It was dispatched to a connecting train enroute.

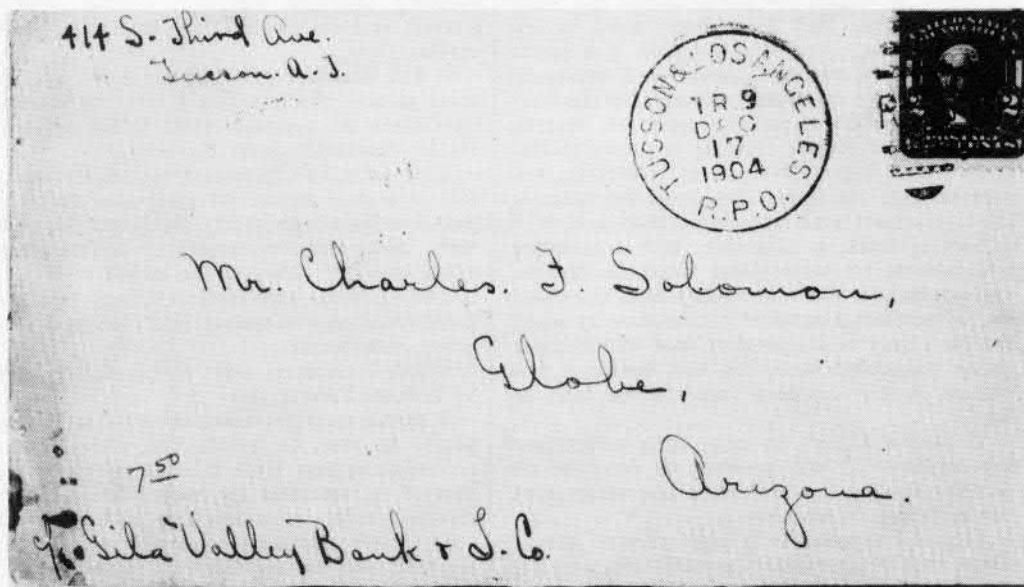


Figure 8. This letter was deposited in the RPO car of Tucson & Los Angeles Train #9 at Tucson. The backstamp shows receipt at Globe the following day.

PATENTS AND THE POST OFFICE

UNITED STATES PATENT OFFICE

AUGUST PETERSOHN, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN POSTAL CARDS.

Specification forming part of Letters Patent No. **163,520**, dated May 18, 1875; application filed April 20, 1875.*To all whom it may concern:*

Be it known that I, AUGUST PETERSOHN, of Washington, in the county of Washington and District of Columbia, have invented certain new and useful Improvements in Postal Cards; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings making a part of this specification.

My invention relates to a novel improvement in postal cards to be used for transmitting messages through the mails. It has for its object to render the cards useful for other purposes after they have been used in the mails; and my invention consists of a postal card provided with the usual and necessary printed matter and form adopted by the Post Office Department, and in addition thereto, and upon the side or surface opposite to that upon which the address is to be written, and surrounding the space designed for the message, provided with spaces adapted to receive advertisements, a calendar, and a measure, and having at some point near the margin, and opposite to the end upon which the calendar is printed, a covered perforation by which the card may be suspended, and which is partially concealed until its use becomes necessary, as will be hereinafter more fully set forth.

To enable others to more fully understand my invention, I will proceed to describe the same, referring by letters to the accompanying drawing, in which—

Figure 1 represents a plan view of the address side of an ordinary postal card, and Fig. 2 a similar view of the rear surface of a postal card embodying my improvements.

A represents the blank space upon which any message may be written. B B, &c., illustrate spaces around or partially bounding two sides, and designed to receive any suitable ad-

vertisements. At one end of the card a calendar C, is printed, and one or more of the edges of the card may be printed with a scale or measure, D. Within the margin, and near to the edge on the end opposite to the calendar, a partially-concealed perforation for hanging the card up for ready reference is formed by cutting three sides of a square opposite to each other, so as to form two lips, *a a*, which lie in the same plane with the surface of the card until it is desired to hang the card, when the lips *a a* are bent up above said plane, thus forming an opening through which a string may be passed, or into which a tack or nail may protrude.

It will be observed that the body or paper stock joining the two lips *a a* serves to maintain them in position until it is, as before stated, desired to form the hole.

A postal card embracing my improvements will not only serve the purposes for which postal cards are generally used, but it will also serve as an efficient means of advertisement while passing through the mails, and be retained by those who receive them by virtue of their value as a calendar, and also as a measuring instrument.

What I claim as new, and desire to secure by Letters Patent, is—

A postal card provided upon the surface opposite to that on which the address is designed to appear with a blank space for manuscript, surrounded by spaces for advertisements, a calendar, a measure, and a partially-concealed perforation, all arranged as and for the purposes hereinbefore set forth.

In testimony whereof I have hereunto set my hand this 17th day of April, A. D. 1875.

AUGUST PETERSOHN.

In presence of—

NORRIS PETERS,
WM. E. CHAFFEE.

A. PETERSOHN.

Postal-Card.

No. 163,520

Patented May 18, 1875.

Fig. 1.

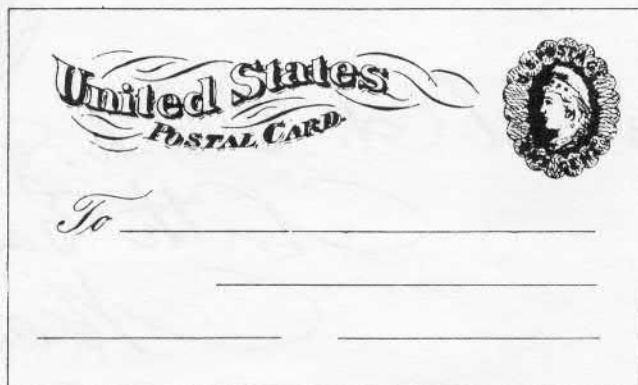
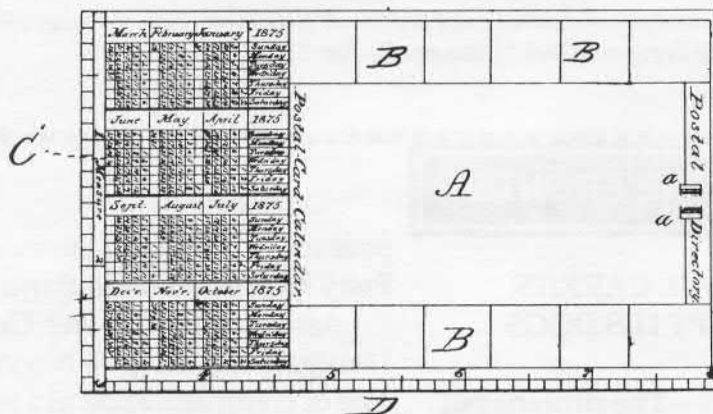


Fig. 2.



Witnesses:

Harry Coleman
Wm. E. Chaffin

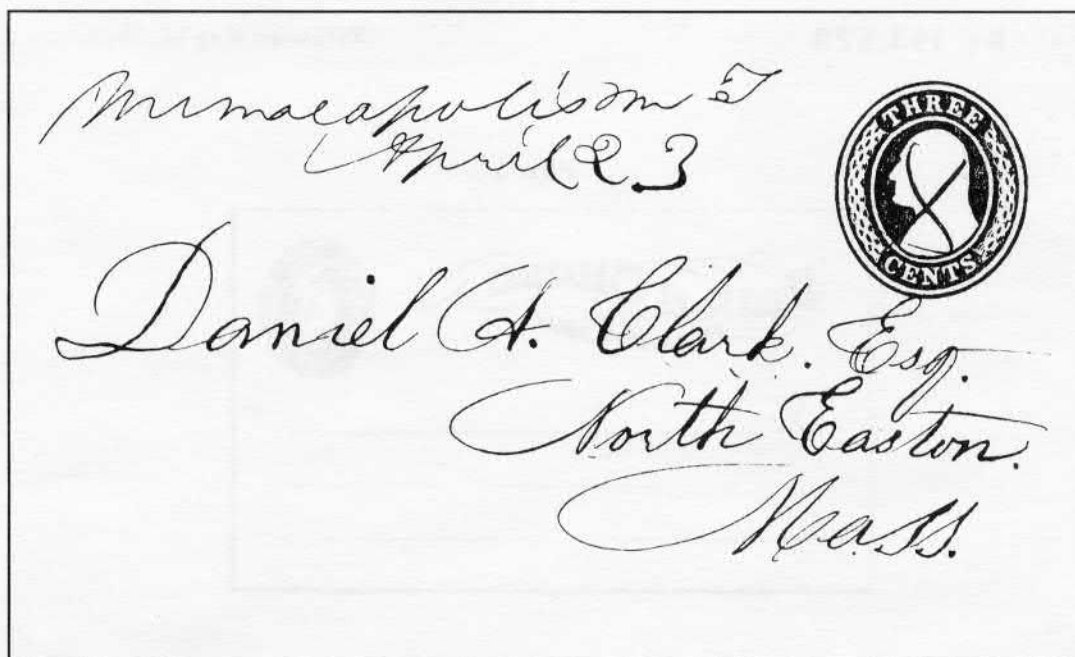
Inventor:

August. Petersohn
By atty *Wm. E. Chaffin*

THE EMBRYO METROPOLIS

by Thomas J. Alexander

Minneapolis, Minnesota Territory, 1855



A post office was established in Minneapolis in 1854, the same year the town was platted. There are only two recorded examples of a manuscript townmark from there. Both are dated 1855, the letter from this example being datelined "Minneapolis Apr 22nd/55."

DESPATCH FROM THE FRONTIER

LAST DOGSLED MAIL CARRIER SHOULD HAVE KEPT HIS DOGS

Fairbanks, Alaska (AP)—The airplane put Eskimo mail carrier Chester Noongwook out of business in January. Yesterday it added indignity to displacement.

Poor weather grounded Noongwook in Nome for 24 hours and he missed the ceremony honoring him as the last of the dogsled mail carriers.

A special citation was prepared for Noongwook to memorialize the dogsled's disap-

pearance into postal history along with the Pony Express and overland mail.

Assistant Postmaster General William J. Hartigan was to give Noongwook a certificate of commendation at a special ceremony. Noongwook flew from St. Lawrence Island, far out in the Bering Sea. It was there he made his weekly 100-mile run with the mail between Savoonga and Campbell, by dogsled in winter, by boat in summer.

When Hartigan learned of the plane delay he arranged to meet Noongwook later at the airport and present the certificate.

—*Arizona Republic*, June 14, 1963

FEATURE COVER

The river packet covers of the 1850s, express company letters, the western express franks of the 1850s-1890s, and the cover illustrated below all have something in common: they were used outside the mails. This little known authorized usage of United States stamped envelopes is explained in Section 1258 of the 1924 Postal Laws and Regulations:

"All letters inclosed in stamped envelopes, if the postage stamp is of a denomination sufficient to cover the postage that would be chargeable thereon if the same were sent by mail, may be sent, conveyed, and delivered otherwise than by mail, provided such envelope shall be duly directed and properly sealed, so that the letter can not be taken therefrom without defacing the envelope, and the date of the letter or of the transmission or receipt thereof shall be written or stamped upon the envelope."

A similar regulation can be found in the PL&R going back to 1873. Current USPS regulations allow the use of adhesives or metered indicia on envelopes.

Who used this regulation? Bus transport companies, utility companies, Federal Reserve Bank, express companies, insurance companies, and the railroads.


After 10 Days Return to
THE NEW YORK, NEW HAVEN AND
HARTFORD RAILROAD COMPANY
Freight Claim Agent
650 Atlantic Ave.
South Station, Boston 10, Mass.

DO NOT PUT IN U. S. MAIL

CAUTION—This envelope contains letters of transmittal covering papers in attached inclosure. Under Postal Regulations the Package may be forwarded by Railway Train Mail or Express to destination.

Do Not Separate This Envelope From The Package

R. R. B.



DEAD CLAIM FILE

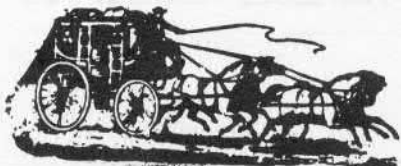
Relating to Railroad Business Routed via:

(to) B.O.R.	(Road) to Albany	Per. A. J. Van Guren F.C.A. D.T. & I. Ry. Dearborn, Mich.
(to) H.P.C.	(Road) to Suspension Bridge	
(to) J.H.C.	(Road) to Dearborn	
(to) D.T. & I.	(Road) to Detroit	
(to) (blank)	(Road) to (blank)	

February, 1953. Joint railroad business, freight claim department, dead claim file. Routed: Baltimore & Ohio RR to Albany, New York Central RR to Suspension Bridge, Michigan Central RR to Dearborn, and Detroit, Toledo, & Ironton RR to destination.

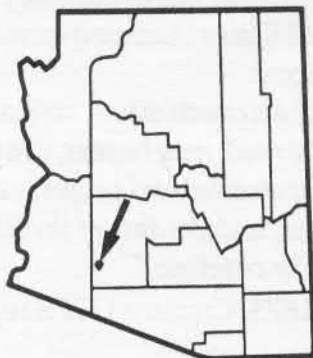
WESTERN POSTAL HISTORY MUSEUM

TUCSON, ARIZONA



AGUA CALIENTE

ARIZONA TERRITORIAL POST OFFICE



THIS POST OFFICE ON THE WESTERN EDGE OF MARICOPA COUNTY JUST NORTH OF THE GILA RIVER WAS ESTABLISHED MARCH 12, 1867, WITH PATRICK MC KANNON AS POSTMASTER AND DISCONTINUED JUNE 24, 1867. THE HOT SPRINGS WERE KNOWN FOR MANY YEARS TO THE PIMA AND OTHER INDIANS. APANISH PADRES VISITED THE SPRINGS IN 1774 AND 1775. KING S. WOOLSEY, THE FIRST AMERICAN TO SETTLE HERE CAME FROM CALIFORNIA IN 1860 AND SUPPLIED HAY TO ARMY POSTS UNTIL HE LEFT FOR THE CIVIL WAR IN 1862. ABOUT 1865 HE RETURNED AND BOUGHT THE AGUA CALIENTE RANCH. BY 1873 AGUA CALIENTE HAD

BECOME A PROMINENT HEALTH RESORT.

GIRD'S ARIZONA MAP OF 1865 SHOWS A TRAIL FOR A "PROPOSED" MAIL ROUTE FROM LA PAZ TO AGUA CALIENTE RANCH, ALTHOUGH THE LATTER WAS JUST ACROSS THE GILA RIVER FROM THE ROAD FROM FORT YUMA TO TUCSON. ADVERTISEMENTS FOR MAIL CONTRACTS FOR SERVICE FROM JULY 1, 1866 TO JUNE 30, 1870 INCLUDED PROPOSED CONTRACT 17206 FROM AGUA CALIENTE TO LA PAZ, ONCE A WEEK AND BACK. KING S. WOOLSEY WAS LOW BIDDER AT \$5000, BUT THE ROUTE WAS RULED "UNNECESSARY". THE BID OF \$5900 FOR THIS SERVICE AS ROUTE 17214 WAS AWARDED FEBRUARY 23, 1867 TO JAMES W. PARKER & CO. OF ST LOUIS, MO. BUT ON MAY 18, 1867 THIS CONTRACT WAS ANNULLED AS OF JULY 1, 1867. POSTAL RECORDS FOR THIS PERIOD DO NOT INDICATE ANY PAYMENTS WERE MADE FOR SERVICE.



HIGHEST AWARD

The Agua Caliente Springs of Arizona Was Given the Above Award on its Own Merits

The Famous Health Resort

Agua Caliente
Only Winter and Summer

THE AGUA CALIENTE SPRINGS OF ARIZONA

REST FOR THE EXHAUSTED. CURE FOR THE INVALID

The Water Contains Wonderful Curative and Recuperative Properties Especially Adapted to the Cure of Rheumatism and All Blood Diseases

Hotel Modesti

ALTHEE MODESTI
PROPRIETOR

Rooms Large, Comfortable and Well Ventilated

Agua Caliente, Arizona



Wm O Preston
Preston
Sanoma Co
Cal.

ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(Continued from The Heliograph #18)

MADERA CANYON

Mrs. Catherine Dusenbury Jun 12, 1929
Mrs. Mabel E. Reed Jul 3, 1935
Mrs. Anna J. Downey Mar 1, 1939
Bert Hyatt Oct 15, 1940
Mrs. Estel L. Hubbard Aug 13, 1941
Discontinued Aug 31, 1942
Mail to Tucson

The name is Spanish for "lumber." In the early years this was the site of a lumber camp. Now a summer camp with many permanent residents.

MAGMA

George H. Parker Oct 11, 1915
Mrs. Bessie Parker Feb 28, 1921
Discontinued Apr 30, 1928
Mail to Superior

Located near the Magma Mine. Magma is molten rock that hardens into igneous rock. The originally proposed name for the PO was Webster.

MAMMOTH (1887)

Edward E. Putnam May 3, 1898
Charles Charlson Mar 6, 1926
Chris C. Clark Oct 1, 1928
Mrs. Edna Stewart Jan 1, 1930
Frank Pepper May 11, 1931
Mrs. Annie B. Clark Jan 1, 1934
Mrs. Annie B. Marquez NCM Jul 23, 1953
Mrs. Katherine L. Wallace May 12, 1961
Mrs. Margaret C. Annis Dec 29, 1972
Barbara K. O'Brien CIC Jul 28, 1978
William J. Allen CIC Sep 15, 1978
Joe F. Schulke Jul 1, 1979

SANTA CRUZ

PINAL

PM Putnam was born in Canada where he received his education and worked as a teacher. He came to Mammoth in 1883 to join his brother in a cattle venture. Drought forced him into the labor market; eventually he bought his own general store, becoming PM two years later. He sold his store and left Mammoth for Phoenix and Tempe in 1926 "due to dull business caused by the closing of the mines and heavy losses to stokmen (sic). I sought a better location and closed out my business at great sacrifice, resigned as Postmaster . . ." (From Putnam's autobiography in the Arizona Historical Society's archives, Tucson).

Edward E. Putnam, is the same person as Everett E. Putnam, PM at Hillside (*q.v.*) from 1930-35. Whether Putnam legally or otherwise changed his name is not known, but in a short autobiographical letter to the Arizona Pioneer Historical Society dated April 26, 1938, "Everett E. Putnam" refers to his postmastership in both towns.

(See under *Tiger and Copper Creek*)

MANILA

Clarence G. Wallace
Discontinued

NAVAJO

Jul 16, 1912
Jun 15, 1918
Mail to St. Joseph

Named during the Spanish-American War for the capitol of the Philippines.

MANY FARMS RB—Chinle

Established
Changed to CPO—Chinle

APACHE

Oct 1, 1966
Feb 3, 1975

Located on the Navajo Indian Reservation. The Navajos have more that 1,000 acres under cultivation in this area.

MANZORA

Harry O. Miller
Discontinued

COCHISE

Feb 27, 1917
Mar 30, 1918
Mail to Cochise

PM Miller never assumed charge of the PO; the discontinuance order was *pro forma* because Miller had been commissioned, although the PO was never in operation.

MARANA

Formerly Postvale

Jesse M. Dills	Feb 1, 1925
Arnold L. Pixley	Apr 4, 1925
Ernest Clark	Apr 1, 1927
Mrs. Nellie Moss	Sep 4, 1928
Harry J. Grimston	Jul 14, 1945*
James E. Collins, Sr.	Sep 30, 1946
Robert L. Honea	Sep 30, 1955

Name is Spanish for a thicket or tangle. Marana and Postvale POs were consolidated in a new location in Marana on Feb 1, 1925.

MARANA AIR BASE BR—TucsonPINAL

<i>Established</i>	Nov 1, 1952
<i>Discontinued</i>	Jun 30, 1957

MARBLE CANYON

Mrs. Florence L. Lowrey	Dec 1, 1927
<i>Discontinued</i>	Feb 15, 1935

Mail to Cameron

Elmer A. Whelan	Jan 12, 1957*
Mrs. Emogene M. Claridge	Jul 1, 1958*
William G. Ikard	Jan 1, 1960
Mrs. Olive E. Dillon	Jan 26, 1962
<i>Changed to RB—Page</i>	Mar 12, 1965
<i>Changed to CPO—Page</i>	Jul 10, 1976

Located in the trading post on the north side of the Navajo Bridge within the Grand Canyon. The scenery is spectacular with the canyon towering in places as high as 3500'. The canyon is about 60 miles long. When reestablished in 1957, mail was delivered on Mon., Wed., & Fri. only.

MARICOPA (1858)

Perry M. Williams	Nov 26, 1888
James V. Edwards	Jun 5, 1913
James L. Rowland	Oct 1, 1919
William A. Deal	Nov 16, 1928*
Edgar P. DeHart	Mar 12, 1929

PIMA

Mrs. Clara P. Burkett	Jan 22, 1936
Edward B. Green	Mar 31, 1946
William F. Cole	May 18, 1955

On April 13, 1913 most of the town, including the PO was destroyed by an early morning fire. It was soon rebuilt. Appointment date is given for PM Williams.

MARINE CORPS AUX. AIR STATION**BR—Yuma****YUMA**

Formerly Vincent AFB Br.

Name changed Aug 1, 1959

Name changed to MARINE CORPS AIR STA. BR.
Jul 23, 1962

MARINETTE

Edward S. Helsley	Jun 14, 1912
Leon H. Austin	May 17, 1913
Theodore A. Katzenstein	Dec 2, 1913
Harry J. Weeks	Aug 26, 1915
Albert H. Wright	Mar 29, 1917
Harry W. Strangman	Jan 14, 1918
Felix F. Sparks	Dec 2, 1920
Albert France	Nov 8, 1923
Stephen J. Schaefer	Sep 4, 1926
Augustine F. Peralta	Sep 1, 1928*
Mrs. Bettie J. Macom	Dec 31, 1928
Mrs. Isabell G. Monreal	May 31, 1930
<i>Name changed to YOUNGTOWN</i>	Jun 1, 1957

Named for Marinette, Wisconsin, home town of early homesteaders.

MARTINEZ LAKE RS—Yuma YUMA

<i>Established</i>	Oct 1, 1962
<i>Changed to CPO—Yuma</i>	Jul 10, 1976

Gabriel Martinez had a cattle ranch here. The ranch house was covered by waters of the lake.

MARYVILLE STA.—PhoenixMARICOPA

<i>Established</i>	Nov 1, 1960
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It is possible that this PO was named for Mary Whitlow, whose father settled here and established a general store in 1865.

MASCOT

Mrs. Lilly A.C. Hauser

Discontinued

Named for the local Mascot Mine.

COCHISE

Mar 2, 1917

Oct 15, 1918

*Mail to Dos Cabezos*MAULDIN

Mrs. Katherine M. Gordon

*Discontinued*PINAL

Jul 1, 1941

Sep 30, 1943

Mail to Eloy

The PO was named for Daniel Boone Mauldin, extensive land owner and cotton grower. The "community," 15 1/2 miles SW of Eloy, consisted of a combined store-PO, a few surrounding farmhouses and temporary quarters for the 10-15,000 migrant cotton pickers who would be on the scene during September and October. D.B. Mauldin sold his property in 1943; no indication of habitation remains at the site today.

MAVERICKAPACHE

Mrs. Grace I. Chambers CIC Aug 16, 1948

Mrs. Rose Paulhamus CIC Jan 4, 1950

Mrs. Dorothy I. Fillmore CIC Apr 28, 1950

Mrs. Maryneal Griffin Sep 14, 1950

Mrs. Ella Mae Terhune Jul 12, 1957*

Mrs. Grace M. Keaton Oct 8, 1958*

Mrs. Ruby N. Lott Oct 16, 1959

Discontinued

Sep 2, 1967

Mail to Show Low (Navajo County)

Located on the Fort Apache Indian Reservation. Wild cattle (mavericks) take refuge in this rugged mountain area. Samuel Maverick, cattle owner who did not brand his cattle, claimed all unbranded cattle at round-up time as "Maverick's."

This community, nestled between two peaks in the White Mts. at 7,800 ft., was known as Arizona's "Ice Box" because of its consistently low winter temperatures (to -40 degrees F). Maverick was established in late 1946 and 1947 by The Southwest Forest Industries as a center for materials operations related to its logging enterprise around there. When the company relocated the support facilities to its headquarters in McNary for economic reasons in August, 1967, the town was essentially abandoned.

MAXTON (1901)

John A. Twiggs

Don J. Tomlinson

Name changed to VENEZIA

The Maxton PO was moved four miles south and renamed Venezia. See under Senator.

YAVAPAI

Oct 5, 1906

Apr 27, 1915

Apr 16, 1916

MAYER (1884)

Sarah B. Mayer

Mamie B. Mayer

James E. Harris

Mrs. Elva V. Beckenridge

Samar M. Dennison

Mrs. Clare J. Lessard

Mrs. Rhoda C. Diskin

YAVAPAI

Jan 11, 1884

Feb 1, 1915

Sep 14, 1920

Jul 1, 1946*

Jan 1, 1947*

Oct 18, 1949

Oct 31, 1964

Named for Joseph Mayer, owner of a store, saloon and stage station at this site. Mamie Mayer was the eldest daughter of Sara Belle (appt. date given) and Joseph Mayer.

Mrs. Elva V. Breckenridge was the youngest child of the pioneering Lessard family; she was born near Mayer in 1894. She and Clare J. Lessard were sisters-in-law, Clare having married Grover Lessard in 1914.

McALISTER (1911)

Mary F. McAlister

William A. McAlister

Frederic B. Downs

*Discontinued*COCHISE

Apr 20, 1911

May 10, 1915

Apr 28, 1920*

Nov 30, 1920

Mail to Willcox

The McAlister family were early settlers and farmers here.

McCABE (1897)

George Flammer

Discontinued

Clarence G. Flammer

*Discontinued*YAVAPAI

Jun 23, 1904

Nov 30, 1913

Mail to Humboldt

Jul 3, 1917

Oct 31, 1917

Mail to Humboldt

Named for Frank McCabe, local Miner. PM Clarence G. Flammer was drafted and there was no other candidate for PM.

McDOWELL (1869)*Reestablished*

John W. Shafer
Hans B. Klingenberg
Discontinued

MARICOPA

Nov 14, 1913
Feb 28, 1916
Nov 15, 1917
Mail to Scottsdale

The McDowell PO was closed in 1909 and became part of a reservation of about 25,000 acres for Yavapai, Mohave and Apache Indians by executive order on September 15, 1913. The McDowell PO was on that reservation.

McDOWELL STA.—PhoenixMARICOPA*Established*

May 1, 1949

McNARY*Formerly Cooley*

Harry E. Jenkins Jan 1, 1924
Drue T. Dial Apr 8, 1925*
John C. McNary Apr 26, 1926*
Gwendoline A. McNary Mar 5, 1929
Mrs. Linnie N. Smith May 19, 1934
Mrs. Myrtle W. Payne Mar 31, 1943*
Hickey Ross Henderson Apr 30, 1944
Paul H. McEwen Aug 18, 1953
Thomas F. Hover Apr 11, 1968
Mrs. Frances I. McEwen Feb 7, 1969

Formerly called Cooley, the name was changed when the McNary Lumber Co. bought the property in 1924 and brought their lumber operations here from Louisiana where the logging had played out. Altitude 7,200'.

McNEAL (1909)

Josephine A. Lane Dec 6, 1909
Edward H. Taylor Jan 13, 1915
Mrs. Frederica E. Taylor Jul 1, 1918
Cecil S. Wooldridge Aug 1, 1938
Mrs. Ann T. Murphy Aug 1, 1940
Orban C. McDaniel Mar 31, 1957*
Mrs. Ethel V. Rogers Aug 22, 1958
Mrs. Dorothy D. Hopkins OIC Jan 17, 1975
William Ingram Mar 29, 1975
Mrs. Dorothy D. Hopkins May 20, 1977

One of the early homesteaders here was Judge Miles McNeal of Missouri.

MEADVIEW CPO—Kingman MOHAVE*Established*

Sep 23, 1978

MESA (1889)

William M. Newell
Don C. Babbitt
Serena M. Pomeroy
Henry M. Hall
Francis K. Pomeroy
Mrs. Emma E. Fewel
Owen Grant McDonald
Waldo Y. LeSueur OIC
Ronald D. Swisher

MARICOPA

Feb 26, 1900
Jun 21, 1916
Mar 15, 1922*
Oct 7, 1927
Jun 8, 1936
Sep 30, 1940*
Oct 1, 1941
Oct 15, 1971
Feb 5, 1972

The name is Spanish for "plateau."

Rural Free Delivery began Nov 2, 1903.

Ronald Swisher's career with the post office began in Golden, Colorado. After graduating from high school there he took a job on the construction crew digging ditches for sewer pipes. Convinced that there should be a better way to spend his working hours, Swisher applied for a position at a local print shop. Although they were not hiring, they directed him to the Post Office since they needed workers. The employment forms he procured there were put aside; a career with the Post Office was shelved. Until . . . A week later the Assistant Postmaster went to Swisher's house to inquire why he had not handed in the application, Ron was not at home, but Ron's father and the Assistant PM decided Ron's future career. He began as a Clerk-Carrier.

Swisher transferred to Scottsdale in 1957. He worked his way through the ranks until, in 1972, he was appointed PM of Mesa. His was one of the first nonpolitical appointments made in the U.S. under the new merit system. In May 1978, Ron Swisher was chosen "Postmaster of the Year" by the Arizona Branch of the National League of Postmasters. Later in the year he was chosen national "Postmaster" of the year, a first for Arizona. (*The Phoenix MSC Postal News*, October 1978)

MESCAL

Frank E. Black
Edward T. Lofgreen
James E. Reed
Discontinued

COCHISE

May 12, 1913
Sep 7, 1916
Mar 31, 1917
Dec 10, 1917
Mail to Benson
Apr 5, 1920
Mar 1, 1921
Jun 17, 1922
Dec 10, 1922

John J. Hicks
Edgar W. Kelly
William Scherr
Edgar W. Kelly

Discontinued Aug 15, 1924
Mail to Benson
 John J. Hicks Jun 10, 1927
 Mrs. Isabel H. Keane Apr 16, 1930
Discontinued Aug 26, 1931
Mail to Benson

Mescal is Spanish for several varieties of agave; the name is also applied to the fermented juice of agaves.

METCALF (1899) GREENLEE
 Charles E. Dermong Jul 3, 1908
 John D. James Jun 21, 1916
 Mrs. Nancy M. Dermont Sep 8, 1919
 Mrs. Sophie Shirley Farnsworth
 Oct 10, 1922
Discontinued May 15, 1936
Mail to Clifton

Bob Metcalf and his brother scouted for military units pursuing Apaches in 1870. Later Bob located rich veins of copper here and staked the Metcalf claims.

When Philps Dodge began the development of its huge open pit mine at Morenci, it bought out all the Metcalf properties. The overburden from the pit was deposited in the canyon, completely covering the townsite below the mine.

METEOR (1906) COCONINO
 George Hollinhead Aug 8, 1911*
Discontinued Apr 15, 1912
Mail to Cañon Diablo

Until 1903, the crater near this PO site was thought to be of volcanic origin. Then it was discovered that a meteor existed about 600' down. It is estimated that the meteor weighs about two million tons. The crater is a tourist attraction. See Crater PO.

MIAMI (1908) GILA
 Joe V. Prochaska Jan 26, 1910
 Thomas A. Feeney Apr 19, 1915
 Mary J. Jennings Nov 23, 1920*
 Joseph P. Downey Feb 9, 1922
 Hubert P. Williams Jul 16, 1934
 Paul E. Violette Feb 28, 1958*
 Russell O. Shipp Jul 21, 1961
 Harold H. Williams May 26, 1972
 Humberto E. Padilla Sep 13, 1974

A group from Miami, Ohio constructed a mining mill here and established the Miami Mine nearby. Rural Free Delivery began on Sep 17, 1928.

MIDDLEMARCH (1898) COCHISE
 Edward J. Kelly Feb 14, 1908
Discontinued Feb 29, 1916
Mail to Pearce

The Middlemarch Copper mine was established here in the 1880s. This was the half-way point on military marches from Fort Bowie to Tombstone. The place is now a ghost town in ruins.

MIDMONT GILA
 Mrs. Louise Osborn Mar 5, 1919
Discontinued May 15, 1920
Mail to Copper Hill

The name first proposed for this PO was Midland City.

MILITARY BR—Bisbee COCHISE
Established Aug 31, 1916
Discontinued Dec 15, 1916

Located at Camp Corta.

MILITARY IND BR—Douglas COCHISE
Established Apr 5, 1915
Changed to JONES BR Jun 1, 1921
Discontinued 1923

MILLER VALLEY RURAL STA.—Prescott YAVAPAI
Established Mar 2, 1952
Changed to CPO Jul 10, 1976

Samuel Miller of Peoria, Illinois came to Arizona in 1861. In later years he established a ranch in this valley.

MINERAL PARK (1872) MOHAVE
 William J. Tarr Apr 10, 1911
Discontinued Jun 15, 1912
Mail to Chloride

This once thriving mining district is now abandoned.

MIRACLE VALLEY IND RS—Sierra Vista

Established

Discontinued (CPO)

COCHISE

Sep 1, 1960

Oct 31, 1975

MIRAMONTE

Rebecca Lofgreen

Discontinued

COCHISE

Sep 5, 1918

Jul 31, 1919

Mail to Mescal

MOBILE

Mrs. Elsie B. Lung

Alfred J. Howard

Marion K. Cobb

Discontinued

MARICOPA

Aug 21, 1925

Jul 1, 1939

Jan 16, 1942

Aug 31, 1942

Mail to Maricopa

Mrs. Savannah S. Cobb

Jun 15, 1945

Joe N. Kinney

Jul 31, 1961

Mrs. Cynthia F. Kinney

May 24, 1963*

Discontinued

Oct 25, 1963

Mail to Maricopa

Forty settlers from Mobile, Alabama homesteaded here.

MOCCASIN (1909)

Charles C. Heaton

Mrs. Maggie C. Heaton

Mrs. Leona C. Heaton

Mrs. Alma B. Heaton

Discontinued

Mail to Fredonia, Coconino County

Reestablished as RS—Fredonia

Discontinued

MOHAVE

Oct 10, 1909

Jul 28, 1914

May 31, 1934

Dec 31, 1962*

Sep 13, 1963

May 16, 1964

Apr 27, 1972

Headquarters for the Kaibab Piute Indian Reservation. It is said that snake tracks near the spring were responsible for the name.

MOHAVE CITY (1866)

Dyer J. Powell

William L. Carter

Mrs. Elizabeth Meyers

Joseph W. Powers

William J. Boreham

Belle Showalter

MOHAVE

Jun 30, 1910

Sep 30, 1914

Aug 12, 1919

Jul 1, 1922

Apr 15, 1923

May 12, 1926

Mrs. Eula V. Ashley

Jul 26, 1929

Mrs. Veronica Miner

Mar 29, 1930

Mrs. Mabel LeClair

Sep 20, 1931

Ted Sparks

Feb 1, 1938

Discontinued

Oct 31, 1938

Mail to Oatman

Located on the Fort Mohave Indian Reservation. Mohave is Indian for "three mountains." There is nothing left at this place. It is now part of the Riviera/Bullhead City urban area.

MOHAVE VALLEY RB—Bullhead CityMOHAVE

Established

Jul 1, 1965

Changed to CPO—Riviera

Sep 6, 1977

MOHAWK (1890)

Judson Moores

Chauncey E. Knapp

Judson Moores

Mrs. Cora Hoover

Frank E. Black

James W. Todd

James D. Wirt

Charles B. Williams

Mrs. Dorcas L. Waterman

Mrs. Mona A. Collamer

George L. Dzambik

George W. Stinger

Mrs. Marie Stinger

Mrs. Dorothy M. Polk

Mrs. Myra L. Schrader

Discontinued

YUMA

Sep 30, 1905

Dec 31, 1912

Jun 30, 1914

Jan 1, 1918

Feb 1, 1912

Jul 24, 1924

Jan 7, 1929

May 11, 1940

Oct 7, 1941

Feb 7, 1945

Oct 27, 1948

Jan 14, 1950

June 15, 1951

May 24, 1954

Jul 10, 1956

Aug 30, 1958

Mail to Tacna

Early settlers came from Mohawk, NY. Mohawk means "man eaters."

MONTE CHRISTO

Mrs. Mattie L. Megson

Discontinued

PIMA

Sep 8, 1922

Oct 15, 1923

Mail to Casa Grande

This PO was used by the personnel of the Monte Christo Mine. The name is Spanish for "Mountain of Christ."

MONTGOMERY

Mrs. Arminda J. Montgonery Jan 5, 1914
 Thomas W. Adams Jan 14, 1915
 Mrs. Arminda J. Montgomery

Dec 20, 1915

Mrs. Arminda J. Bishop NCM

Mar 17, 1917

Mrs. Georgia O'Clair

Dec 10, 1917

Discontinued

Jan 31, 1920

Mail to Cactus

This is the family name of the first PM.

MOOR'S SPUR

James R. Phillips

Discontinued

COCHISE

Dec 11, 1913

Feb 28, 1914

Mail to Chiricahua

MORENCI (1884)

John L. Keister

Jun 20, 1906

Jesse J. Rascoe, Jr.

Aug 1, 1913

Maud V. Crist

Aug 17, 1920*

Charles F. Mater

Mar 2, 1922

Fred B. Moore

Jul 31, 1936

Wendell W. fisher

Aug 31, 1960*

Oscar W. Schahn

Oct 13, 1961

Gwendolyn P. Grady OIC

May 19, 1978

Anthony R. Poole

May 19, 1979

William Church of New York financed the copper mine and smelter here. It is said that he named the location after his home town in Michigan.

In 1970 the community was moved to a new location in order that the old town site could be mined. It is said to have one of the largest copper ore bodies in the U.S.

MORMON LAKE

Summer Office

Chauncey D. Lewis

Jul 15, 1925

Milton D. Tombler

Aug 27, 1926

Gordon Evans

Aug 20, 1935

Marie L. Tombler

Jul 7, 1940

Mrs. Pearle M. Spearman

May 23, 1942

Marie L. Tombler

May 24, 1943

Mrs. Edythe Elmore

Jul 20, 1944*

Mrs. Melba S. Winn

Jun 1, 1945

Mrs. Thelma R. Caldwell

Aug 31, 1952

Mrs. Marjorie T. Rote

Jun 7, 1954

COCONINO

Alvin R. Rote

Oct 1, 1958

Gale M. Wingfield

Nov 14, 1961

Changed to RB—Flagstaff

May 5, 1967

Changed to CPO—Flagstaff

Jul 10, 1976

The area was established by Mormons who came in 1878 to raise cattle and establish a dairy. There are three bodies of water in the state called Mormon Lake; the other two are in Pima and Navajo Counties.

Only open for the summer tourist season, e.g., opens on Jun 1 (as in 1957) and closes on Nov 30 (as in 1960). See under CAMP VERDE for Gale M. Wingfield.

MORRISTOWN (1897)

Harry N. Cox

Feb 6, 1901

Louis Garesche

Dec 6, 1920*

Forrest Bradfield

Apr 23, 1921

Louis Garesche

Jan 5, 1922

Mrs. Golda Fern Hardee

Sep 4, 1925

Mrs. Jesse P. Hamilton

Jul 21, 1928

Mrs. Cassenia E. Crowder

Oct 5, 1961

Ted L. Mohler

Jun 18, 1976

The first settler here was George Morris who had discovered the Mack Morris Mine in Gila County.

MOUNTAINEER RB—Flagstaff

Established

Jun 1, 1962

Discontinued

COCONINO

Dec 6, 1971

MOUNT LEMMON

Formerly Summerhaven

Reestablished

Summer Office

Hurst B. Amyx

Jun 29, 1945*

Mrs. Louise C. Utt

May 15, 1946

Made year-round office

Nov 16, 1956

Mrs. Agnes R. Sweeney

May 31, 1961

Mrs. Vesta E. Pfligler

Jul 23, 1971

Frances Ruth Morse

May 7, 1976

Fay E. Castrillo OIC

Sep 1, 1977

Ben J. Lee

Sep 9, 1978

Named for the wife of Dr. J.G. Lemmon of the Lemmon Herbarium in Oakland, California.

Residents call this mountain top community Summerhaven. It is a summer resort with nearby ski slopes. There are now many year-round residents. The

well-paved road is much used by visitors from nearby Tucson. Elevation 9,185'.

When a summer office, Mount Lemmon opened on Apr 15 (1955) or Apr 7 (1956) and closed on Nov 15.

MOUNT TRUMBULL

Mrs. Lillie B. Iverson
James Bundy
Mrs. Annie Whipple
Mrs. Genavieve Bundy
Discontinued

MOHAVE

May 31, 1920
Oct 18, 1923
Dec 30, 1939
Oct 20, 1942
Jul 31, 1954

Mail to St. George, Utah

One of the three peaks in this area is named for U.S. Senator Lyman Trumbull of Illinois. Many early settlers came from that state.

MOWRY (1905)

Orton Philps
Discontinued

SANTA CRUZ

Jan 30, 1908
Jul 31, 1913
Mail to Patagonia

Sylvester Mowry, well known in Arizona Territory history, bought a mine here and shipped out \$1.5 million in ore. A group of deserted buildings is all that remains of this place.

MUNDS PARK RB—Flagstaff

Established

Changed to CPO—Flagstaff

COCONINO

Jul 16, 1962

Jul 10, 1976

Named for James T. Munds from Oregon who homesteaded here in 1883.

N**NA-AH-TEE CANYON**

Harry W. Wetsel
Chester A. Leavitt
Harry E. Wells
Earl H. Newcomb
Clarke W. King
Edwin H. Olsen
Discontinued

NAVAJO

Feb 2, 1917
Oct 8, 1920
Feb 19, 1923
Mar 7, 1925
Sep 1, 1927
Jun 24, 1928
Aug 31, 1932

Mail to Indian Wells

Located on the Navajo Indian Reservation. This Indian name means "toadstool causes blindness."

NACO (1899)

Edward A. Folsom
John Towner
William F. Haas
John J. Newell
Mrs. Jennie Newell
Richard P. Sherman
Mrs. Mary M. Holgerson
Luis R. Valenzuela
Mrs. Lillian C. Smith
Ramon Jordan OIC

COCHISE

Aug 1, 1905
Aug 8, 1914
Jan 5, 1920
Sep 1, 1935
Sep 30, 1950*
Aug 31, 1952
Jan 8, 1960*
Mar 20, 1963
Jul 31, 1975
Feb 24, 1979

There are two versions of how Naco came to be christened. One is that the name derives from the last two letters of Arizona and Mexico. The other is that the name was suggested by B.A. Packard. "Naco" is the first four letters of "Nacozari," the original destination of the Arizona & Southwestern RR when it reached this point on the Mexican border where the town was subsequently built. A sister city of Naco is in Mexico just across the border.

NADABURG

John P. Berry
Name changed to WITTMAN

MARICOPA

Jan 21, 1921
Feb 1, 1929

The word "nada" is Spanish for "nothing." There was nothing here when the RR was built, but a community finally grew around the station.

N.A.U. STA.—Flagstaff

See Northern Arizona University Sta.

COCONINO**NAVAJO (1883)**

Mrs. Clara S. Frazer
Burr W. Proter
Mrs. Bernice B. Hulet
Clifton Hill
Mrs. Grace H. Porter
Oscar W. Marty
Mrs. Anna E. Marty
Mrs. Mary A. Silver
Mrs. Grace M. Harris
Mrs. Ivy Despain
Mrs. Verna M. Spurlock
Roland P. Nichols
Mrs. Verna M. Spurlock
L.H. Roberts OIC

APACHE

Jul 29, 1911
Jul 1, 1913
Aug 16, 1917
Nov 10, 1920
Feb 7, 1924
Aug 15, 1928
Dec 4, 1933
Apr 12, 1946
Feb 11, 1952
Oct 31, 1963*
May 3, 1968
Sep 8, 1972
Feb 8, 1974
Jul 29, 1977

Patricia Crowther OIC Sep 1, 1977
Mrs. Kathy A. Raney Jan 10, 1978

This Indian word has many interpretations. One likely source is the Spanish "nava" for field and "ajo" for "small." The tribe here did cultivate small cornfields.

NAVAJO RS—Fort Defiance
McKINLEY CO., NEW MEXICO

Established Jun 16, 1963
Discontinued Oct 17, 1965

Fort Defiance is in Apache County, Arizona although the RS is in New Mexico.

NAVAJO AGENCY **APACHE**
William H. Daley Apr 1, 1936
Name changed to WINDOW ROCK
Aug 1, 1936

The originally proposed name for this PO was Navajo Central Agency.

NAVAL AIR FACILITY, NPO 10292 RB—
Litchfield Park **MARICOPA**
Established Apr 1, 1944
Discontinued Feb 1, 1946

NELSON (1904) **YAVAPAI**
Ernest Barandon Feb 18, 1911
Charles Ricketts Dec 31, 1919
Ernest Barandon Oct 19, 1920
Stephen G. Chance Jun 11, 1924
Roy J. Laner Apr 1, 1928
H.M. Crotts Sep 11, 1942
John G. Kayser May 12, 1950
Arthur V. Collins Dec 1, 1950
Mrs. Catherine D. Mundell Nov 30, 1951
Mrs. Martha A. Faught Mar 9, 1953
Discontinued Jul 15, 1954
Mail to Peach Springs, Mohave Co.

Named for Fred Nelson, conductor on the Santa Fe RR when the track was laid here in 1883.

NIEGEHE **APACHE**
Genus Alex Baird Sep 6, 1941
Appointment rescinded Dec 30, 1941
The PM never opened the PO
(See Sawmill, Apache County)

The PO name is a Navajo word for "sawmill," the name first proposed for this PO was in fact Navajo Sawmill.

NOGALES (1883) **SANTA CRUZ**
Charles L. Fowler Nov 6, 1911
William Schuckmann Jan 24, 1916
Joseph J. McIntyre Jan 31, 1919*
Emory D. Miller Jan 5, 1921*
Charles L. Beatty Nov 15, 1921
Emory D. Miller Feb 28, 1934
Mrs. Eva Love Wheeler Sep 30, 1943
Walter Lewis Bristol May 31, 1958
John M. Summey Nov 26, 1965
Manuel Herra, Jr. OIC Jan 2, 1976
Leonard S. Cabrera Jul 31, 1976
Mrs. Mary Malaby OIC Aug 10, 1979
Manuel Herrera, Jr. Oct 20, 1979

This PO handles a large volume of surface exchange mail with Mexico; air mail to and from Mexico is handled through the Tucson International Airport.

This is the County Seat.

The name is Spanish for "walnuts."

It is the largest city on the Arizona-Mexico border and its sister city of Nogales, Mexico sends across much international trade. Tourists can visit Nogales (Mex.) without the need for a passport.

PM Schuckmann committed suicide on Jan 30, 1919. In the next year and a half two teams of officials visited Nogales and made reports on applicants for the position of PM to the U.S. Civil Service Commission. The teams of Willard W. Shea, Field Examiner for the C.S.C. and Stephen H. Morse, PO Inspector, (report of May 29, 1919) and Charles L. Snyder, District Secretary C.S.C., and G.H. Austin, PO Inspector, (report of Jun 10, 1920) both made mention of the social environment of Nogales and its bearing on the qualifications of a prospective PM for that city.

"Conditions at Nogales are somewhat different from second class post offices at other places in the United States, for the reason that this city is located directly on the international boundary line... for the past seven or eight years, Nogales, Arizona has been more or less a place of refuge for most undesirable classes of people on

both sides of the boundary line. These undesirables include bootleggers, deserters from the armies on both sides, smugglers..." (Shea & Morris, *op. cit.*) Gambling, licensed prostitution and liquor availability (Arizona was a dry state and Sonora was at least nominally so) in Nogales, Sonora were lures to be avoided. "In view of the foregoing it will be seen that an extraordinary necessity arises in which it is desirable to obtain a postmaster of absolute integrity, the highest morals, and one... who will be entirely immune from such surroundings." (Snyder & Austin, *op. cit.*)

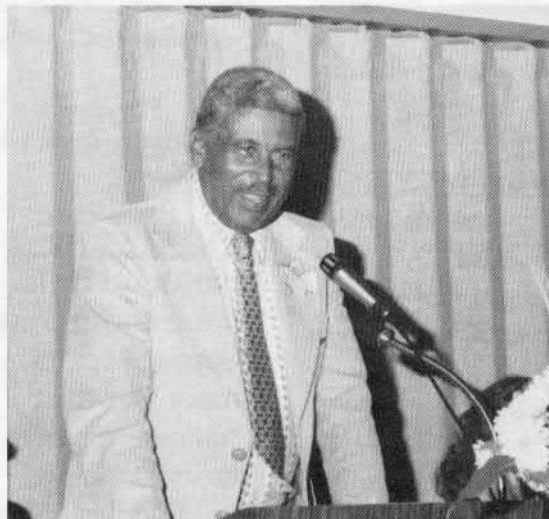
Among those investigated by both teams of officials as possible successor to the postmastership of Nogales upon Schuckmann's demise was Joseph J. McIntyre. As appointed acting PM it befell the thirty-year-old McIntyre to assume responsibility for the PO. However, it was "the general impression that Mr. Martin (Asst. PM) and Clerk Wellwood are running the post office at the present time, and that the view of everyone is that the acting postmaster McIntyre is simply a figurehead, and that he is seldom there." (Charles L.

Beatty, Immigration Inspector, quoted from Snyder & Austin, *op. cit.*) This was by no means a unanimous opinion but serious doubts about his suitability for the post were raised.

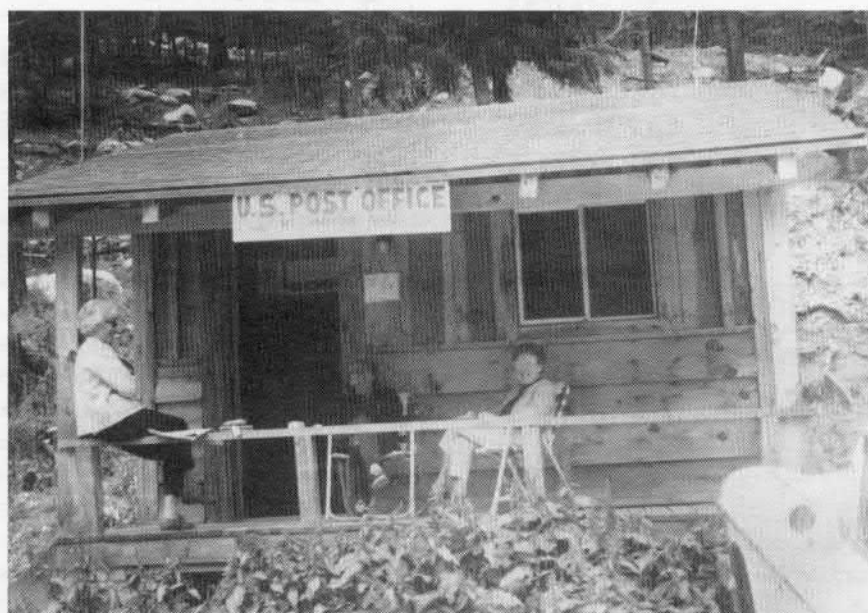
PM Miller was a newspaperman who worked on newspapers in Phoenix, later becoming editor of the Arizona Daily Star (Tucson) in 1896-97. He published the *Weekly Border Vidette* in Nogales from 1897.

John Summey was brought to Nogales from his native Los Angeles when only three months old. He began working for the post office as a substitute mail handler right after he graduated from Nogales High School in 1924. The only hiatus in his fifty-one years of service with the POD, the last eleven as PM, was his two-year stint in the army during World War II.

Upon being drafted he was posted to the 9th Cavalry. "Then in a fleeting moment of sanity, the army assigned the postal clerk, who then had about 19 years experience, to Postal Unit 434 in North Africa. The assignment lasted three months." He then was transferred to Naples where he wound up as a fireman! (See article by Ron Cleveland in the *Nogales International*, Jan 8, 1976)



John M. Summey, Postmaster of Nogales



U.S. Post Office at Mr. Lemmon, Arizona (July 26, 1968).

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ROGER G. WEILL

1909–1991

One of the original Arizona Philatelic Rangers

—a member since 1960—

**and long-time friend of the Western Postal History Museum,
The Postal History Foundation, and the hobby of philately.**

and

STEPHEN D. BECHTEL, SR.

1900–1989

As a Sheriff in the Arizona Philatelic Rangers since 1974,

Mr. Bechtel's generosity was responsible for the

Western Postal History Museum acquiring a

headquarters building.

**This issue of *The Heliograph* is dedicated to both of these
friends of philately whose benevolent work was of a
princely nature without benefit to their own selves.**

