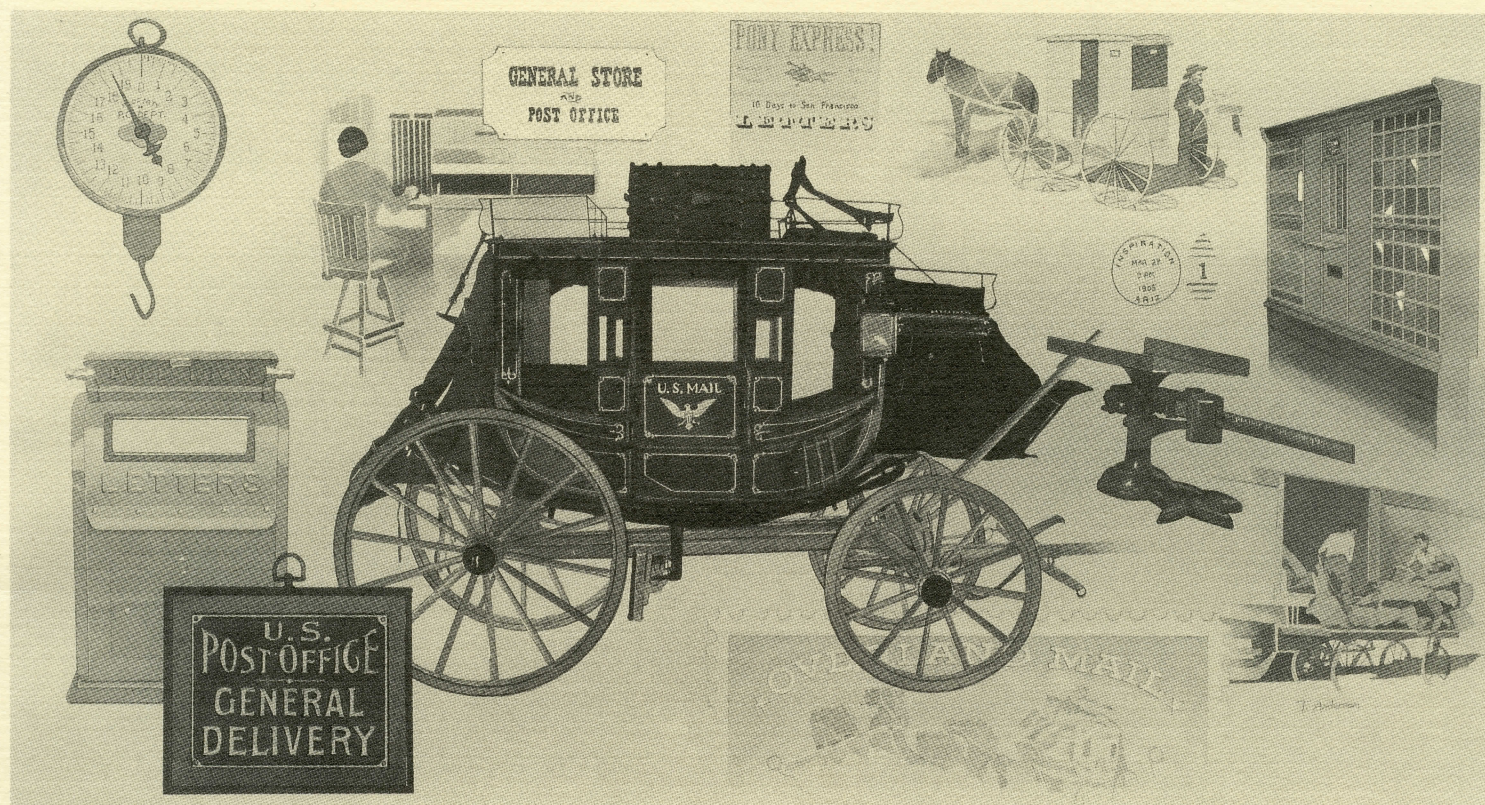


THE HELIOGRAPH



The Postal History Foundation

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America's Rural Free Delivery

by Nancy A. Pope

National Philatelic and Postal History Museum

In the late 19th century the majority of the population of the United States lived in rural areas. Inadequate mail service plagued most of these roughly 30 million Americans, especially the farm families. At that time, the only way that they could send or receive mail was to travel to the nearest post office, quite possibly miles away. Because of the distances involved, people often were limited to visiting the post office only once or twice a week.

Over the years, many Americans began to view mail service as an entitlement, expecting mail service to be, just that, a service, not a business. This attitude, while prevalent with city dwelling, was not yet overly applicable to the country's rural areas. In fact, when the idea of Rural Free Delivery (R.F.D.) began to be discussed within the Post Office Department and in Congress, fears that the concept was financially unsound hindered the adoption of such service. However, some rural residents didn't wait for the implementation of Rural Free Delivery.

In 1868, one early experimental delivery scheme involved Jerry Parsons. Six families from the vicinity of Norwood, Georgia, hired Parsons, a Black who could neither read nor write, to carry their mail from the Norwood post office. His delivery route began at 11:30 am. He would receive the mail from the local postmaster, made up in bundles for each

family along the route and arranged in order. Parsons made deliveries every day of the year, except days when the post office was closed. In addition to delivering mail, he also collected mail and returned it to the post office. His route covered approximately 10 miles. In all, Jerry Parsons walked about 3,110 miles while serving as perhaps the nation's first rural mail carrier.

One of the nation's most innovative Postmasters General, John Wanamaker, sought to create a free national rural delivery system in the early 1890s. Wanamaker believed that the

Over the years, many Americans began to view mail service as an entitlement, expecting mail service to be, just that, a service, not a business.

department was not fulfilling its duty by simply delivering a letter to an area to which the addressee would have to come to collect it. To his way of thinking, the rural dweller paid the same rates of postage, and therefore had the same right to the common postal facilities that belonged to the inhabitant of the city. There was apprehension about

Wanamaker's motives, as he himself stated, such a service would "make the business man more prosperous and enterprising." While this was a valid evaluation of one of the benefits of the service, many were suspicious and accused Wanamaker of attempting to crush country stores in order to create a marketplace for the Wanamaker stores of Philadelphia. Others, while not distrustful of Wanamaker's motives, found the idea for such a service to be an object of ridicule, asking if perhaps the government would next be responsible for providing every farmer with a free telephone and telegraph instrument.

Once people saw the convenience of the system, they became determined to obtain it for themselves.

There were those who found Wanamaker's ideas for Rural Free Delivery to be exactly what they were searching for. Throughout 1891, the Postmaster General consulted with the National Grange, Patrons of Husbandry, National Farmers' Congress and State Farmers' Alliances, finding them to be unanimously behind the idea. On October 1, 1890, Congress authorized Wanamaker to test the practicability of extending free delivery to regions outside the radius of larger offices. He began experimental service in 46 communities. The experiments took place between February 1 and September 3, 1891.

On January 5, 1892, Congressman James O' Donnell of Michigan introduced *A Bill to Extend the Free Delivery System of Mails to Rural Communities*. The bill provided for a rural delivery system similar to that provided today. Congress, however, was unwilling to sanction the \$6,000,000 price tag. Even an amendment appropriating the sum of \$100,000 to be used in experimental delivery was rejected.

The following year, Congress approved a bill creating rural mail service, and in March, it passed a \$10,000 rider appropriation covering the cost of testing the service. But, Wanamaker's successor, Wilson S. Bissell, rejected the idea, stating "the department would not be warranted in burdening the people with such a great expense."

On March 1, 1895, William L. Wilson replaced Bissell as Postmaster General. Again Congress approved an appropriation, this time for \$20,000. Wilson was skeptical and declined to implement the scheme. His view was that free rural mail service was "wholly impracticable," given the low funding provided. He believed that he had assumed control of the postal system too late in the fiscal year to take full advantage of the appropriation; but, said he was willing to try the experiment if Congress would make a more reasonable amount of money available in the future. Congress responded with \$40,000 the following year. With the increase, Wilson became convinced it was possible to test rural delivery and this experiment began.

Wilson asked key members of Congress to select a county or a portion of a county in their states where the new service might be tried. He chose 44 widely divergent routes located in 29 states. On October 1, 1896, service was inaugurated in Halltown, Uvilla, and Charles Town, West Virginia, Wilson's home state. By April 1, 1897, service was also established in Hope, Indiana; Clarksville, Arkansas; China Grove, North Carolina; Tempe, Arizona; Opelika, Alabama; Brunswick, Maine; Farmington, Minnesota; Campbell, California; and North Yakima, Washington. Experimental service at Climax, Michigan, began on December 3, 1896. The grateful residents erected the nation's first monument in honor of Rural Free Delivery service. The memorial, which is still standing, is composed of small stones collected from each of the 230 farms served along the initial route.

Another experimental service was created in Carroll County, Maryland on December

20, 1899. This service tested the idea of county-wide R.F.D. service. In order to implement rural delivery without duplicating service and wasting resources, the plan called for the elimination of 63 fourth-class post offices and 33 star routes. On the morning of the 20th, rural carriers assembled for their instructions. Each was given a postmarking device which had the number of his route. The carriers were authorized to cancel letters collected on their routes. This initial Carroll County service covered 387 square miles of the 453 square miles in the county. The cost during the first three months was \$4,543. However, the savings generated by suspending some star routes and fourth-class post offices was \$2,805, and the increase in postal receipts was \$1,501.75.

The net cost for the three months was only \$236. Of course, the post office closings did not go unnoticed. While the rural population was understandably reluctant to complain about having their mail delivered to them, the fourth-class postmasters argued that the death of small post offices signaled the death of service as well—in fact, it merely meant the end of their association with the postal service.

Special agent A. B. Smith was part of the team responsible for evaluating the first years of service. He observed successful service in Martinsburg, West Virginia; Pittsfield, New Hampshire; and Murphysboro, Illinois, among other areas. In Washington County, Pennsylvania, he noted that the county's resi-



WESTMINSTER RURAL POSTAL WAGON ROUTE—DELIVERING MAIL.

dents were almost unanimous in requesting the service. "We did not recommend the discontinuance of any offices, nor were star routes interfered with. They were left to demonstrate the survival of the fittest. Within a month five postmasters resigned and their offices were abolished."

In his *Annual Report* for 1899, Postmaster General Charles Emory Smith noted that Congress would ultimately have to determine the future of the system, but he said "it is the opinion of the officers having it in charge that the experimental stage has been passed, and in their view I coincide." The path was clear, and Rural Free Delivery was to be instituted on a nation-wide level.

Politics played an unquestioned role in the creation and placement of R.F.D. routes. By 1906,...Oklahoma—which wasn't even a state yet—had 594 rural free delivery routes, hundreds more than some southern states.

Requests for Rural Free Delivery service multiplied. Every new route which was established brought in applications from contiguous jurisdictions. Once people saw the convenience of the system, they became determined to obtain it for themselves. By June 30, 1900, 1,214 rural routes, located in 42 states and territories, were in operation, serving an estimated 879,127 people. At the same time, applications for 2,158 additional routes were pending—nearly double the number of routes in service.

To apply for a rural delivery route at the turn of the century, at least 100 families along a proposed route had to sign a petition. The petition would then be sent either to the

district's Congressional representative or to one of the state's Senators. Once the Member of Congress recommended the route to the Post Office Department it was put on the waiting list and soon a special postal agent was dispatched to lay out the route. In the early 1900s, Congressmen were eager to obtain large numbers of Rural Free Delivery routes in their districts. In the never-ending search for something tangible to be remembered with by the voters at election time, a Rural Free Delivery route was quite a coup.

Politics played an unquestioned role in the creation and placement of R.F.D. routes. Only fifty years after the end of the Civil War, Kansas, which had approximately 18 people per square mile, had one route for every 1,300 people. On the other hand, South Carolina, with a population of 44 people per square mile had only one route for every 4,500 people. By 1906, thanks in large part to representation by the strident and influential Republican, Bird McGuire, Oklahoma—which wasn't even a state yet—had 594 rural free delivery routes, hundreds more than some southern states. The biggest winner in R.F.D. routes was unquestionable the midwest. In 1906, five midwestern states alone had 11,794 R.F.D. routes, while the entire South had only 9,126. Almost three-quarters of the route applications from the midwest were approved, while only half of the southern applications won approval. When pressed for a non-political explanation, the Post Office Department argued that the discrepancy was due to a lack of useable roads in the South, as well as that area's higher illiteracy rate, (21% versus 3% in the midwest).

In assessing a route, the Post Office Department's special agents judged the quality of the road—was it passable for the majority of the year? They also determined if the route could be organized so the carrier would not have to pass over the same ground twice each day. The routes had to be truly rural, not just an adjunct to city delivery, giving service

to residents within two or three miles of a city. Rural patrons were also restricted to one delivery per day. Once the special agents had mapped out a route and bonded the carrier, they were done. The carriers were placed under the direct authority of the postmaster. It was his duty to report any violations and problems to the department.

Potential carriers had to be of good character and temperate. They were to be neat and tidy and free of any criminal record. Their morals had to be above reproach. There were no restrictions on gender, and a few women became rural carriers, some as substitutes for their husbands, others on their own accord. By 1904, 105 carriers were women. Carriers were required to give a bond equivalent to \$500, as were their substitutes. In no instance was mail to be handled by an unbonded carrier.

In a 1901 address to Congress, President McKinley called R.F.D. the "most striking new development in the continued and rapid growth of the postal service." That following year, \$3,500,000 was appropriated for the service. R.F.D. began to appear as though it would fulfill the prophecy of Eugene Hale, a Senator from Maine who, in 1899, had gathered enough support to briefly strike rural delivery funding from the Post Office Department appropriation. Senator Hale feared that free delivery to rural areas would become a financial trap, with Congress appropriating more and more money for the service until it found itself in the position of being unable to refuse funds in the future. Hale failed, however, and financing for R.F.D. in 1899 was maintained by Representatives and Senators who received numerous petitions from rural areas demanding restoration of the funds. Granges throughout the country were the grass-roots driving force behind the petitions. Grange night was a popular and convenient time to gather signatures.

A great deal was expected of the Rural Free Delivery service, and it did not disap-

point. Within a few years of the creation of the service, its benefits were clearly visible. R.F.D. brought the farmer closer to active business markets and prices; stimulated correspondence; enhanced the value of farm land; made farm life less isolated; served as a strong educational force through the increased circulation of newspapers and magazines; and promoted good roads.

The salaries of rural carriers were considered by any to be inadequate. These employees were nothing less than traveling postmasters. In addition, the carrier's salary was less adequate in certain sections of the country than in others. In many of the western and midwestern states where horses were cheap

...[rural carriers]...were nothing less than traveling postmasters.

Aside from collecting and delivering mail, carriers sold stamps and postal stationery, registered mail, and handled money orders.

and forage abundant, the salary was regarded as quite good pay and there were always a good number of farmers' sons who scrambled for appointments. In other areas, the carrier's salary was seriously depleted not only by the purchase of a horse and wagon, but by feed and care of the animal as well. The salary of early R.F.D. carriers was dependent upon the length of their route. A full route was considered to be 25 miles. In instances where a route covered rugged hills and rocky creeks, 17 miles would be considered a good day's journey. In 1903, a carrier complained about his salary, noting that "there's little enough left from my \$50 a month salary after operating expenses are paid." If the carrier did not have

his own wagon, he had to pay the bank for the loan required to buy a mail wagon and two horses. He also had to buy a harness and blankets, pay for blacksmithing, feed and veterinary services, as well as for wagon and harness repairs. Forced at times to become

Rural carriers reported finding such unsuitable receptacles as a lard pail hung on a fence post, empty coal oil and syrup cans, apple, soap, and sugar boxes.

financially creative, carriers distributed advertising cards to patrons outlining errands or merchandise from town which they could provide in exchange for goods or money. A carrier in New Hampshire gave out a card to his patrons which had the notation "laundry collected Monday, returned Saturday." This type of activity was not sanctioned by the Post Office Department and any carriers discovered engaging in such activities could expect a severe reprimand, if not dismissal.

Once R.F.D. was organized in a community, postmasters contacted the families along the route to inform them of the service, and outline the rules which they needed to follow. One postmaster distributed a circular stating in part that, "mail will be delivered to any family on or adjacent to the above route, free of all cost, provided only that a suitable box to receive the mail is put up directly on the above route, in a place that can be conveniently reached by the carrier without alighting from his buggy. No mail will be delivered unless a box is provided to receive it."

In response to the odd types of containers put up to hold the mail, postmasters warned rural patrons that certain standards were expected of a rural mailbox. At first, people used various types of containers, in an array of shapes and sizes. Rural carriers reported

finding such unsuitable receptacles as a lard pail hung on a fence post, empty coal oil and syrup cans, apple, soap and sugar boxes. Postmaster General Smith immediately recognized the need for minimum standards for rural mailboxes. A set of specifications was issued, which manufacturers followed in creating practical mailboxes. On January 12, 1901, a commission composed of five Post Office Department officials was appointed to examine commercial box designs. On February 18, 1901, the commission met to judge 63 models which had been submitted. Of these, 14 were judged to comply with the specifications. By 1915, the process was further simplified when Postmaster General Albert Burleson approved the use of the now familiar tunnel-shaped mailbox. It was designed by a post office engineer, Roy J. Joroleman. A signal was attached to the mailboxes which the carrier raised once the mail had been placed inside. Patrons raised the signal flag to ensure that even if no mail was to be delivered, the carrier would still stop and pick up the outgoing items. Carriers appreciated the signal, certainly more so on frosty days, when they did not have to leave the limited warmth of their wagons for no purpose. Rural letter

One note requested that the mail carrier "please feed our chickens and water the cows and the mule in the stable and if the bees have swarmed put them in a new hive."

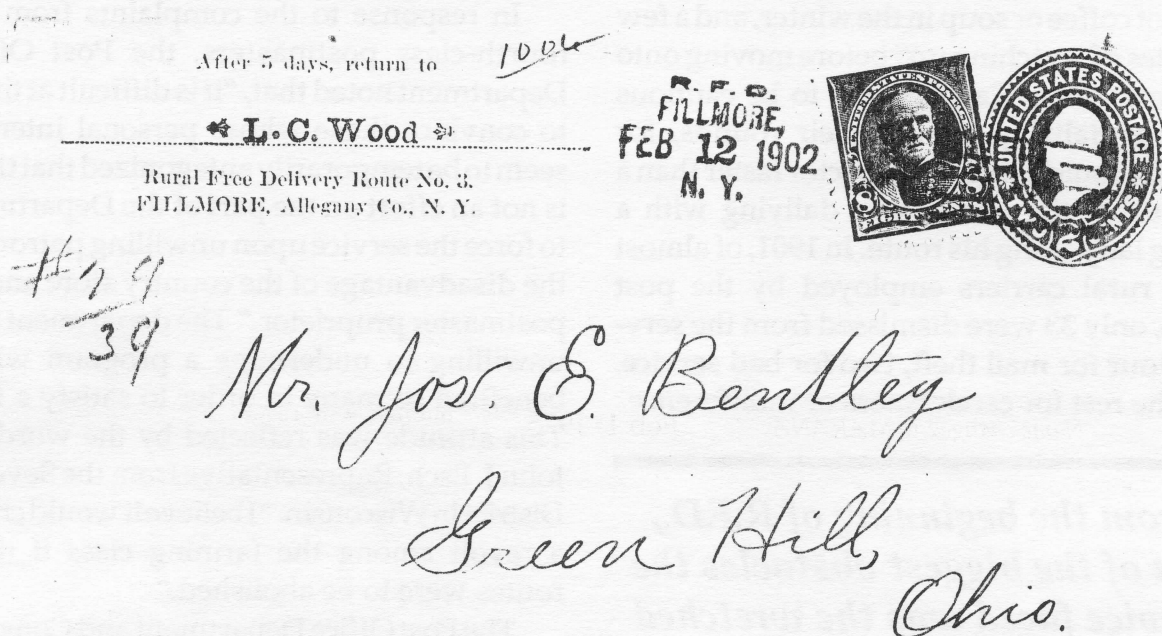
carriers also had whistles which they would use to signal the owners who lived some distances from their boxes that the mail had arrived.

On August 1, 1901, a general and systematic inspection of all R.F.D. routes was undertaken. The aim was to ensure that each route was inspected by postal agents at least twice

a year. The inspectors rode over the routes and reported on its physical condition as well as on the promptness and efficiency of the carriers. Carriers performing in a less than professional manner were often cited for each infraction. The inspectors also observed mailboxes on the route to make certain that they conformed to regulations. If there was any duplication of service along a route, or a manner in which two routes could be combined into one, the inspectors noted that in their reports as well. In 1901, a specially pre-

keepers feared a loss of revenue if farmers came into town less frequently.

Not everyone was fully cognizant of the scope of the service, and some left odd requests for their letter carrier. One such note requested that the mail carrier "please feed our chickens and water the cows and the mule in the stable and if the bees have swarmed put them in a new hive. We have gone visiting." Another carrier was given a grocery list, asking him to purchase sugar, coffee, prunes, cookies and steak, and was



Rural Free Delivery provided for the same postal services as the urban post office—including registry service. This cover is from Fillmore, New York R.F.D. route #3, February, 1902 to Ohio. The letter was accepted by the rural carrier on his route, giving the patron a receipt then franked and posted it upon returning to the main post office at Fillmore.

pared form was provided for use by inspectors. The report included 36 questions encompassing every phase of the service, as well as the carriers conduct.

Reactions to that which is new and different is often hesitant, and while this was less true in the development of Rural Free Delivery, resistance did exist. Some people feared that anyone could pass by their mailbox and remove stamps from letters which were placed in the box to be mailed. Small town shop

paid ten cents for his trouble. Sometimes, letters without stamps would be left in mailboxes for pick up. Lucky carriers found loose change in the box to purchase the stamps, others found eggs, butter and similar goods as barter for postage. The services carriers did provide were wide-ranging. The mail vehicle was a miniature post office on wheels. Aside from collecting and delivering mail, carriers sold stamps and postal stationery, registered mail and handled money orders.

The local rural carrier was also expected to have the most current information concerning activities far removed from his or her postal duties. Often a carrier who handled an increasing number of letters between a young couple was the first person in the county to know of an impending marriage. And, patrons often relied on their mail carriers for information about births, deaths, and even the weather forecast. Carriers were a welcome sight and were often greeted by patrons with cool lemonade or water in the summer and hot coffee or soup in the winter, and a few minutes of "catching up" before moving onto the next home. Carriers had to be cautious about socializing during their rounds, for nothing could bring an inspector faster than a report that the carrier was dallying with a young lady along his route. In 1901, of almost 4,000 rural carriers employed by the post office, only 33 were dismissed from the service—four for mail theft, two for bad service, and the rest for carelessness or indifference.

From the beginning of R.F.D., one of the biggest obstacles the service faced was the wretched condition of so many of the nation's rural roads.

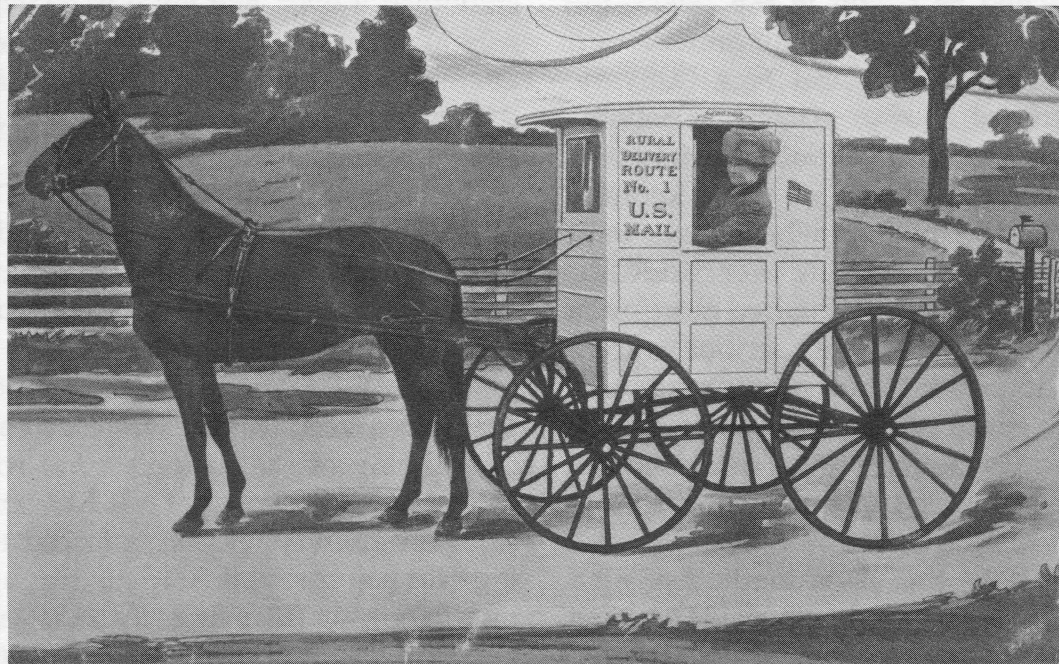
By 1915, over 26,000 fourth-class post offices had been discontinued because of Rural Free Delivery. These postmasters did not all go quietly. One complained to the Post Office Department, that "to take the office away takes part of my living away from me. I have a wife and two children. I have only been in the employment of the Government a little over a year. I beg you for some kind of an appointment. I am not choicy [sic]—any place in the mail service of the United States." Another stated that the system "seriously interferes with the patronage of this office...

Can not this matter be remedied, in justice to this office?"

Sometimes, the petitions of fourth-class postmasters were found to be unreliable. Some postmasters forwarded signed petitions requesting that R.F.D. service be abandoned in their area. In one instance, careful scrutiny revealed that all but three of the signatures were people who lived outside of the delivery area. And, these three were boys who belonged to a village band led by the postmaster.

In response to the complaints from the fourth-class postmasters, the Post Office Department noted that, "it is difficult at times to convince those whose personal interests seem to be temporarily antagonized that there is not an effort on the part of the Department to force the service upon unwilling patrons to the disadvantage of the country store and its postmaster proprietor." The department was unwilling to undermine a program which benefited so many in order to satisfy a few. This attitude was reflected by the words of John J. Esch, Representative from the Seventh District in Wisconsin: "I believe it would create a revolt among the farming class if these routes were to be abolished."

The Post Office Department and Congress were not alone in favoring R.F.D. over superseded fourth-class postmasters. An article in the *New York Tribune* of August 28, 1899, stated that "Fourth-class postmasters are in the main a worthy and useful set of men. But they ought to realize that as officeholders their standing depends on the service they render. The fourth-class post-offices are maintained not because the postmasters or any of them have claims to the profits of officeholding, but because those offices have served a useful purpose... The idea that an antiquated system of handling mail matter is to be perpetuated to give some country postmasters an easy existence, untroubled by the march of improvement, is too preposterous to be entertained."



Rural letter carriers pay was poor. Many were creative in using their job to provide extra income. This carrier, Lillie A. Donohoe of Edge Moor, Delaware, endorsed rural carrier equipment. This is a post card sent from Peoria, Illinois (from the hometown of the Harrington Manufacturing Co.) addressed to "Rural Mail Carriers, Meredith, N.H." The complete preprinted message reads,

"Gentlemen:—I am sending you a photograph of my mail outfit, showing my Light Runner. I am the first and only woman carrier in the State of Delaware. I substituted my route two years and now have been regular carrier for five years. The only thing that I regret is that I did not buy your Light Runner No. 514 sooner. My horses do not have to use any exertion; they seem to go along the road as if they had nothing behind them. And it is easy to serve the mail from the sliding window. Best of all, I know my mail is safe. These winter days, with only a foot heater, I do not know that it is cold outdoors. I can truthfully say that I found my Light Runner more than all you represented it to be. Truly yours, Lillie A. Donohoe, Secretary Delaware R.L.C. Association."

One of the most important side benefits of Rural Free Delivery was the increased attention which was paid to the miserable state of the nation's roads. As early as 1817, attempts had been made to make the federal government responsible for building and maintaining roadways; but many, including President Monroe, felt that it was an affront to states' rights and individual states kept the sole responsibility for their roads. However, by 1891, some states pushed for improved funding for road construction. State highway departments were established and efforts made to create a Federal office to study road building problems and help popularize good

roads. And, in 1893, the Office of Road Inquiry was established within the Department of Agriculture. Ten thousand dollars was appropriated to make inquiries "in regard to the systems of road management throughout the United States, to make investigations in regard to the best methods of roadmaking, to prepare publications on this subject suitable for distribution, and to assist the agricultural colleges and experiment stations in disseminating information on this subject."

The renewed interest in the condition of the nation's roadways was forced by many factors, including the increasing congestion of the nation's population, the bicycling fad

which reached its height in the 1890's, the general introduction of the automobile, and the establishment of Rural Free Delivery. There were, of course, numerous benefits which rural Americans could see from the good roads movement—bad roads kept the farmer from the markets when prices were high; time was lost traveling over bad roads; and harnesses had to be repaired more often due to the poor roads. With serious concentration on improving the nation's roadways, the family could more easily go to school, church, lectures, or to town; and, through R.F.D., keep in touch with the world's progress.

At this time, the usual method of road building and maintenance consisted of going over the road with a scraper which gathered all the muck and rubbish into the middle,

smoothed it over, and left it to be worn into ruts again by wagons in short order. Few attempts were being made to lay a solid foundation of crushed stone, shell or gravel, or even to grade or roll the roadbed.

In order to obtain a Rural Free Delivery route, a local road had to be in good condition, unobstructed by gates, kept reasonably smooth, free from washouts and ruts, and properly drained and graded. From the beginning of R.F.D., one of the biggest obstacles the service faced was the wretched condition of so many of the nation's rural roads. In order to win approval of a R.F.D. route, the local community was often forced to work together to improve their roads, through their own labor, or financing. By 1901, eighteen new bridges were built and over \$32,000 spent in road repairs in Massachusetts, Connecti-



Rural Route No. 1, Hope, Md.

cut, New York, New Jersey and Pennsylvania, in order to obtain Rural Free Delivery. In Texas, 100 fords were bridged and ten stone bridges were erected over previously impassable streams. In Iowa, Washington, Minnesota and California, agreements were made between county commissioners and special agents of the Rural Free Delivery service to open, repair and maintain roads.

When a road which was being used as a R.F.D. route fell into disrepair, postmasters received instructions from the department to see that improvements were made: "It is the hope of the department that the patrons who are receiving the benefit of the service appreciate it, and that they will promptly cooperate in an effort to repair all deficient portions." In an effort to ensure good roads for its service, the Post Office Department worked with the Bureau of Public Roads and state highway offices, as well as with local road supervisors and commissioners. In Giles County, Tennessee, for instance, the legislature enacted legislation to reclassify the county's roads, declaring them to be public highways and requiring all gates to be removed from roads traveled by rural carriers.

On October 6, 1899, a "Good Roads Convention" was held at Des Moines, Iowa. Among the resolutions which were adopted by the gathering was the following:

The postal system of the General Government was instituted upon the theory of serving without discrimination all the people in a just and liberal manner, and recognizing the many social and pecuniary advantages of rural free mail service not only to the rural population but also to all classes, and that such service is dependent on good roads: Therefore, Resolved, That we are in favor of such an appropriation by Congress as will insure the speed and permanent establishment of such service throughout the country where the conditions as to good roads and population will justify, and that we hereby respectfully request our members of Congress in both the Senate and House to vote for such an appropriation.

The good roads movement, prodded in part by America's desire for Rural Free Delivery, provided the groundwork for the Federal Aid Road Act, approved on July 11, 1916. Under this Act, \$75,000,000 was appropriated for the period from 1916 to 1921 on condition that the funds be matched by the states. In fact, the main beneficiaries of these funds were not chiefly the champions of rural routes, but those who promoted the development of an interstate highway system. Nevertheless, the push for improved rural roads continued, getting a second boost by the popularization of the automobile.

An automobile was used experimentally to carry the mail as early as 1902 in Adrian, Michigan.

Until World War I, wagons were the most popular conveyance used by rural carriers, but dependent upon terrain and climate, some carriers completed their route on horseback, in buckboards, two-wheeled carts, or bicycles. As automobiles came into use, rural carriers slowly began to replace the horse and buggy. An automobile was used experimentally to carry the mail as early as 1902 in Adrian, Michigan. Four years later, the Post Office Department granted rural letter carriers permission to use automobiles. For the carriers, this didn't mean that they would finish their routes any faster, as rural wagon routes of 24 miles were replaced with automobile routes of 50 miles in length. Road condition was still an important factor in rural delivery. The Post Office Department stated "that no rural route on which the use of a motor vehicle would be required shall be established unless a motor vehicle can be operated thereon with reasonable regularity for 10 months in the year."

The Post Office Department was eager to bring automobiles into service in the city as

well as the countryside. There was, however, some contention in Congress as to the benefits behind the introduction of automobiles to Rural Free Delivery. Some Members of Congress, such as S.D. Fess of Ohio, felt that motorization of the rural mail service would not serve to improve a service which was benefiting millions. He argued that whatever the benefits of the automobile, that the Post Office Department's proposal to "cut down expenses by lessening the number of routes, thereby cutting in two the number of carriers...[and] supplanting the horse with an automobile" was a futile idea. He argued that even those carriers who already owned cars placed them in for the winter when the roads were too poor, and in his district, from November until March, they relied on true

The number of routes in the service was the highest in 1926, at 45,315.

"horse" power. Additional complaints held that in redrawing the rural routes, inspectors added only a small number of families to the service while forcing many of those already receiving R.F.D. to travel further for their mail than they had previously done. Representative C. W. Ramesyer of Iowa noted in a speech on February 17, 1916, that a farmer in his district had suffered through just such a change. "He was placed on a route out of another town, and his mail box had to be placed over a mile away from his house. This new route is over 30 miles long, and when the roads are bad this carrier does not and can not make his entire route, and this young farmer is without regular service, and further, he can not tell what days he will be served and what days he will not be served." For these Patrons of R.F.D., their Congressional representatives argued, the automobile was an extra burden.

The majority opinion, however, was especially encouraging for the motorization of R.F.D. By 1918, 823 of the 43,463 R.F.D. routes in operation were motor-vehicle routes, averaging 54.16 miles per route. By 1925, the number of automobile routes rose to 912. Also in that year, the distinction between horse-drawn and motor-vehicle rural routes used to determine route length and salary was terminated. The Post Office Department began to authorize the establishment of routes of any practicable length as the need arose.

While Rural Free Delivery service grew year after year, the number of routes remained fairly constant. After jumping from 82 in 1897 to 24,566 in 1904, the number averaged between 35,000 to 44,000 from that point on. The number of routes in the service was the highest in 1926, at 45,315. The numbers show both the rapid growth of the service as well as the replacement of wagons with automobiles. While routes were continuously requested, many of the old ones were consolidated into single automobile routes, keeping the total number the same. After World War II, the rural delivery routes reflected the changing American landscape. As more families moved into blossoming suburban communities, areas formerly covered by rural delivery were converted to city delivery service. For those suburban communities which retained their R.F.D. status, adjustments in routes were made in order to prevent rural carriers from being swamped with the additional volume of mail.

R.F.D. grew with the country, covering more miles each year. It has become a fixture on the national landscape. Millions of rural Americans have grown up with free rural mail delivery as a fact of life. Rural Free Delivery brought the nation a host of improvement—an increase in postal business, enhancement of value of farm lands, better roads and a broader circulation of news and information, which brought the rural family into closer touch with the city and the nation.

A Summation of the Franking Laws and Regulations, 1775–1808

Compiled by Richard B. Graham

The Continental Congress

Resolution of November 8, 1775:

All letters to and from the delegates of the united colonies, during the sessions of Congress, to pass and be carried free of postage, the delegates not to frank or enclose any letters but their own.

Resolution of January 9, 1776:

No postage to be paid on any letters to or from private soldiers of the Continental Army, the letters to be franked by someone so authorized by the commanding officer of each department.

Resolution of February 16, 1776:

Extended the franking privilege to the officers of the Continental Army.

Resolution of April 19, 1776:

Letters directed to any General of the Continental Army commanding in a separate department, to pass free through the constitutional post.

Resolution of December 28, 1779:

All single letters directed to any line officer of the Army, to General Officers, or to officers commanding a separate department,

to be free. All letters to or from ministers, commissioners and secretaries of the United States at foreign courts to be free.

Ordinance of March 11, 1782:

Repealed all previous acts and resolutions permitting franking, but reestablished franking as follows:

All letters and packets to and from members of Congress who "have taken their seats," and are "actually attending to their duty," were to be free.

All letters and packets to and from the Commander in Chief of the Army or the Commander of any separate army, on public service, only, were to be free.

This ordinance required deputy postmasters to keep accounts of the postage which would otherwise have been payable for letters and packets of the congress and the army commander.

Ordinance of October 18, 1782:

Confirmed franking privilege of members of Congress while attending sessions and of the army commanders. Added the Secretary of the Congress, and the heads in Congress of the Departments of Finance, War, and Foreign Affairs, to frank or receive mail on public service, only, free.

All other previous acts were repealed.

Ordinance of December 24, 1782:

Extended the franking privilege to the Inspector General, the Adjutant General, the Director of Hospitals, the Quartermaster General, the Commissary of Prisoners and the Paymaster General of the Army of the United States, and also to all officers at the heads of like departments of any separate army, for public business, only.

Resolution of February 28, 1783:

All letters to and from heads of the Departments of War, Finance, and Foreign Affairs to be free, regardless whether or not marked "on public service."

No other references to franking have been found in the ordinances and enactments of the Continental Congress, prior to the beginning of the Federal Government under the Constitution.

Franking under the Federal Constitution, 1789-1808

Act of September 22, 1789 (1 Stat. 70):

Continued the free mail privilege of the ordinances of October 18, 1782 and December 24, 1782. These provided the franking privilege, as applied to letters and packets to

and from the members of Congress while in session, to and from the Commander in Chief of the Army or the Commander of any separate army, the heads of the Departments of Finance, War, Foreign Affairs, on public service. Also, letters to and from the Inspector General, Adjutant General, Director of Hospitals, Quartermaster General, Commissary of Prisoners, Paymaster General, and heads of like departments of any separate army were extended the franking privilege for public business, only, as per the ordinance of December 24, 1782.

Act of August 4, 1790 (1 Stat. 178):

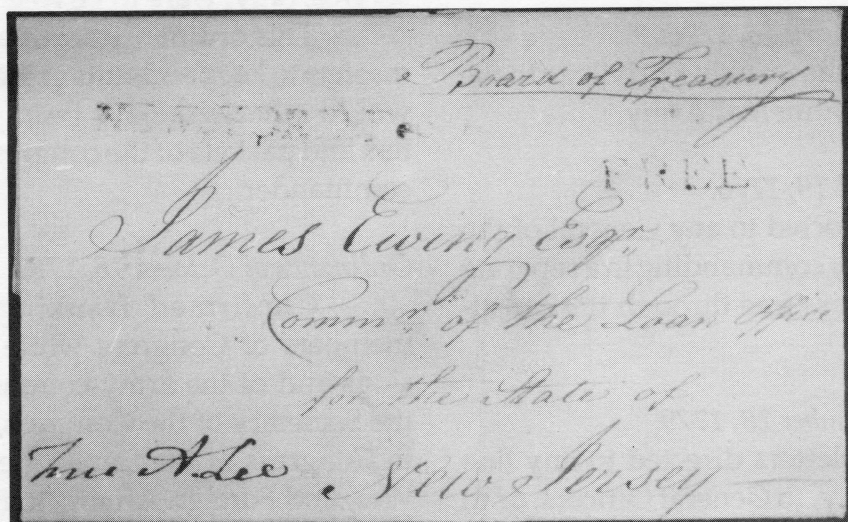
Repeated and reaffirmed the previous act, above.

Act of March 3, 1791 (1 Stat. 218):

Repeated and reaffirmed the previous acts. Also extended the franking privilege, on letters on public service, to or from the Treasurer, Comptroller, and Auditor of the Treasury, and the Assistant to the Secretary of the Treasury.

Act of February 20, 1792 (1 Stat. 237, 238):

All letters and packets to and from the President and Vice President; all letters to and



Free frank of Arthur Lee of Virginia who served as Commissioner of the Board of Treasury from 1785-1789.

from the Secretary and Assistant Secretary of the Treasury, the Comptroller, Register, Auditor, Treasurer, Secretary of State, Secretary of War, commissioners for settling accounts between the United States and individual States, the Postmaster General and his assistant, and all letters and packets not exceeding 2 ounces in weight to or from any Member of the Senate or House of Representatives, the Secretary of the Senate, or Clerk of the House of Representatives, during their actual attendance in any session of Congress, and 20 days after such session, shall be transmitted in the mails free.

No franker to frank any letter or packet but his own except that letters and packets from the Treasury may be franked by the Secretary of the Treasury or the Assistant Secretary or by the Comptroller, Register, Auditor, or Treasurer.

Act of May 8, 1794 (1 Stat. 361):

Extended the franking privilege to the Commissioner of Revenue for letters not exceeding 2 ounces in weight to and from him, and to deputy postmasters for letters not exceeding one-half ounce in weight to and from them.

The Postal Laws of 1794

Reaffirmed franking privilege of Deputy Postmasters.

Affirmed franking privilege of members of Congress, the Secretary of the Senate, the Clerk of the House of Representatives, to send and receive letters of 2 ounces or less, during their attendance at a session of Congress and for 20 days afterwards.

Act of December 3, 1794 (1 Stat. 403):

Extended the franking privilege to James White, the Delegate to Congress from the Territory of the United States south of the Ohio River.

Act of May 27, 1796 (1 Stat. 475):

All letters and packets to or from the accountant of the Department of War shall be conveyed by post free of postage.

Act of March 3, 1797 (1 Stat. 512):

All letters and packets to George Washington, now President of the United States, after the expiration of his term of office, and during his life, shall be received and conveyed by post free of postage.

The office of the Purveyor of Public Supplies in the Treasury Department was created February 23, 1795, and the franking privilege granted prior to 1798.

Act of June 22, 1798 (1 Stat. 569):

All letters and packets to or from the Secretary of the Navy shall be received and conveyed by post free of postage.

Act of July 9, 1798:

The Commissioners of Valuation (and Direct Taxes?) for lands, dwelling houses and the enumeration of slaves within the United States, received the franking privilege as a part of this act. The privilege was for letters received and mailed, on official business, only, and "shall, within the limits of the state for which such commissioner is appointed, be conveyed by post, free of postage."

Act of July 11, 1798:

The Supervisors and Inspectors of the Revenue received the franking privilege, for business of their offices, only, the privilege not being limited to state boundaries as in the case of the Commissioners of Direct Taxes.

Act of July 16, 1798:

The Accountant of the Navy was granted the franking privilege.

Instructions for Postmasters, 1798:

FREE LETTERS—Paragraph 25 listed those with right to frank their own letters and receive those directed to them free:

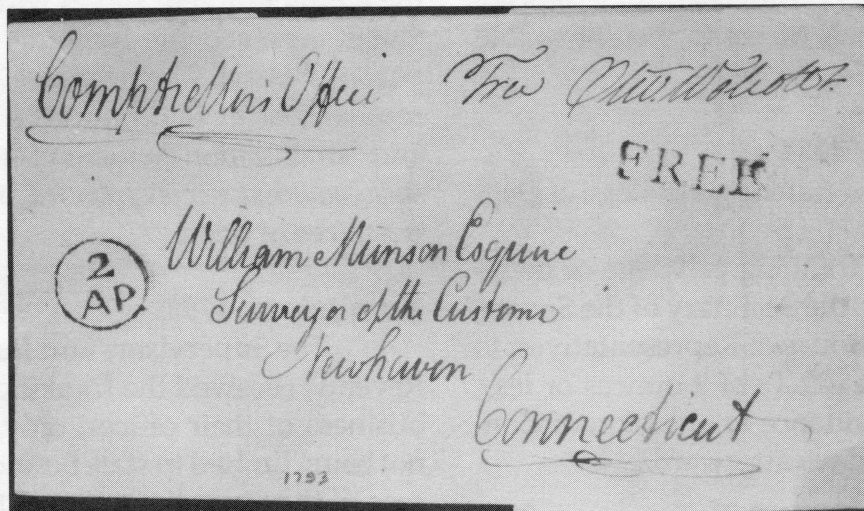
The President and Vice President of the United States; General George Washington; Secretaries of State, Treasury, and War; Comptroller, Register, and Auditor of the Treasury, and the Treasurer; Commissioner of Revenue; Purveyor; Accountant of the War Office; Postmaster General and Assistant Postmaster General. The members of the Senate and House of Representatives and the Secretary of the Senate and Clerk of the House of Representatives, during their actual attendance on Congress, and for twenty days after the close of the session, when their letters do not exceed two ounces in weight, and the Deputy Postmasters, when their letters do not exceed half an ounce in weight.

No person could frank letters other than his own.

The Postal Act of the Fifth Congress, Approved March 2, 1799 (1 Stat. 737):

This enactment reaffirmed the provisions of the Act of February 20, 1792, adding other privileges granted in the interim. The main provisions:

Section 17 provided the privilege of sending and receiving mail free for: Postmasters, for letters and packets not exceeding a half ounce in weight. Each member of the House and Senate; the Secretary of the Senate and the Clerk of the House, for letters and packets not exceeding two ounces; the privilege applied only during actual sessions of Congress and for twenty days afterwards. The President and Vice President of the United States; the Secretary of the Treasury; Comptroller; Auditor; Register; Treasurer; Commissioner of the Revenue; Supervisors of the Revenue; Inspectors of the Revenue; Commissioners for Direct Taxes; Purveyor; the Secretary of War; the Accountant of War



1793 folded letter with the franked by Oliver Wolcott of Connecticut from Philadelphia to New Haven Connecticut. Wolcott served as First Comptroller from June 17, 1791 to February 2, 1795 when he became Secretary of the

Office; the Secretary of State; the Secretary of the Navy and Accountant of the Navy; the Postmaster General; the Assistant Postmaster General.

Required all public officers to write their name and office on the front of each letter franked; they were to furnish the postmaster where their mail was usually deposited with a sample of their signature.

All letters and packages to and from George Washington, late President of the United States, "shall continue to be received and conveyed by the post, free of postage."

Section 18 added requirements and provisions: Franker could only frank letters written by himself or upon his order; penalty for each exception, ten dollars. Exception to the above: Secretaries of Treasury, State, War, Navy, and Postmaster General could frank letters of other offices on official business "in the absence of the principals thereof." Penalties for counterfeiting franks or franking illegally were enacted.

Act of January 2, 1800 (2 Stat. 4):

Extended the franking privilege to William Henry Harrison, the Delegate from the Territory of the United States northwest of the Ohio River.

Act of April 3, 1800 (2 Stat. 19):

All letters and packages to and from Martha Washington, widow of the late General George Washington, shall be received and conveyed by post free of postage for and during her life.

The Postal Laws of 1800:

The issue of the postal laws to the postmasters of 1800 simply requoted the Act of March 2, 1799. There were no "Instructions" or "Regulations."

Act of December 15, 1800 (2 Stat. 88):

Extended the franking privilege to the Delegates to Congress from the Territory of the United States northwest of the river Ohio, and every future Delegate from that Territory.

Act of February 25, 1801 (2 Stat. 102):

All letters and packets to John Adams, now President of the United States, after the expiration of his term of office and during his life, shall be carried by mail, free of postage.

Act of March 3, 1801 (2 Stat. 127):

All letters and packets from John Adams, now President of the United States, after the expiration of his term of office and during his life, shall be received and conveyed by post free of postage.

Act of February 18, 1802 (2 Stat. 130):

Any person admitted or who may hereafter be admitted to take a seat in Congress as a Delegate shall enjoy the privilege of sending and receiving letters free of postage.

Act of May 3, 1802 (2 Stat. 191):

All letters, packets, and newspapers to and from the Attorney General of the United States shall be conveyed by post free of postage.

Act of March 26, 1804 (2 Stat. 277):

All letters, returns, and other papers on public service, sent by mail to or from the offices of Inspector and Paymaster of the the Army, shall be received and conveyed free of postage.

The Postal Laws of 1804:

The issue of the postal laws of 1804 again requoted the Act of March 2, 1799, including its franking privilege for George Washington. no "Instructions" or "Regulations" seem to have been issued.

Act of April 13, 1808 (2 Stat. 483):

Authorized Members of Congress, the Secretary of the Senate, and the Clerk of the House of Representatives to transmit free of postage the message of the President of the United States of March 22, 1808.

The Postal Laws and Regulations of 1808:

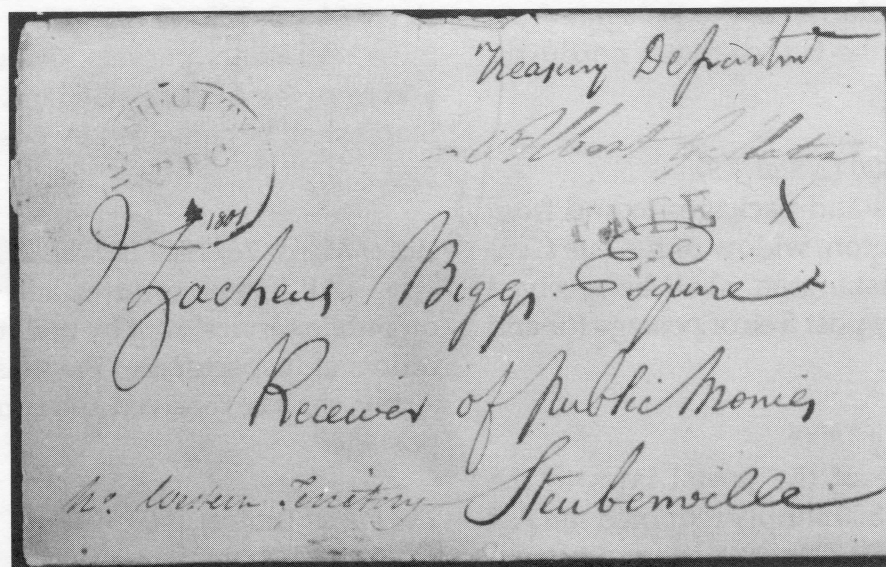
The issue of the postal laws of 1808 repeated sections 17 and 18 of the Act of March 2, 1799 (again including the franking privilege for the late George Washington!). "Instructions" were included with a list of those persons and offices of the government with the privilege (mostly in alphabetical order) as follows: The President and Vice President, the Accountants of the War and Navy Departments, the Auditor of the Treas-

ury, the Clerk of the House of Representatives, the Comptroller of the Treasury, the Paymaster General, the Postmaster General, the Postmasters, the Purveyor, the Register of the Treasury, Representatives in Congress, Senators in Congress and the Secretaries of the Treasury, War, State, Navy, and of the U.S. Senate.

The Inspector General was omitted (see Act of March 26, 1804) either accidentally because the office had been reduced in status in 1807, and presumable, the Commissioners of Direct Taxes, Internal Revenue and the Supervisors and Inspectors of Internal Revenue had been eliminated.

The Instructions reaffirmed the franking privilege of John Adams as Ex-President.

For further information about free franks and franking, see the excellent section devoted to this aspect of postal history in *The American Stampless Cover Catalog*, Fourth Edition, Volume II, pages 191-282.



Free frank of Albert Gallatin on 1801 folded letter to Steubenville, Northwest Territory. Gallatin, from Pennsylvania, served as Secretary of the Treasury from May 14, 1801 to approximately April 20, 1813. Gallatin also served in both houses of Congress and was able to frank letters from those offices, also.

On Being Too Many Places at Once: The Scandal of Mrs. Hunt

by Robert B. Bechtel

Jesse W. Ellison brought his cattle from Texas to Arizona in the 1880s and founded the Q Ranch. But he raised more than cattle. His six beautiful daughters brought lonely men to the ranch from all parts of Arizona Territory. Among the many suitors was an ungainly-looking, overweight man who never learned to ride a horse, G.W.P. Hunt, who became the first statehood governor of Arizona and was reelected seven times.

The object of Hunt's desire was one of the liveliest of the Ellison daughters, Helen (called Duett). She was an outdoor woman, riding with her father to face Indian threats and even

*In this letter it becomes clear
that Duett Hunt was removed as
postmaster at Ellison...*

killing a bear (see figure 1). Hunt and Ellison were distinct opposites—she was slim and beautiful, he was rotund and already balding—but the charm of G.W.P. was not lost on either the voters or Duett. Nevertheless, their relationship was off-and-on for fourteen years until G.W.P. issued an ultimatum that Duett be in Holbrook in 1904 where they would be married. In 1912 Duett became the first lady

of Arizona, a position she was to hold for six more terms.

G.W.P. Hunt and his wife are legends in Arizona history. History has a way of uncovering embarrassing facts. It may seem puzzling that Duett was listed as postmaster at Ellison (the post office of the Q Ranch) eighty miles from the Hunt residence in Globe. Was some kind of fraud involved? Actually, the separations that were part of the long courtship of G.W.P. and Duett continued to be a part of their marriage. There are letters from G.W.P. complaining that Duett was "his own sweet wife," and belonged by "my side." There were long separations of unknown duration. Their only child, Virginia, was born at the Ellison Ranch.

Not so easily explained is a letter from First Assistant Postmaster General Frank H. Hitchcock to W.S. Sturges in Tucson dated October 26, 1906:

"With reference to your recommendation for the appointment of Miss Lena Ellison as postmaster at Ellison, Gila County, Arizona, you are informed that subsequent to the Department's letter to you of September 19, an inspector's report in this case was received.

"The former postmaster, Duett E. Hunt, who was summarily removed on October 4, 1905, for making false returns of cancellations, is a sister of Miss Ellison. Miss Ellison is assistant postmas-

ter, and she stated in an affidavit to the inspector that she was employed in the post office, and that she was aware that her sister was making false returns of cancellations.

"In view of this fact the Department feels that she should not be appointed, and you are requested to recommend some other person at the earliest practicable date."

It becomes obvious in the letter that Duett was removed as postmaster at Ellison on October 4, 1905 "for making false returns on cancellations." Postmasters at these small offices were paid by the number of letters cancelled, so, presumably, Duett was overstating the number of cancels to increase her income.

Hitchcock's purpose in writing, however, was not primarily to reveal these facts but to turn down Sturges' suggestion that Duett's sister, Lena, be made postmaster. He points out that Lena was an accomplice of Duett's and therefore hardly qualified to take her place!

A few months later, February 14, 1907, W.S. Sturges writes to R.W. Sturges in Globe enclosing the October 26, 1906 letter and asks to find someone to nominate for postmaster at Ellison. Meanwhile, Franklin I. Kline had already taken over the postmaster's job at Ellison after Duett's removal and Clarkson S. Colvig had replaced Kline on May 26, 1906. The Ellison post office was closed on April 15, 1907 with mail going to Young. Thereafter, much of the correspondence between Duett and G.W.P. is postmarked at Young.

Thus a scandal involving Duett Ellison Hunt never reached the history books. There is no mention of this event in Goff's 1973 biography of Hunt nor are there any letters which mention it in the Hunt Collection at the Hayden Library at Arizona State University. The silence is more of a mystery than the event itself. Why did this never reach the newspapers? Was it considered too small an

event for local news? Was it misplaced gallantry from a more chauvinistic era when men were supposed to protect women? Was it the influence of a politically powerful, future governor that kept the incident quiet?

The answer must lie in the moral tone of the period. Such revelations were not as cherished and exposed to public scrutiny as they are today. We will never know how G.W.P. responded to the indiscretion of his wife while postmaster. Perhaps it is better that the legends of Arizona's famous (and infamous)

were more pure in the old days. People were willing to overlook shortcomings for the larger measure of a person's worth.



Figure 1

References

Bechtel, R., "The Governor Hunt Correspondence: Selected Items," *Western Express*, October, 1980.

Goff, J. *George W.P. Hunt and His Arizona*, 1973, Socio-Technical Publications, Pasadena.

Patented Feb. 27, 1940

2,191,667

UNITED STATES PATENT OFFICE

2,191,667

AUTOMATIC POSTAGE STAMP PRINTING

Aksel Richard Kivialho and Toivo Petter Kol-
 jonen, Helsingfors, Finland; Alli Sanni Kol-
 jonen executrix of said Toivo Petter Koljonen,
 deceased

Application March 29, 1937, Serial No. 133,638

2 Claims. (Cl. 194—1)

The postage is usually paid by stamps glued to the envelopes. The purchase of such stamps, however, causes some inconvenience to the public, especially in the country, where the post offices are open during some few hours only. To keep the post offices open day and night would, again, cause too large expenses to the post administration. To remove this drawback, we have invented an apparatus by the aid of which the letters may be provided with a printed stamp corresponding to the postage to be paid on inserting into the apparatus the amount of the postage, for instance a 2 cent coin.

The construction of this apparatus is illustrated on the accompanying drawings, in which

Fig. 1 is a front elevation partly in section and partly in perspective of the apparatus.

Fig. 2 a sectional view along the line 2—2 of Fig. 1.

Fig. 3 a sectional view along line 3—3 of Fig. 1. Fig. 4 a cross sectional view along line 4—4 of Fig. 1 showing the coin channel.

Figure 5 shows the base plate seen from the same point as in Fig. 1 but drawn to a larger scale.

Figure 6 is a section thereof taken on the line 6—6 of Figure 5.

Figure 7 is a section thereof taken on the line 7—7 of Figure 5.

Figure 8 is a plan of the slide and Figure 9 is a side elevation thereof.

In Fig. 1 reference 10 indicates the place at which the letter to be stamped is placed. 11 is the die by the aid of which the letters are provided with a printed stamp. The shaft of this die is extended and its forged end 12 reaches into the magnetic coil 13. When it is desired to stamp the letter 10, an electric current is fed to the windings of the coil 13 whereby the electromagnet will pull the piece 12 of forged iron into the middle of the coil and the die 11 will thus effect the stamping of the letter.

A spring 14 is provided for the purpose of pulling the die 11 back into its original position after the stamping of the letter. The top end 12 of the die and the return spring 14 are conveniently placed within a cylinder 15, provided at its base with openings 16. These openings are covered by a rubber ring 17 surrounding the shaft of the die and attached to the lid of the cylinder 15. When the die moves downward for the purpose of stamping the letter, the iron block 12, formed into a piston of the cylinder, expels the air through the openings 16 which is not prevented by the rubber ring 17. The letter 10 is placed

upon a rubber cushion 18 for the purpose of obtaining a soft contact between the die and the letter to be stamped. When the die is again raised the rubber ring 17 will close the air holes 16 and the spring 14 will pull the die slowly upwards against the braking force of the compressed air in the cylinder.

The letter stamping apparatus is adapted to operate only when the requisite coins are inserted into the same and for this purpose the electric current is arranged to be closed by the intermediary of the coins to be inserted. The apparatus is, therefore, provided with a circuit switch 19. In the casing of the apparatus a slot 20 is provided of exactly the appropriate size for the coins to be inserted into the apparatus. For the purpose of preventing the introduction of too small coins into the switch 19 the channel 21 leading from the coin slot 20 is arranged in an inclined position and in its bottom surface an opening 23 is provided, through which too small coins are adapted to fall out so that they will not reach the switch 19. Coins of the proper size will fall from the path 21 into the channel 24 and reach the switch in which they will have the position shown at 25.

A slide 27 is horizontally movable on the bottom plate 26 the construction of said members being illustrated in Figures 5 to 9. The plate 26 has a hole 67 in the middle as shown in Figs. 5, 6 and 7. Said slide 27 is made of a straight plate as illustrated in Figures 8 and 9 and for the guidance of said slide 27 there are in the plate 26 grooves 68 on either side of the hole 67 in which grooves the slide 27 moves forwards and backwards. As can be seen from Fig. 8 the slide 27 which enters the coin passage 29 when the slide is in a state of rest, has a recess 28 in the thickness of the coin passage. In Fig. 3 the slide 27 and plate 26 are shown in section, the section being taken on the line 3—3 of Fig. 1 but the contacts are in full lines, being disposed above the section line. For the pin 39 the base plate has a hole, shown in Fig. 5, and designated by the number 69. The slide 27 will not therefore be in the way of the pin 39. From the recess in the slide 27 the coins are ejected when the slide moves in the direction of the arrow shown in Fig. 1, towards the springs 45, which in their turn guide them into the passage 46 which leads them into the cash box of the apparatus.

The base plate has in the passage 24 a hole 29 right through enabling the coins to fall out of the apparatus which may only take place when the bottom plate 61 is pushed to one side which

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is achieved by means of the members 63 and 62. The construction of the switch 19 is best shown in Figs. 2 and 3.

The switch is formed by two springs 30 and 31 separated by an insulating member 32 on which the spring 31 is mounted so as to lie substantially parallel to the spring 30. The conductors 33 and 34 are connected to the contacts 35 and 36 carried by the opposing faces of the springs 30 and 31. The spring 30 is bent at its lower end into U shape and at its end fixed to a part of the structure whilst the connection of the spring 31 with the spring 30 is above the bend as shown in Fig. 2 so that said spring 31 will follow the movement of the spring 30 when the button 37 is pressed in the direction of the arrow so that the spring 31 comes against the member 39. If a coin is in the coin channel at 25 the member 39 will form an abutment and stop the further movement of the spring 31 and in the continued pressing of the button 37 in the direction of the arrow 38, the movement of the spring 31 being stopped, the spring 30 will move towards the spring 31 bringing together the contacts 35 and 36 completing the electric circuit whereby the magnetic coil is energised and the die moved downward and will effect the stamping of the letter 10. If there is no coin in the coin channel at 25 but the button 37 is nevertheless pressed in the direction of the arrow 38 the top end of the spring 30 will hit against the abutment 40 before the spring 31 reaches the slide 27. Thus the contacts 35 and 36 cannot close the electric circuit unless there is a coin in the coin channel at 25.

When the die 11 is brought to move downwardly the pin 41 attached to its shaft will bring the bell-crank 43 which is attached to the shaft 42 to turn its arm a down and its arm b sideways as indicated by the arrow. By the aid of the arm 44 the slide 27 is likewise pushed sideways on the bottom plate 26. By the influence of the springs 45 attached to the bottom plate 26 the coins 25 will then be thrown from the cavity 28 (Fig. 3) of the slide 27 into the coin channel 46 and thence into the box 47. When the die 11 returns to its uppermost position the slide 27 will likewise return so that its cavity 28 will be level with the coin path 29.

For the purpose of counting the number of stamped letters the apparatus is provided with a controlling device 48. For the control a paper tape 49, which may be provided with figures, is transported along the table 50. On a shaft 42 situated above the die a rod 51 is attached, which by a link 52 is connected to a two-armed lever 53. On stamping the letters the end c of the lever 53 is moved downwardly and the needle 54 will make a hole in the paper tape 49. Simultaneously the pawl 55 attached at the end d of the lever 53 will release the ratchet 56 by one tooth. When the lever 53 returns to its preceding position the pawl 55 will rotate the ratchet 56 and the paper tape will move forwardly between the wheels 57. The number of holes made by the pin into the tape indicates the number of stamped letters.

If the control tape 49 is finished and the post administration does not desire the apparatus to continue to operate the end of the arm 58 resting

upon the paper tape will, when the tape is finished, become depressed into a slot 59 made in the control table. On the top end of this arm is attached a plate 60 which will then fall in front of the coin opening 20 thus preventing the introduction of coins into the apparatus.

It might happen that the person using the apparatus, after introduction of the coin does not desire the same to stamp a letter. For this purpose the coin path 24 (Fig. 2) is made movable. The member 61 of the coin path 24 comprises a lever 62 journalled in the bottom plate 26. On pushing the rod 63 the bottom 61 will move away from below the coins which will then fall into a chute 46 conducting the coins out from the apparatus. For the event that the coins should, sometimes, become fastened in the inclined coin path 22, the one wall 64 of the coin path is made turnable upwardly on the pin 65 (Fig. 4). By pulling the rod 66 the wall 64 of the path 22 is raised and the coins become free. The rod 66 may, by the intervention of a lever, not shown, be connected to a button situated outside of the apparatus. The most convenient arrangement is to connect the movements of the rod 63 and the arm 66 to a press button situated outside of the apparatus, so that the bottom 61 of the coin path and one side 64 of the coin sieve will open simultaneously.

It is obvious that many changes may be made in the parts of the apparatus without deviating from the scope of the invention, the above described embodiment being shown simply by way of example as a preferred embodiment which has been found to operate well in practice.

Having now particularly described and ascertained this our invention and in what manner the same is to be performed, we hereby declare that what we claim is:

1. An apparatus for stamping printing on letters comprising a support for the letter, a die, a reciprocable rod at one end carrying said die, an armature carried by the other end of said rod, a coil having an aperture therethrough, the armature fitting and sliding in said aperture to constitute a solenoid, an electric circuit connected with said coil, a switch in said circuit, said switch being normally open, a pin on said switch, a button for operating said switch, a coin slot, a coin passage connected with said slot, the button moving the switch to a position wherein the pin thereon abuts the coin and whereby further movement of the button causes the switch to close to energise the solenoid.

2. An apparatus for stamp printing on letters, a support for the letter, a die, a reciprocable rod at its lower end carrying said die, an armature carried by the upper end of said rod, a coil surrounding said armature, said armature sliding in said coil, an electric circuit connected to said coil, a switch in said circuit, said switch including two parallel plate springs having opposing contacts, a coin slot in front of the apparatus, a coin passage connected with said slot, a push button for operating the switch, a pin actuated by said switch and abutting a coin in the coin passage closing the switch to energise the solenoid and means for retracting the die.

AKSEL R. KIVIALHO.
TOIVO P. KOLJONEN.

Feb. 27, 1940.

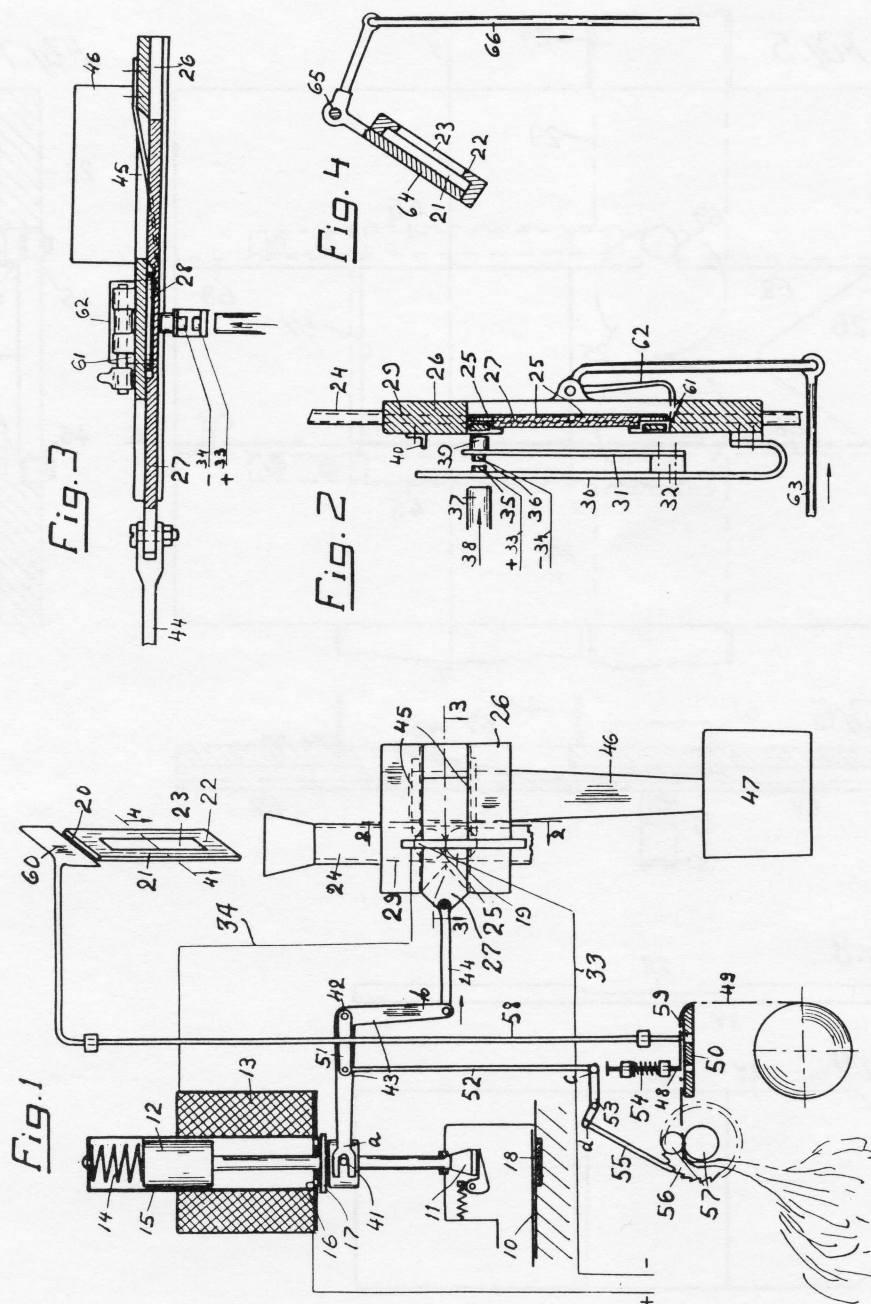
A. R. KIVIALHO ET AL

2,191,667

AUTOMATIC POSTAGE STAMP PRINTING

Filed March 29, 1937

2 Sheets-Sheet 1



Inventors:
 Aksel R. Kivialho
 and Toivo P. Koljonen
 By *Phatien Company*
 atty.

Feb. 27, 1940.

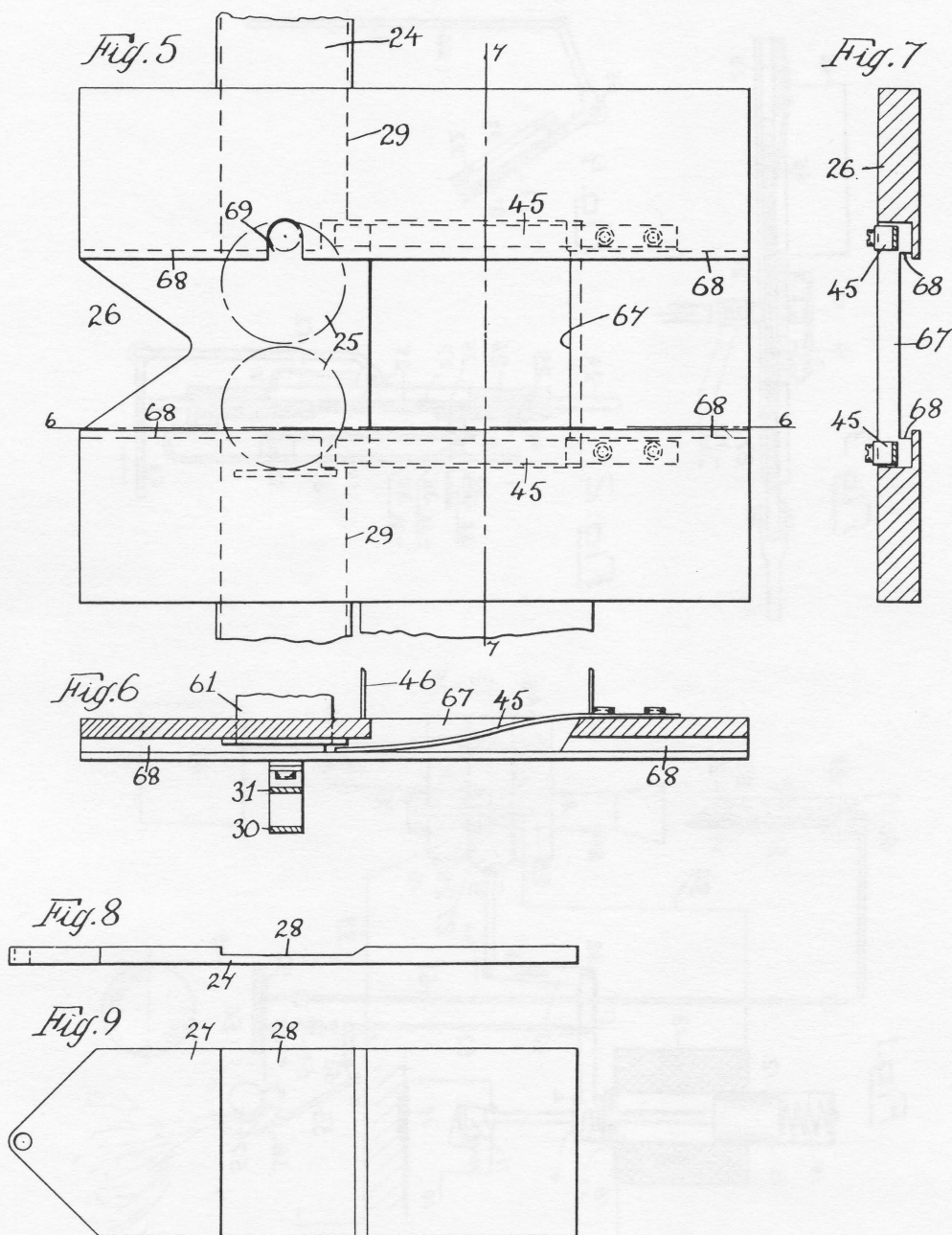
A. R. KIVIALHO ET AL

2,191,667

AUTOMATIC POSTAGE STAMP PRINTING

Filed March 29, 1937

2 Sheets-Sheet 2



INVENTORS
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 ATTYS.

DESPATCH FROM THE FRONTIER

During President Harrison's administration, and possibly for some time before, the postmaster at Ehrenberg, Arizona Territory, was a man named Daniel. Vague complaints of negligence were received at the postal department, but they were given no attention. Even when Daniel quit sending in quarterly reports, it was assumed he had nothing to report. When Harrison was succeeded by Cleveland, a petition was sent from Ehrenberg for the appointment of a democrat as postmaster. The appointment was made and the new postmaster's commission was sent to him. After some months the department received inquiries about the appointment, and were asked to reply to the application, so that some action could be taken. The whole matter of the Ehrenberg post office was looked up, and when it was discovered that no report had been received since Cleveland took office, and that a postmaster had been appointed, the matter was referred to Inspector George H. Waterbury, whose headquarters were at Denver.

Mr. Waterbury made a trip to Ehrenberg, where he found that the post office consisted of a candle box, filled with letters—some incoming, some outgoing. Postmaster Daniel said he "didn't have time to fool with the

damned P.O."—he was busy mining. Some of the letters had been in the candle box for four years, there were registered letters, several from the department to the postmaster, one three years old from a worried mother to her son who had come to Arizona for his health, there were lovers' letters both coming and going, important business letters, the appointment of the new postmaster, and a letter to Daniel from Postmaster General Wanamaker thanking Mr. Daniel for the efficient manner in which he was operating the post office.

Inspector Waterbury found that Daniel had actually discontinued the office months before. Mail was delivered there, but never distributed, and received but never forwarded. There had been no cancellation of stamps, and no sale of stamps. In fact, there were no stamps in stock, and Mr. Daniel said he didn't know when he had run out—and didn't care. He said further, if the government didn't like the way he ran the post office, they could appoint someone else.

Inspector Waterbury stayed long enough to get Mr. Daniel's successor into office, and the post office on its feet. It was like opening a new office.

—*The Arizona Republican*,
December 19, 1899

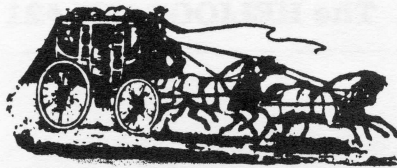
Post Office Inspector Waterbury of this division went down to Ehrenberg last Saturday from Needles in a small boat. He took with him two officers from the secret service and the probability is that the old postmaster will be arrested and taken to Yuma.

The inspector took away all the paraphernalia of the office on a former visit to Ehrenberg. He found 158 undelivered letters in the office and personally delivered as many as he could. Many letters addressed to outside parties were found in the office besides sev-

eral sacks of paper mail that had never been opened. Fifty-four official letters from Washington were found in the office unopened; one of which was from (Postmaster General) John Wanamaker thanking the postmaster for the efficient manner in which he had conducted the affairs of the office. Jesus Daniel is the name of the postmaster and he has been the least troublesome of all the postmasters in Uncle Sam's list, never having purchased a stamp or made a report in the last fourteen years. —*Arizona Daily Gazette*, May 12, 1894

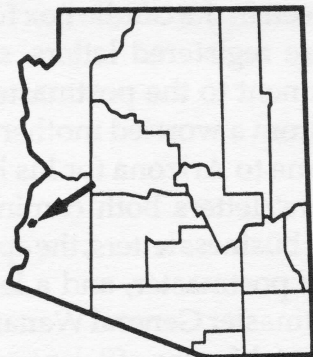
WESTERN POSTAL HISTORY MUSEUM

TUCSON, ARIZONA



EHRENBERG

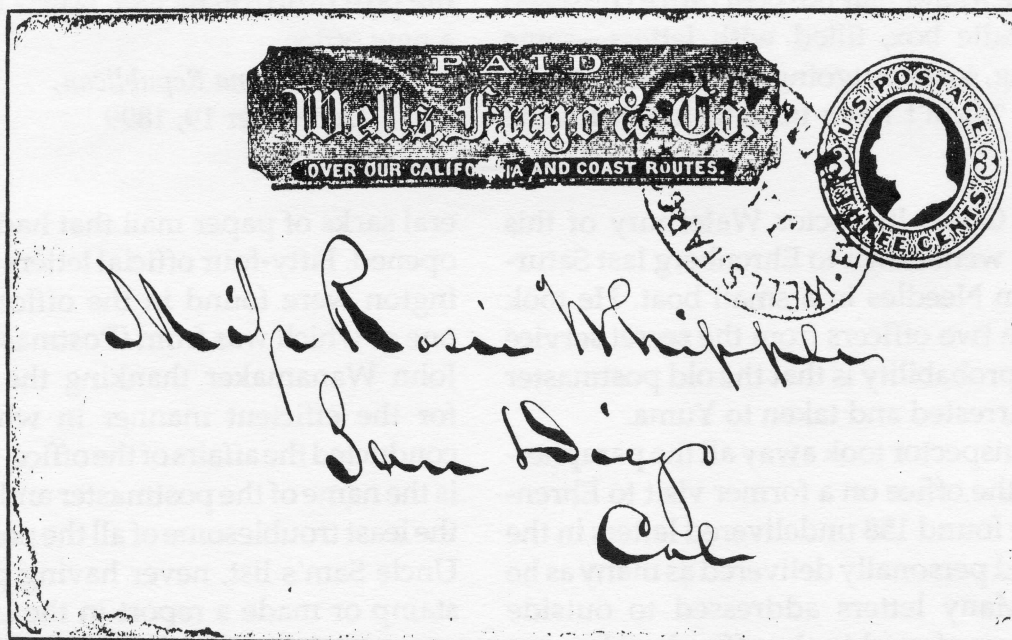
ARIZONA TERRITORIAL POST OFFICE



THIS OFFICE ON THE COLORADO RIVER IN WHAT IS NOW LA PAZ COUNTY WAS ESTABLISHED SEPTEMBER 20, 1869 WITH JOSEPH GOLDWATER AS POSTMASTER. JOSEPH WAS A BROTHER OF MICHAEL G. GOLDWATER, THE GRAND-FATHER OF SENATOR BARRY GOLDWATER. THIS TOWN WAS ORIGINALLY KNOWN AS MINERAL CITY AFTER BEING SURVEYED BY HERMAN EHRENBERG IN 1863. EHRENBERG WAS KILLED IN CALIFORNIA IN 1866. PROMINENT LOCAL BUSINESS MAN MICHAEL GOLDWATER SUGGESTED RENAMING THE TOWN EHRENBERG, WHICH FINALLY WAS ACCOMPLISHED IN 1869. LA PAZ 6 MILES UP THE COLORADO RIVER HAD BEEN AN IMPORTANT

FERRY POINT AND THE TERMINUS FOR RIVER STEAMERS CARRYING FREIGHT ENROUTE TO PRESCOTT. WHEN LA PAZ WAS LEFT HIGH AND DRY BY A CHANGE IN COURSE BY THE RIVER, MUCH OF THE BUSINESS ACTIVITY SHIFTED TO EHRENBERG, CHARACTERIZED AS "THE MOST IMPORTANT BUSINESS AND SHIPPING CENTER IN ARIZONA TERRITORY IN THE 1870'S".

THE ORIGINAL POSTAL ROUTE 14466 (LATER 17201) FROM PRESCOTT TO SAN BERNARDINO WENT BY WAS OF LA PAZ WHEN OPERATION BY S. J. POSTON BEGAN MARCH 1, 1865. ON JULY 1, 1867 THIS BECAME ROUTE 17212 AND PRESUMABLY PROVIDED THE FIRST CONTRACT MAIL SERVICE TO EHRENBERG. ROUTE 17209 FROM HARDYVILLE TO FORT YUMA WAS AWARDED TO JAMES W. PARKER IN 1866 AND EHRENBERG WAS SERVED FROM SEPTEMBER 20, 1869. AFTER THE SOUTHERN PACIFIC RAILROAD CAME TO YUMA IN 1877, EHRENBERG MAIL CAME ON ROUTE 40130 FROM YUMA IN THE EARLY 1880'S AND THIS BECAME ROUTE 40145 BY 1887. EHRENBERG WAS STARTING POINT DURING THE 1880'S FOR ROUTE 40120 TO PLOMOSA, ROUTE 40105 TO SIGNAL AND MINERAL PARK AND 40131 (LATER 40147) TO SIGNAL AND AUBREY.



ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(Continued from The Heliograph #20)

PINTO (1902)

Mrs. Celia F. Henning

Loyal B. Greene

Mrs. Celia F. Henning

Discontinued

Modified

APACHE

Mar 20, 1902

Jul 2, 1918

Jul 27, 1920

May 23, 1922

Mail to Navajo

Dec 30, 1922

Mail to Adamana

Originally called Pirtle, the name was changed to Pirtleville on March 30, 1910. Elias R. Pirtle of Tennessee established the settlement and became a real estate dealer.

PISINEMO RB—Sells

Established

Changed to CPO

PIMA

Feb 1, 1967

Jul 10, 1976

The name is Spanish for "painted." The PO was located in the heart of the Painted Desert.

Located on the Papago Indian Reservation. The name is Papago for "brown bear head," referring to the shape of a nearby mountain.

PIPE VALLEY

In 1928 forms were sent to Mrs. V.M. McDaniels of Cane Beds, AZ pursuant to establishing a PO by this name, but the plan was never realized.

MOHAVE

PLANET (1902)

Reestablished

Alfonso B. Wright

Discontinued

YUMA

Nov 10, 1916

Mar 31, 1921

Mail to Bouse

PIRTLEVILLE (1910)

Sofia Soto

George R. Dillman

Jefferson J. Langford

Austin D. McGhan

Emil Frey

Louis M. Carrillo

Sarah McDougal

John Ortiz

Miguel R. Paz

Oscar C. Taylor

Mrs. Hortencia R. Robles

Oscar C. Taylor

Mrs. Hortencia R. Robles

Miguel Y. Gomez

Mrs. Alicia Gomez OIC

Ramon H. Jorday

Rebecca Gutierrez OIC

COCHISE

Aug 14, 1911

Jun 10, 1912

Jan 14, 1914

May 25, 1916

Mar 1, 1917*

May 18, 1917

Aug 10, 1918*

Sep 6, 1919

Sep 15, 1920*

Dec 31, 1920

Nov 7, 1929*

Aug 20, 1930

Jan 6, 1933

Aug 5, 1938

Jan 1, 1974

Oct 26, 1974

Feb 24, 1979

The Planet Mine, discovered by Richard Ryland in 1864, was one of the first copper mines to be worked by Americans in Arizona. The mine shut down in 1917 and the place gradually became a ghost town.

PLAZA STA.—Flagstaff

Established

Discontinued

COCONINO

Oct 28, 1976

Jun 26, 1979

PLENTY

Formerly Floy

Mrs. Floy B. Dickinson

Discontinued

APACHE

May 1, 1933

Jul 15, 1937

Mail to Concho

POLACCA (1901)

John W. Drummond	May 24, 1910
George L. Leaming	Jan 2, 1918
Mrs. Zora Adams	Oct 3, 1927
Mrs. Hazel B. Ray	Jul 1, 1949*
Harry T. Chaca	Oct 12, 1949
Anna Silas	Mar 2, 1954*
Thomas G. Gorman	Jan 15, 1955
Marlene E. Mamzewa	Jul 2, 1965*
Mrs. Marlene E. Jackson	NCM

NAVAJO

Jun 13, 1966
May 26, 1967*
Feb 7, 1969
Apr 23, 1971
Aug 27, 1971
Jun 9, 1972
NC?
May 3, 1976
Nov 20, 1976

Alexander W. Ami	May 26, 1967*
Mrs. Maeola Taylor CIC	Feb 7, 1969
Alexander W. Ami	Apr 23, 1971
Mrs. Maeola Taylor	Aug 27, 1971
Mrs. Alta L. Seeyouma	Jun 9, 1972
Mrs. Alta L. Coochyuma	NC?
Dorothy J. Crawford OIC	May 3, 1976
Mrs. Dorothy LaRue	Nov 20, 1976

Located on the Hopi Indian Reservation. Named for the Indian Tom Polacca who established the village in 1890 and opened a store. Polacca is Hopi for "butterfly."

POLAND (1902)

Frank Lecklider
Discontinued

YAVAPAI

Jan 22, 1902
Feb 15, 1913
Mail to Huron

Named for David Robert Poland from Tennessee, an early settler and cattleman. The local mines gradually reduced operations in the 1930s. Now a few summer residents have cottages here.

POLARIS (1909)

Charles E. Anderson	Sep 30, 1910
Mike M. Monroy	May 21, 1912
Edwin Mayes	Feb 17, 1913
<i>Discontinued</i>	Jul 31, 1914

Mail to Mohawk

Named for the local North Star Mine which was located by reference to the North Star (Polaris) in 1909. The mine became unprofitable and the community gradually became a ghost town.

POMERENE

Harry A. Kimmell
David H. Sabin
Walter L. Fenn
Mrs. Lily Scott
Mrs. Christine McCall
Mrs. Katie Scott Brown
Harold M. Clark
John N. Gardner
Mrs. Geneva W. Sherman
Mrs. Judy C. Judd

It is said that this place was named for Senator Pomerene of Ohio. Undoubtedly the early settlers came from that state. The first proposed name for the PO was Robinson.

POOL (1902)

John J. Pool
Discontinued

COCHISE

Jan 1, 1916
Mar 5, 1917
Jan 29, 1919
Oct 22, 1919
Aug 8, 1928
Aug 26, 1938
Jan 31, 1947
Aug 6, 1957*
Feb 26, 1960
Jun 28, 1974

COCHISE

Mar 17, 1902
Jul 15, 1913
Mail to Benson

Named for the PM who was an early settler in the area.

PORTAL (1905)

Jane E. Harrison
Discontinued

COCHISE

Jul 8, 1911
Mar 15, 1912
Mail to Rodeo, New Mexico

Mrs. Anna Roush	Aug 16, 1927
Mrs. Lucille Y. Corbet	Jun 15, 1938
Dorothy Ida Finney	Apr 1, 1939*
Mrs. Rosalie L. James	May 23, 1939
Sparks Y. Faucett	Jun 11, 1942
Mrs. Julia LaVerne Olney	Dec 7, 1944
Mrs. Anna M. Pugsley	Sep 30, 1947*
Mrs. Claudia B. Maitland	Jul 1, 1948
Ingwald P. Isaacson	Mar 15, 1951*
Mrs. Julia L. Olney	Sep 15, 1951
<i>Changed to RB—San Simon</i>	Sep 11, 1964
<i>Changed to CPO—San Simon</i>	Jul 10, 1976

The community is located at the entrance (or portal) to Cave Creek Canyon.

POSTON IND BR—Phoenix

Established
Discontinued

YUMA

Apr 13, 1942
Dec 15, 1945

Mrs. Agnes M. Savilla	Jun 1, 1949*
Mrs. D'Elva Eckenrode	Jun 17, 1950
Connie Elizabeth Lucas	May 2, 1958
Mrs. Connie Elizabeth Kutac NCM	
	Nov 27, 1958
<i>Changed to Ind. RS</i>	Nov 1, 1960
<i>Discontinued</i>	May 31, 1966
	<i>Mail to Parker</i>
<i>Reopened as RB—Parker</i>	Aug 16, 1968
<i>Changed to CPO—Parker</i>	Jul 10, 1976

Located on the Colorado River Indian Reservation. Named for Charles Debrille Poston, first Superintendent of Indian Affairs in the Arizona Territory.

During World War II the independent branch PO served the Colorado River Relocation Center for more than 17,000 internees of Japanese descent from the west coast. (See under previous section "INTERNATIONAL AGGRESSION.")

POSTVALE

Mrs. Ophelia Knudson	Jul 23, 1920
Frank Clark	Nov 11, 1920
Jessie M. Dills	Jun 11, 1924
<i>Name changed to MARANA</i>	Feb 1, 1925

PIMA

A Mr. Post from Michigan supervised the clearing of the land near Marana.

PRESCOTT (1864)

Albert L. Smith	May 17, 1902
Andrew J. Herndon	Jun 15, 1914
Warren F. Day	Jan 20, 1923
Miss Helen A. McNutt	Apr 6, 1931
Gail I. Gardner	Jul 1, 1936
Forrest C. Bacus, Jr.	Nov 30, 1957

YAVAPAI

Once the capital of Arizona, this community was named for William Hickling Prescott, famous historian and translator of many Spanish books on America. This is the county seat.

PM Albert L. Smith came to Prescott in 1892, thirty years after his birth in Tippecanoe, Ind. He organized the Arizona Assoc. of Postmasters and also sat on the Prescott City Council.

PM Gail I. Gardner, a native of Prescott, was a working cowboy long before he went to work for the POD. Thus he was perhaps qualified to state, "...you know you stomp a cowboy's brains out and you got a postmaster." (p. 81 in *Those Early Days...Oldtimers'*

Memoirs, 1975. Compiled by the Sedona Westerners. The Verde Independent, Sedona, Ariz.) Gardner was also the author of "one of the favorite songs of Arizona cowboys" (*Arizona Republic*, Oct. 7, 1973). "Sierry Petes" (short for the Sierra Prietas west of Prescott) is a "little bunch of 'doggerel' verses" relating the escapades of a couple of cowboys who had come into town from a roundup for a "whizzer": "that's a cowboy fling—gambling, booze and female companions who are, ah, dispensers of delight." (*Arizona Republic*, op. cit.)

City mail delivery was inaugurated on March 1, 1900.

On Jun 22, 1964, the city celebrated its centennial with ceremonies and a special slogan postmark.

PRESCOTT VALLEY CPO—Prescott**YAVAPAI**

Formerly Agua Fria CPO
Established

Dec 29, 1979

PRICE (1909)

Henry Zeuner
Discontinued

PINAL

May 8, 1909
Mar 15, 1923
Mail to Florence

Two men are associated with the naming of this community. Wm. Price of Florence supplied material during RR construction in 1903. B.S. Price assisted in building the RR.

PUNTENNEY (1892)

John T. Sheffield
John H. Morrison
Edwin C. Payne
William J. Murphy
John T. Sheffield
Thomas D. Proctor
John T. Sheffield
Charles E. Hill

YAVAPAI

Feb 3, 1910
May 31, 1914
Nov 4, 1918
Dec 26, 1922*
Jul 31, 1923
Dec 15, 1927
Feb 2, 1929
Jun 12, 1930
Mail to Paulden

Named for the first PM who built the first lime kiln here.

Q

QUARTZSITE (1896)

William E. Scott	Aug 11, 1909
Charles V. Kuehn	May 2, 1914
Frederick W. Dunn	Mar 21, 1923
Mrs. Nettie H. Kuehn	Jan 15, 1927
William G. Keiser	Apr 16, 1930*
Mrs. Emelia H. Moon	Mar 31, 1931
Mrs. Emelia H. Woodson NCM	

YUMA

	Sep 5, 1934
Ira M. Salladay	Mar 31, 1946
Mrs. Ethel E. Wright	Sep 10, 1952
Mrs. Georgia L. Scott	Jul 17, 1970

Quartzite (note spelling) rock is plentiful here. It is said that some clerk in the POD added the "S."

QUAYLE

Selma H. Quayle
Discontinued

COCONINO

Nov 23, 1914
Oct 31, 1916
Mail to Winslow

Located on the Quayle Ranch.

QUEEN CREEK

Frank E. Ross
Discontinued

MARICOPA

May 23, 1913
Jul 31, 1916
Mail to Higley

Mrs. Eva Lena Eddy	Aug 1, 1947
Mrs. Eva Lena Pew NCM	Jul 18, 1948
Mrs. Beulah Stapley	Oct 31, 1949
Mrs. Retta A. Thompson	Oct 31, 1957
Mrs. Alyce W. Alpine OIC	Dec 28, 1973
Duane I. Kanaga	Apr 29, 1974

QUEEN VALLEY RB—Apache JunctionPINAL

<i>Established</i>	Mar 2, 1970
<i>Changed to CPO</i>	Jul 10, 1976

QUIJOTOA (1883)

William T. Day	Feb 2, 1897
William A. Holt	Feb 7, 1921
Mrs. Matilda W. Spears	Jun 29, 1925

PIMA

Keith Knight
Discontinued

Mar 17, 1927
Jun 29, 1929
Mail to Casa Grande

Albion G. Cummings
Randolph M. Hines
Mrs. Audrey A. Hines
Mrs. Florence Haworth
Mrs. Florence Bliss NCM
William Lucian Amonett
Discontinued

Jul 14, 1936
Oct 21, 1938*
Nov 22, 1938
Jan 6, 1942*
Apr 6, 1942
May 21, 1942*
Aug 31, 1942
Mail to Sells

Located on the Papago Indian Reservation. Name derived from the Papago words *kia hoa toak* meaning "carrying basket mountain." A nearby mountain resembles a woman with a basket on her back.

Also known as Covered Wells.

R

RAINBOW VALLEY

Jerome L. Brown
Alvy Robins
Discontinued

MARICOPA

Mar 3, 1931
Aug 15, 1931
Oct 9, 1933
Mail to Liberty

The originally proposed name for this PO was Eastman.

RANDOLPH

Channing E. Babbit
May H. Smith
Lee Smith
Mrs. Sarah L. Smith
Mrs. Angeline Q. Ramirez
Napoleon M. Pisano CIC
John Meadows CIC
Mrs. Bernadine D. Pennell
Mrs. Betty L. Wang

PINAL

Sep 22, 1925
Dec 1, 1942
May 4, 1955*
Jul 26, 1956
Nov 6, 1967*
Feb 28, 1969
Jul 18, 1969
Aug 21, 1970
Jul 1, 1978

This settlement on the RR was named for Col. Epes Randolph, vice-president of the Southern Pacific RR.

RAY (1899)

George O. Nolan
Grace E. Moorman
Lola Moreno

PINAL

Feb 10, 1910
Mar 27, 1915
Dec 31, 1920

Mrs. Lola M. Haywood NCM Jan 20, 1923
 William E. Mullen Jan 11, 1927
 George H. Staiger Jul 1, 1927
 William J. Philipson Jul 16, 1936
 Mrs. Gertrude M. Philipson Nov 13, 1940*
 Mrs. Annie L. Killebrew Oct 15, 1941
 Mrs. Kathryn L. Patton CIC Jul 16, 1965
 Changed to RB—Superior Dec 2, 1966
 Discontinued Nov 30, 1967
 Mail to Superior

The mine and town that grew up around it were named for Miss Ray Bullinger by her brother, (or father?) the founder. The settlement was abandoned in 1967 when it was swallowed up by the extension of the open pit copper mine.

REDINGTON (1879)

Charles H. Bayless May 1, 1909
 Hiram L. Johnson Sep 30, 1919
 Norman J. Roberts Nov 30, 1920
 Rosa R. Moreno Jan 1, 1923
 Mrs. Rosa R. Rhodes NCM Jun 4, 1930
 Kingston Jay Smallhouse Jul 16, 1936
 Discontinued Dec 31, 1940
 Mail to Benson

Located on the ranch settled by Henry T. and Lem Redington in 1875. The name Redfield for the PO was not acceptable to the POD; it was therefore called Redington.

BEDROCK (1887)

Roy Guild Mar 31, 1910
 George E. Wilson Jan 14, 1913
 Mrs. Martha E. Boyer Apr 8, 1916
 Frederick D. Haisten Oct 24, 1918
 Clarence L. Brooks Feb 1, 1925
 Mrs. Lavina A. Brook May 15, 1940
 Name changed to RED ROCK Jun 1, 1950
 Mrs. Mary F. Walker Aug 15, 1954

Nearby is a butte that is reddish in color. Originally opened as Red Rock (1887–1895).

RICE (1909)

Arthur Pritchard Apr 10, 1911
 Edith B. Kime May 11, 1914

Mrs. Edith S. Collins Aug 21, 1919
 Wellington E. Tiffany May 23, 1921
 Name changed to SAN CARLOS Sep 1, 1930

Named for Lt. Sedgwick Rice who was the Indian Agent as San Carlos for several years. It was he who mediated the compromise that allowed the Gila Valley, Globe & Northern RR to traverse the San Carlos Indian Reservation.

RICHINBAR (1896)

Angus C. McDonald
 Discontinued

YAVAPAI

Aug 9, 1907
 Mar 15, 1912
 Mail to Bumble Bee

Named for a gold mine in nearby Agua Fria Canyon. The place is now a ghost town.

RILLITO (1905)

Formerly Langhorne
 Changed back to Rillito

Benjamin T. Dewoody Dec 9, 1912
 Charles N. Sims Jan 11, 1916
 George W. Rumfield May 26, 1918
 William F. Briscoe Oct 2, 1918*
 Frank L. Bosch Apr 1, 1920
 R.C. Wright Oct 7, 1921*
 Duran Daily Oct 30, 1922
 Amelia S. Myers Jul 1, 1923
 Mrs. Amelia S. McLoney NCM

Mar 4, 1925
 Maxwell L. Durham Feb 17, 1926*
 Arthur Case Aug 1, 1926
 Mrs. Sylvia M. Timmons Oct 1, 1942
 Mrs. Mary Lemme Oct 12, 1962*
 Thomas J. Lemme Aug 28, 1964
 Mrs. Flora J. Hulsey CIC Feb 22, 1974
 Mrs. Doris J. Crickman Aug 17, 1974
 Bettye F. Jackson CIC Nov 3, 1978
 Mrs. Ina M. Phillips May 4, 1979

The name is Spanish for "little creek." The PO was called Rillito from its founding (Jul 13, 1905) until Apr 21, 1908.

RIMROCK

Mrs. Ella I. Laudermild
 Mrs. Leona T. Bolin

YAVAPAI

Apr 5, 1929
 Sep 30, 1941*

ROOSEVELT (1904)

George D. Burtis	Oct 4, 1907
Thaddeus T. Frazier	Sep 4, 1914
Mrs. Stella Frazier	Sep 30, 1916
Mrs. Barbara L. Nelssen	Feb 28, 1958
Mrs. Olive B. McFadden	Dec 13, 1961
Mrs. Allie M. Rowland	Jan 2, 1970

Named for the Roosevelt Dam which was named for President Thoeodore Roosevelt.

ROUGH ROCK BR—Chinle APACHE

<i>Established</i>	Mar 1, 1968
<i>Discontinued</i>	Dec 15, 1969

ROWOOD

Kallulah M. Holcomb	Aug 8, 1918
Mrs. Angeline D. Clark	Mar 19, 1924*
John H. Alexander	Jul 7, 1924
Miss Madge L. Cox	Jan 25, 1940*
George V. Trevino	Sep 8, 1940
Cornelia Trevino	Jun 1, 1944*
Mrs. Ardie E. Hodge	Jun 30, 1945
Mrs. Edith W. Feltner	Nov 30, 1947
Mrs. Edith W. Stahler NCM	May 8, 1950
Mrs. Edith W. Renteria NCM	May 18, 1952
Mrs. Margaret E. Ross	Oct 15, 1952*
Mrs. Nell K. Guinn	Jun 15, 1953
<i>Discontinued</i>	Nov 30, 1955
	<i>Mail to Ajo</i>

Upon discontinuance of the PO, the city delivery service of Ajo, only one mile away, was extended to include Rowood.

The name first proposed for the PO was Woodrow Wilson. When the POD rejected this, both Woodrow and Wilson were advanced as names, again without success. The POD finally approved a name that had the syllables of Woodrow reversed.

Actually the community is called Clarkstown for Sam Clark who laid out the townsite. In 1931 when Clarkstown was destroyed by fire, the PO was moved to Gibson but retained the name Rowood for the PO.

RUBY

Julius S. Andrews	Jul 1, 1912
Philip M. Clarke	Jun 30, 1913
J. Frank Pearson	Jul 23, 1920
Bert H. Worthington	Nov 23, 1921
<i>Discontinued</i>	Oct 15, 1924
	<i>Mail to Arivaca</i>
Frank H. Lerchen	Jun 13, 1928
Erle D. Morton	Nov 9, 1933
William A. Davis	Jun 17, 1937
Clifford W. Parsons	Jul 27, 1940*
Mrs. Esther L. Stamps	Jan 1, 1941*
<i>Discontinued</i>	May 31, 1941
	<i>Mail to Tucson</i>

Ruby, formerly known as Montana Camp, grew up around the gold and silver bearing Montana Mine, located a few miles north of the Mexican border. Julius S. Andrews came to the camp in 1895 to operate the camp store. When his solicitation for a post office was approved he named it in honor of his wife, whose maiden name had been Lillie B. Ruby [Long, James A., Blood-stained Ghost Town. Frontier Times (Feb-Mar) pp. 24-25, 71-72. Both this story and Arizona Place Names erroneously give Andrew's middle initial as "F."] However, the name proposed on the initial application for the PO was "Powmott."

In 1913 Philip Clarke bought the store from Andrews and became PM. In 1915 Clarke built a new store of adobe. (Philip Clarke, Recollections of Ruby, 1913-1926; on file at the Arizona Historical Society, Tucson). The structure, about forty by eight feet, was located atop a low hill some 400 yards north of the old frame building; the front fifty feet comprised the combined store-PO. Between profits from the store and cattle ventures, Clarke did well; he moved to nearby Oro Blanco to pursue the latter. This was in January, 1920 when he leased the store to two brothers, Alexander and John Frazier (Clarke, *op. cit.*). Note that neither of the Canadian born brothers was ever officially appointed or designated as PM not acting PM. They were filling that position *de facto* in Clarke's stead.

On February 27, 1920 two Mexicans robbed the store, forcing John Frazier to open the safe after killing his brother. John was then shot through the eye, a wound that proved fatal within twenty-four hours (Long, *op. cit.* and Clarke, *op. cit.*)

Shortly after the murders (J.) Frank Pearson approached Clarke about purchasing the store. "I was not anxious to turn the store over to anyone else after what had happened. I tried to dissuade him, but he was determined to buy." (Clarke, *op. cit.*)

Then on August 26, 1921 lightening struck again. A group of seven Mexicans killed Pearson and his wife, Myrtle, in the course of looting the store and post office. The story of the apprehension of the murderers and their fate is itself an engrossing tale (Long, *op. cit.*; also Parmer, Oliver. [March] 1936. How we trapped the deadly border bandits. Startling Detective—a highly romanticized and embellished version by a former Arizona Ranger “as told to” Kathleen O'Donnell).

With due regard to the source (Parmer, *op. cit.*, who even spelled the name of the Fraziers incorrectly), it was said “among the poorer Mexicans” that there was a curse on that building. “One old timer” is quoted as saying, “Old Tio (Uncle) Pedro died years ago. He predicted evil for the occupants of the post office ‘cause it was built over an old padre’s grave.”

“After that a man named Worthington bought the store. He was a pretty worthless type. Once when some negro soldiers went A.W.O.L. he hid them in the store. When the soldiers in Arivaca learned of their whereabouts they went after them. The negro soldiers opened fire and between them both they shot the building full of holes. I made Worthington get out then and took the store back and closed it.” (Clarke, *op. cit.*)

In 1926 The Eagle Pitcher Mining Co. of St. Louis took a lease with option to buy on the idle Montana Mine. They built a new mill with a new flotation process that vastly enhanced mineral recovery. Ruby boomed again. Frank A. Lerchen was named manager; he also became PM of the reestablished Ruby PO. From 1934 to 1941 the Montana Mine ranked as the largest producer of lead-zinc in Arizona. But in the latter year prices tumbled and, with Montana's ore almost exhausted, Eagle Pitcher ceased operation. Thus the demise of the town and the PO (Long, *op. cit.*).

RUCKER CANYON

Formerly Rucker—Reestablished

Mrs. Ettie Fralie	Jun 14, 1919
Thomas H. Short	Jul 31, 1922
Alva O. Corle	Mar 13, 1924
Mrs. Clara A. Keith	Jun 12, 1925
<i>Discontinued</i>	Aug 15, 1929
	<i>Mail to Webb</i>

In 1878 Lt. John A. Rucker was drowned in a flash flood here trying to save Lt. Austin Healy. Both bodies were buried at Fort Bowie.

COCHISE

S

SACATON (1871)

Dirk Lay	Aug 21, 1911
Miss Ella A. Fickel	Sep 30, 1914
Mrs. Ella A. Gensler NCM	Dec 1, 1915
Mrs. Carrie A. Nelson	Jun 6, 1917
Mrs. Nelmar P. Grizzard	Oct 11, 1918
Marie O'Dowd	May 7, 1921
Mrs. Elizabeth L. Lay	Apr 1, 1923
Mrs. Lenore Hoopes	Aug 7, 1937
Ruby S. Parker	Aug 31, 1944*
Mrs. Hazel M. Peebles	Feb 28, 1945
Albert H. Salem	Feb 18, 1957
Mrs. Peggy M. Jackson	Jun 12, 1964*
Mrs. Peggy M. Thompson NCM	Aug 20, 1965
Edna L. Renfro CIC	Jun 23, 1967
Mrs. Lois I. Henry	Oct 2, 1967

Located at the headquarters for the Gila River Indian Reservation. Sacaton is a type of grass that grows five feet tall.

SAFFORD (1875)

Frieda F. Mashbit	Jan 24, 1906
Ellen M. Dial	Mar 17, 1914
Mrs. Carrie B. Yett	Jan 20, 1923
James R. Welder	Aug 10, 1931
Martin Layton	May 26, 1936
James M. Owens	Oct 1, 1943
Annie Elnora Bryce	May 15, 1945*
Wallace E. Bryce	Jul 15, 1949
Thomas J. Bowen	Jun 29, 1973

The county seat was restored to Safford in 1915. Rural Free Delivery established May 3, 1926.

SAHUARITA (1882)

Reestablished

Tomasa G. Dumont	Dec 6, 1915
Arthur E. Morgan	Mar 31, 1918
Louis Curtin	Apr 11, 1919
Archibald W. Roberts	Jul 29, 1921*
<i>Discontinued</i>	Oct 31, 1923

Mail to Twin Buttes

PINAL

GRAHAM

PIMA

Robert L. Black	Feb 25, 1926
<i>Discontinued</i>	Aug 15, 1927
	<i>Mail to Continental</i>
David L. Stinson	Jun 23, 1930
Louis Curtis	Jul 24, 1931
Mrs. Clara Virginia Luker	Oct 21, 1935
Mrs. Maggie Younce	Mar 27, 1942*
Mrs. Florence Mae S. Rupp	Oct 4, 1942
Mrs. Josephine I. Jungen	Mar 31, 1947
George W. Marsh	Jun 28, 1972
Mrs. Rachail R. Davis OIC	Oct 29, 1976
David G. Maldonado OIC	Nov 26, 1976
James T. Volpe	May 21, 1977

This Spanish word means "little saguaro cactus." The beautiful white blossom of this cactus is the state flower. The PO was discontinued in 1886 and reestablished in 1915.

<u>ST. DAVID</u>	<u>COCHISE</u>
Mrs. Elixabeth T. Merrill	Jun 21, 1911
Peter A. Lofgreen	Sep 19, 1914
Mrs. Rebecca Lofgreen	Sep 20, 1922
Mrs. Elizabeth T. Merrill	Jun 17, 1926
Joseph E. Goodman	Jul 1, 1937
Mrs. Helen M. Young	May 31, 1944
Glen G. Goodman	May 31, 1946
Sally Weber OIC	Jul 16, 1976
Rene Ripol	Mar 12, 1977

Named for David W. Patten, a Mormon martyr. This community was established by five Mormon pioneers in 1877. Rural Free Delivery began Sep 11, 1906.

<u>ST. JOHNS (1880)</u>	<u>APACHE</u>
Christopher Scheele	Mar 10, 1912
Charles Jarvis	Sep 12, 1917*
Mrs. Maria Scheele	Sep 21, 1917*
Charles Jarvis	Feb 27, 1915*
John W. Brown	Apr 11, 1918
Joy B. Patterson	Nov 22, 1926*
George A. Brown	Nov 4, 1927*
Brigham Y. Peterson	Feb 25, 1928
J. Albert Brown	Aug 23, 1934
Merle W. Heap	Jul 21, 1961
James F. Stewart OIC	Dec 30, 1977
Rudy Sedillo OIC	Jun 9, 1978
David W. Campbell	Oct 21, 1978

This is the county seat. The annual feast of San Juan (St. John) is celebrated here by the many residents of Mexican descent on Jun 24th of each year. It is also celebrated in many other communities.

<u>ST. JOSEPH (1878)</u>	<u>NAVAJO</u>
Hugh M. Larson	Feb 3, 1910
Hyrum E. Richards	Nov 29, 1912
James A. Hansen	Mar 17, 1915
Mrs. Sena P. Hansen	Nov 3, 1919
<i>Name changed to JOSEPH City</i>	Jan 8, 1924

Named for the Mormon Prophet Joseph Smith. The Joseph PO listed in Theobald appears to be incorrect since all official records show it to be St. Joseph for that period (see Corrigenda).

The oldest of the four original Mormon communities founded in the state.

<u>ST. MICHAELS (1902)</u>	<u>APACHE</u>
Berard Haile	Sep 7, 1907
Charles L. Day	Nov 2, 1915*
Marcellus Troester	Mar 15, 1916
Ludger Oldegeering	Apr 30, 1919
Ambrose C. Kroger	Dec 31, 1924
Remigius A. Austing	Feb 11, 1926
Jerome F. Hesse	May 7, 1929
Arnold Heinzmann	Aug 10, 1931
Rev. Anselm G. Sippel	Sep 30, 1939
Bernard F. Walsh	Sep 29, 1945*
Wilfrid G. Humbert	Apr 30, 1946
John A. Dinser	Apr 28, 1961
Mrs. Genevieve Cayedito	May 31, 1978

Located on the Navajo Indian Reservation. The Catholic mission here covers more than 400 acres. Father Berard Haile published a Navajo dictionary in 1910.

<u>SALOME (1905)</u>	<u>YUMA</u>
Edward S. Jones	Apr 17, 1907
Mrs. Blanche M. Jones	Nov 1, 1912
James M. Johnston	Jun 17, 1914
Menoah A. Hoffpauir	Sep 30, 1915
Robert C. Cruckson	Jun 22, 1916*
Edward S. Jones	Jan 17, 1917
J. Boyce Watkins	Feb 17, 1933
Wayne M. Sweetland	Dec 31, 1953

There is a story that when Mrs. Grace Salome Pratt, upon arriving by train, took off her shoes, the heat of the ground caused her to dance about. This inspired the local slogan "Salome, where she danced."

SALTRIVER

Effie C. Coe

*Discontinued***MARICOPA**

Oct 19, 1912

Oct 31, 1916

Mail to Scottsdale

The Salt River provides the principal supply of water for the Phoenix area.

SAN BERNARDINO (1906)

Edith M. Stowe

*Discontinued***COCHISE**

Jan 31, 1910

Jun 15, 1918

*Mail to Douglas***SAN CARLOS (1875)**

Robert L. Rupkey

*Discontinued***GILA**

Jul 10, 1905

May 31, 1929

Mail to Coolidge Dam

Wellington E. Tiffany

Sep 1, 1930

Mrs. Ada Tiffany

May 20, 1933

C. Herrold Higgins

Oct 22, 1942

Charles F. Adams

Jan 8, 1960

Charles Tower OIC

Nov 30, 1979

Located on the San Carlos Indian Reservation. In the 19th century it was the scene of many conflicts with the Apaches.

The original San Carlos was located near the confluence of the San Carlos and Gila rivers. The site was inundated (1929) when Coolidge Dam was built. The U.S. Indian Agency was transferred to Rice (q.v.), which place was renamed San Carlos.

SANDERS

orville L. Hathorn

Joseph Schmedding

Herbert Merritt

Charles H. Laughlin

Mrs. Elizabeth K. Ransom

Bernhard F. Zahm

George G. Goodman

Spencer Balcomb

Raymond G. Lewis

Mrs. Bertha Lewis

Mrs. Esther Smith

APACHE

Mar 11, 1916

Feb 21, 1917

Dec 4, 1917

Feb 14, 1921*

Nov 1, 1921

Oct 4, 1922

Jul 25, 1923

Jul 23, 1929

Oct 25, 1943*

Jul 6, 1944*

Sec 5, 1944*

Mrs. Nina K. Tipton

May 17, 1945*

William C. McDonald

Jun 8, 1946

Mrs. Bertha L. Lewis

Jun 11, 1947

Robert W. Cassady

Nov 30, 1950

Mrs. Evelyn M. Linnane

Oct 18, 1957

Mrs. Frances L. Wiser

Jun 30, 1973

Mrs. Patricia S. Crowther OIC

Apr 21, 1977

Carolyn Jones OIC

Aug 31, 1977

Mrs. Patricia S. Crowther

Jan 10, 1978

Locally it is said that this community was named for Art Saunders (sic) who had a trading post nearby.

SAN FERNANDO*Formerly La Osa*

Reyes M. Pacheco

Jun 7, 1919

Mrs. Effie M. Norris

Dec 8, 1920

Mrs. Margaret Coy

Nov 25, 1922

Discontinued

Nov 30, 1923

Mail to Tucson

Eugenio P. Serrano

Feb 19, 1924

Julian E. Buckbee

Dec 31, 1925

Name changed to SASABE

Feb 16, 1926

Don Fernando Serrano escaped from Mexico during the 1910 revolution and settled here as a cattleman. The community was named in his honor. (See under Sasabe).

SAN JOSE RB—Bisbee*Established**Discontinued***COCHISE**

Aug 16, 1955

Oct 31, 1968

The San Pedro river was formerly called the San Jose in the early days. The community may derive its name from the old river name.

SAN LUIS

Adolph L. Verdugo

Lilian M. Verdugo

Charles H. Archibald

Mrs. Lillian C. Smith OIC

Raynaldo S. Yanez

YUMA

Jun 11, 1930

Jan 15, 1942

Jul 9, 1962

Oct 15, 1976

Mar 11, 1977

The name is Spanish for St. Louis. The community is located on the Mexican border; it has a sister city, San Luis, Mexico.

PM Yanez was promoted to this position from that of city carrier in Yuma.

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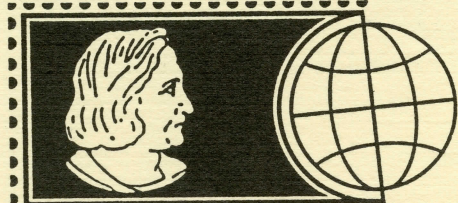
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