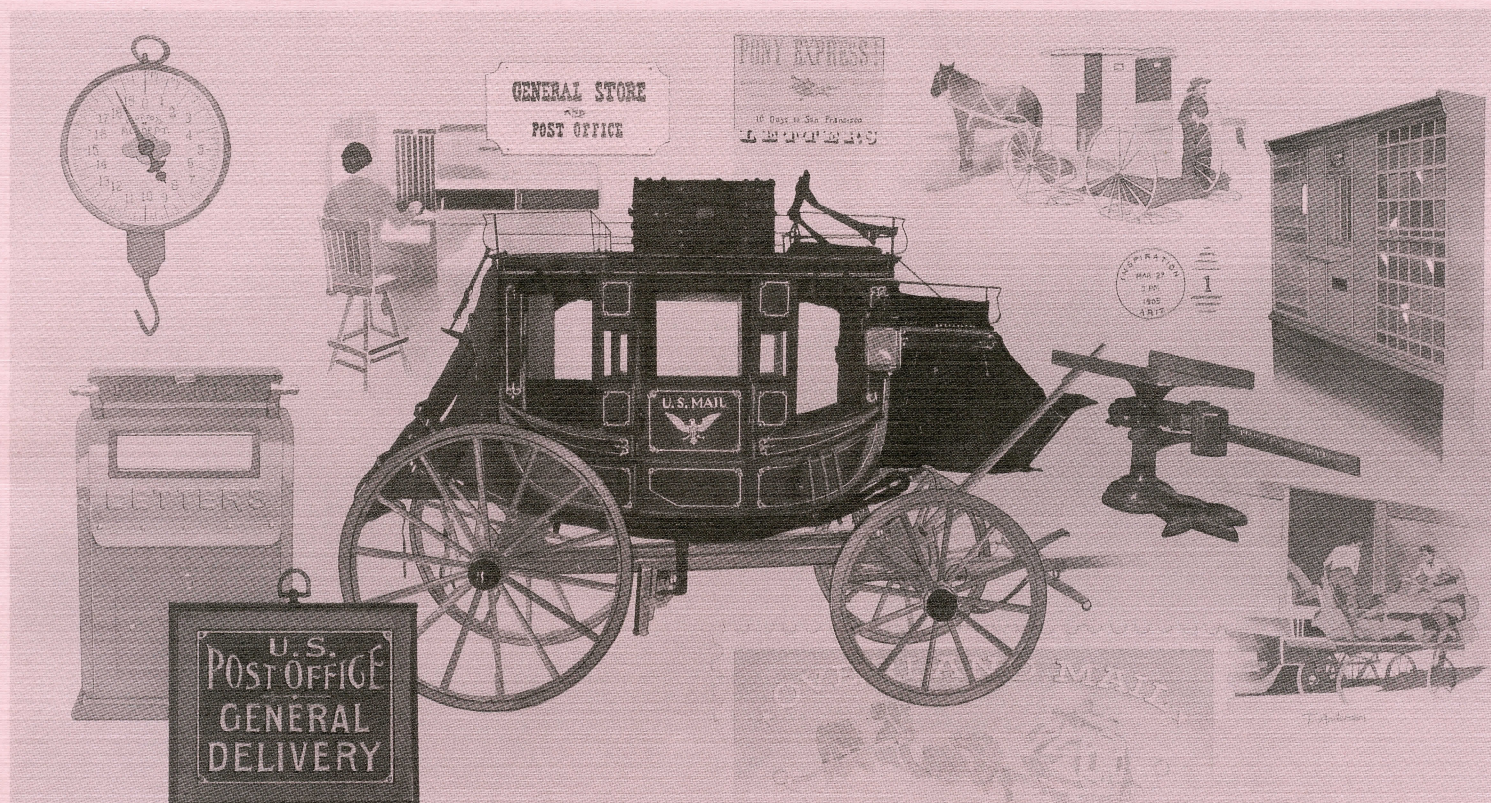


THE HELIOGRAPH



The Postal History Foundation

FALL 1991 ISSUE VOLUME 5, NO. 4



Elizabeth G. Towle has been named Executive Director of the Postal History Foundation. Her appointment follows a nationwide search to fill the position and was unanimously approved by the Foundation Board of Directors.

Betsy, as she is known to the postal history community, is perhaps best recognized nationally, as an active member of the Mobile Post Office Society. Over the past seven years, she has volunteered her expertise in almost every activity at the Postal History Foundation and has served on its Board of Directors.

Betsy, a native of Philadelphia and former educator, is a graduate of Dickinson College, Carlisle, Pa., and holds a M. Ed. from Beaver College, Cheltenham, Pa.

Mrs. Towle serves as Vice President on the Board of the Arizona Federation of Stamp Clubs and is on the board of the Arizona Philatelic Rangers. She was General Chairman of ARIPEX in 1989 and 1991. In 1991, Betsy was elected to the Arizona Philatelic Hall of Fame.

Her duties at the Postal History Foundation will include supervising the daily operations, broadening the scope of the well known youth education program, improving the already extensive philatelic library, and instituting a long-range planning effort.

The HELIOGRAPH

VOLUME 5 NUMBER 4 (Whole Number 20)

Fall 1991

CONTENTS

Shall Stagecoaches Carry the Mail? A Debate of the Confederation Period	1
Despatch from the Frontier	16
No Loss to Postal History	17
Book Reviews: <i>Postal Operations in the United States, 1794 and Postage Due—The United States Large Numeral Due Stamps, 1879-1894</i>	19
U.S. Post Offices and Postmasters in 1792	20
The Embryo Metropolis	24
Arizona Territorial Post Office—Ellison ...	26
Arizona Statehood Post Offices & Postmasters, Part X	27

©1991 The Postal History Foundation

Editor

Douglas A. Kelsey

Editorial Staff

Robert Bechtel, Alex Lutgendorf
Eugene Nelson

Contributing Editors

James Bruns, Richard Graham, John Kay,
Thomas Todsén, Robert Stets

THE HELIOGRAPH is published quarterly by THE POSTAL HISTORY FOUNDATION, P.O. Box 40725, Tucson, AZ 85717. Subscriptions are available by membership:

•Annual membership	\$15.00
•Sustaining	35.00
•Patron	100.00
•Donor*	500.00
•Benefactor*	1,000.00

*=members of Arizona Camel Corps

Memberships are on a calendar year basis.
Prepayment of dues several years in advance is greatly appreciated.

The Postal History Foundation is an Arizona non-profit corporation chartered to be used exclusively for historical, research, scientific, and educational purposes in the advancement of postal history including, but not limited to, the collecting, assembling, preserving, recording and publication of postal history. Members donations over that for annual membership, and donations of cash, acceptable stamps, covers, books, post cards, periodicals and postal history material are deductible for U.S. income tax purposes and are most gratefully received. The Foundation is an IRS designated 501(c)(3) charitable organization.

[Editor's note—This is a special issue of The Heliograph devoted to the topic of 18th century US postal history. Because of the length of the first article, other features have been moved ahead to the next issue when our regular format and variety of postal history articles will continue.]

Often articles of interest to postal historians are published outside of the traditional hobby publications. This article is such an example. It was published in the academic journal of the Institute of Early American History and Culture of the College of William and Mary. It is our purpose at the Postal History Foundation to bring to the membership articles of interest that pertain to our shared fascination with postal history. Sometimes that means reprinting an article from nontraditional sources that wouldn't ordinarily be seen by the mainstream postal history collectors, researchers, and students. We believe this is in the best interest of promoting the study and research of postal history—DAK]

Shall Stagecoaches Carry the Mail?

A Debate of the Confederation Period

by Oliver W. Holmes

Before the invention of the telegraph, a message, whether written or verbal, required someone to carry it. Communication and transportation were one and the same problem. Today, the life and death matters, the world's news, prices of commodities and stocks, and important business notices and orders travel ahead by wire and radio. It has become almost impossible for us to live mentally in an age when all this waited upon the slow progress of the stagecoach. Business could move no faster than it received the reports upon which its decisions were based. A democratic government could not act with confidence before the response of its citizens to events and circumstances was registered. These events and circumstances, in turn,

shaped themselves in slower rhythms. In this sense the stagecoach, for the half century after the Revolution when it was dominant, set the tempo of a nation's life. Its movements were a subject of keen public interest.

From the close of the Revolution to the opening of the National Road to Wheeling in 1818, the "main post road," so-called, was that which passed from Wiscasset, Maine, southward through the leading seaboard cities to Savannah, Georgia. Over it the "great mails" were carried. Along it, in 1790, were fifty-one of the country's seventy-five post offices.¹ All other post roads were long designated, both in legislation and usage, as "crossroads." The establishment over this trunk route of stagecoach lines and connected service

Oliver W. Holmes was the Executive Director of the National Historical Publications Commission from 1961 until 1972. He also worked in varying positions in the National Archives for twenty-five years. He was President of the Society of American Archivists in the late 1950s. Mr Holmes died in 1981.

from Portland, Maine, as far south as Petersburg, Virginia, was an outstanding business achievement of the late Confederation period.² It reflected the growing importance of land communication between the "united" States and a growing economic integration that was paralleling, and influencing, the move toward closer political union.

The natural increase of trade and travel formed the incentive to the establishment of most of these stage lines. In several cases, however, the entrepreneurs were encouraged and assisted by the granting by the states of monopoly privileges over certain main roads, usually for a term of years. The only such grants involving the "main post road" were by Virginia, in 1784, to Nathaniel Twining and John Hoomes for the road between Alexandria and Petersburg and by Maryland, in 1785, to Twining's partner, Gabriel Van Horne, to run stages between the Susquehanna and

*...in 1785, the government
decided to contract for the
carriage of the public mails in
stages.*

the Potomac. These grants, all for three years, were probably necessary south of Baltimore where no stage lines had been running in colonial days, where there was less commercial communication, and where no great need for public traveling facilities was yet felt. Virginia allowed her grants to lapse, but Maryland twice renewed her grant to Van Horne until, because it gave him virtual control over the main post road all the way from Philadelphia to Alexandria, it aroused opposition from within the state, from neighboring states, and from the Federal government.³ Across New Jersey, on the other hand, so many rival lines sprang up and business was

so brisk that no monopoly grant was needed; indeed, New Jersey found herself astride such a busy highway that beginning in 1786 she began to levy tribute by exacting an annual tax of £150 from each line of stages crossing between New York and Philadelphia, a practice that likewise drew protest from the Federal government.⁴

Much greater encouragement came to the infant staging business of the country when, in 1785, the government decided to contract with the proprietors for the carriage of the public mails in their stages. At once the business gained a semiofficial status. It was not so much the additional income that counted, surely, because at first that totaled only about \$7,500 annually for the entire mail stage establishment.⁵ It was rather that this move placed the power of the government and the greater interest of the people behind this enterprise. Large numbers of people who rarely traveled in that day were now concerned with the success and improvement of stagecoach undertakings because they were the means by which news and correspondence were received and forwarded. Members of Congress became interested in the expansion of a business which so vitally concerned their constituents. Stages were given special privileges such as the right of way at ferries. Penalties were imposed upon anyone causing their delay. As agents of the government, both proprietors and drivers gained or assumed added prestige.

It was by no means obvious in the beginning, however, that stagecoaches should be employed to carry the mails. This important step was not taken without encountering both opposition and practical difficulties. New needs and new circumstances, only half understood at first, were bringing new pressures upon Congress, and Congress, after significant debate, transmitted the pressures in the form of orders to Postmaster General Ebenezer Hazard to employ the stages. Hazard did so with a skepticism, and with com-

promises, that eventually cost him his office. The story not only chronicles an important step in the history of the American postal system and American transportation but is interesting as a forecast of some basic policy debates in American politics.

In colonial times only one stage line, that running between Boston and Portsmouth, officially carried the mail. Hugh Finlay, His Majesty's inspector of the colonial post office, who toured the colonies in 1773, tells the story:

One Stavers some years ago began to drive a stage coach between Portsmouth and Boston: his drivers hurt the office very much by carrying letters, and they are so artful that the post master could not detect them; it was therefore judged proper to take this man into the pay of the office, and to give two mails weekly between Boston and Portsmouth. This was of no disadvantage to the Post office because the mails brought by the stage coach did rather more than pay the £10 Str. Stavers's yearly salary.⁶

Other stage drivers, however, carried the mail unofficially, ignoring the existence of an unpopular British post office establishment. The postmaster of Salem reported to Finlay that "the drivers take many letters, so that but few are forwarded by Post." He added that

"an informer would get tared and feathered."⁷

The practice of carrying letters for pay was quietly resumed by stagecoaches when lines were re-established after the Revolution, despite the fact that the Post Office Ordinance of 1782 specified that the postmas-

ter general, his deputies and agents, "and no other person whatsoever, shall have the receiving, taking up, ordering, despatching, sending post or with speed, carrying and delivering of any letters, packets or other despatches from any place within these United States for hire, reward, or other profit or advantage."⁸ Stagecoach proprietors, who fondly remembered pre-Revolutionary precedent, and who had done much as they liked on the fragmentary lines



EBENEZER HAZARD

of New York

Postmaster General under the Continental Congress

January 28, 1782 – September 25, 1789

established in the closing years of the Revolution, were not disposed at first to conform with the new post office law. Some, perhaps, did not know of it; others waited to have it called to their attention in a forceful manner. A few may have resented such unprecedented government interference in their business. Furthermore, the post office customarily allowed the stages to carry letters respecting goods and packages in their charge.⁹ It was easy for merchants to abuse this privilege, while stagecoach proprietors, who could not afford to antagonize their patrons, overlooked these evasions. The line between what was

and was not permissible was as yet vague to stagecoach proprietors and merchants alike.

In December 1784, Postmaster General Hazard instituted a suit against Gershom Johnson of Philadelphia. Johnson's practices were typical of all the stage proprietors, but he was probably selected for prosecution because he was on the route between New York and Philadelphia, where the evasions were most numerous. In a letter to Congress on the situation the Postmaster General complained:

Notwithstanding the Prosecution of Johnston [sic], many Letters, I understand, are carried by the Owners of Stages, or their Agents; but it is done in such a Way as to evade the Ordinance, and screen themselves from its Penalty. I am informed that they will do small Business (such as carrying Parcels not exceeding three Pounds in Weight, delivering and bringing messages, etc.) for stated Customers, for a Guinea per Annum: in this Way they carry Letters; and, should they be prosecuted, would plead that the Guinea was paid for other Services, and the Letters carried gratis, which it would be impossible for me to disprove. Perhaps the Wisdom of Congress may find a Remedy for this Evil which, there is Reason to think, is a growing one.¹⁰

The question was also brought to the attention of Congress from another source when Nathaniel Twining, in a memorial read to that body on April 4, 1785, offered to contract to carry the mail by stages from New York City to Norfolk, Virginia.¹¹ In reciting the circumstances which induced him to make the proposal, he described how the merchants offered "their annual Subscriptions, by which means your Memorialist was under obligation to convey all Packages and Letters which were offered by the said Subscribers.—That your Memorialist in a short period became sensible those engagements counteracted the Ordinances of Congress, and greatly injured

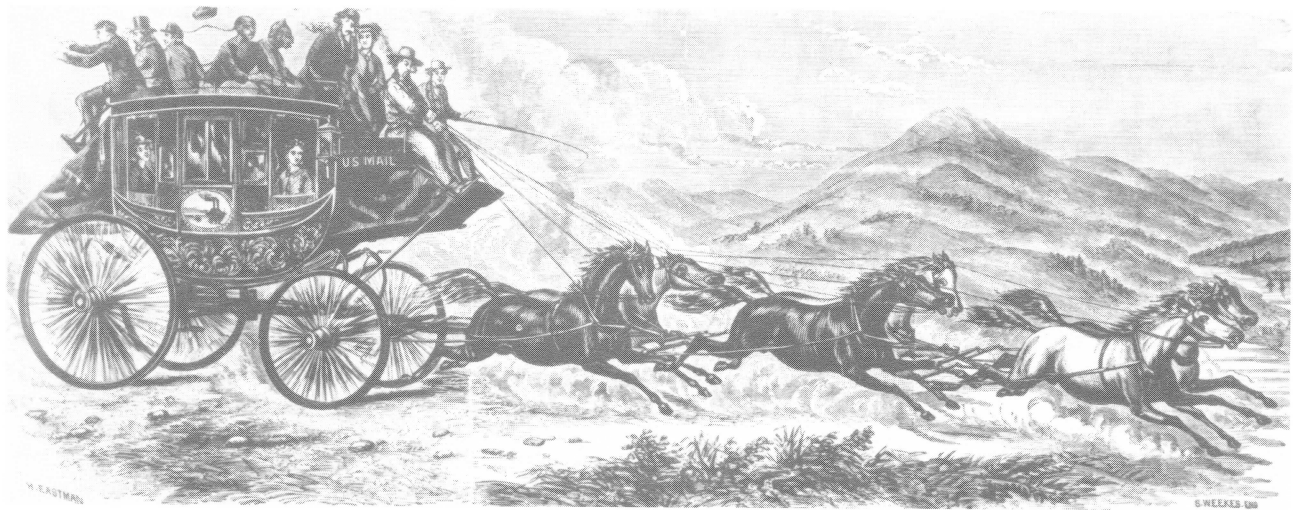
the revenue of the Post Office—That under this consideration he was stimulated to set forth to your Honorable Body a proposition for conveying the Mail by Post Stages."¹²

Twining's petition was referred to a committee that had been appointed in March to prepare an additional ordinance for better regulating the post office. It very likely precipitated discussion of the question of the suitability of the stages as mail carriers, because on June 30, 1785, Congress passed a resolution, introduced by one of the committee, William Houstoun of Georgia, "That the postmaster general make enquiry, and report the best terms upon which contracts may be entered into, for the transportation of the several Mails, in the stage carriages on the different roads, where such stage carriages are or may be established."¹³

The question may arise as to whether Great Britain's successful experiment with carrying the mail in coaches influenced Congress. It was on August 2, 1784, only about eleven months previous to the aforementioned Congressional resolution, that the first stage-coach in England to carry the mail set out on

*Mail carried within the body of
a stage and protected by the
passengers as well as by the
driver would be much more
secure.*

an experimental trip from London to Bristol. Although stage lines had been established on the chief roads of England between 1740 and 1780, that country held to her old posting system until John Palmer's agitation led to a trial of the stagecoaches.¹⁴ The success of the Bristol coach was so pronounced that within three weeks the service was extended to Norwich, Nottingham, Liverpool, and Man-



chester, and by the autumn of 1785 mail coaches were running on all the important stage routes of the country. An outsider when he began his movement to employ the coaches, Palmer in 1786 became head of the British post office; and by his insistence on system in the staging business and fast schedules, rigidly maintained, he revolutionized the communication facilities of England.¹⁵

Some members of Congress may have been aware of England's contemporary experience, but no evidence has come to light to indicate that the post office committee was moved by this knowledge. The idea of employing the stages as mail carriers could easily have occurred independently in America because conditions were ripe. That the stages carried letters unofficially was but one of the several facts that pointed in their direction. The increased weight of the mails on the main routes had required the use generally of second horses led by the postriders and must have suggested the need of some kind of vehicle as a relief as soon as the improved condition of the roads would permit. Letters and newspapers, which overflowed the saddle bags, could not be properly protected from inclement weather or from the hazards of the trail. Dampness and friction often caused the wafers with which the letters were sealed to loosen, thus giving rise to suspicions of tam-

pering. A number of riders had been robbed at lonely spots and, as the money sent by post was increasing, this gave the authorities much concern. Mail carried within the body of a stage and protected by the passengers as well as by the driver would be much more secure. Also, it seemed reasonable that stages might carry the mail at less expense since, in general, they were already sustained by their passenger and express business, whereas a system of postriders must be wholly supported by the government.

Upon this last account, however, the Postmaster General was to be disappointed. When, in obedience to the resolution of Congress he forwarded to that body the bids of the stage proprietors, he observed, "Considering that the Proprietors of the Stages will be put to no additional Expence, or at most a very trifling one, their Demands appears to me to be exorbitant, although, in some instances, they will carry the Mails for less than it now costs." The Postmaster General failed to consider the fact that he was cutting off a considerable revenue that had accrued to the stage proprietors as private carriers of the mail, whether or not their action had been legal, and that they were apt in their bids to set a price that would compensate for their loss. Talmadge Hall in bidding for the New York-Boston line asked £750 for mail conveyance that would have cost but £275 by postriders.

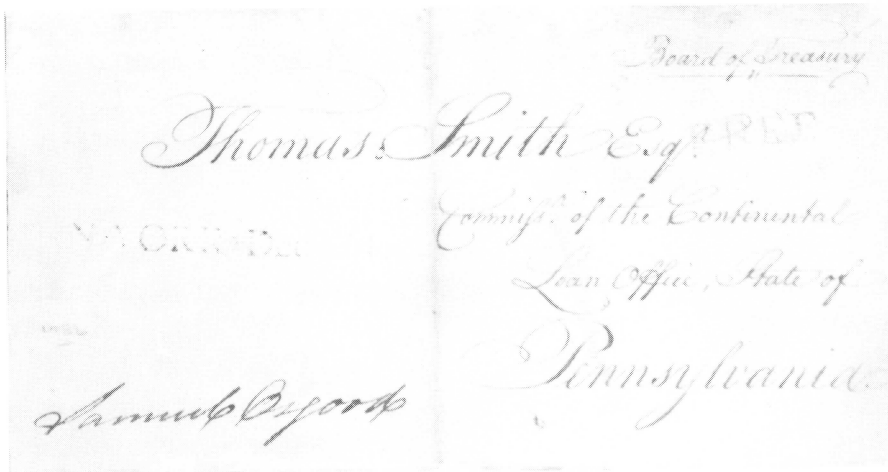
Another problem made its appearance when upon the New York–Philadelphia route it was discovered that the hours of arrival and departure of the stages were extremely inconvenient for the “mercantile Interest, from whence the Post Office Establishment derives its principal Support.” Stagecoach proprietors always thought first of the convenience of passengers, and, consequently, they refused to depart from their custom of arriving late at night and setting out early in the morning. Merchants had no opportunity to answer

anced “by the additional Number of Letters thrown into the Office, which are now carried by Mr. Twining’s Stage, and for Pay too, but in such a way as to elude the Ordinance of Congress, and guard against the Consequences of a Prosecution.” Also, “as Mr. Twining does not appear to insist upon the Stages arriving at any capital Office at Night, the Inconvenience arising from transacting Business at unseasonable Hours may be avoided.” South of Petersburg there was no stage line in existence. “Mr. Twining,” the

Postmaster General wrote, “has just handed me another Proposal (No. 5.) for carrying the Mail from Petersburg to Savanna; but it seems to me to be done more for the Sake of proposing than any Thing else.”¹⁶

Hazard was to remain a skeptic as to the suitability of the stages for transporting the mail. Despite the doubts expressed in his reports, Congress took favorable action, September 7, 1785, on a motion proposed by Houstoun, “That

the postmaster general be, and he is hereby authorized and instructed, under the direction of the board of treasury to enter into contracts under good and sufficient security, for the conveyance of the different mails by the stage carriages, from Portsmouth, in the State of New Hampshire, to the town of Savannah, in the State of Georgia and from the city of New York, to the city of Albany in the State of New York, according to the accustomed route.”¹⁷ Hazard accordingly arranged a single contract¹⁸ for the roads specified in the motion and on the first of January 1786 the mail was for the first time transmitted officially by stage over the “main post road” from



1782 cover carried on the post road from New York City to Philadelphia. The practice of carrying letters was quietly resumed by stagecoaches when lines were re-established after the Revolution. Free franked by Samuel Osgood of the Board of Treasury.

letters and fulfill demands by return mail unless they wanted to do business at night. Furthermore, the post-office clerks would have to work at night to sort and make up the mails, whereby “the Expence of extraordinary Firewood and Candles must be superadded.”

For the region south of Philadelphia, Postmaster General Hazard was more optimistic. Twining’s proposal for the route between Philadelphia and Petersburg, though costing about £400 per annum more, would supply an additional mail weekly between Philadelphia and Petersburg. The additional expense, Hazard felt, would be counterbal-

Portsmouth, New Hampshire, to Petersburg, Virginia, and on the "crossroad" from New York City to Albany, three times a week in summer and twice a week in winter. South of Petersburg, however, Twining was not yet able to put his proposed stage line into operation.

It seems strange that Hazard should have united all the stagecoach interests on the route in a single contract with the government. The document was signed by four proprietors, John Greenleaf representing that part of the road from Portsmouth to Boston, Talmadge Hall from Boston to New York and New York to Albany, Matthias Ogden from New York to Philadelphia, and Twining south of Philadelphia. What type of contracts, if any, these men had with their associates is not known, but it was Hazard's intention that "the Proprietors . . . who signed the Contract engaged not only for themselves, but for all the Proprietors of the Line of Stages in which they were concerned."¹⁹ Ogden, however, seems to have had very little understanding with his associates on the New York-Philadelphia route for many complaints of irregularity and carelessness soon reached the post office. Hazard wrote to Congress, "it appears, that although Col. Ogden contracted for the whole Distance from New York to Philadelphia, yet his Stages travelled but a small Part of it, and the Owners of the others, having no Interest in the Mail, would come under no particular Obligations about it; and their Drivers could not be put under Oath as the Contract required. He afterwards sold his Interest in the Stages, before the expiration of the Contract, reserving to himself the Emoluments arising from the Carriage of the Mail. It was from these Sources, I apprehend, that the Disappointments which took place in the Conveyance of the Mail arose." The flaws in the agreement thus came rapidly to the surface. This was the first and last time a single contract for the entire stagecoach establishment was at-

tempted. In subsequent arrangements the contractor was definitely held responsible for all proprietors in the line which he represented and he was expected to protect himself and the post office by making binding agreements with his associates. Changing proprietors now and again made trouble but situations such as that precipitated by Ogden's irresponsibility were generally avoided.

Another reason given by the Postmaster General for the irregularities on the New York-Philadelphia route was that "as there was no person with the mail whose express Business it was to take Care of it, it was, of Course, but a secondary Object of Attention."²⁰ On the question as to what constituted proper care, Hazard wrote to Alexander Hamilton, then a practicing lawyer in New York: "Are the proprietors of the Stages so obliged either to go with the Mail themselves, or to send with it a person whose express Business it shall be to take Care of it, as that their not doing it will work a Forfeiture of their Bonds?" Hamilton's answer, after a study of the contract and bond, was that no special guard was necessary:

*They are obliged to send the Mail in the Stage Carriages to each Post Office. The Driver of the Stage will of course be charged with the Care of it. This will be the Case whether it be specially confided to him or not, and it is only in Case of Accident that any question on this head can arise. If the Mail should sustain any Damage for want of a proper Person to take Care of it, or in other words, for want of proper Care, it will be a breach of the Agreement, and a forfeiture of the Bonds; but till this happens, 'tis immaterial to whom the custody of the mail is given, so that it be transported by the Stage Carriages.*²¹

When the next contracts were to be drawn, Hazard requested that each proposal state the terms on which the contractor would engage a man to go with the stage expressly to

care for the mail. The resulting bids were so high that the plan of a guard was abandoned.²² From time to time the idea was revived in the post office department and guards were actually employed at several different periods on some of the main routes, but the high cost of labor prevented the system from taking root in America. The American stage driver consequently bore more responsibility upon his shoulders than did his brother "whip" in England where guards were regularly employed who had responsibility for the passengers and the contents of the coach.

Upon the New York-Boston route also Hazard was greatly disappointed in the results. In a letter to Congress in September 1786, he wrote:

*The Eastern Mails . . . frequently are left at the Office as late as at Eleven and Twelve O'Clock at Night; and in a late Instance, have been carried about the City (and even past the Office) in the Waggon til the Passengers were set down at their respective houses, and then the Mail was left at the Stage-House, from whence it was sent to the Office. These things as well as that the Drivers are not all under Oath, have been represented to the Proprietors but without Effect; and my last Letter to one of them. . . remains unanswered. I cannot think it right to pay the public Money under such Circumstances without first requesting the direction of Congress. . . .*²³

Despite these difficulties, Congress instructed the Postmaster General to enter into contracts with the "Stage Carriages" again for the year 1787. Having been made painfully aware of the shortcomings of the stages as mail carriers, Hazard pleaded that more discretion should be lodged with him in the making of contracts. If the power to do so were given him, he might, by threatening a return to postriders, coerce the stagecoach proprietors into rendering more satisfactory service under better terms. He protested: "That

as the Postmaster General is not left at Liberty to insist upon suitable hours for the Arrival and Departure of the Mails, he must submit to be regulated, in this particular, by the Proprietors of the Stages; and the Experience of the present Year has shewn that the Hours most suitable for them, are most inconvenient to the Merchants, whose Correspondence is the principal Support of the Post Office, and, if withdrawn, would prove the Ruin of the Department." He asked further that "as it is probable that Post riders would give more Satisfaction upon some particular Parts of the Road," he be authorized to employ them in such particular cases.²⁴

This request precipitated an interesting clash in Congress. Rufus King proposed immediately that the Postmaster General be

"...the intention of Congress in having the mails transported by stage carriages, was not only to render their conveyance more certain and secure, but...to make the intercourse between the different parts of the Union less difficult and expensive than formerly."

informed that his instructions "are not to be construed so as to bind him to form the contract ... on terms inconvenient to the mercantile interest, or to comply with the extravagant demands of the Contractors." A resolution to this effect when put as a motion was lost through the negative vote of Charles Pinckney of South Carolina, and the next day Pinckney brought forward a motion of his own. Since there seemed to be so much difficulty from Virginia northward he moved to empower the Postmaster General to contract

for those states "in such way and manner as shall appear to him most consistent with the public interest, giving, however, in all proposals... a preference to the conveyance by stage carriages."²⁵

As for the southern states:

*Whereas the intention of Congress in having the mails transported by stage carriages, was not only to render their conveyance more certain and secure, but by encouraging the establishment of stages to make the intercourse between the different parts of the Union less difficult and expensive than formerly; and as a discretionary power in the postmaster general, either to employ post riders or contract with the owners of the stage-carriages for conveying the mail in the states of North Carolina, South Carolina and Georgia, might interfere with the object for promoting and establishing the running of stages in the said states: Resolved, That so far as respects the states of North Carolina, South Carolina and Georgia, it is improper to alter the postmaster-general's present instructions, touching the conveyance of mail through the same.*²⁶

It is evident that Pinckney hoped to secure continued postoffice support for Nathaniel Twining's optimistic attempt to establish a line of stages through the South. Without such backing that tottering establishment must collapse. This strictly sectional resolution failed; and, each section having blocked the other, the question of allowing the Postmaster General to use discretion was dropped. Perhaps the most interesting part of Pinckney's motion was that which acknowledged that "the intention of Congress in having the mails transported by stage carriages, was not only to render their conveyance more certain and secure, but by encouraging the establishment of stages to make the intercourse between the different parts of the Union less difficult and expensive than formerly." Here was the first mention of a new and powerful motive impelling Congress to

the support of the mail stages, a motive that in later periods was to operate in the subsidizing through the post office of other modes of transportation notably the merchant marine and commercial air lines.

Twining had contracted with the post office for the carriage of the mail during 1786 in stages between Philadelphia and Petersburg for \$3,367 and between Petersburg and Savannah for \$10,577, sums which together amounted to more than the cost of all the rest of the postal service for that year. It is doubtful if he would have entered into the contract for service south of Petersburg had he been familiar at first hand with such characteristic conditions of southern staging as incredibly poor roads, a negligible passenger revenue, and high costs of labor, horses, and feed; but actually the allowance per mile was much higher in this contract than for any contracts on established stage routes in the North, and Twining may have felt that to secure future control of this road some risk was justified. However, in order to stock the long line, he was forced to sell his interests between Philadelphia and Petersburg just when they were becoming profitable. Not until October 1786 did he announce in Maryland and Virginia newspapers²⁷ that "the Southern Stage is now in complete order, with four horses to each Stage, as far as Wilmington, in North-Carolina, where there is a complete packet boat to carry passengers to Charleston, South-Carolina. The causeways and bridges from Wilmington to George-town, are such as render the passage of the Stage impracticable. The Stage begins again at George-town, and runs to Charleston, from thence to Savannah, by the way of Augusta in Georgia." So ran the notice of the first staging in the lower South.

Twining's venture was truly a monumental one, but it was destined to fail because the country was not yet able, even with the help of the post office, to support such an estab-

The Stage Coach

Tarnished and battered and old,
Heartlessly hidden away,
Left to the moth and the mould,
Darkness and dust and decay.
This was the pride of its day,
Now all its glory is o'er—
Faded and vanished for aye;
Gone is the driver and four.

How shall its story be told?
What shall a song of it say?
Once it was brilliant as gold,
Once it was gilded and gay.
Fine in their festive array,
Many the bride that it bore;
Now are they wrinkled and gray.
Gone are the driver and four.

*Where now the driver bold?
Where does he rest to-day?
Where the quaint labels he sold,
Our letters to convey?
Others bring the mail to-day,
With a rush to Old Inn's door,
Man, like stamp, has passed away;
Gone are the driver and four.*

Long through the heat and the cold,
Ever from May until May,
Over the highways it rolled;
Time has now made it his prey.
Never a stately display,
Never a dash as of yore,
Never a swing or a sway;
Gone are the driver and four.

Over new roads that men lay,
Rush we with rattle and roar.
Only sweet memories stay;
Gone are the driver and four.

—Bissel Clinton

*[From the Independent Philatelist, February, 1891.
Submitted by Brad Arch]*

lishment in the South. It is doubtful if service was at all regular. In the hope of saving the line and in recognition of Twining's "very extraordinary and successful exertions in opposition to uncommon difficulties," Congress toward the close of the year passed a resolution directing the Postmaster General to cancel all penalties Twining had incurred for nonfulfillment of contract, but this was not sufficient. Further memorials to Congress attest Twining's increasing financial difficulties, and in September 1787 he begged for permission to continue to carry the mail on horseback, as he admitted he had been doing "on the greater part of the road for some time."²⁸ There is no further record of the use of stages on any part of his road until he revived them again in South Carolina in the early 1790's, nor was there another attempt to establish a line of stages between Petersburg and Charleston until 1802.

As Hazard in November 1786 received bids for the next year's contracts he found them to be so much higher than those for the first year that he would think himself "guilty of Unfaithfulness in Office" should he accept their offers without first reporting them to Congress.

The eastern proprietors, he observed, "have risen very considerably in their Demands" and refuse to alter their "very inconvenient" hours of arrival and departure. Mr. Hall, the proprietor at the New York end, "who has been so irregular this year labors under such financial embarrassments that it is not probable that he will perform better in future, and he has the longest Stage on that Route." Under these circumstances Hazard recommended putting the mail between Portland, Maine, and New York City back on horseback.

As for the middle and southern parts of the road, he concluded, somewhat reluctantly, that the stages might do:

The present Contractors between New York and Philadelphia are very exorbitant in their Demands. Dennison's are much more moderate. No Stages can do the Business so well on this Route as Post Riders; but as there will be a considerable Saving if Stages are employed, and as the public Convenience will be consulted by a Change of Hours, I apprehend that a Continuance of the present mode of Conveyance between those two Cities will be satisfactory.

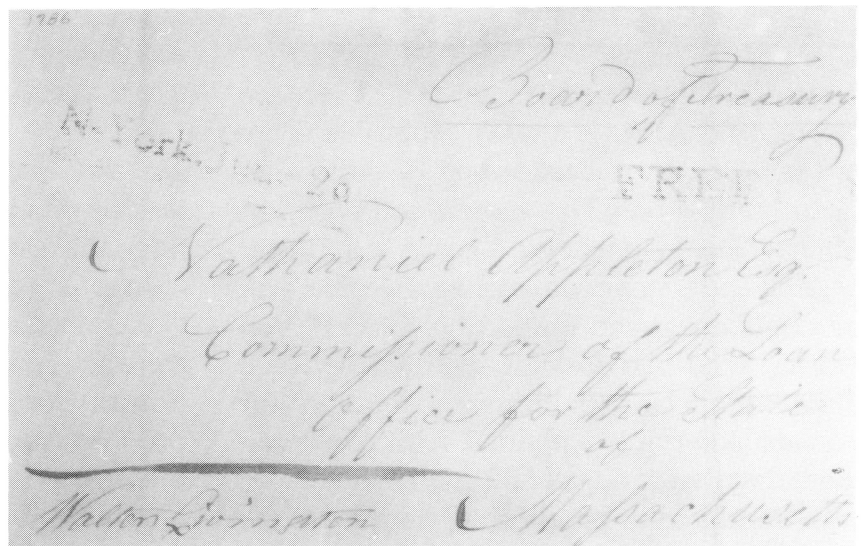
Your Excellency will recollect that in my Letter of July 11th, 1785, I gave it as my Opinion that Stages might be advantageously employed to the Southward of Philadelphia; the experience of this year confirms me in that Opinion, notwithstanding there have been very great Irregularities (many of which were undoubtedly unavoidable) and some criminal Neglects but these may be guarded against in the new Contract.²⁹

Again, in response to this letter, a motion was introduced that would have allowed the Postmaster General to contract with either stages or riders as his judgment dictated, but once more such a motion was lost,³⁰ and Hazard proceeded, finally, to contract with the stages for the entire route from Portland to Savannah for a second year.

As the time approached for reletting the contracts for 1788, Hazard, in a communication to Congress, recurred to his old plaint: "At present he [the Postmaster General] is obliged to contract with the Proprietors of the Stages, if it is practicable, without attending to any other Circumstance:—it was so last Year; and the Proprietors made their Advantage of it; ... I have Information upon which Dependence can be placed, that the Demands

are now to be made still more encreased."³¹ This time Congress saw wisdom in his request and altered its instructions to read "that the Postmaster General be authorized to Contract for the transportation of the mail for the Year 88 by stage carriages or horses as he may judge most expedient and beneficial provided that preference is given to the transportation by stages to encourage this useful institution when it can be done without material injury to the public."³² This discretionary power for which he had thrice pleaded was, as it turned out, to prove unexpectedly embarrassing to Hazard and to result finally in his downfall.

The Postmaster General had found that the stages were slower than riders, that they were unaccommodating in their hours of arrival and departure, that the mails were frequently neglected because they were only



On January 1, 1786, the mail was, for the first time, transmitted officially by stage over the "main post road" from Portsmouth, New Hampshire, to Petersburg, Virginia. This 1786 cover, free franked by Walter Livingston of the Board of Treasury, traveled on the post road from New York to Boston. The stage contractor was Talmadge Hall.

a secondary interest with the proprietors, and that proprietors in some quarters were quite ready to demand an exorbitant price as they were sure of their possession of the road

without competition. Consequently, in 1788, using the freedom of decision that had been granted him, Hazard put the mails on the main route between Boston and Philadelphia back on horseback.

Immediately the offended stagecoach proprietors took steps to embarrass the post office by offering to carry letters free of charge. This they possibly had a right to do since the Post Office Ordinance of 1782 reserved to the government a monopoly only of the carrying of letters "for hire, reward, or other profit or advantage."³³ Cumming, Ward & Co. now appended to their advertisements a note that

...the offended stagecoach proprietors took steps to embarrass the post office by offering to carry letters free of charge.

"Letters, Newspapers, etc. left at the New-York, Albany, and Philadelphia stage office, kept by Christopher Beekman, in Courtlandt-street, New-York, and with Mr. Michael Dennison, at the George Inn, corner of Arch and Second-street, Philadelphia, will be safely conveyed gratis."³⁴ Gabriel P. Van Horne, who had lost his contract between Philadelphia and Baltimore to bidders for horseback service, explained in his advertisement that the carriage of the mail in his stages was "rendered impracticable" because of the "unjust exactions by the administrators" of the post office department, but that he would engage "to forward all letters, packets of letters, and news-papers free of all charge . . . except the commission of a penny-post" and provide "a convenient Mail with sealed Bags."³⁵

Hazard's refusal to renew the contract with the stages between New York and Boston was, almost certainly, the cause of the

suspension of through stage service on the line between those two cities. It was in November that Hall's stages were drawn off the road between New York and Fairfield, Connecticut, and until July 1788 the line operated only between Boston and New Haven.³⁶ Considerable dissatisfaction resulted from this break in the line of stages on the main post road. In a letter to Jeremy Belknap, a close friend, Hazard expressed himself with respect to one of his most influential critics, Benjamin Russell, editor of the *Massachusetts Centinel* (Boston):

Russell is wrong, if he supposes the stages generally will do to carry the mail. In point of care, they might do to the eastward of this city [New York]; and, had the proprietors asked a reasonable price, they would have got it; but. . . Between this city and Philadelphia, stages cannot . . . travel night and day; besides, the drivers were so careless and inattentive to the mail, that I had a vast many complaints from passengers, among whom were some members of Congress.³⁷

Levi Pease, who took upon himself the task of rehabilitating the New York-Boston line, addressed several petitions directly to Congress asking over the Postmaster General's head for the restoration of the mail contract. In addition to the friendly disposition of Congress toward stage lines, Pease profited from the wretched performance of the post riders who had replaced the stages on the Boston road, and Congress late in the year, by special resolution ordered the Postmaster General to again place the mail in Pease's care.³⁸

The situation had been complicated by the uncertain status of newspapers in the mails. Before the stages were employed by the post office, printers made their own arrangements for distributing their journals, hiring private riders on some routes, but usually making an agreement with the public

rider on official post roads. The Ordinance of 1782 authorized the Postmaster General to license all public riders to carry newspapers and establish rates for this service and directed that a proportion of the receipts was to be turned in to the post office.³⁹ But despite these regulations Hazard did not consider the newspapers to be a part of the mail. It was merely that the riders upon payment of an established commission were allowed to carry newspapers as a side duty. The carrier, not the post office, was responsible for their safe delivery. "It is a matter merely between the printers and the riders," he insisted.⁴⁰

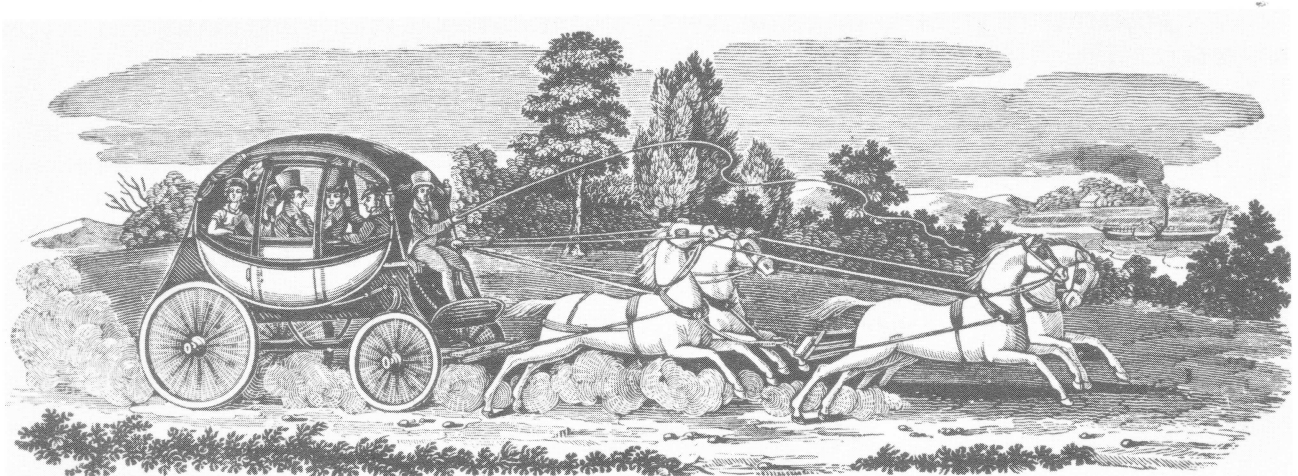
The mail stages, however, having plenty of room, had fallen into the custom of carrying newspapers free between the cities as an accommodation to the printers. Consequently, when in 1788 the mail was put back on horseback and the riders refused to burden themselves with newspapers unless paid extra, there was an immediate protest from newspaper editors, a group that has always been quick to defend its privileges and to make trouble for those who violated them. Protests were the louder because the state conventions to ratify the Federal Constitution were then being held and the general public was in a high state of excitement. The editor of the *Independent Gazetteer* (Philadelphia) asserted that the "free and independent newspapers" (meaning the Antifederalist journals) were being discriminated against and asked, "What

is the meaning of the new arrangement at the Post-Office which abridges the circulation of newspapers at this momentous crisis, when our every concern is dependent upon a proper decision of the subject in discussion?"⁴¹

Hazard branded this accusation an "Anti-federal manoeuvre,"⁴² but the protest was not limited to those who opposed the Constitution. George Washington, waiting impatiently at Mount Vernon for word from the Poughkeepsie Convention in New York, wrote to John Jay:

It is extremely to be lamented, that a new arrangement in the post-office, unfavorable to the circulation of intelligence, should have taken place at the instant when the momentous question of a general government was to come before the people....

I know it is said, that the irregularity or defect has happened accidentally, in consequence of the contract for transporting the mail on horseback, instead of having it carried in the stages; but I must confess I could never account, upon any satisfactory principles, for the inveterate enmity with which the postmaster-general is asserted to be actuated against that valuable institution. It has often been understood by wise politicians and enlightened patriots, that giving a facility to the means of travelling for strangers, and of intercourse for citizens, was an object of legislative concern, and a circumstance highly beneficial to any country. . . . I am sorry to learn, that the line of stages is at present interrupted in some parts of



New England, and totally discontinued at the southward.

*I mention these suggestions only as my particular thoughts on an establishment, which I had conceived to be of great importance.*⁴³

It is not surprising that in the summer there was an attempt in Congress to remove Hazard, and Belknap informed his friend of the circumstances as he had them from Paine Wingate who was chairman of the committee appointed to investigate the affairs of the post office:

*Your fault is not enough favouring the stages in carrying the mails, and giving indulgence to post-riders, while you are strict with stagecarriers. . . . If the contracts which are to be made this fall should disgust the favourers of stages, the attempt may be renewed, and will probably succeed, provided one or two of the other States can be drawn into the vote. He [Wingate] says there is a discretionary power lodged with you to give the preference either to riders or stage-carriers, and he thinks your conduct has been in favour of public oeconomy, as well as upright and impartial; but, from what I could gather, policy might dictate a degree of partiality to the stages.*⁴⁴

Hazard answered:

The discretionary power is a two-edged sword, and its edge is sharpened by this proviso: "That a preference be given to stages, in cases where the public will sustain no material injury by it." . . . If the stage proprietors demand an exorbitant price, and I refuse to give it because I think it would materially injure the public, one party will say I am an enemy to stages, and determined to destroy that "useful establishment." If, on the other hand, I agree to their demands, the other party will say I wantonly squander public money,

*and am not fit to be trusted with it. . . . You see what a dilemma I am in.*⁴⁵

Hazard had administered the post office efficiently from a business point of view, each year returning a profit to the treasury. But a surplus for the treasury was not what the people wanted. The crying need of the new-born republic was the improvement and extension of communication facilities, and at this time it seemed that the greatest promise lay in supporting the infant stagecoach establishments. As is so often the case with innovations, the people saw the theoretical benefits but were generally unaware of the practical administrative difficulties of the kind which so discouraged Hazard. It was to be one of the chief tasks of early postmasters general under the Constitution to grapple with such administrative details.

Ebenezer Hazard was not destined to serve the new government. With stage proprietors and newspaper publishers, Federalists and Antifederalists, and the incoming President all against him, he was marked for retirement. He was, as he himself admitted, a poor politician. He was free to win more lasting fame, among historians at least, as a pioneer collector and editor of historical documents. No subsequent postmaster general for the next half century, whatever his difficulties at times with recalcitrant proprietors, would question the general utility of the stagecoach as the carrier of the United States mail on the nation's leading post roads.

[Published originally in *The William and Mary Quarterly*, Third Series, XX, 555-573 (October, 1963). Copyright, 1963, by the Institute of Early American History and Culture, Williamsburg, Virginia. Reprinted by permission of the Institute. Photos of covers graciously provided by Richard Graham. Stagecoach photos provided by the Smithsonian Institution, Washington, DC.]

Notes

1. Walter Lowrie and Walter S. Franklin, eds., *American State Papers*. Class VII. *Post Office Department* (Washington, 1834), 8–12, lists these 1790 post offices and the receipts of each.
2. The details of the establishment of these lines are set forth in the author's articles: "Levi Pease, Father of New England Stagecoaching," *Journal of Business and Economic History*, III (1930–31), 241–263; "The Stagecoach Business in the Hudson Valley," *Quarterly Journal of the New York State Historical Association*, XII (1931), 231–256; and "Stagecoach Days in the District of Columbia," in H. Paul Caemmerer, ed., *Records of the Columbia Historical Society, 1948–1950*, L (Washington, 1952), 1–42.
3. These grants are to be found in *Index to the Journals of the Senate and House of Delegates of the State of Maryland*, 3 vols. (Annapolis, 1856–57), and William Waller Hening, ed., *The Statutes at Large* -xl (Richmond, 1823), 395, 467. Complaints against the Maryland monopoly are to be found in the Postmaster General's letter books in the National Archives, Washington. See especially Vol. B, p. 21.
4. For a strong protest by Postmaster General Timothy Pickering, see *American State Papers, Post Office Department*, 21.
5. The pay of contractors for 1786 is found in Papers of the Continental Congress, LXI, fol. 421, National Archives. The stagecoach proprietors received \$717 between Portsmouth and Boston, \$2,490 between Boston and New York, \$946 between New York and Philadelphia, and \$3,367 between Philadelphia and Petersburg. The payments in 1787, as found in Ledger A, May 1, 1782—March 10, 1790, preserved with the early post office records in the National Archives, vary little from those in 1786.
6. *Journal Kept by Hugh Finlay* (Brooklyn, 1867), 18.
7. *Ibid.*, 23. To appreciate this remark, the feeling against the British post office just previous to the Revolution must be taken into consideration. Since the office was conducted for profit, the colonists considered it another instrument of British taxation. See Wesley Rich, *History of the United States Post Office to the Year 1829* (Cambridge, Mass., 1924), chap. 12, and William Smith, *History of the Post Office in British North America* (Cambridge, Eng., 1920), chaps. 3 and 4.
8. Worthington C. Ford and others, eds., *Journals of the Continental Congress* (Washington, 1904–37), XXIII, 673. The Library of Congress edition, edited in succession by Worthington C. Ford, Gaillard Hunt, John C. Fitzpatrick, and Roscoe C. Hill, supersedes previous editions, and is implied in all subsequent citations to the journals. This edition often contains in footnotes the texts of papers referred to in the journals. Whenever any of these papers are cited, the printed source is given, but the Papers of the Continental Congress, still in manuscript at the National Archives, are also frequently cited. Anyone interested in following the details of a subject closely will find much of his best material in the unprinted papers.
9. A paragraph making this exception was inserted in the original draft of the Ordinance of 1782, but was later stricken out. Its contents were recognized, however, both in practice and in subsequent legislation. The deleted passage is in *Journals of the Continental Congress*, XXIII, 673n.
10. Papers of the Continental Congress, LXI, foll. 181–185.
11. The memorial is among the Papers of the Continental Congress in a 9–volume series of petitions arranged alphabetically by name of petitioner. Twining's are in IX, foll. 199–200.
12. *Ibid.*, foll. 255–256.
13. *Journals of the Continental Congress*, XXVIII, 489.
14. The carriage of the mail by coach from Portsmouth to Boston in colonial times was an isolated instance dictated by the circumstances. It was not generally known in England and had no influence on policy.
15. See Howard Robinson, *The British Post Office, A History* (Princeton, 1948), chap. 9. This work supersedes all earlier histories of the British postal system. In England, too, postal officials were reluctant to accept the mail coach until its superiority was demonstrated by an outsider. British roads were by then much better than American roads. The turnpike age was well advanced in England by 1784, whereas in America it had not commenced.
16. *Journals of the Continental Congress*, XXIX, 525–529.
17. *Ibid.*, 684–685. The original resolution is in Houston's handwriting.
18. A copy of the contract is in the Papers of the Continental Congress, LXI, foll. 263–265.
19. Hazard to Alexander Hamilton, Aug. 1, 1786, *ibid.*, fol. 272.
20. Hazard to Congress, Feb. 22, 1787, *ibid.*, fol. 291.
21. *Ibid.*, foll. 271–273. Questions and answers are in the same document.
22. See the figures and comparisons in *ibid.*, fol. 421. The additional demands of contractors between Boston and Savannah for a man to care for the mail specifically totaled \$9,454.10, a substantial sum to an office, the receipts of which in 1786 were only \$27,096 in all.

23. *Journals of the Continental Congress*, XXXI, 690-692.
24. *Ibid.*, 918-919.
25. *Ibid.*, 919-920.
26. *Ibid.*, 920-921.
27. I have found this notice in the *Maryland Gazette* (Baltimore), Oct. 24, 1786; *Virginia Independent Chronicle* (Richmond), Oct. 11, 1786; and the *Virginia Gazette and Petersburg Intelligencer*, Oct. 25, 1786.
28. The story of Twining's fortunes may be followed in his several memorials to Congress in the Papers of the Continental Congress, XXXXI, foll. 255-256, 259-262. The resolution of Congress cancelling his penalties is in *Journals of the Continental Congress*, XXXI, 928.
29. *Journals of the Continental Congress*, XXXI, 922-923.
30. *Ibid.*, 929.
31. Hazard to Congress, Oct. 11, 1787, Papers of the Continental Congress, LXI, foll. 404-405.
32. *Ibid.*, foll. 565-566.
33. *Journals of the Continental Congress*, XXIII, 673.
34. Advertisements of the "New Line of Stages" in *New York Journal*, Mar. 1 and Apr. 17, 1788.
35. Horseback service did not continue on this route because John Jarvis who received the contract immediately turned it over to the stagecoach firm of Gershom Johnson & Co., of which he became a member. Johnson, who, from a partner, had now become a bitter rival of Van Horne's, used the contract as an excuse to challenge Van Horne's stagecoach business and his monopoly of stage travel between the Susquehanna and the Potomac. Van Horne's advertisement in the *Maryland Gazette* (Baltimore), Jan. 8, 1788. See the rival advertisements of the lines *ibid.*, Jan. 8 and 11, 1788.
36. For about eight months no stage ran between New York and New Haven, though there was a local stage on that part of the road between New York and Rye. Levi Pease had to go to New York in person to arrange for a renewal of the service at the expense of the company. It was July 1788, before he

could again announce through service (advertisement dated "New York, July 18, 1788," to be found in the *Massachusetts Spy* [Worcester], Aug. 24, 1788, or *New York Museum*, Aug. 15, 1788). See Holmes, "Levi Pease, Father of New England Stagecoaching," for additional details.

37. Hazard to Belknap, May 17, 1788, in Massachusetts Historical Society, *Collections*, Ser. 5, III (Boston, 1877), 44.

38. Papers of the Continental Congress, Petitions in XLII, fol. 101, and XLI, fol. 254. The resolution is in XLI, fol. 250.

39. "An Ordinance for Regulating the Post Office of the United States," *ibid.*, LIX, foll. 331-347. See the discussion on this point in Rich, *History of the United States Post Office*, 58.

40. Hazard to Belknap, Mar. 5 and May 10, 1788, in Mass. Hist. Soc., *Colls.*, Ser. 5, III, 24, 36.

41. Communication signed "Centinel" in issue for Jan. 8, 1788.

42. Hazard to Belknap, Mar. 5, 1788, in Mass. Hist. Soc., *Colls.*, Ser. 5, III, 25. Hazard explained his views as to the post office establishment's responsibility for newspapers in greater detail in a defense drawn up and sent to various newspapers. See, for example, his communication in the *Providence Gazette*, Apr. 5, 1788.

43. Washington to John Jay, July 18, 1788, in Worthington C. Ford, ed., *The Writings of George Washington*, XI (New York, 1891), 290-292.

44. Belknap to Hazard, Sept. 23, 1788, Mass. Hist. Soc., *Colls.*, Ser. 5, III, 66. Samuel A. Otis in a letter to George Thatcher, Apr. 13, 1788, in Edmund C. Burnett, *Letters of Members of the Continental Congress*, VIII (Washington, 1936), 716, expressed a hope that Hazard would not be dismissed, but he thought "a little shaking" would do him good.

45. Hazard to Belknap. Oct. 2, 1788, Mass. Hist. Soc., *Colls.*, Ser. 5, III, 68.

DESPATCH FROM THE FRONTIER

Stage driver Dorming was late with the mail at Buckeye on December 12, 1900. He unloaded the mail at Coldwater, and forgot it—starting for Buckeye without it. When nearly to Buckeye, he thought of it and had to return to Coldwater to pick it up.

—*Arizona Republican*, December 16, 1900

No Loss to Postal History

by Herman Herst, Jr.

This story, with the exception of this first paragraph was written 15 or 20 years ago when the American Stampless Cover Catalog (ASCC) carried a listing under Maryland reading "BSS." In the latest version (fourth edition) of the ASCC this marking is listed, with a photograph of it on a cover, in Volume I under Maryland and in Volume II under Independent Mail Services. With the listings is this disclaimer, "A cover dated Oct. 17, 1783 and addressed to Philadelphia bears the initials 'BSS' at the upper left (see illustration in Vol. I, page 150). It has been asserted that these letters represent the words 'Baltimore Stage Service'; however, no factual evidence for this interpretation is known to the editors. The meaning of the initials 'BSS' in this private mail carrier marking is unknown."

This story may not sit very well with some people, but let us assure you that every word of it is true. It may not be too well received if the owner of the cover in question happens to read these words.

Our authority for the story is Mr. H. Findlay French, a cover collector from Baltimore, MD who passed from this life some years ago. Mr. French had a splendid collection of Baltimore covers, and he was in New York to attend a sale which contained covers he hoped to add to his collection. We were also at the sale, and one of the lots to be sold was a stampless cover from the Nicholas Low cor-

respondence, addressed to Philadelphia. The only postal marking on it consisted of three letters, "BSS," without periods, in the upper left corner.

"Remind me, Pat," Findlay told us, "to tell you the story of that cover after the sale." And when the sale ended, we reminded him.

"Michael Miller found that cover many, many years ago," Findlay told us, in approximately those words. He continued along the following lines.

"He asked me if I had any idea what the letters stood for. I suggested that they might mean 'Baltimore Sunday School.' We both laughed. Then Mike said, 'Why not Baltimore Stage Service?'"

Our recollection is that the cover found its way into the Edward Knapp collection, which was sold in the early 1940s by the fabulous character, Y. Souran, in association with another New York auction house. And the listing, if we recall correctly, described it as a unique cover from the Baltimore Stage Service. Mike Miller's facetious description now had become fact.

A few years ago, the cover came up in a New York auction, and it sold for a very substantial price. Once again it was described as the unique Baltimore Stage Service cover.

Of course, what has happened is that Mike Miller's remark made in humor has, over the years, been accepted as gospel.

BOOK REVIEWS

Postal Operations in the United States, 1794, by Robert J. Stets, Sr., 1991, spiral softbound, typed (except for reproduction), 43 pp., 8-1/2 x 11", map, tables, \$7.90 postpaid from the author, P.O. Box 142, Walterboro, SC 29488.

The title page reads: "LIST OF POST OFFICES in the UNITED STATES 1794—(both alphabetically and by state)—including the names of postmasters at those offices—and amounts of postage collected for the quarter ending December 31, 1794—also including a copy of the 'Post Office Law' enacted by Congress May 8, 1794—and a listing of private post offices operating in New York and Pennsylvania." But there is more!

Stets also explains 1794 geography, when the "District of Maine" was still part of Massachusetts, for example. He spells out, on page 10, those sections of the Law that are of special interest to postal historians; quite useful considering there are some ten pages of law reproduced in full, even if very clearly and easy to read.

Post offices are listed alphabetically as well as by states. There is contemporary information about private post roads, those in Pennsylvania being shown on a map. The book closes with a brief bibliography.

The author does not just accept someone else's word but does his own researching. As a result, he has discovered sources previously unused by postal historians. They have yielded enough "new" information to publish not only this but several other works in the planning and other preliminary stages. Fortunately, we shall thus reap the benefit of his assiduousness, and at a very modest price for the computer-produced publications.

The book is excellently executed and highly recommended. (Ernst M. Cohn)

Newly arrived, but not in time for a complete review, is a revised edition of Catalogue of the Crawford Library of Philatelic Literature at the British Library. This is the pre-eminent reference for early philatelic literature (pre-1912). According to philatelic bibliographer James Negus, "all serious bibliographic work starts with this unique catalogue.... The citations and annotations to each entry are of remarkable depth and thoroughness; their bibliographic value is incomparable."

This is an edition limited to 500 copies, hardbound, 550 pages on archival paper. The price is \$225 postpaid surface mail and can be ordered from The Printer's Stone Limited, Box 30, Fishkill, NY 12524.

Postage Due — The United States Large Numeral Postage Due Stamps, 1879-1894, by George B. Arfken, Collectors Club of Chicago, 1991, hardbound, xiii + 229 pp., 7 x 10", many illustrations, \$24.95 postpaid from CCC, 1029 N. Dearborn St., Chicago, IL 60610.

The twelve main chapters cover the historical background of postage due stamps generally, essays and proofs (authored by Lewis Kaufman and G.B. Arfken), the stamps *per se* in two chapters, their domestic usage (3 chapters), overseas mail (2 chapters), postage due markings, cancels on due stamps, and precanceled due stamps. There are also three appendices, an index, acknowledgements, publisher's preface, forward (*sic*), and introduction.

Though largely a review and summation of previous work on the subject, the book also contains much original material, particularly in connection with postage-due-related postal markings. Citations from postal documents of all sorts are numerous and very helpful in understanding this rather complicated field, i.e., the way in which postage due covers were handled and how the amounts were calculated.

In fact, the main emphasis of this book is on the postal history aspects rather than on the stamps as such. It is, therefore, much more comprehensive than the title indicates and highly useful for anyone interested in the usages and procedures of collecting postage due, and not only in the United States.

As far as the stamps themselves are concerned, the treatment is quite thorough, with one exception: Nothing is said about the fate of the plates. With all the wheeling and dealing documented here, one wonders whether anyone tried to sell the plates, too! There is, incidentally, a color plate of essays and stamps in front, together with a very valid disclaimer, which puts the whole purpose of that plate in question.

As is usual for this CCC series, the externalities are excellent, starting with proofreading of the text and continuing with the choice of paper, printing, binding, and clarity of illustrations.

This book provides an excellent introduction to postage-due procedures generally and thus constitutes one of the basic, general texts for the all-round postal historian. Its price is modest. It should be in every postal historian's library. (Ernst M. Cohn)

U. S. POST OFFICES and POSTMASTERS in 1792
by Robert J. Stets

Now that Heliograph #17 (Winter 1991) has provided you with the names of our postmasters for 1789-1790, who were the postmasters in 1792?

Most of the data reported in this article is taken from "Letters Sent by the Postmaster General" a huge 502-volume file in the National Archives containing (for the early years at least) hand written copies of letters sent by the Postmaster General (PMG) and sometimes by the Assistant Postmaster General.

The file begins on October 3, 1789 and extends to 1952. The first 50 volumes (about 500 pages each) are available on microfilm from the National Archives.

SETTING THE SCENE

Timothy Pickering became Postmaster General on August 12, 1791. Vermont had recently entered the Union as the 14th state and what we now call Kentucky was still a part of Virginia. In 1791, most of the post offices in Vermont and New Hampshire were still operated by those states and the post offices along the Hudson River in New York were operated by a stage coach company under special contract with the PMG. Similar "private" but government-authorized posts operated in other parts of the nation.

A report by PMG Pickering for the fiscal year ending October 5, 1791 listed 80 post offices, with a nett(sic) revenue (profit!) of \$5,498!

There were so few post offices that accounts were kept alphabetically by the postmaster's name. Not until 1794 did the postmasters become so numerous that the accounts were listed alphabetically by post office.

This familiarity with the postmasters' names is causing us trouble today, because when the 1792 post office clerk copied the PMG's letter into the Letter Book, he frequently omitted the address, so if you don't know the postmasters as well as he did, you're at a loss to know to which post office the letter was directed.

THE ACT OF 1792

The "Post Office Law" approved by Congress on February 20, 1792 covers 7 1/2 pages of very small print. It was the first "Law" to express rates of postage in United States "cents". This 1792 "Law" was to remain in force for 2 years from June 1, 1792.

The 1792 "Law" provided for extending the United States posts into the District of Maine, and into the states of Vermont and New Hampshire. It established a post road into the new state of Kentucky and greatly extended post roads throughout the entire nation. (The Hudson Valley route had once again become a U.S. post road on January 1, 1792.)

PMG Pickering struggled to meet the June 1 date set by Congress, but the sheer volume of advertising and concluding contracts for carrying the mails on all the new roads and then finding persons willing to act as postmasters at the new offices made it impossible.

A circular letter dated June 18, 1792 and sent to all postmasters and acting postmasters (who had not yet received their commissions) gave instructions which were to be placed into effect "on the first day of July next, when the Post Offices on the new roads will be opened."

PROBLEMS, PROBLEMS, PROBLEMS

Although everything looked fine on paper, there was trouble in the General Post Office (as the PMG's office was called). Individuals to whom postmaster commissions had been sent declined them, and a hunt for replacements had to be initiated. Contractors failed to observe the schedules carefully worked out by the PMG and post riders missed connections causing numerous delays and complaints. Some post riders whose ride was changed under the new contracts, neglected to call at the newly established post offices and postmasters complained of being forced to "rise from bed to receive the mail at unreasonable hours" because riders were ahead of or behind schedule.

At least 18 post offices didn't open for business before September and several were established so late in the year that they didn't begin operations until 1793.

P.O.'s THAT MISSED A 1792 OPENING DATE

STONINGTON, CT. Jonathan Palmer, Jr., appt. Nov. 28 1792 to begin operations Jan. 1, 1793, did not operate before February 1793.

SCHENECTADY, NY. Joseph Shurtleff, appt. Dec. 25, 1792 too late to operate in 1792.

WHITESTOWN, NY. a "private" P.O. until 1794.

WESTERLY, RI. Rouse Babcock appt. in Oct. '92 but delays in getting the rider to pass through Westerly prevented operation until 1793.

COOSAWHATCHIE, JACKSONBOROUGH & NELSON'S FERRY, SC. Blank commissions were sent to the Charleston, SC postmaster in late Dec. '92- too late for them to open in 1792.

ABINGDON, VA. William Conn declined an August 1792 appt. and no one was found to act as postmaster until 1793.

MONTGOMERY C.H., VA. James Craig declined an August '92 appt. and no one was found to act as postmaster until 1794.

WYTHE C.H., VA. Jesse Evans declined an August '92 appt. and no one was found to act as postmaster until 1794.

ABOUT THE ACCOMPANYING LISTS

The accompanying lists report 215 post offices that operated in 1792, together with the postmaster's name. In some cases more than one postmaster served at a specific office. In such cases the postmaster who served the greater part of the year was listed.

In New Jersey, the "Bridgetowns" are listed by today's North and South Jersey, but in 1792 it was East and West Jersey.

Those offices that appeared in my 1789-1790 list in Heliograph #17 are identified by an asterisk (*) after their name, so it is easy to spot the more recently established offices, which, of course, indicate where the post roads had been extended.

A 1794 LIST

The author has published a 43 page monograph "Postal Operations in the United States, 1794" that follows up where this article leaves off. It includes the 1794 "Post Office Law" (10 pages), a listing of the 444 post offices then operating, with names of postmasters. It also reports the amount of postage collected at those offices as an indication of the scarcity of postmarks from those offices, plus a listing and map of "private" post roads authorized by the PMG. Soft cover, plastic ring bound, the price is \$7.90 postpaid from Robert Stets, P.O. Box 142, Walterboro, SC 29488-0142.

Correspondence is invited from collectors who are interested in this period of our nation's postal history. Write to the address given above.

U. S. POST OFFICES and POSTMASTERS in 1792
 (*) = P.O. also operated in the 1789-90 period

CONNECTICUT		MARYLAND (cont.)	
Danbury	BURR, Oliver	Bladensburg *	LOWNDES, Benjamin
Fairfield *	BURR, Thaddeus	Chaptico	GRINDELL, Josiah B.
Hartford *	HILLDRUP, Thomas	Charlestown *	BRUMFIELD, Edward
Litchfield	TALMAGE, Benjamin	Chester Mills *	KENT, James
Middletown *	HOBBY, Wensley	Chestertown *	PIPER, James
New Haven *	BIERS, Elias	Easton *	COWAN, James
New London *	GREEN, Timothy	Elkton *	SEARS, John
Norwalk *	REED, Matthew	Fredericktown	HILLARY, Levi
Norwich *	LEFFINGWELL, William	Georgetown-Potomak *	MAGRUDER, Wm. B.
Ridgefield	KING, Joshua	Georgetown X Roads *	COMEGYS, John
Stamford *	WEED, Smith	Hagarstown	ROCHESTER, Nathaniel
Stratford *	WALKER, Robert	Harford *	STUMP, Herman
DELAWARE		Havre de Grace *	BARNEY, John H.
Christiana Bridge	COOCH, Francis L.	Leonardtwn	SEWELL, Clement
Clowes	WILSON, Theodore	Piscatawa	HARDY, Henry
Dagsborough	TUNNELL, Isaac	Port Tobacco	DAVIS, Eleazer
Dover *	WILDS, Thomas	Princess Anne Town	JONES, Robert
Duck Creek *	HALE, Thomas	Salisbury	WINDER, William, Jun.
Frederica	COOMBE, Benjamin	Sharpsburg	ECKERT, Henry
Middletown	MAXWELL, Robert	Snow Hill	DUER, James
Milford	DILL, Abner	Upper Marlborough	HAMILTON, Samuel
Newport	ROBESON, William	Vienna	DOUGLAS, Alexander
Wilmington *	WEBSTER, John	Warwick *	HODGSON, Robert
GEORGIA		MASSACHUSETTS	
Augusta	JONES, Abraham	Barnstable	BOURNE, Richard
Georgetown	CURRIE, John	Beverly	LEECH, Asa
Savannah *	WATT, Alexander	Boston *	HASTINGS, Jonathan
Washington	MONGER, Henry	Gloucester	PHELPS, Henry
KENTUCKY		Greenfield	DICKMAN, Thomas
Danville	BARBEE, Thomas	Ipswich *	NOYES, Daniel
DISTRICT OF MAINE (Massachusetts)		Marblehead	LEWIS, Thomas
Bath	SEWALL, Dummer	Nantucket	COFFIN, William
Biddeford	HOOVER, Benjamin	New Bedford	TOBEY, William
Brunswick	DUNING, Andrew	Newburyport *	EMERSON, Bulkley
North Yarmouth	ELWELL, Paine	Northampton	BRECK, John
Portland *	FREEMAN, Samuel	Plymouth	WATSON, William
Wells	STORER, Joseph	Salem *	WILLIAMS, Mascoll
Wiscasset *	WHITTIER, Ebenezer	Springfield *	WELD, Ezra Waldo
York	SEWELL, Daniel	Stockbridge	ANDREWS, Loring
MARYLAND		Taunton	TILLINGHAST, Nicholas
Allen's Fresh	DYSON, Thomas	Worcester *	THOMAS, Isaiah
Annapolis *	GREEN, Samuel	NEW HAMPSHIRE	
Baltimore *	FURNIVAL, Alexander	Charlestown	CROSBY, Samuel
		Concord *	HOUGH, George
		Exeter *	GILMAN, John Ward
		Hanover	McCLURE, Samuel
		Portsmouth *	LIBBEY, Jeremiah

U. S. POST OFFICES and POSTMASTERS in 1792
 (*) = P.O. also operated in the 1789-90 period

NEW JERSEY		NORTH CAROLINA	
Amboy	THOMSON, John	Plymouth	(cont.)
Booneton	KENT, Rudolphus	Salem	BYRD, Martin R.
Bridgetown (North)	GRIFFITHS, John	Salisbury	SHOBER, Gotlieb
Bridgetown (South)	ELMER, Eli	Sawyer's Ferry	LAWMANN, George
Elizabethtown *	SHUTE, William	Smithfield	SAWYER, Enoch
Morristown	KING, Henry	Tarborough	BRYAN, John
New Brunswick *	KEENON, Peter	Warrenton	ROSS, Joseph
Newark *	BURNET, John	Washington *	TURNER, James
Princeton *	HARRISON, John	Williamsborough	BLOUNT, John Gray
Rockaway	FORD, Chilion	Wilmington *	SNEED, Stephen
Salem	JONES, Thomas		BRADLEY, John
Sussex C.H.	DARRAH, Thompson		
Swedesborough	CROES, John		
Trenton *	GORDON, Peter		
Woodbridge	MANNING, John		
Woodbury	DONNELL, Nathaniel		
Woodstown	WEYNMAN, William		
NEW YORK		PENNSYLVANIA	
Albany *	MANCIUS, G.W.	Bedford *	BARCLAY, Hugh
Claverack	GOODRICH, Elihu C.	Bethlehem	HORSFIELD, John
Clermont	WILSON, William	Bristol *	CLUNN, Joseph
Connajorharrie	FREY, Hendrick	Carlisle *	KLINE, George
Fishkill	VANWYCK, Cornelius	Chambersburg *	MAHONEY, Jeremiah
Goshen	WILKINS, James W.	Chester *	McCARTY, Miles
Hudson	GELSTON, Cotton	Easton	SPERING, Henry
Kinderhook	ELY, Ashbel	Greensburg	HAMILTON, Thomas
King's Bridge	HALSEY, Daniel	Harrisburg	MONTGOMERY, John
Kingston	TAPPEN, Christopher	Lancaster *	TURBETT, Samuel
Lansingburgh	LOVETT, John	Lebanon	KARCH, Jacob
New York *	BAUMAN, Sebastian	Philadelphia *	PATTON, Robert
Peekskill	DUZENBURY, Jarvis	Pittsburg *	SCULL, John
Poughkeepsie	POWER, Nicholas	Reading	JUNGSMANN, Gottlieb
Red Hook	LYLE, Henry	Shippensburg *	QUIGLEY, Samuel
Rhinebeck	DeHART, Cyrus	York Town *	EDIE, James
Shawangunk	SMITH, George		
Ward's Bridge	GOLDSMITH, Stephen		
Warwick	SMITH, John		
NORTH CAROLINA		RHODE ISLAND	
Edenton *	STANDIN, Lemuel	Bristol	USHER, Hezekiah
Fayetteville	SIBLEY, John	East Greenwich *	MUMFORD, Gideon
Guilford C.H.	MOORE, Smyth	Newport *	RICHARDSON, Jacob
Halifax	GILMORE, Charles	Providence *	WILKINSON, William
Hertford	DECROW, Sarah	Warren	PHILLIPS, Nathaniel
Hillsborough	RAY, David		
Indiantown	WILLIAMS, Thomas		
Newbern *	MARTIN, Francis X.		
Nixonton	LANE, W. Wm.		
		SOUTH CAROLINA	
		Cambridge	WILSON, James
		Camden	REED, John
		Charleston *	BACOT, Thomas W.
		Cheraw C.H.	FORT, Moses
		Columbia	CONSTABLE, Daniel
		Georgetown *	COHEN, Abraham
		Statesburg	HORAN, John
		TERR. So. of OHIO RIVER (later Tenn.)	
		Hawkins C.H.	ROGERS, Joseph

U. S. POST OFFICES and POSTMASTERS in 1792
 (*) = P.O. also operated in the 1789-90 period

VERMONT		VIRGINIA (cont.)	
Bennington	RUSSELL, David	Lancaster C.H.	GLASSCOCK, George
Brattleborough	BLAKE, John W.	Leedstown	BRISCOE, Reuben
Burlington	FAY, John	Leesburg	LEWIS, Thomas
Manchester	ALLIS, Abel	Lexington	ALEXANDER, William
Rutland	HILL, Frederick	Martinsburg	HUNTER, David
Vergennes	BRUSH, Alexander	Norfolk *	ARCHER, Edward
Westminster	ATWATER, Reuben	Northampton C.H.	SMITH, Isaac
Windsor	SPOONER, Alden	Northumberland C.H.	EDWARDS, Thos. Jr.
		Petersburg *	GRAMMER, John
		Port Royal	BRAND, John Jr.
		Portsmouth *	HARPER, James
		Richmond *	DAVIS, Augustine
		Rockingham C.H.	CURRY, James
		Shepherdstown	ROSS, Horatio
		Smithfield *	PURDIE, George
		Staunton	DOUTHAT, Robert
		Stevensburg	McGINNIS, John
		Strasburg	HITE, Alexander
		Suffolk *	DRIVER, John
		Tappahannock	MUSE, Lawrence
		Urbanna	KEMP, Col. Peter
		Westmoreland C.H.	QUINLAN, Hugh
		Williamsburg *	NICHOLSON, Robert
		Winchester	NORTON, George
		Woodstock	GALLADAY, David
		Yorktown *	NEWMAN, Thomas

VIRGINIA	
Accomac C.H.	CUSTIS, Wm. Robinson
Alexandria *	McCREA, James Mease
Bowling Green *	HOOMES, John
Cabin Point *	PETER, Thomas
Charlottesville	MILLER, Isaac
Colchester *	THOMPSON, William
Columbia	QUARLES, James
Dumfries *	BRUNDIGE, Timothy
Fincastle	KENNERLY, Samuel
Fredericksburg *	WIATT, William
Hampton *	JONES, Thomas
Hanover C.H. *	WOOLFOLK, Paul
Horntown	WELLBURN, William
Kinsale	COLLINS, Thomas

THE EMBRYO METROPOLIS by Thomas J. Alexander

As you know, this segment is about great cities when they were towns so small their postmasters could not afford a handstamp.

Every city in North America is relatively new, only a few being more than 200 years old. Most began as a few houses located at a favorable trading point on a harbor or river. Some grew up around an army post established to protect a trade route or incoming settlers.

In its early years, the Post Office Department did not provide handstamps with which to postmark mail from very small post offices.

The remuneration of the postmaster was based on the volume of mail that he handled, and at small offices this did not justify the purchase of a handstamp, which might cost as much as \$1 or \$2. Consequently, mail from these places was postmarked in pen and ink, usually by the postmaster himself.

In the case of our eighteenth century examples from New York and Philadelphia, not only were the towns too small to have handstamps, the handstamp postmark device had yet to be introduced in this country.

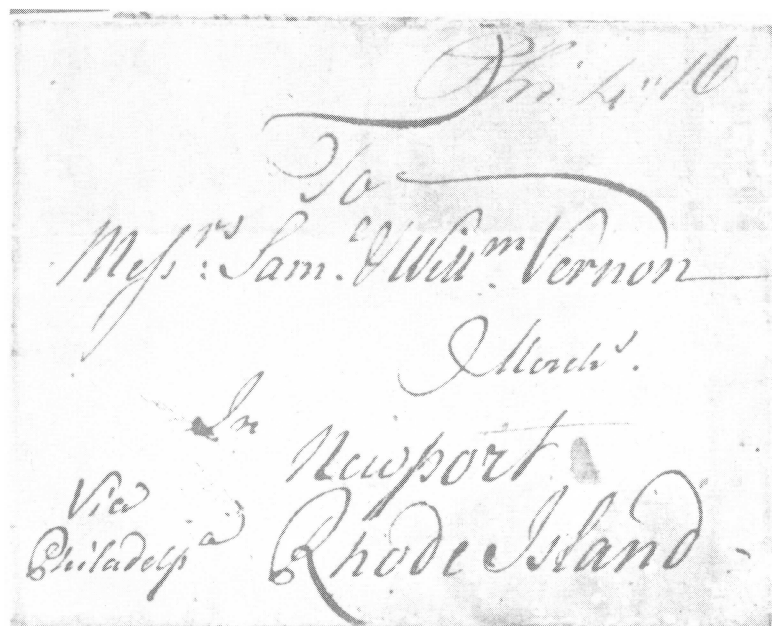
New York City, Colony of New York, 1745

This commercial letter originated in Amsterdam and was carried privately by ship to the port of New York, where it entered the colonial mails. The "NY" is an example of the abbreviated manuscript townmark used at New York before the post office acquired its first handstamp in 1756. The cover is datelined at Amsterdam on September 25, 1745. It contains quotations of current Dutch prices for American goods.

The rate is curious. Under the Act of 1711, the rate from New York to Newport was 1/-; the private ship letter fee paid to the captain was 1d. This converts to 4 dwt. 8gr. The original 4 dwt. 16 gr. was partially crossed out and 4/9 substituted. The difference between 8 and 9 may be the depreciation factor for local currency.

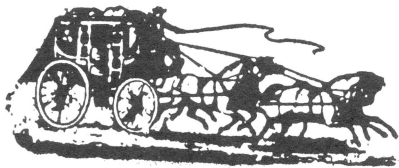


Philadelphia, Colony of Pennsylvania, 1765

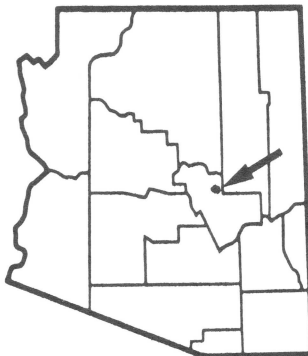


This letter originated at Cork, Ireland, on December 4, 1765, and refers to the great scarcity of grain and the failure of the potato crop. It was routed through the colonial port of Philadelphia to Newport, Rhode Island.

At Philadelphia it received that town's manuscript townmark and was rated 4 grains and 16 pennyweights of silver. This was the colonial equivalent to the Parliamentary postage rate of 1 shilling 2 pence quoted in British sterling, consisting of 1 shilling for an inland distance of 300 to 400 miles plus 2 pence private ship letter fee. Philadelphia did not receive its first handstamp townmark until the following year.



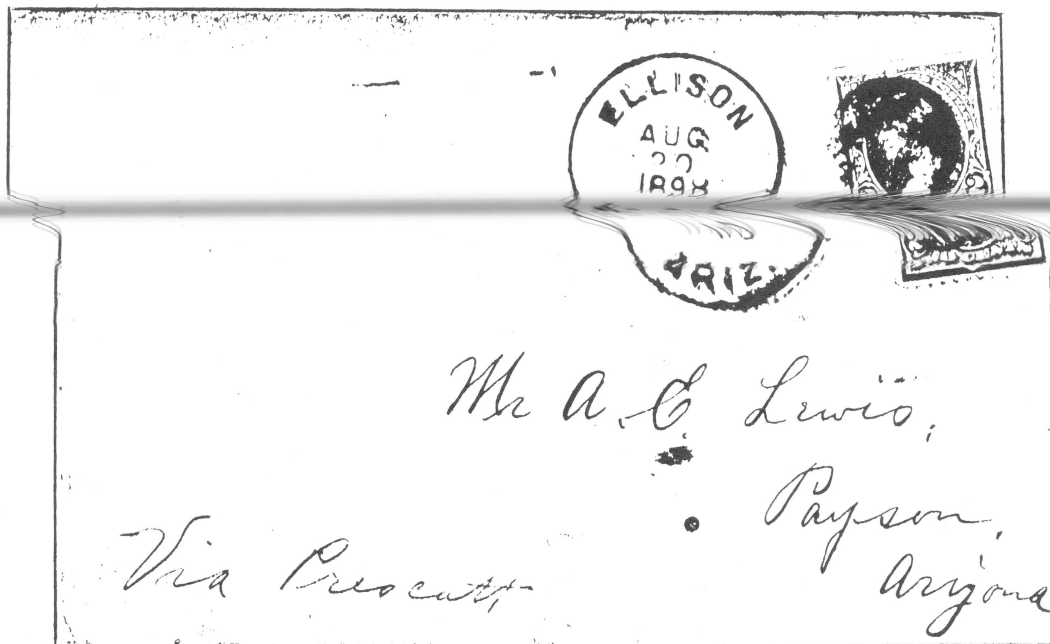
ELLISON ARIZONA TERRITORIAL POST OFFICE

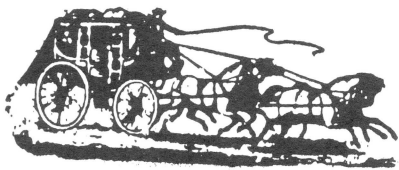


THIS OFFICE IN NORTH-CENTRAL GILA COUNTY JUST AT THE SOUTHWESTERN TIP OF NAVAJO COUNTY WAS ESTABLISHED JULY 24, 1897, WITH JESSE W. ELLISON AS POSTMASTER. THE OFFICE WAS DISCONTINUED APRIL 15, 1907, MAIL GOING TO YOUNG ABOUT 12 MILES NORTHWEST. THE APPLICATION STATED "THE ESTABLISHMENT OF THIS OFFICE IS ASKED IN CONNECTION WITH AN EXTENSION OF YOUNG-PAYSON ROUTE TO FT. APACHE" ABOUT 75 MILES EAST. NO NUMBER WAS GIVEN FOR THIS PROPOSED ROUTE. MAIL WAS TO COME IN ON ROUTE 16109 FROM HOLBROOK TO YOUNG TWICE A WEEK.

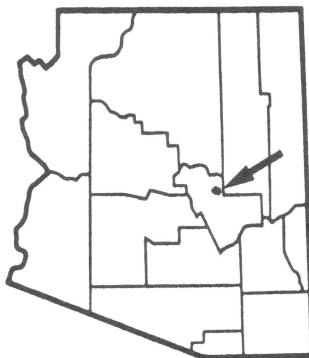
ELLISON, A FORMER TEXAS RANGER, HAD BROUGHT ABOUT 1800 CATTLE BY RAIL TO BOWIE AZ IN 1885. AFTER LOSING MANY OF HIS CATTLE TO LACK OF WATER, HE WENT TO GILA COUNTY, WHERE HE ESTABLISHED A RANCH IN BIG GREEN VALLEY. WHEN HIS HOUSE BURNED IN LATE 1885, HE AND HIS FAMILY WENT ON TO ESTABLISH THE QR RANCH IN STAR VALLEY, WHERE HE LIVED UNTIL 1915. HIS DAUGHTER DUETT SUCCEEDED HIM AS POSTMASTER ON MARCH 24, 1902. SHE MARRIED GEORGE W. P. HUNT ON FEBRUARY 24, 1904 AND RESIGNED AS POSTMASTER EFFECTIVE DECEMBER 22, 1905. SHE BECAME ARIZONA'S FIRST LADY WHEN HUNT WAS ELECTED ARIZONA'S FIRST STATE GOVERNOR AND THEN WAS REELECTED SIX TIMES.

ELLISON POST OFFICE WAS DISCONTINUED MARCH 16, 1907.





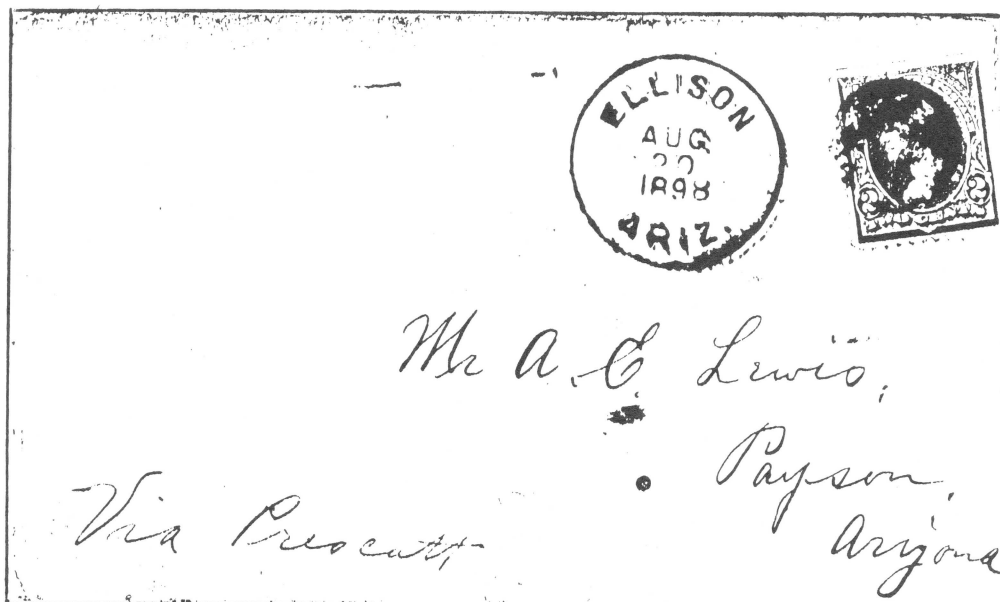
ELLISON ARIZONA TERRITORIAL POST OFFICE



THIS OFFICE IN NORTH-CENTRAL GILA COUNTY JUST AT THE SOUTHWESTERN TIP OF NAVAJO COUNTY WAS ESTABLISHED JULY 24, 1897, WITH JESSE W. ELLISON AS POSTMASTER. THE OFFICE WAS DISCONTINUED APRIL 15, 1907, MAIL GOING TO YOUNG ABOUT 12 MILES NORTHWEST. THE APPLICATION STATED "THE ESTABLISHMENT OF THIS OFFICE IS ASKED IN CONNECTION WITH AN EXTENSION OF YOUNG-PAYSON ROUTE TO FT. APACHE" ABOUT 75 MILES EAST. NO NUMBER WAS GIVEN FOR THIS PROPOSED ROUTE. MAIL WAS TO COME IN ON ROUTE 16109 FROM HOLBROOK TO YOUNG TWICE A WEEK.

ELLISON, A FORMER TEXAS RANGER, HAD BROUGHT ABOUT 1800 CATTLE BY RAIL TO BOWIE AZ IN 1885. AFTER LOSING MANY OF HIS CATTLE TO LACK OF WATER, HE WENT TO GILA COUNTY, WHERE HE ESTABLISHED A RANCH IN BIG GREEN VALLEY. WHEN HIS HOUSE BURNED IN LATE 1885, HE AND HIS FAMILY WENT ON TO ESTABLISH THE QR RANCH IN STAR VALLEY, WHERE HE LIVED UNTIL 1915. HIS DAUGHTER DUETT SUCCEEDED HIM AS POSTMASTER ON MARCH 24, 1902. SHE MARRIED GEORGE W. P. HUNT ON FEBRUARY 24, 1904 AND RESIGNED AS POSTMASTER EFFECTIVE DECEMBER 22, 1905. SHE BECAME ARIZONA'S FIRST LADY WHEN HUNT WAS ELECTED ARIZONA'S FIRST STATE GOVERNOR AND THEN WAS REELECTED SIX TIMES.

ELLISON POST OFFICE WAS DISCONTINUED MARCH 16, 1907.



ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912–1979

(Continued from *The Heliograph* #19)

NORTHEAST STA.—Phoenix

Established

MARICOPA

Jul 28, 1956

NORTHERN ARIZONA UNIVERSITY

STA.—Flagstaff

Established

COCONINO

Jun 16, 1967

This is sometimes abbreviated to NAU.

NORTH RIM

Formerly Kaibab Forest

Summer Office

Wilson C. Fritz

Jun 1, 1947

Francelle L. Fritz

Apr 1, 1948*

Mrs. Marion G. Quinn

Jul 31, 1950*

Changed to RS—Fredonia

Sep 1, 1955

Changed to CPO—Fredonia

Jul 10, 1976

This PO is located on the north rim of the Grand Canyon. Closed during the winter, e.g., from Sep 25 (1953).

NORTHWEST BR.—Phoenix

Established

Aug 15, 1956

Changed to Sta.—Phoenix

Apr 15, 1958

NORTON

Robert Lee Wallace

Jun 17, 1914

Charles G. Norton

May 1, 1916

James Ryan

Mar 14, 1923

Discontinued

Jun 15, 1925

Mail to Mohawk

Possibly named for the second PM who was an early settler; the originally proposed name for the PO was Lysleton. There was a Norton's PO in Yuma County from 1883–1894 but in a different area.

NUTRIOSO (1883)

Lucina Wildins

Mrs. Hilda M. Wildins

Orson H. Wilkins

Mrs. Clara C. Burk

Mrs. Ida L. Hamblin

Mrs. Ella M. Lee

Archie H. Maxwell

Mrs. Ruby W. Rogers

Mrs. H. Luvena Dyer

Mrs. Laura M. Slade

Mrs. Ella M. Lee

Mrs. Winfred V. Reidhead

Mrs. Catherine H. Mangum

Mrs. Kathy Reidhead

APACHE

Sep 7, 1899

Jul 20, 1912

Nov 1, 1916

Oct 1, 1918

Aug 6, 1921

Nov 11, 1923

Jun 1, 1936

Sep 30, 1941*

Nov 6, 1942

Mar 11, 1944

Apr 30, 1955

May 31, 1960*

Dec 17, 1960

Jun 4, 1977

Early settlers here killed beaver (Spanish “nutria”) and bear (Spanish “oso”) and hence the name. Altitude is 7,650'.

O

OATMAN (1908)

John B. Hughes

Charles S. Seeley

Dan Angius

Roy E. Burris

Elva C. Shuck

John M. Hones

Harry B. Magill

Mrs. Grace A. Fox

Mrs. Grace A. Woodward NCM

Mrs. Myrtle Prophet

Mrs. Minnie I. Fuller

Mrs. Lucille E. Bean

MOHAVE

Feb 24, 1911

Aug 21, 1912

Jun 30, 1915

Jul 25, 1916*

Apr 19, 1917

Sep 21, 1918*

Nov 1, 1921

Apr 5, 1926

Nov 3, 1927

Jun 17, 1931

Jun 30, 1954

Mar 31, 1956

Mrs. Lucille E. Fourtner NCM
May 11, 1971
Mrs. Yoshiko O. Roberts Jun 30, 1972

Many of the Oatman family were massacred by Indians near what became Oatman Flat in Maricopa co. They were enroute to California in March, 1851.

John Oatman, a descendant, lived here; the PO was named for his mother, Olive Oatman, who had escaped the massacre.

The City, including the PO, was destroyed by fire on Jun 27, 1921. Losses exceeded one half million dollars.

OCOTILLO
Pearl Orr
Discontinued

YAVAPAI
Feb 12, 1916
Jun 15, 1925
Mail to Cleator

This Spanish word means "coach whip," an accurate description of the ocotillo plants that are plentiful in this area.

OCTAVE
Adolfo C. Yrigoyen
Thomas J. Morrison
Leopold Walloth
Frank E. Gillis
Earl N. Barnett
Frederick W. Lyman
Joseph S. Coupal
Morton E. Pratt
Donovan C. Cable
LaMont West
Discontinued

YAVAPAI
Oct 1, 1910
Sep 1, 1912
May 12, 1913
Jan 1, 1918
Oct 11, 1921
Nov 16, 1925
Jan 10, 1929
Apr 1, 1930
Oct 21, 1939
Aug 17, 1940
Jan 15, 1943
Mail to Congress

This location was once claimed by eight prospectors, hence the name. The Octave Mine produced much gold, but was abandoned in 1936.

The community gradually became a ghost town.

OFFICERS TRAINING SCHOOL BR—
Tucson
Established
Discontinued

PIMA
Nov 20, 1942
Dec 22, 1944

This was a Navy operation at the University of Arizona.

OLBERG
Joseph O. Willett
Mrs. Elizabeth W. Fillmore
Mrs. Gladys M. Ellis
Discontinued

PINAL
Jul 22, 1927
Sep 30, 1935
Aug 16, 1937*
Aug 31, 1938
Mail to Sacaton

Located on the Gila River Indian Reservation. Named for Col C. R. Olberg, chief engineer for the building of the Coolidge Dam.

OLD GLORY (1895)
Reestablished
Charles H. O'Neill
Discontinued

SANTA CRUZ
May 27, 1914
Aug 14, 1915
Mail to Ruby

This settlement was abandoned when the American Flag Mine ceased operations. PO named OLDGLORY (one word) from 1895–1909.

OLD PUEBLO STA.—Tucson
Established
Changed to Old Pueblo Annex
Changed to Old Pueblo Sta.
Discontinued

PIMA
Jun 15, 1942
Dec 1, 1942
May 1, 1948
Feb 11, 1956

Tucson has always been termed "The Old Pueblo."

OLDTRAILS
Ernie S. Statton
Hubert R. Woods
Discontinued

MOHAVE
May 16, 1916
Jul 1, 1917
Aug 15, 1925
Mail to Oatman

About the time this settlement was started, the National Old Trails Association was marking the old trails west. It is possible that this caused the naming, as this community was on one of the old trails.

Oldtrails, located only 1 1/4 mi. north of Oatman, was discontinued because PO was not needed.

OLD TUCSON RS—Tucson
Established
Discontinued
Reestablished
Discontinued
Reopened RB—Tucson
Discontinued

PIMA
May 1, 1940
Jun 30, 1940
Nov 8, 1940
Nov 16, 1940
Dec 2, 1968
Dec 4, 1971

The old west location, fourteen miles west of modern Tucson, was built for the filming of the famous motion picture "Arizona." The RS was opened in one of the adobe buildings used on the set, established to serve the film cast and crew. Inaugural ceremonies included a "pony express" delivery of the mail from "old" to modern Tucson by Bob Whiting.

Old Tucson is now a wild west tourist attraction visited by thousands each year. Later western movies (Young Guns) and television shows (The Young Riders) use this location often; when films are being shot the public is invited to come and watch.

ORACLE (1880)

John W. Lawson
Leslie C. Terry
John W. Lawson
Thorval Newton Clark
Lloyd K. Basteen
Nancy L. Terry

PINAL

Apr 1, 1911
Jan 20, 1915
Sep 1, 1926
Jul 1, 1943
Jun 1, 1946
Dec 31, 1959

ORAIBI (1900)

Elizabeth C. Stanley
Jacob G. Lang
Miss Grace Griffith
Evalyn A. Bentley
Emory A. Marks
J. Preston Myers
Frederick F. Corrigan
J. Walker Raymond
Karl Johnson
Homer S. Cooyama
Alban Mooya
Caleb H. Hohnson
Emmett I. James
Mrs. Gloria Suetopka
Gloria James NC

NAVAJO

Dec 29, 1906
Nov 18, 1915
Sep 30, 1916
Aug 18, 1921
Jan 7, 1922
Dec 31, 1923
Jun 1, 1929
Nov 26, 1938
Oct 6, 1942
Oct 31, 1951*
Jan 10, 1952
Dec 9, 1960*
Sep 14, 1961*
Apr 5, 1968
Dec 19, 1968

The Hopi tribal headquarters; the Hopi name means "place of the rock Oraí." It is believed this area was settled by Indians about 1150 A.D. Original PO name was a misspelling—Oraiba (1900-01).

PM Miss Evalyn A. Bentley, whose appointment date is given, was apparently never commissioned.

ORO BLANCO (1879)

Charles O. Foltz
Discontinued

SANTA CRUZ

Sep 2, 1908
Apr 30, 1915
Mail to Arivaca

Named for the Oro blanco Mine on the Mexican border. The name is Spanish for "white gold."

OSBORN STA.—Phoenix

Established

MARICOPA

Apr 27, 1977

OVERGAARD

William T. Shockley
Christ Overgaard
Discontinued

NAVAJO

Nov 8, 1938
May 26, 1939
Dec 31, 1943
Mail to Heber

Mrs. Carmen Moody
Arthur E. Weech
Mrs. Chinesea V. Hagerman
Mrs. Naoma N. Owens

Apr 16, 1952*
Jun 30, 1953
Apr 30, 1968
Feb 11, 1972

OVERTON

Mrs. Jean Clark Wilder
Discontinued

COCHISE

Dec 26, 1917
May 31, 1918
Mail to Fort Huachuca

It is said that Capt. C.E. Overton camped his Sixth U.S. Cavalry here in 1886.

The community does not appear on present day maps. In territorial days there were shortlived POs of the same name in both Maricopa and Pah-Ute Counties (see Theobald).

OWENS (1899)

Adamson Cornwall
Mrs. Martha B. Ward
Discontinued

MOHAVE

Nov 19, 1902
Jul 8, 1913
Aug 31, 1914
Mail to Kingman

John W. Owens of Illinois came to Arizona with the California Column in 1864. At the time of his death in 1877, he was Treasurer of Maricopa county. Reopened in 1923 as Wikieup (q.v.).

OWLHEAD

Mrs. Josie Marie Guss
Discontinued

PINAL

Aug 22, 1930
Aug 15, 1933
Mail to Tucson

The nearby buttes resemble large owl heads.

P

PAGE

Mrs. Cathryn A. Pulsifer
Charles F. White
Manuel M. Jaramillo OIC
Mark S. Theisen

COCONINO

Oct 12, 1957
Jun 29, 1973
Nov 16, 1978
Jul 28, 1979

Named for John C. Page, U.S. Commissioner of Reclamation, 1937–1943. who spent many years on the development of the upper Colorado River.

This community on the upper Colorado River was built to house the workers on the Glen Canyon Dam, begun in 1957. The population has grown quickly.

PALO ALTO

Walter A. Jost
B.H. Kinney
Discontinued

PIMA

Nov 5, 1925
Apr 9, 1927
Mar 31, 1928
Mail to Tucson

The name is Spanish for "high tree." There was a tall mesquite in front of the Palo Alto Ranch house in which the PO was located.

PALOMAS (1891)

John F. Nottbusch
Discontinued

YUMA

May 7, 1898
Aug 31, 1938
Mail to Agua Caliente

This name is Spanish for "doves" which flock here in the spring. The area is now farm land and the community has disappeared.

PALO VERDE (1910)

William Walton
Louis S. Thompon
Charles A. Narramore
William Walton
Eliza Walton
Mrs. Eliza W. Narramore
Mrs. Elma Cantrell Roberts
Mrs. Edith H. Roberts
Mrs. Mattie B. Coker
J.C. Walters Brown
Charles M. Whitaker
Mrs. Emma J. Fuhrman

MARICOPA

Jul 20, 1910
Aug 12, 1916
Jan 1, 1918
May 1, 1920
Aug 19, 1930
NCM Jun 14, 1932
Jun 23, 1938
Jan 1, 1943*
Mar 1, 1943
Oct 15, 1945*
Feb 1, 1947
Dec 31, 1948

James J. Fuhrman, Jr.
Edward I. Kacer

Feb 28, 1955
Dec 8, 1961

The name is Spanish for "stick" and "green." Palo verde trees grow in the wash east of the PO.

PANTANO (1880)

John W. Purifoy
Thomas N. McCandless
James W. King
Judson Moores
Mrs. Ester Cummings
Mrs. Alice Lundquist
Mrs. Wanda Lee Carson
Mrs. Wilma H. Gentry
Discontinued

PIMA

Aug 26, 1909
Jul 7, 1913
Aug 29, 1918
Nov 22, 1919
Mar 6, 1926
Aug 14, 1930
Jun 30, 1950
Oct 12, 1951
Apr 30, 1952
Mail to Benson

The name is Spanish for "swamp" or "body of water."

PAPAGO STA.—Scottsdale MARICOPA

Established Feb 17, 1962

PARADISE (1901)

James C. Hancock
Mrs. Irene Hancock Kennedy
Mrs. Pearle I. Wheeler
Discontinued

COCHISE

Feb 19, 1910
Jan 13, 1938
Jan 28, 1939
Sep 30, 1943
Mail to Portal

A young couple settled here and named it because of their happiness. The local mine played out and the place nearly became a ghost town but has since revived.

"Judge" James C. Hancock (he also served Paradise as Justice of the Peace) was born in Claremont, Ind. but actually emigrated to the then booming mining town of Galeyville (1881) from Santa Barbara, Calif. via Tombstone. After the ore at Galeyville played out he remained in the Chiricahua Mountain region, first as a cattleman, and later also as the owner of Paradise's Arcadia Hotel. Hancock was impatient with revisionist writers of early Arizona history; the Tombstone newspapers were his forum for correcting the "facts" of others concerning incidents he had witnessed. He died of a heart attack on Dec 29, 1937 while still PM.

Mrs. Irene Hancock Kennedy is the daughter of James C. Hancock and Laura Wood Hancock (a native of Ft. Bowie) and the granddaughter of Miles L. Wood (former PM of Bonita).

PARADISE VALLEY BR.—Scottsdale**MARICOPA***Established*

Aug 1, 1964

PARKER (1871)**YUMA**

Charles W. Graves	Sep 9, 1911
Allen W. Bryant	Jul 15, 1914
Mrs. Mary E. Brown	Apr 3, 1918
Jerome B. Roberts	Feb 11, 1927
George Alfred Yowell	Mar 16, 1930*
Mrs. Annie Laura Kent	Jul 10, 1930
John M. Garner	Jul 1, 1947*
Mrs. Dorothy H. Garner	Jun 1, 1948*
Carl B. Williams	Jul 16, 1949*
Mrs. Dorothy H. Garner	Jul 21, 1949
John M. Thompson	Sep 30, 1950
Jerome Barney Roberts	Dec 31, 1953
Mrs. Frances A. Johnson	May 31, 1963
John C. Toasperm OIC	Jun 18, 1976
Ruben S. Munoz	Oct 9, 1976

Located on the Colorado River Indian Reservation. Named for Judge P.P. Parker, prominent in the early development of irrigation in the county and speaker in the 21st Territorial Legislature.

Twice appointed PM Jerome Barney Roberts was the son of territorial PM John Roberts.

PARKER CANON**SANTA CRUZ**

Louis K. McIntyre	Jun 1, 1912
John R. McIntyre	Oct 20, 1916
Louis K. McIntyre	Jan 31, 1920
George O. Wager	Oct 30, 1920
Louis K. McIntyre	Nov 5, 1921
Jessie D. Boone	Nov 2, 1922
Louis K. McIntyre	Jul 24, 1923

Name changed to PARKER CANYON Jan 1, 1928

Discontinued Jan 31, 1929

Mail to Patagonia

Named for William Parker who saw this area on his way to the California gold rush and returned here to settle in 1881. He was later buried here.

PARKS**COCONINO**

James W. Evans	Jan 15, 1915
Mrs. Mertie M. Butterbaugh	Apr 12, 1916

Ernest L. Dodge	Jan 10, 1917
Frank Chadek	Oct 25, 1918
Mrs. Stella A. McMillan	May 16, 1919
Ralph H. Peterson	May 17, 1926
Robert Erwin	Oct 18, 1927*
Charley Erwin	May 2, 1928
Ernest T.W. Coulter	Aug 3, 1933
Willis I. Oberg	Jul 1, 1939*
Mrs. Bertha A. Oberg	Dec 12, 1939
Mrs. Laura Green	Aug 11, 1944
Mrs. Alta B. Branch	Aug 31, 1946
Mrs. Laura Green	Aug 31, 1947
Harry L. Michener	May 10, 1948
Robert E. Henry	Nov 2, 1950
Mrs. Bernice G. Henry	Apr 12, 1957*
<i>Changed to RB—Flagstaff</i>	Jun 1, 1957
<i>Changed to CPO—Flagstaff</i>	Jul 10, 1976

A man named Parks built a store here. The PO at Maine was discontinued in 1911 and was reestablished in 1914 with the name Parks, although Maine was the name initially proposed for the reestablished PO.

PASTIME PARK RUR. STA.—Tucson**PIMA**

<i>Established</i>	Oct 16, 1922
<i>Discontinued</i>	Jun 15, 1923
<i>Reestablished</i>	Feb 16, 1925
<i>Changed to Greenway Rur. Sta.—Tucson</i>	Dec 1, 1929

On December 15, 1920 Tucson citizens helped to erect tents for the Government project to establish a tubercular sanatorium for soldiers and veterans. This led to the establishment of a PO.

PATAGONIA (1866)**SANTA CRUZ**

William H. Barnett	Jul 8, 1910
Nettie R. Cook	Oct 12, 1913*
George H. Francis	Jan 15, 1914
Maud W. Francis	Mar 14, 1920*
Harry B. Riggs	Nov 15, 1921
Woodie A. Gatlin	Aug 24, 1934
Edward G. Loftus	Jun 30, 1962*
Mrs. Jane T. Williams	Jan 17, 1964
Lewis E. Kreie	Jun 29, 1972
Millard E. Crossett, Jr.	Feb 2, 1974

Named for the Patagonia Mine of the early days. A similar Indian word means "Land of Plenty."

PAULDEN

Orville T. Pownall
Mrs. Essie M. Pownall
Emmitt W. Moran
Mrs. Mary L. Wilderman
Mrs. Jessie Ruth Gilpin
Linda Gilpin
Mrs. Mary Linda Hill

YAVAPAI

Apr 3, 1926
Oct 26, 1938
Jan 31, 1957
Mar 7, 1958
Dec 11, 1959
May 20, 1977
Nov 1, 1977

Paul Pownall, son of the first PM, had been accidentally killed; the settlement was named in his memory. The initially proposed name for this PO was Spring Valley.

PM Mary L. Wilderman remarried and was reappointed PM as Mary L. Hill.

PAUL SPUR

Bert Whitehead
Henry M. Beard
John M. Garoutte
Alice Velma Swain
Mrs. Alice Velma Ames NCM
Christopher Bartch
Mrs. Opal B. Bartch
Changed to RS—Douglas
Discontinued

COCHISE

Sep 22, 1930
Apr 1, 1932
May 31, 1934
Jan 19, 1938
Dec 24, 1944
Feb 28, 1945
Oct 31, 1957*
Jun 1, 1958
Aug 31, 1960

Named for Alfred Paul, Sr. who came from Germany in 1885. The rail spur served a cement plant here.

PAYSON (1884)

William H. Hilligass
Lawrence E. Boardman
Ralph Hubert
William D. Boardman
Mrs. Ramona V. McPherson
Floyd C. clausen

GILA

Aug 15, 1908
Feb 12, 1915
Jul 1, 1926
May 17, 1932
May 31, 1955
Jun 26, 1970

The first PM, Frank C. Hise, named this place for U.S. Senator Louis E. Payson, Chairman of the Congressional Post Office and Post Roads Committee, who had sponsored his appointment.

PEACH SPRINGS (1887)

Reestablished
Everett H. Carpenter
Ancel E. Taylor
Victor Bracke
Mrs. Audrey Nelson

MOHAVE

May 27, 1918
Nov 15, 1924
May 19, 1936
Mar 25, 1944*

Mrs. Phyllis B. Shaw	Nov 10, 1944*
Mrs. Edna B. Lawson	Mar 2, 1945*
Mrs. Annie C. Jones	Jul 5, 1945
Mrs. Betty L. Dunagan	Sep 24, 1965
Mrs. Helen M. Bandy	Sep 5, 1969
Manuel M. Jaramilio OIC	Aug 5, 1977
Mrs. Lottie M. Davidson	Mar 21, 1978

Tribal headquarters of the Hualapai Indians.

It is said that when Mormon missionaries were here in the 1850s a child planted some peach pits. Peach trees flourished.

PEARCE (1896)

Miss Viola Huddy
Mrs. Mary Huddy
Letitia F. Cunningham
Mrs. Letitia F. Murphy NCM
Mrs. Gladys M. McLeod
Mrs. Jean Ann Winnie

COCHISE

Dec 31, 1910
Jan 22, 1913
Feb 28, 1914
Sep 4, 1917
Jun 18, 1934
Apr 30, 1968

Named for John Pearce, the miner who discovered the famous Commonwealth Mine in 1895.

The Huddys came to Pearce from Tombstone. Mrs. Gladys M. McLeod, daughter of Mr. & Mrs. Dan Huddy, was the third member of her family to serve Pearce as PM. She was born in Pearce in a frame house that had been hauled from the then dying Tombstone on a horse-drawn hay wagon.

A PO was built at Sun Sites four miles northwest of Pearce on April 30, 1968. The old PO was closed, the name of Pearce being applied to the PO at the new development site. All that remains at the old Pearce site is a country store that has an interesting museum and one occupied residence. (Note—the contents of the country store and museum were sold at public auction in 1990).

PEEPLER VALLEY

Mrs. Susie McCrea
Parley W. Dask
Mrs. Flora M. Statler
Mrs. Hortense A. Towne
Name changed to YARNELL

YAVAPAI

Oct 22, 1928
Jan 24, 1930
Sep 30, 1930
Sep 14, 1931
Dec 1, 1933

Abraham Harlow Peeples of North Carolina came to Arizona in 1863. In 1865 he had a ranch at this location. By 1870 he was a saloon keeper in Wickenburg where he became PM in 1872.

PEORIA (1888)

Issac L. Sturges	Oct 25, 1911
John A. Hammond	Sep 30, 1912
Frank W. Akin	Jun 17, 1914
John M. Turner	Apr 1, 1921
Mrs. Wilcie G. Hoel	Aug 5, 1935
Mrs. Wilcie G. Stone NCM	Aug 16, 1941
Wayne I. Bradshaw	Jun 21, 1973

The early settlers came from Peoria, Illinois and named the location for that city. Rural Free Delivery began Dec 1, 1924.

PERIDOT

Leonard A. Malone	Jun 30, 1943
Mrs. Alice H. Rupkey	Mar 15, 1946
Earle D. Osborne	May 1, 1948
Harvey C. Osborne	Nov 18, 1951
Mrs. Joyce W. Osborne	Mar 22, 1968
Mrs. Mary L. Hoffman	Jun 4, 1976

Located on the San Carlos Indian Reservation. The peridot is a semi-precious olive green gem found in the area.

PERKINSVILLE

Mrs. Annie Perkins	Nov 1, 1925
<i>Discontinued</i>	May 15, 1929
	<i>Mail to Puntenney</i>
Mrs. Kathlyn D. Sheffield	May 24, 1930
Robert E. O'Neill	Mar 31, 1934
Robert H. Hightower	May 23, 1935
John T. Sheffield, Jr.	Apr 1, 1936
Floyd W. Hubbard	May 1, 1937
<i>Discontinued</i>	Aug 31, 1939
	<i>Mail to Paulden</i>

Named for the first PM, whose descendants still own land in the area.

PETRIFIED FOREST NATIONAL PARKRB—Holbrook

Established

Changed to CPO—Holbrook

NAVAJO

Sep 16, 1966

Jul 10, 1976

Petrified logs abound in the park. Nearby is the colorful Painted Desert. Both are about 26 miles north-east of Holbrook on Route 40. The Rainbow Forest is about 5 miles south of the Petrified Forest. All three are tourist attractions with thousands of visitors each year.

MARICOPAPHOENIX (1869)

James H. McClintock	Apr 4, 1902
Chalmers B. Wood	Sep 10, 1914
Orson H. Stewart	Nov 1, 1915*
Selim J. Michelson	Jan 24, 1916
James A. Jones	May 27, 1924
James H. McClintock	Jun 26, 1928
George H. Todd	Oct 1, 1933
Ellis M. Weir	Apr 1, 1942*
William J. Jamieson	Jan 31, 1943
William J. Mason, Jr.	Jun 30, 1950*
William C. Lefebvre	May 31, 1951
William J. Mason, Jr.	Jan 31, 1960
William J. Azlin OIC	Dec 28, 1972
Keith Brown	Jul 17, 1970
Charles K. Kernan	Apr 1, 1973
Joseph R. Caraveo OIC	Sep 17, 1976
Daniel C. Batchelder	Jun 4, 1977

An educated and venturesome Englishman Darrell Duppa suggested this name. Like the ancient Phoenix, it was hoped the new city would arise on the remains of an ancient civilization to become the largest city in Arizona, the county seat and the Capital.

City mail delivery began February 1, 1893. Rural Free Delivery began Jul 1, 1912.

PM Wood was previously sheriff of the County.

PM Michelson was chairman of the County Board of Supervisors.

Col. James H. McClintock was instrumental in forming and serving with the Arizona regiment of the "Rough Riders" for Teddy Roosevelt in the Spanish-American War. After serving as PM he wrote several books and many newspaper articles on the early history of Arizona. He served with distinction as the official State Historian.

PM Mason started in 1926 as a substitute clerk and was the first career postal employee in Arizona to reach the office of PM. He spent 44 years in the postal service, during which time Phoenix mushroomed from 50,000 patrons to more than 700,000.

William Clayton (Curley) Lefebvre was born in Ashland, Va. Arriving in Arizona in 1909, he first worked as an engineer for the Southern Pacific Co. and later as Pima Co. engineer and Tucson city engineer. In 1916 he moved to Phoenix where he served as chief of police and subsequently as Phoenix city manager and city engineer. He was an engineer for the State Highway Dept. from 1924 to 1929 and from 1946 to 1951, i.e., between the time he served for five years during World War II as a Navy commander before his appointment as Phoenix PM. See Appendix B.

PICACHO (1881)*Reestablished*

Benajmin O. Cameron
John A. Chantry
Robert E. Dayberry

Discontinued

Mrs. Emma McAda
Mrs. Verna Fields

Discontinued

Mrs. Clara O. Anderson
Homer W. Schofield
Harry E. Griggs
Homer W. Schofield
Harold W. Taylor
Jack P. Ryan

Discontinued

Mrs. Mary R. Cospers
Mrs. Ada L. Moore
Mrs. Pearl Pretzer

Discontinued

Robert L. Watts
Mrs. Frances J. Conger
Mrs. Leonor F. Martan

PINAL

Dec 11, 1912
Jul 10, 1917
Aug 17, 1921
Jun 25, 1922

Mail to Eloy

Feb 5, 1926
Aug 17, 1928*
Nov 15, 1928

Mail to Eloy

Apr 17, 1929
Oct 1, 1929*
Apr 5, 1930
Jul 20, 1930
Jan 27, 1933*
May 31, 1934*

Oct 6, 1934

Mail to Eloy

Oct 1, 1935
Mar 10, 1943*
Jul 9, 1943*
Oct 14, 1944

Mail to Eloy

Nov 1, 1948*
May 31, 1950
May 10, 1951

The name is Spanish for "peak." At Picacho Peak, several miles south of the community, on April 15, 1862, there occurred the farthest west skirmish between Union and Confederate soldiers during the Civil War.

Twelve Union cavalymen engaged a small Confederate scouting group. Three Union men were killed. Two Confederates were killed and three captured (although accounts differ). The other Confederates escaped back to Tucson to warn that Union troops were coming. Soon all Confederates were retreating to New Mexico to escape the 1600-man California Column going east to aid the Union.

A petition by the residents caused the removal of PM Schofield in 1933. When Jack P. Ryan was appointed in 1934, Schofield and Ryan had heated arguments about the postmastership and the lease of the store in which it was located. Finally, on October 3, 1934, the two engaged in a gun battle in the store. Schofield was shot through the heart and died instantly. The badly wounded Ryan was rushed 60 miles to St. Mary's Hospital in Tucson but died the next day. The PO was closed for a time and service provided at Eloy some miles northwest.

Incidentally, the salary of the PM was \$8.00 per month.

PIMA (1880)

David H. Weech
Arthur E. Weech
Mrs. Zola W. Buffington
Reece F. Jarvis

Named for the Pima Indians which were peaceful and friendly toward the early white settlers. The community was established by Mormons in 1879.

PINE (1884)

James L. Patterson
Mrs. Katie C. Miller
Pryor C. Miller
George I. Scott
Clyde Hunsaker
Frank C. Fuller
Charles A. Howard
Mrs. Lora E. Wingfield
Mrs. Celeste M. Patterson
Edith L. Gould
Larry T. Pier CIC
Lewis E. Kreie

Lewis E. Kreie was OIC for three weeks while still PM at Sasabe. He was appointed PM Pine on Jul 15, 1978.

This is pine tree country.

See under CAMP VERDE for PM Lora E. Wingfield.

GRAHAM

Sep 16, 1903
Oct 14, 1922
Aug 16, 1935
Aug 31, 1958

GILA

Jan 2, 1904
Mar 1, 1918
Jun 16, 1924
Jun 20, 1928
Jun 18, 1928*
Feb 18, 1929
Apr 1, 1938
Mar 31, 1953
Mar 29, 1954
Oct 29, 1971
Feb 7, 1978
Jun 23, 1978

PINEDALE (1888)

Susan A. Brewer
Mrs. Susie B. Petersen
Mrs. Ada P. Sutcliffe
Mrs. Josephine P. Brewer
Mrs. Susie B. Petersen
Mrs. Mary A. Thomas
Mrs. Lu Ree M. Thomas
Mrs. May Lewis Brewer
Mrs. Dorothy Jean Brewer
Mrs. Lenor Brewer

NAVAJO

Dec 26, 1900
Apr 14, 1915
Jul 18, 1917
Mar 6, 1919
Jul 13, 1922
Oct 10, 1922
Jun 1, 1944
Jun 30, 1956
Oct 17, 1957
Feb 25, 1977

Mormon settlers came here in 1879.

PINETOP (1891)

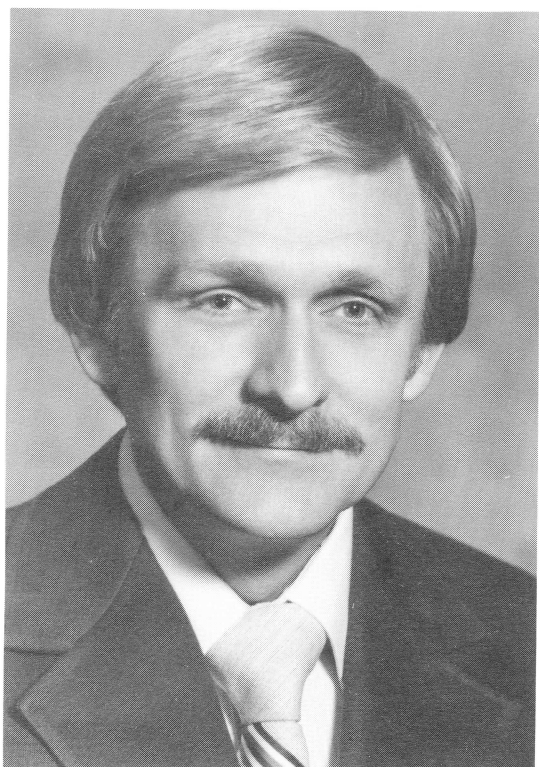
Sylvester McCoy
George Hall
Mrs. Mary J. Penrod
Discontinued

Charles D. Stuart
Mrs. Clare M. Rhodes
Mrs. Thelma C. Wetzel
Mrs. Hazel Russell
Mrs. Clare M. Moore
Mrs. Bertha Hahn
Mrs. Helen D. Magill
Mrs. Clare M. Moore
Mrs. Clare M. Halbe NCM
Mrs. Jessie C. Cox
Mrs. Marguerite L. Nance
Mrs. Ula J. Merrell

NAVAJO

Mar 23, 1904
Sep 24, 1912
Jan 15, 1914
Dec 15, 1923
Mail to Lakeside
Aug 16, 1926
Nov 26, 1929
Jan 24, 1937
Oct 1, 1942*
Jan 20, 1944
Mar 1, 1945*
Jan 31, 1947
Jan 31, 1948
Dec 4, 1952
Jun 7, 1957
Oct 7, 1960*
Oct 6, 1961

The saloon here was popular with black troops from Fort Apache. Pinetop was the nickname for the owner of the saloon. Efforts to reestablish the office in 1924 with Mrs. Ettie M. Brooks as PM (appointed Sep 17) came to naught when Mrs. Brooks died before being commissioned.

PINEYON

Mrs. Mary A. Calaway
Mrs. Sarah A. Penrod
Mrs. Merintha Amos
Mrs. Dicye P. Stuart
Discontinued
Mail to Bannan

The Spanish name pinon was anglicized to pineyon. Pinon pines grow edible nuts. The name initially proposed for this PO was Clarview.

PINNACLE PEAK VILLAGE BR—Scottsdale

Established

APACHE

Aug 12, 1918
Jan 5, 1920
Nov 12, 1924
Mar 23, 1928
Aug 15, 1929

MARICOPA

Jul 1, 1976

PINON

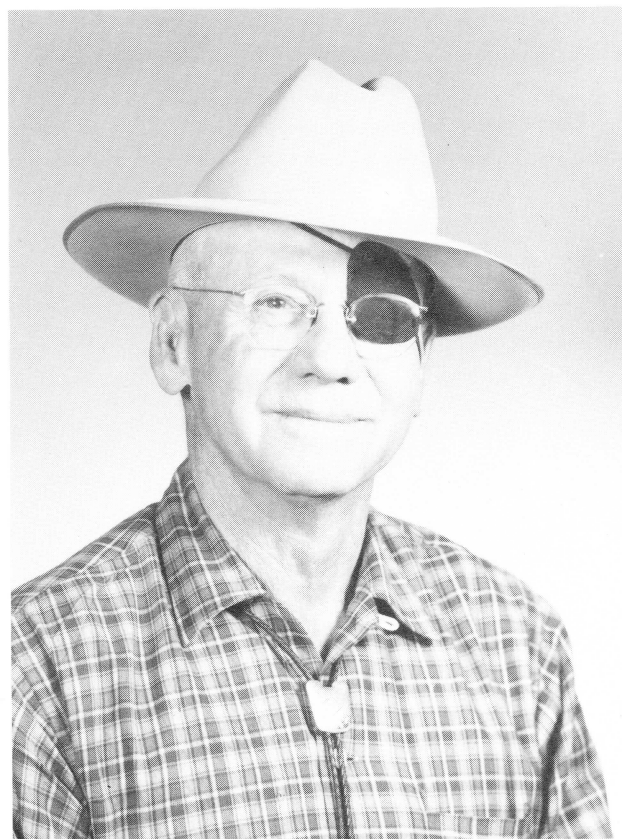
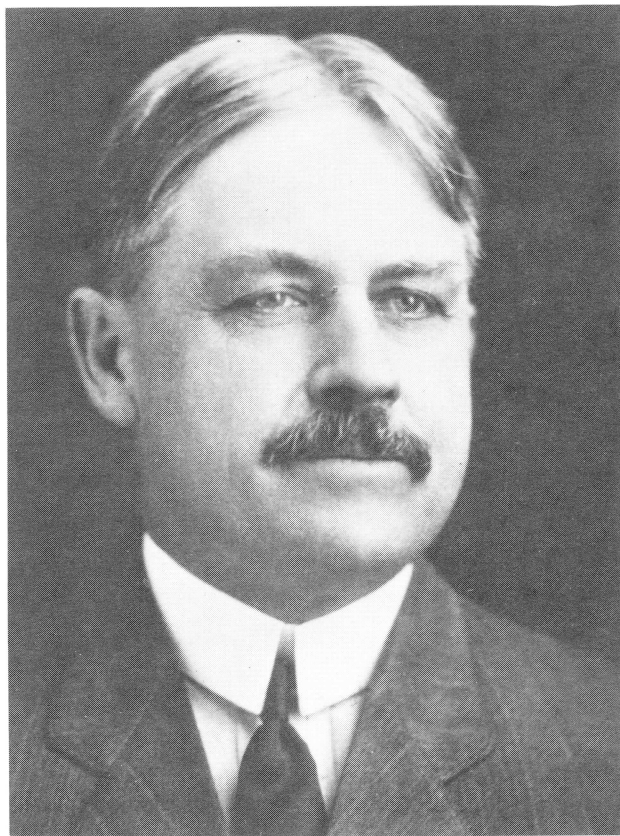
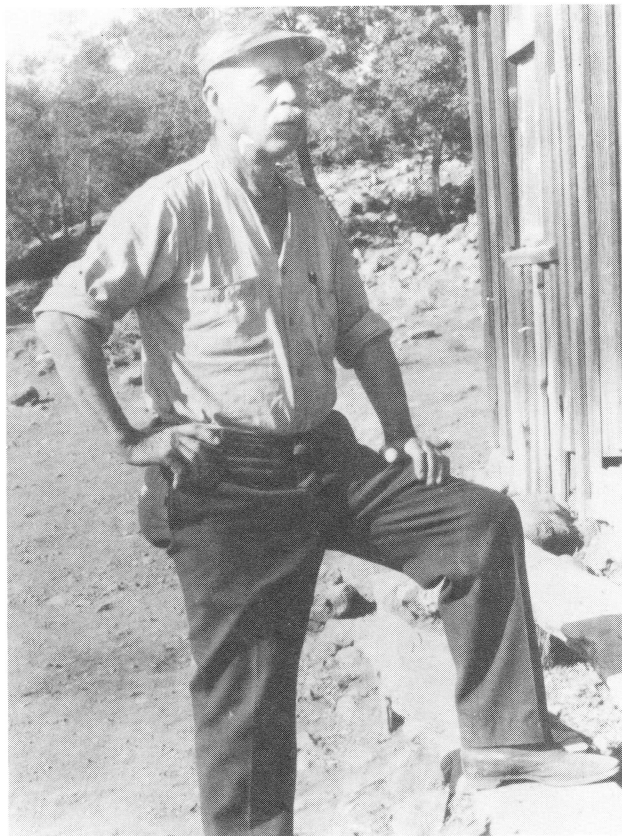
Donald Mose
Frederick F. Corrigan
Thomas F. Corrigan
Mrs. Marjorie Mac Gibbons
Mrs. Jo Ann Leitka
Mrs. Bernice Andrews
Mrs. Carol J. Miller
Mrs. Minnie G. Malone

NAVAJO

Nov 1, 1952*
Jan 6, 1953
Nov 15, 1954
Nov 16, 1956
Oct 14, 1960*
Jun 22, 1961*
Aug 5, 1963*
Aug 28, 1964

There was a large crop of pinon nuts in 1912 when Lorenzo Hubbell opened a trading post and named the site.

Ron Swisher (circa 1978), Postmaster at Mesa, Arizona.



Top left. James C. Hancock, born July 27, 1860. Came to Arizona in 1880. Postmaster at Paradise, Cochise, County. Also served as U.S. Commissioner.

Top right. James H. McClintock, postmaster of Phoenix.

Bottom left. Gail Gardner (circa 1953), postmaster of Prescott, Arizona.

The Postal History Foundation

Publications for Sale

Prices for books are postpaid.

PHF members are entitled to a 10% discount from all the listed prices.

Some quantities are limited.

These publications may be ordered from and checks made payable to:

The Postal History Foundation, P.O. Box 40725, Tucson, AZ 85717

1. The Postal History Foundation has available, in a limited quantity, Volumes 1-3 (12 issues) of *The Heliograph* bound in a handsome red-brown buckram cover with gold lettering. Since Volume 1 is out of print, this is your only opportunity to own these collectible early issues. See *The Heliograph* Vol. 4, No. 1 (#13) for an expanded table of contents of Volumes 1-3.\$35.
 2. Individual back issues of *The Heliograph*, #5-#20, are available.....\$4. ea
 3. *American History Through United States Stamps* by Omega Williamson. A reliable curriculum for instructors and others who wish to introduce stamp collecting to school classes or junior stamp club organizers. Beautiful full color cover of the United States Columbian commemorative issue of 1893. 180 pages of text with black & white enlarged photographs of the stamps. Published to help promote stamp collecting as a hobby for the young. Soft cover.\$6.50
 4. *Centennial Catalog of Arizona Railway Postal Markings* by Charles L. Towle, 1978. A detailed and comprehensive monograph of the history of the development of the Railway Post Office in the Territory and the State of Arizona. Lists chronological development of all known markings used on all thirteen routes. Includes 131 different agent and R.P.O. markings. A key reference ties R.P.O. lines to a detailed folding map of the state. Soft cover.\$6.50
 5. *Arizona Statehood Postmark Catalog* by Robert B. Bechtel, Ph.D., 1989. A compilation of postmarks used in the Arizona towns since February 14, 1912 to 1978. The book includes more than 3,700 illustrations. 272 pages. Soft cover, spiral bound.\$30.
 6. *Postal History Seminar '91* edited by Douglas A. Kelsey. This 148-page book was produced for the participants at the January, 1991 Postal History Seminar where a panel of distinguished philatelists, postal historians, and authors made presentations and led discussions of many different topics. This handbook is a U.S. postal history resource book of original articles, bibliographies, information and ideas. Soft cover.\$40.
 7. *Arizona Territory Post Offices and Postmasters* by John & Lillian Theobald, 178 pages. Profusely illustrated. Lists every Territorial and pre-Territorial post office and postmaster with date of appointment. 80 pages of postal history text. Soft cover. Long out of print.\$12.
 8. *Wells Fargo in Arizona Territory* by John & Lillian Theobald, 1978, 212 pages. The companion volume to the above book. Over 100 illustrations. The finest account of Western postal history and the role of Wells Fargo in Arizona's progress. Covers the agents, stations, waybills, receipts, franks, cancellations, etc. ..\$10.
 7. *Wells, Fargo & Co. Express Directory & Shippers Guide, 1884 edition*. Lists over 22,000 places west of the Mississippi River, plus Alaska, British Columbia, and Mexico with shipping directions. Lists Wells, Fargo offices, post offices, and railroads. Lots of old-time illustrated ads. Complete reproduction of 415 pages. Special plastic binding.\$50
 8. *R.G. Dunn & Co. Mercantile Agency Postal and Shippers Guide, 1884 edition*. Over 100,000 places in the United States and Canada with shipping instructions. All U.S. and Canadian railroads listed. Domestic and foreign postal rates. Complete reproduction of 522 pages. Special plastic binding.\$50.
- Special offer—Items 7 & 8 on the above list (the Wells, Fargo directory and the R.G. Dunn book) when ordered together\$85.

THIS ISSUE IS DEDICATED TO THE TUCSON STAMP CLUB, ORGANIZED 1883

THE ARIZONA PRIDE OF PHILATELY.

VOL. I.

TUCSON, ARIZONA, DEC. 15, 1885.

NO. 1.

REMARKLETS.

Collecting Stamps in Schools.

We don't take our scissors up very often, but here is a scrap which is too well to the point to be passed by. It comes from the *Youth's Companion*:

Teachers in the public schools of New York speak highly of the benefits arising from the practice of collecting postage stamps. One of them said, a few days ago, that she had herself learned more geography and more history from making such a collection, and from inspecting those of her pupils, than from all her previous study of books and maps.

There are boys and girls of ten years in the school, who merely from their stamp collections, have learned the NAME, SITUATION, EXTENT, RANK, and recent HISTORY of every power on the globe which has a post-office department. They not only know them, but are prepared to stand an examination upon them.

The following is a correct list of the most active collectors in this city. It is a larger list than many good sized cities can boast of: R. A. Johnson, Geo. Kitt, E. A. Browne, Otis Hale, Lillie Prince, E. E. Whitney, Steve Aguirra, George Darms, Chas. Goodman, Wm. Kitt, Jr., A. B. Palmer, P. C. Browne, Jr., Jno. Hughes, Jr., Albert Hale, Gus Riedel, Henry Matas, Henry Aphold, Herbert Wood, G. B. Edwards, Jno. Rose, Jr., Sammy Hughes, Jr., Detreich Colbe, Dave Hughes, Jr., Kent Jones, W. S. Carlisle and Will Cravaack.

PUBLISHED EVERY MONTH BY EUGENE A. BROWNE, TUCSON, ARIZONA, U. S. A.

Per Year, 25 Cents. (6 Mos., 18 Cents.)
Per Year to Foreign Countries, - - \$.35
Per Year, to Advertisers, (anywhere) .12
Sample Copy, Postpaid, - - - Free

Three months ago there was not an active stamp collector in Tucson. Many had collections laid away not being aware that any others here were interested in the art, science, mania or pastime of stamp collecting besides themselves. It took but a short time to awaken a lively interest, and to-day this place can boast of more collectors than Los Angeles had four years ago when the "stamp fever" raged to such an extent there.

United States, '51, unperforated, 3c red	-	01
do '57, 1c blue or 3c red, each	-	01
do '61, 2c black, 3c pink, each	-	01
do '61, 10 cents gr-en	-	02
do '69 2c brown	-	03
do '70, 1c blue, 1c similar 2c vermilion	-	01
do '70, 3c green, 5c blue, 6c pink, each	-	01
do '70, 10c brown, similar chocolate	-	01
do 2c green shaded oval	-	03
do 6c red, square corners	-	05
do 7c red vermilion	-	10
do War D p't 12 cents red	-	03
* do do	-	15
* do War Dep't, 3 cents red	-	05
* do Agricultural Dep't, 6c yellow	-	25
Venezuela, Escuelas, finely engr. red. 5 green	-	02
do do 23c orange	-	03
Wurtemberg, official, 5pf violet or 10pf rose	-	03

10 per cent discount on all orders of \$2 and over
All orders filled by return mail.

TERMS. Cash with order, no exception.

Every stamp in first class condition.

All stamps warranted strictly genuine.

Inquiries must contain return postage.

Unexcelled approval sheets on receipt of from one to ten dollars security. 5 unused foreign stamps to every tenth person ordering stamps

WESTERN STAMP EMPORIUM,

125 Court St, Tucson, Arizona, U.S.A.

THE PHILATELIC ROUNDTABLE RANGERS
ARE SPONSORING THIS ISSUE:

QUINTUS FERNANDO, THOMAS FITZGERALD,
FERD LAUBER, ARTHUR SPRINGER,
MAURICE STORCK AND WILLIAM WALLACE.