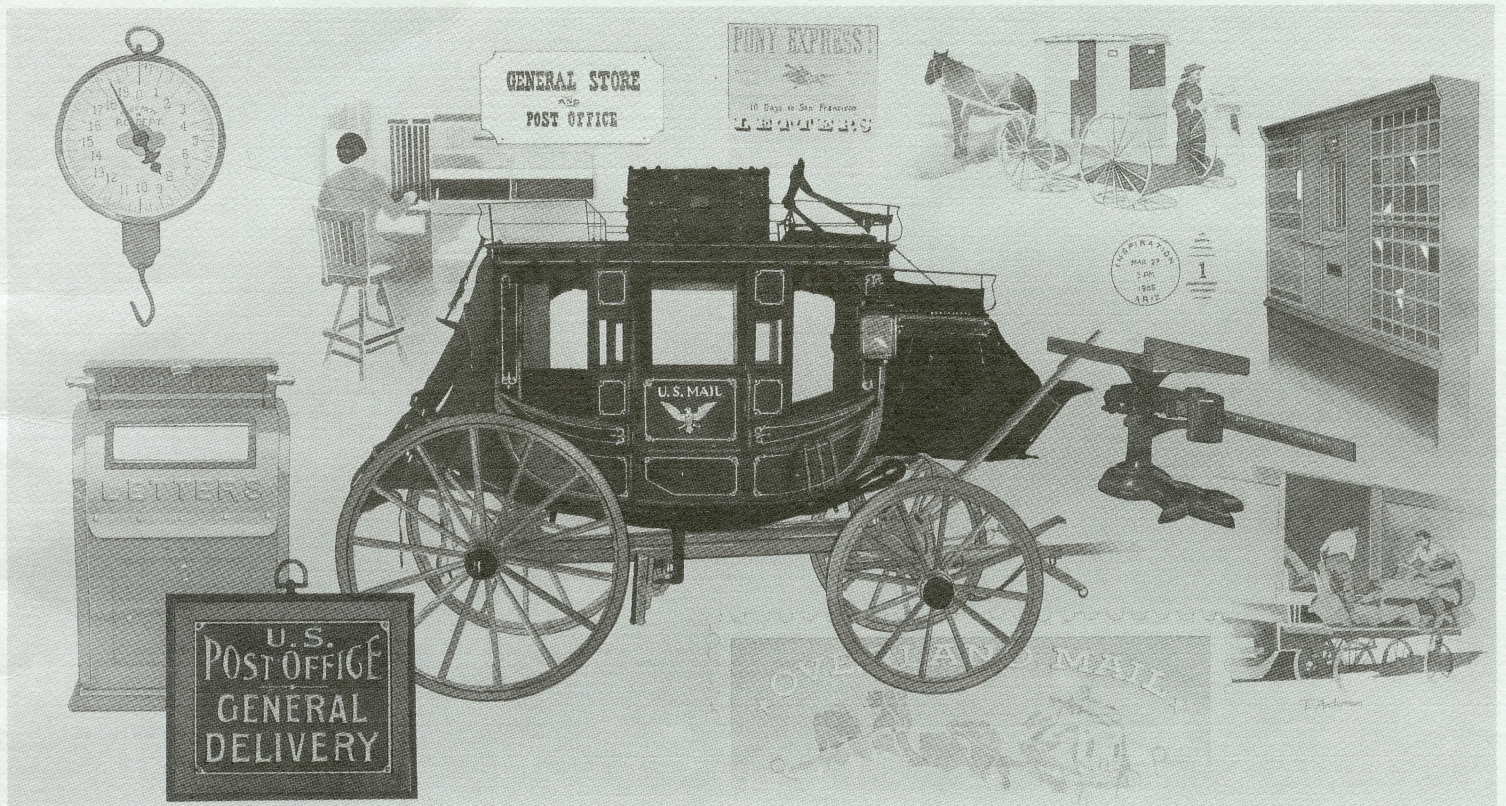


# THE HELIOGRAPH



**The Postal History Foundation**

**SPRING 1992 ISSUE    VOLUME 6, NO. 2**



---

# The HELIOGRAPH

## VOLUME 6 NUMBER 2 (Whole Number 22)

### Spring 1992

---

#### CONTENTS

Star Route Mail Frauds of 1870–80s .....	1
Pony Express Riders Had Their Day and So Did Bicyclists Back in 1894 .....	8
Oregon's Provisional Post Office .....	13
Heliograph and the Arts .....	21
Patents and the Post Office .....	24
Feature Cover .....	26
Arizona Statehood Post Offices & Postmasters, 1912–1979, Part XII .....	27

**Editor**  
Douglas A. Kelsey

**Editorial Staff**  
Robert Bechtel, Alex Lutgendorf  
Eugene Nelson

**Contributing Editors**  
James Bruns, Richard Graham,  
Thomas Todsén

---

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

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

\*=member of Arizona Camel Corps  
*Memberships are on a calendar year basis.  
Prepayment of dues several years in advance is  
greatly appreciated.*

---

©1992 The Postal History Foundation

---

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



# Star Route Mail Frauds of 1870–80s

With Special Emphasis on Route 40101

by Mrs. Margaret Jones

EDITOR'S NOTE: This monograph was presented as an original paper at the Tucson session of the 1972 Western Postal History Conference, sponsored by the Western Postal History Museum (now known as The Postal History Foundation), and the Arizona Philatelic Rangers and Phoenix Philatelic Association, both A.P.S. chapters. The Tucson program was under the chairmanship of William L. Alexander, director of the Western Postal History Museum. Also see "Images of a Scandal—The 19th Century Star Route Frauds" by James H. Bruns in *The Heliograph* #6, Spring, 1988.—James M. Chemi (1972) and Douglas A. Kelsey (1992).

Malfeasance, corruption, graft and scandal surrounded the operation of the Contract Division of the Office of the Second Assistant Postmaster General during the 1870s and 1880s. This involved Star Routes throughout the West. One of the most notorious, Star Route 40101, traversed Arizona Territory and New Mexico Territory from Prescott to Santa Fe. The birth and death of countless Western mining towns and the surging, roaming population helped to create the stage upon which this drama of corruption played.

The 1848 discovery of gold in California and the mad rush of humanity to the Western Frontier brought a demand for faster, more reliable mail service. At the time, the United States Post Office Department transported most of the coast-to-coast mail via the Isthmus of Panama.<sup>1</sup> To answer this demand,

Congress passed the Overland Mail Act. This act removed the prior requirement for all mail routes to be self sustaining.<sup>2</sup> The Federal government subsidized the overland routes to compensate for the lack of a sufficient volume of mail to make the routes self-sustaining. This made it feasible for the Post Office Department to develop a network of mail routes throughout the West.

The responsibility of implementing the Overland Mail Act rested with the Contract Division of the Post Office Department.<sup>3</sup> This division provided total supervision including awarding, modifying and terminating of

---

*The thin reed of honesty and  
discretion bent often in the  
winds of opportunity and  
personal gain.*

---

contracts for mail routes popularly called "Star Routes". These routes acquired their name from the three stars (☆☆☆) placed before their listings in the *Postal Route Registers* to indicate that the contractors guaranteed to carry the mail with "certainty (☆), Celerity (☆) and security (☆)." <sup>4</sup>

Due to the widely fluctuating population, a great ideal of flexibility was needed to as-





Cartographer: Don Bufkin, Tucson

sure that all the residents received adequate mail service. For such reason, Congress did not write strong, restrictive laws governing contract mail. Congress instead, depended upon the honesty and discretion of the Second Assistant Postmaster General to insure that star route contract handling would be in the best interests of the Post Office Department and the Federal Government.<sup>5</sup>

The thin reed of honesty and discretion bent often in the winds of opportunity and personal gain. The mail contractors and minor Post Office Department employees subjected the contract mail service to many forms of corruption such as contracts awarded without competitive bidding, contracts awarded to other than the lowest bidder, contracts awarded without the required bond or with a fictitious bond. No wide spread corruption occurred, however, until after the passage of the Overland Mail Act in the 1850s. By creating postal routes that could not possibly be self-sustaining, congress set the stage for the plundering of the star route lines that happened in the 1870s and 1880s.

Malfeasance, corruption, graft and scandal became the hallmarks of the Grant Administration and the Post Office Department was no exception. The Contract Mail Service became the primary vehicle used to defraud the government. The machinations involving the Star Routes extended through the administrations of Grant, Hayes and Garfield and left to President Chester A. Arthur of Vermont the job of prosecuting those responsible for the Star Route frauds.

The key figure in this saga of corruption was Thomas J. Brady, an, Easterner who was a Grant appointee to the Office of Second Assistant Postmaster General.<sup>6</sup> In his position he controlled all Star Route contracts.

Once a contractor secured a route, he could not put any additional service on his line or deliver the mail faster without first securing approval from the Second Assistant Postmaster General. According to postal regulations, the second Assistant Postmaster General granted or denied the service change based on the population on the line and their postal needs. Another criteria was the number of



petitions for improvements in service received from people living in the service area.

Frequently, requests for additional service were endorsed by governors, Congressmen or territorial delegates in the area of the Star Route service. Should the Second Assistant Postmaster General decide that the demand justified the additional service, he had only loosely worded laws to guide him. The only firm guideline stated that a contractor could not receive any additional pay or allowances for more or faster service unless he had to employ additional carriers and/or stock.<sup>7</sup> In that event, the allowance could not exceed the "exact proportion of the original contract amount to the additional duties required" (pro-rata).<sup>8</sup> Other than that, the extra amount awarded to the contractor was left to the discretion of the Second Assistant Postmaster General. Formerly, it had been the exception rather than the rule to give extra funds for increased or faster service because the routes normally had been surveyed and designed to provide adequate service. Any changes found necessary had been customarily incorporated in the next four year contract and thus open to competitive bidding.

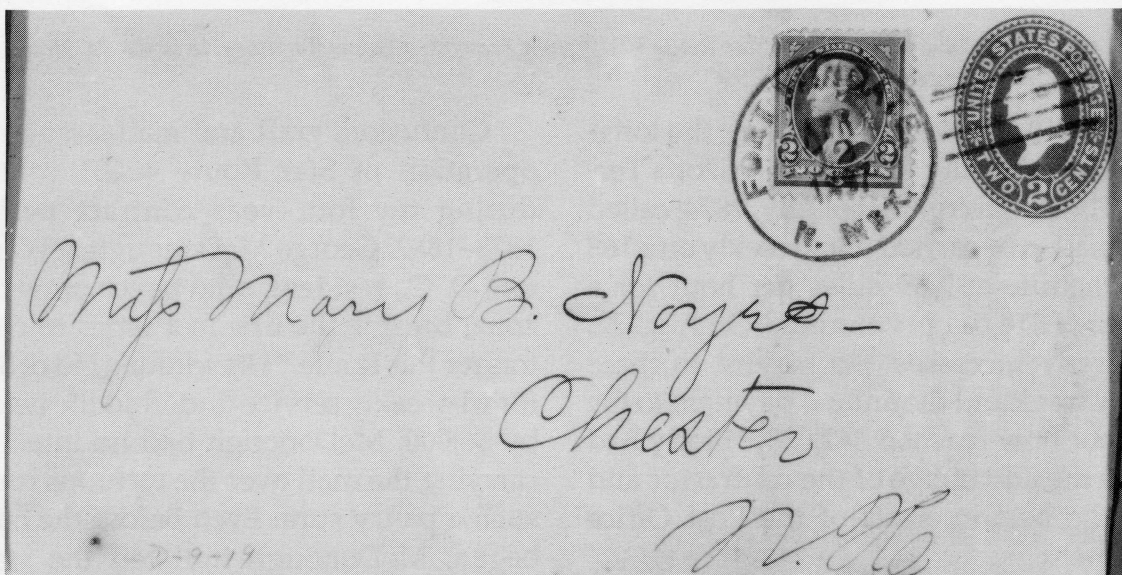
Through the change orders issued by the Contract Division, Brady funnelled millions of dollars into his pocket and the pockets of his business and political associates.

During Brady's first fiscal year in office, 1877, he about tripled the number of approvals for faster service as compared to the number issued for the fiscal years from 1872 to 1876. He allowed more than \$100,000 additional per annum for 16 routes.<sup>9</sup>

He also allowed about \$200,000 per year for increased service on these identical routes.<sup>10</sup> These changes brought to the contractors almost a third of a million dollars extra for 16 routes.<sup>11</sup>

This additional compensation was not in proportion to the additional carriers and stock and counter to the requirements of postal regulations. This initial break with the mandate that all changes in Star Route contracts would be in the best interests of the Post Office Department began the gross malfeasance on Brady's part.

Furthermore, during the fiscal year 1877, according to A. M. Gibson, Special Assistant Attorney General for the United States, Brady granted over \$600,000 per annum additional



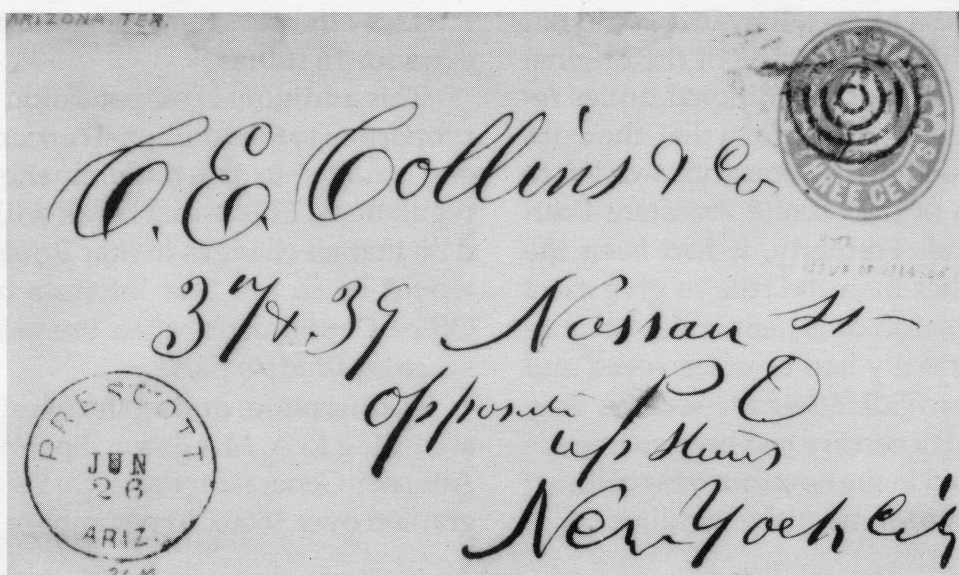
*This cover was carried over Star Route 40101 from Fort Wingate, New Mexico, Territory to Santa Fe.*



funds for either more or faster service to 250 different Star Routes throughout the Western frontier.<sup>12</sup> Thus, in just one fiscal year, Brady added more than \$1 million to the cost of these Star Routes!

Star Route No. 40101 between Prescott, Arizona Territory, and Santa Fe, New Mexico Territory was one of these routes given additional pay by Brady.<sup>13</sup> Let us see how the contract pay on this route was increased from \$14,000 in 1874 to nearly \$137,000 for 1879—An increase of almost 900 per cent.

lived between Camp Verde in Arizona and Fort Wingate in New Mexico. The population along the Little Colorado River in the Holbrook-Winslow area remained small until 1878 when the Mormons started to move in that direction. A growing population at Prescott might have warranted an extra mail delivery per week, but it is most unlikely that it justified triple the service contracted for two years earlier. Even so, this tri-weekly service was continued in the next four-year contract.



*A cover carried the full length of Star Route 40101 from Prescott, Arizona Territory, to Santa Fe, New Mexico, and thence to New York City.*

Route 40101 covered 485 miles, the longest route originating within the Arizona Territory. The initial contract of July, 1874, called for the mail to be carried once weekly on a 168 hour schedule at 2.89 miles per hour for a payment of \$14,011 per annum.<sup>14</sup> On Aug. 22, 1876, Brady increased the service to three trips per week and the annual payment to the contractor now reached \$42,033.<sup>15</sup> Brady had acted to the advantage of the contractor and not to the best interests of the Post Office Department.

Although the population of Arizona Territory had grown moderately in the mining areas in the vicinity of Prescott, almost no one

Confusion, graft and malfeasance in the operation of Star Route 40101 continued during the four-year contract period of 1878–1882. George McDonough, a Washington, D. C., resident, who never came to Arizona, became the first in a series of contractors for this Route.<sup>16</sup> His winning bid of \$13,313 for tri-weekly service underbid the next offer by \$6,000. McDonough had no intention of carrying the mail over the tortuous route for such a paltry sum. Even before the contract began, McDonough initiated the steps to receive more pay for additional and faster service.



To insure success in receiving the desired increases, McDonough hired Samuel P. Brown, also of Washington, D.C., for his ability as a lawyer and his political influence. Brown's many business associations included a lumber business in partnership with Second Assistant Postmaster General Thomas J. Brady.<sup>17</sup> Brown's fee of \$12,000 would be paid in two installments. \$6,000 would be paid when the Post Office Department issued an order for the increased service and the remainder out of the first quarter's pay.<sup>18</sup>

---

*Through wild fluctuations in awarding contract funds, Brady and his associates managed to drain off millions from the Federal treasury.*

---

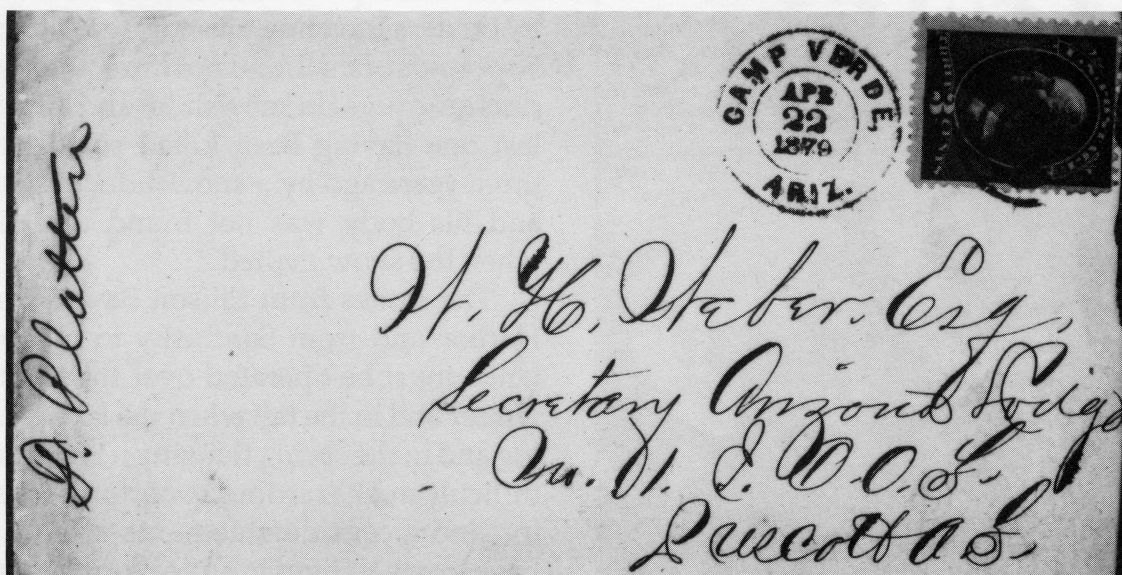
Within a month, attorney Brown asked McDonough for an additional \$4,000 to be used to pay off some politically prominent men. These men threatened to intercede with Brady if not paid off. McDonough paid the additional sum.<sup>19</sup>

On October 1, 1878, McDonough began service on Route 40101 at the contract price of \$13,313. One month later, Brady granted the additional service pay. The contract now paid McDonough \$87,813 for a daily mail service.<sup>20</sup> At that figure, McDonough expected to net a profit of \$47,703 on Star Route 40101.

In December of 1878 McDonough had to withdraw from the operation of Route 40101. The next five months became a period of confusion as a bevy of contractors tried unsuccessfully to maintain service along the Route.

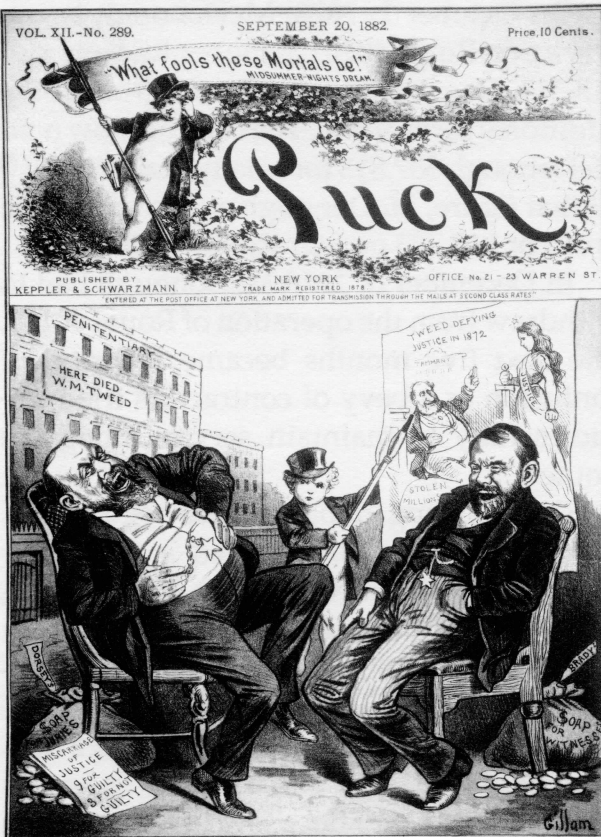
Disregarding departmental regulations, Brady in March 1879, signed a three-year contract with John A. Walsh, a Washington, D. C., banker and speculator, for tri-weekly service at \$18,500 per year.<sup>21</sup> Postal regulations required Brady to secure competitive bids on any contract due to run for more than a year.<sup>22</sup> This is just one of many instances wherein Brady was derelict in his duty as the Second Assistant Postmaster General.

No sooner had Walsh received the contract without any bidding than he began a campaign to increase the service from tri-weekly to daily. In July 1879, Brady approved

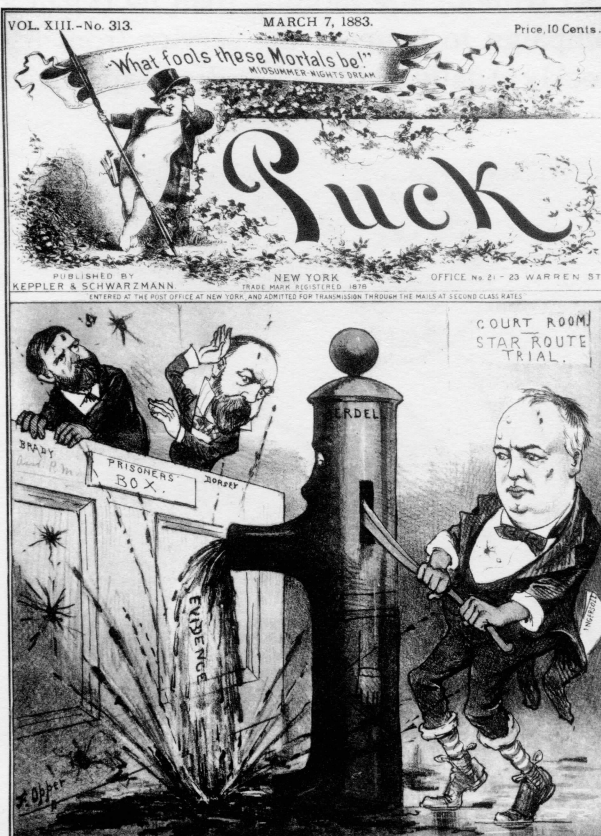


Cover from Camp Verde to Prescott, A.T., carried over route 40101.





THE MERRY STAR ROUTERS.  
Puck:—He laughed too and yet he died in the penitentiary!



THE HARDER HE PUMPS, THE DIRTIER HIS CASE GETS.

### Unusual Star Routes

The most expensive star route is from Price to Vernal, Utah. This route is 121 miles in length, and for the fiscal year ended June 30, 1923, the cost has been approximately \$96,700. As high as 20 or more tons a day—mostly parcel post mail—is handled.

The longest routes are from Two Harbors to Grand Portage, Minnesota, and from Midland, Texas to Lovington, New Mexico, these routes being each 143 miles in length.

Among the most dangerous and difficult to perform service on are the routes from Newport to Otter Rock, Oregon; Ellison Bay to Detroit Harbor, Wisconsin; Rocky Bar to Atlanta, Idaho; and from Sandusky to Kellys Island, Middle Bass, and Put in Bay, Ohio.

The carrier on the Newport-Otter Rock route, which is immediately on the Pacific coast, travels down the beach at low tide, and if for some reason the incoming tide catches him before completing his trip he must either abandon his team and the mails and climb the rocks or be dashed to pieces against them.

On the Rocky Bar-Atlanta, Idaho, route, the service is performed in the winter season by carriers traveling on snowshoes packing 50 pounds of mail, and not infrequently carriers are caught in snowslides and killed, the last one having been killed some two or three years ago by a snowslide in January, and his body was not found until June, when the snow melted.

The routes from Ellison Bay to Detroit Harbor and from Sandusky to nearby islands must be operated over the ice in the winter and in the fall when the lake is freezing and in the spring thawing it is extremely difficult and hazardous to perform the service, and a considerable number of carriers have lost their lives in endeavoring to transport the mails.

(Reprinted from the December, 1923 U.S. Official Postal Guide Monthly Supplement)



the extra service and raised the contractor's annual pay to \$136,935. This additional pay per annum has some interesting comparisons with McDonough's increased pay. McDonough received \$87,813 yearly to carry the mail daily in 90 hours. Walsh carried the mail daily over the same exact route in 96 hours yet he received \$136,935 per annum.<sup>23</sup>

Through wild fluctuations such as these in awarding contract funds, Brady and his associates managed to drain off millions from the Federal treasury.

---

### *Another facet of Brady's illicit use of his office centered around actual bribery of Congressmen.*

---

Another facet of Brady's illicit use of his office centered around actual bribery of Congressmen. A typical case occurred in 1879 when the house committee on appropriations made an inquiry into the operations of the Star Route System. Brady needed a deficiency appropriation of \$1 million to fund the Star Routes for the remainder of the fiscal year.<sup>24</sup> He certainly did not want a Congressional investigation of his department.

To counter the possible investigation Brady coerced the Star Route contractors to contribute to a "Congressional Fund." The inquiry quietly ended and Brady obtained his deficiency appropriation. According to the *New York Sun*,<sup>26</sup> 15 Congressmen had been bribed to stop the inquiry and vote for the deficiency Bill.

#### NOTES

1. Carl H. Scheele, "The Western Post Office Under Buchanan and Lincoln," *The American Philatelist*, Vol. 85, #9 (September 1971) p. 783.
2. *Ibid.*, p. 734.
3. A. M. Gibson, *Report to the Attorney General on the Star Mail Service*, (Washington: Government Printing Office, 1881), p. 467.

4. All Star Route contractors guaranteed to deliver the mail with Certainty—full assurance; Celerity—swiftness; and Security—safety.
5. Gibson, *Report to the Attorney General*, p. 469.
6. Thomas J. Brady was appointed by Ulysses S. Grant as Second Assistant Postmaster General on July 23, 1876.
7. Gibson, *Report to the Attorney General*, p. 483.
8. *Ibid.*, p. 477.
9. *Ibid.*, p. 481.
10. *Ibid.*
11. *Ibid.*
12. *Ibid.*
13. *Ibid.*
14. Route 40101 Prescott, Arizona and Santa Fe, New Mexico. (Henceforth cited as Abstract A), p. 1, Record Group 60: Department of Justice Department; National Archives.
15. *Ibid.*
16. McDonough fronted for a combine which consisted of George L. McDonough, Star Route mail contractor; Ulysses P. Fisher, his, partner in the Star Route contracts; George Kirk, a Washington businessman, bondsman for the group and financier of the group. Just prior to beginning the service on 40101 the group was expanded to include Jerome J. Hinds, a Star Route contractor; and William H. Gleason, ex-Lt. Governor of Florida and bondsman for the group.
17. Report of P. H. Woodward, concerning Hinds/Kirk Combine, Record Group 60; Department of Justice; National Archives.
18. Abstract 40101, Santa Fe to Prescott, p. 9; Record Group 60, Department of Justice; National Archives, p. 15.
19. *Ibid.*, p. 57.
20. Report of P. H. Woodward, p. 6.
21. Abstract A, p. 9.
22. *New York Times*, December 13, 1879.
23. Abstract of Evidence, sent from Benjamin Harris Brewster to William Springer, p. 5, Record Group 60; Department of Justice; National Archives.
24. *New York Times*, December 13, 1879.
25. Report of Woodward, p. 12.
26. *New York Sun*, September 4, 1880.
27. United States vs Thomas J. Brady; Supreme Court of the District of Columbia; June term 1881; Indictment; p. 10; Record Group 60; Department of Justice; National Archives.
28. *Ibid.*

(Reprinted with permission from *The American Philatelist*, Vol. 86, No. 9, September, 1972).



## Pony Express Riders Had Their Day and So Did Bicyclists Back in 1894

by Bert Schapelhouman

In midsummer of 1894, citizens of the thriving little city of Fresno, California sweltered in the July sun, their faces creased with worry. The trainmen, objecting to the popular new Pullman cars, were about to strike the railroads. This was before the age of cars and trucks. Without railroads, Fresno would be forced back to the age of the horse, and San Francisco, 200 miles to the northwest, would suddenly become a week away over rutted dirt roads.

At this point, some local merchants had an idea. The bicycle was just coming into popularity, and Fresno already boasted an established bicycle store and repair shop, The Victory Cyclery, owned by Arthur C. Banta. Why not, thought the local merchants, set up a bicycle relay to carry mail to San Francisco out of strike-bound Fresno. The merchants asked Banta if this could be done and if he would handle it. Banta replied with a rousing "YES."

Riders were carefully selected, routes were studied, relay points established, advertisements inserted in the local newspapers, and circulars distributed. The circulars declared:

### BICYCLE MESSAGE ROUTE TO SAN FRANCISCO

*The undersigned [Banta] begs to announce to the public that he will establish a messenger Route to San Francisco on Bicycles via WHITE'S BRIDGE, PACHECOPASS, GILROY AND SAN JOSE. A daily service will be established...beginning Saturday morning, July 7, 1894. The rate for letters to San Francisco and all intermediate points will be 25 cents.*

When the Bicycle Service began, the public was frankly skeptical of the project. The idea of riding bicycles over the 210 miles of rough dirt roads to San Francisco in a single day was preposterous: "It simply cannot be done" was heard on all sides. Three days possibly, perhaps in two...but in one day, no.

By the morning of July 9, after three days of operation, the schedule had settled down

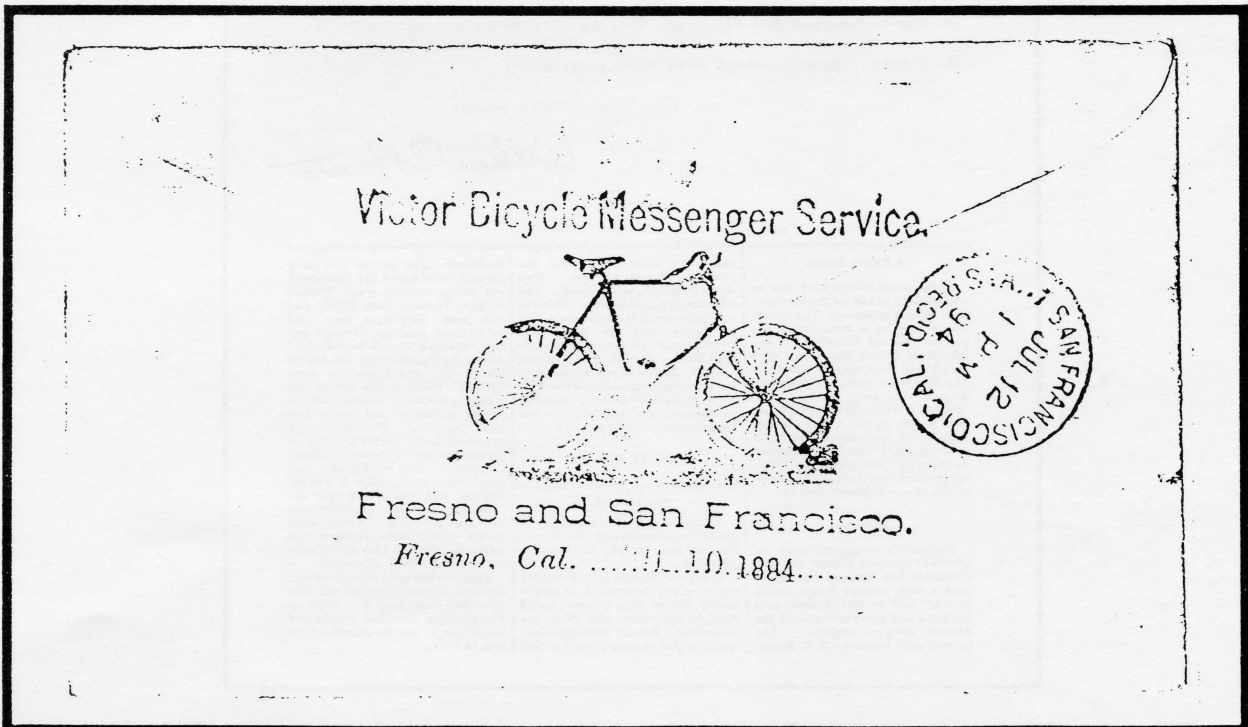
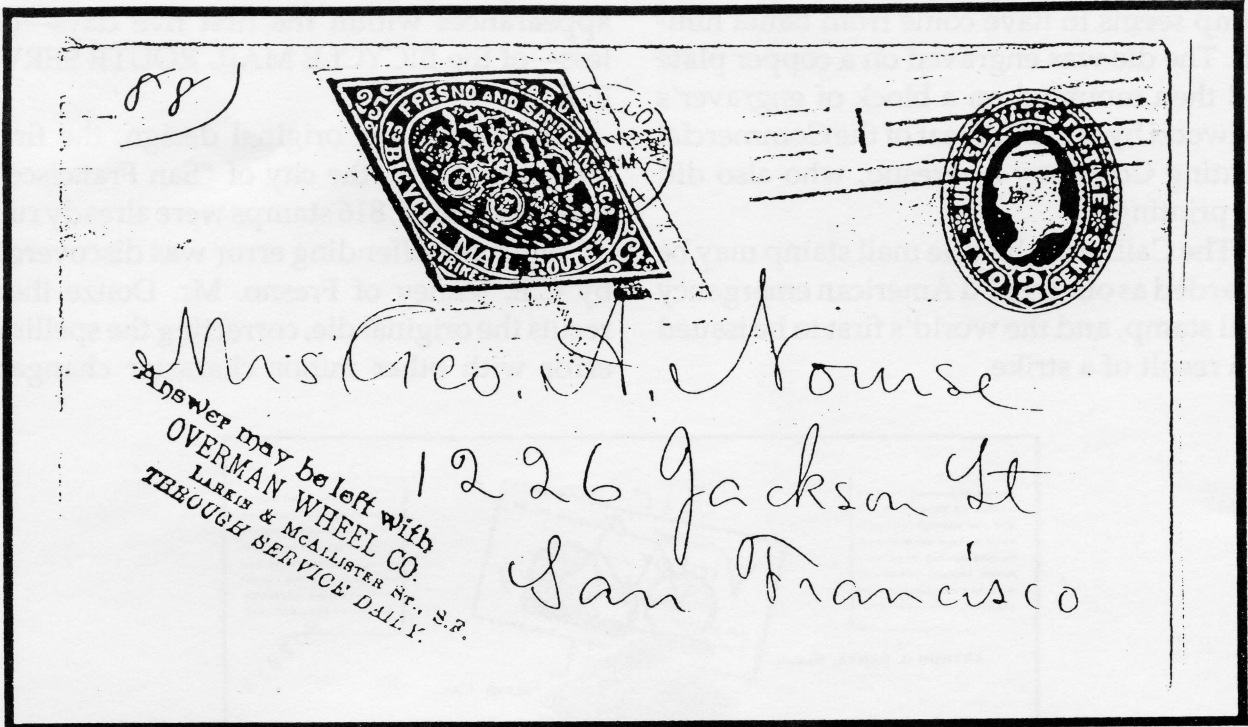
to an official 18 hours each way, and the service was running smoothly. Gradually bicycles began to carry more than just mail. A Fresno furnishing goods house ordered a dozen negligee shirts. A dentist received a much-needed set of teeth for a strike bound customer.



Die 1 - Original design, note misspelled "San Fransisco"



Cover #88, with die 1 stamp (both sides illustrated). This letter left Fresno on July 10, 1894 and arrived in San Francisco on July 12, 1894. Note the handstamp designating a San Francisco cycle shop for return mail.





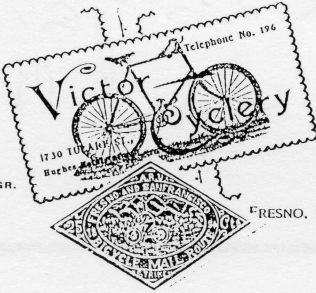
The idea of issuing a stamp or frank on letters carried was suggested by Mr. Eugene Donze, a local engraver. Mr. Donze agreed to provide a die and outlined the shape and design of the stamp. The wording on the stamp seems to have come from Banta himself. The die was engraved on a copper plate and then mounted on a block of engraver's boxwood by Mr. O.J. Treat of the Commercial Printing Company of Fresno, who also did the printing.

The California bicycle mail stamp may be regarded as our second American emergency mail stamp, and the world's first to be issued as a result of a strike.

The California bicycle mail stamp appears in two forms—adhesive and stationery envelopes. They exist and are known in contemporary use in three materially distinct types or design varieties, all of which made their appearances within the first five days—or less—of the BICYCLE MAIL ROUTE SERVICE.

In Type 1, the original design, the first adhesive stamp, the city of "San Francisco" was misspelled, 816 stamps were already run off when the offending error was discovered by C.E. Jenney of Fresno. Mr. Donze then recuts the original die, correcting the spelling error with other minor character changes.

VICTOR PNEUMATIC  
WHEELS TO RENT.  
NEW AND SECOND-  
HAND WHEELS SOLD  
ON INSTALLMENT PLAN.  
RIDING TAUGHT.  
DIFFICULT REPAIRING  
SOLICITED



ARTHUR C. BANTA, MANGR.

SPORTING GOODS  
BICYCLE SUITS AND  
CYCLING BUNDRIES  
ALWAYS IN STOCK.  
HEADQUARTERS FOR  
ALL THE LATEST  
CYCLING NOVELTIES.  
ETC., ETC., ETC.

FRESNO, CAL., JUL 17 1894 902615

DEAR SIR:

Enclosed please find one of the original Stamps issued for use on the Fresno and San Francisco Bicycle Mail Route during the A. R. U. Strike. Kindly accept same with compliments.

Very respectfully yours,

*Arthur C. Banta*

---

**A Unique Stamp.**

Collectors of stamps have now an opportunity to add a valuable specimen to their collection. The stamp, which will be a memento of the present railroad difficulties, is one issued by Arthur Banta, and used on his mail route to San Francisco. The stamps are green and diamond-shaped. On them are the words "Fresno and San Francisco Bicycle Mail Route. 25 cts. A. R. U. Strike, 1894." In appearance, except as to shape, they resemble a government stamp. The engraving, which is excellent, was done by E. Donze of this city.—*Expositor*, July 12.

**A New Stamp.**

The bicycle messenger route established between Fresno and San Francisco has brought into existence a new postage stamp, which in time will be looked upon as a curiosity and also a souvenir of the present railway troubles. The stamps were issued by A. C. Banta,

and every letter going over the route bears one of them. Two styles of stamps were issued. The adhesive is green in color, while the envelope stamp is a red brown. In an inner oval are the words "Fresno and San Francisco Bicycle Mail Route, 1894. A. R. U. Strike, 25 cts." In the center of the oval is a messenger mounted on a bicycle with the foothills looming up in the background and sagebrush in the foreground.—*Kipublican*, July 13.

**MAIL BY BICYCLE.**

A Messenger Service between Fresno and San Francisco.

A feature of the interruption of railroad operations was the utilization of the bicycle for business purposes.

Every one knows how it carried copies of the EXAMINER to neighboring towns with greater speed than the best teams, but all do not know that a bicycle messenger route was established from Fresno to San Francisco. The service was daily for mail matter, and the intermediate points covered were White's Bridge, Pacheco Pass, Gilroy and San Jose. Envelopes were sold for 25 cents, reading: "Fresno and San Francisco Bicycle Mail Route." Above the legend were the letters "A. R. U." and below the word "Strike," while in the center was a representation of a speedy bicyclist on his wheel, and on the two sides, "25 cents." Mail matter was deposited at the Victor Cyclery in Fresno and at the Overman Wheel Company's office in this city, and when the town to which it was addressed was reached it was deposited in the local postoffice and at once delivered. There were letters carried between these two points on bicycles, with no Pullman car attached.—*S. F. Examiner*.

This was the only regular service for mail between Fresno and San Francisco from July 6 to July 14. The distance, 210 miles, was divided into 6 relays, and the schedule time was 18 hours.

*Banta Advertisement. Banta may have been trying to recover his losses from the mail service which ended on July 18, 1894.*



Approximately another 1000 adhesives were run off the corrected die.

On July 10th, Donze engraved a complete new die for use on stamp stationery, Die II. Whether intended exclusively for such use or not can only be surmised. There are quite a few variations, like the scratches in the roadway behind the bicycle running upward to the right, and the white valley under the last "N" of "San Francisco," which, unlike the recut die, is almost vertical.

It appears that this second die was used only for printing the envelopes, during the first few impressions, it was either broken, damaged or was retired from service. Die II was then replaced by the original recut die used for the adhesive stamps, Die 1-R, for printing the majority of the envelopes.

There is no evidence or indication that Banta ever ordered stamps or envelopes directly from the printer.

The bicycle service, with its relays of fast riders so reminiscent of the Pony Express, lasted until July 18, or shortly after the end of the railroad strike, when John Enos arrived in San Francisco with the last mail. He found no letters awaiting the return trip, and the service ended. Although it had taken in a total of \$108.80, expenses had amounted to \$134.40. Banta gracefully accepted his loss of \$25.30.

The strike was over, the story of emergency mail transportation during that violent period had passed into history. If only Banta

and Donze had folded their tents, *but they didn't!*

In early August, 1894, Donze prepared a new die, Die III, which closely resembles the recut original, Die 1-R. He then defaced this duplicate, actually an engraved counterfeit, with one heavy horizontal cut and five vertical ones.

This defaced counterfeit was printed in

green as a corner card for both Banta and Donze. For Banta, the die was printed on his regular Victor Cyclery business envelopes, to the right of the illustrated corner card. Donze used plain envelopes with "RETURN IN TEN DAYS TO" above the design and "EUGENE DONZE, FRESNO, CALIFORNIA, U.S.A." below. Donze used these envelopes as early as August 13, 1894, and Banta's



Drawing by W. R. Cameron

on August 15, 1894. Unused examples of these envelopes also exist.

The genuine Die 1-R-D was defaced on August 23, 1894 in the presence of Jenney and Banta, affidavits were made up to prove this, and sworn before G.C. Grimes, Notary Public. Copies of the affidavit were sold by Donze.

Approximately 380 covers were carried by the Fresno and San Francisco Mail route, as has been stated repeatedly by Banta himself. Of the 380 covers, about 315 were franked with adhesive stamps and only about 40 were franked envelopes. This leaves 25 going without franking of any kind on the first day of



service. Only about 40 to 50 covers, or less, are known to be in collections today.

After the strike was over, it is known that first Banta and later Donze started advertising. Banta mailed a number of form letters printed on his business letterhead, a copy of which is seen in this collection.

It is also known that Donze, the engraver, sold 100 of the first issue stamp (with the error) to W. Sellschopp & Co., 108 Stockton Street, San Francisco. This company was a stamp dealer and also publishers of *Filatellic Facts and Fallacies*. Sellschopp and Co. were advertising the material in their own journal during August, September, and October 1894, offering the initial stamp, S1, for \$1.50 each, the adhesive with the corrected spelling at 75 cents.

In the last five years I have not seen any mint or used stamps of the original issue, except on actually used envelopes. Inquiries

have not had any positive results. It is thought that only four of the original sheetlet (with the spelling error) of six are in existence today.

It would be very easy to continue with this exciting story for many more pages, but in order to get the complete picture, I recommend that you read the only book on this very interesting and fascinating subject entitled, *The Fresno and San Francisco Bicycle Mail of 1894* written by Mr. Lowell B. Cooper, printed in 1982, published by Leonard H. Hartmann, P.O. Box 36006, Louisville, Kentucky 40233. The price of the book is \$50. It goes without saying that I have used much of the above information from this excellent book. All of the material illustrating this article is from my own collection.

(The above article originally appeared in *Bicycle Stamps*, Fall, 1990. Because of its postal history significance, it is reprinted here with permission of the author.)



The Overman Wheel Company, the San Francisco terminus, handstamped "Received." This marking was used on covers leaving San Francisco. The earliest date known is July 12, 1894.



## Oregon's Provisional Post Office

by Walter M. Underhill

(Editor's note—To learn more about Oregon postal history read the series of eight fine articles by Calvet M. Hahn published in *Western Stamp Collector*, January 5, 1974–September 7, 1974, titled "Postal History of Oregon, From Opening to July 1, 1851." Or contact the Oregon Territory Postal History Society, Tom Pomerooy, 1909 Nut Tree Drive, Salem, OR 97304-1110. This society publishes the quarterly journal, *The Oregon Country Postal History Journal*.)

The first official notice that the Provisional Government of Oregon would attempt to furnish its citizens with mail service is found in the Organic Law of Oregon adopted by the people July 26, 1845. Article II., Section VI. of this document gives the House of Representatives the power to "establish post offices and post routes".<sup>1</sup> The legislature was prompt in availing itself of this power, for during the afternoon session of December 15, 1845, "Mr. McClure gave notice that on tomorrow, he would introduce a bill to provide for post offices, and post roads, in Oregon."<sup>2</sup> The bill was introduced and read for the first time December 16, 1845;<sup>3</sup> the next day it was read the second time and referred to the Committee of the Whole.<sup>4</sup> The same day the bill was considered in the Committee and adopted.<sup>5</sup> On the 19th it was read for the third time and passed.<sup>6</sup>

The law provided for a post office department, and a postmaster general who was to be elected by the House of Representatives. The postmaster general was given the power to establish post offices, post routes and to

appoint post masters. In the discharge of his duties, he was to be governed by "the laws of the United States as published in *Ingersoll's Abridgement of Acts of Congress, A.D. 1825, Regulating the Post Office Department*, so far as they may be considered applicable to the circumstances of Oregon, and where there is no provision made by the House of Representatives of Oregon."

The employees of the department were subject to the provisions of the same law, but the House saw fit to make special provision as to those who were eligible to carry the mail, limiting them to free males, descendants of white men. Any violation of this provision by a contractor was punishable by a fine of not less than \$20.00 for each offence.

The rates of postage were fixed by the law, and were rather high. This was considered later as one of the causes for the failure of the experiment. The rates were "For every letter composed of a single sheet of paper conveyed not to exceed thirty miles, fifteen cents; over thirty miles and not to exceed thirty (sic, must mean eighty) miles, thirty cents; over eighty miles and not exceeding two hundred miles, forty cents; two hundred miles, fifty cents." The rate of postage on newspapers was four cents each.

The postmaster general was authorized to allow the postmasters a commission on the



postage they collected; provided it did not exceed the rate per cent allowed by the fourteenth section of the said law of the United States. The compensation for the postmaster general was to be "the sum of 10% upon all monies received by him and paid out." The law also provided that the postal employees should be exempt from jury and militia duties.<sup>7</sup>

The House of Representatives elected William G. T'Vault postmaster general on December 19th,<sup>8</sup> and on the 22nd appropriated fifty dollars for the Post Office Department.<sup>9</sup> With this liberal appropriation the fortunes of the Post Office Department passed from the legislative branch to the postmaster general.

Postmaster General T'Vault on February 5, 1846, advertised in *The Oregon Spectator*, (the first newspaper published in Oregon), for sealed proposals for carrying the mail on two routes described as follows:

"Route No. 1, from Oregon City to Fort Vancouver, once in two weeks, by water. Route No. 2, From Oregon City to Hill's in Twality county; thence to S. J. Hembres in Yam Hill county; thence to Andrew Smith's, Yam Hill county; thence to N. Ford's, Polk county; thence to Oregon Institute, Champoeg county; thence to Catholic Mission and Champoeg to Oregon City, once in two weeks, on horse back."<sup>10</sup>

In the same paper, Postmaster General T'Vault advertises that he had made a contract with Hugh Burns to carry the mail to Weston, Mo., for one trip only, and that the charge would be fifty cents for a letter of a single sheet."<sup>11</sup> The tenor of the advertisement led people to believe that Burns was to receive all the postage charged the letters; so in the next issue of the *Spectator* T'Vault hastens to explain that Burns was to receive 25% of the postage paid, for his services.<sup>12</sup> Burns was to leave early in March and planned to

cross the Rocky Mountains by way of South Pass."<sup>13</sup> This is the only attempt I have found on the part of the Department to send mail east during its active life of nine months.

The organization of the department must have progressed for on March 4, 1846, T'Vault published the official instructions for postmasters and they give us considerable information concerning the service.

After covering routine matters such as an oath of office and property responsibility, it states that: "The mails were established for the transportation of intelligence; the articles, therefore proper to be sent in them are, letters, newspapers, and pamphlets." No packets were to be accepted that weigh over three pounds, and articles that would hazard or deface the mail are to be excluded. Under this head are listed "models of inventions and other things of wood, metal, mineral or glass."

---

***"Ten thousand people in Oregon with out post offices and post roads. No other body of people of that size in the United States are without mail service."***

---

The following sections seem to be so illuminating that I quote them in full:

"Letters received to be sent by mail should be carefully marked with the name of the post office at which they were received, and the initials O. T., the day of the month on which they were forwarded in the mail, and the rate of postage chargeable on them."

"The law fixes the rate of postage. Letter postage is also to be charged on all hand bills, printed or written proposals for new publications, circulars written or printed, lottery bills, advertisements, blank forms, manuscript copy for publication, and any memo-



random which shall be written upon any newspaper or other paper conveyed in the mail, except it be a note from the publisher of a newspaper to a subscriber stating the amount due."

"You will charge letter postage on all packets that be known. You will receive in payment of postage, specie, and approved orders on solvent merchants. You are not authorized, in any case, to give credit for postage"

"At the beginning of every postoffice quarter, you will require the subscribers and others who receive newspapers regularly through your office, to pay the quarter's postage in advance, and with out such payment, you will not deliver them any papers, even though they tender you the postage on them singly."

"You will permit any person who desires it to pay the postage on any newspaper, letter or pamphlet, which he deposits with you to be sent by mail, marking upon it the rate of postage, and against the rate the word 'paid' at full length. Such paid letters are to be entered in the post bill, and when the mail is made up in the proper column in the *account of the mail sent*. The postage on the paid newspapers and pamphlets is to be placed at the foot of your account of newspapers and pamphlets received."

I have omitted several sections dealing with such routine subjects as locking the mail bags, and that letters shall be held for three months before they are returned to the central office as not deliverable, but the directions in regard to the handling of postal funds are of interest. First the postmasters are instructed to send no money to the department, for the department will draw on them for the amount due and they must hold themselves in readiness to meet all drafts when they are pre-

sented. In no case will a draft be drawn unless there is evidence of funds in the possession of the postmaster.<sup>14</sup>

The above is a brief description of the machinery that put the post office into being and with which it carried on the struggle for existence several months, but the printed materials dealing with the subject are scarce. We find no further notice until the issue of the *Oregon Spectator* for October 15, 1846. This carries the following advertisement which marks the end of the Post Office Department as an important part of the machinery of the Provisional Government:

"To the Public:— The last Legislature of Oregon passed a law creating a Post Office Department. Accordingly, in the month of February last, Post Offices and Post Masters were appointed in the several counties south of the Columbia. Since that time, the mail has been regularly carried to the said offices semi-monthly. The revenue arising from the postage falls far short of paying the expense of transportation of the mail. It is deemed advisable to stop the transportation of the mail for the present, the last legislature having only appropriated fifty dollars for the purpose of establishing a Post Office Department in Oregon, and fixing the rate of postage so high as to amount to prohibition of carrying letters by mail. Notwithstanding, the strictest economy has been used, the last quarter's mail has been carried, having been paid entirely by contributions; yet the whole revenue arising from the postage of three quarters, will not pay the transportation for one quarter; and to attempt taxing the people for transportation of the mail, is a responsibility the Post Master General declines at the present time. If there should important mail arrive



from the states, the mail will be despatched immediately to the several offices. W. G. T'Vault, P. M. G."<sup>15</sup>

That he was as good as his word is evidenced by the advertisement in the next issue of the *Spectator* which gives a list of fourteen men for whom there was mail in the central office at Oregon City. This mail had not been called for and the advertisement gives the additional information that these letters were brought from the States by Lieutenant Woodworth of the United States Navy.<sup>16</sup>

I find no further reference to the mail service until December 1, 1846, when Governor Abernethy gives some space to this problem in his message to the Legislature of that date. I quote as follows: "The law establishing the post office department needs altering, very materially. It was found, after being in operation but a very short time, that the rates of postage were altogether too high, amounting, indeed, to prohibition. Very few letters passed through the office; the revenue arose almost entirely from the postage on newspapers, but so far short of the expenses, that the postmaster-general, at the close of the third quarter, stopped sending the mails. I would

---

*"The law establishing the post office department needs altering, very materially."*

---

recommend that the rates of postage be reduced to five cents on each single letter, double letters and packages in proportion, and one cent on each newspaper. A mail route should be kept up between the principal sections of the territory; and I have no doubt, if the postage is reduced, the revenue, arising from the receipts of the office, will nearly or quite pay the expenses."<sup>17</sup>

The legislative activity that followed the delivery of the governor's message shows that the interest in the mail service was far

from dead. On December 3 the Speaker of the House announced among the standing committees, one "on post offices and post roads" composed of Boon, T'Vault, and Peers.<sup>18</sup> On the same day that part of the governor's message which dealt with postage, was referred to this committee.<sup>19</sup> Mr. Boon, speaking for the committee on December —, reported "A bill amendatory to the act establishing a post office department."<sup>20</sup> The bill was read for the first time on the same day<sup>21</sup> and on the 15th was read a second time and referred to the committee of the whole<sup>22</sup> which reported it back with amendments.<sup>23</sup> The bill got no further on its legislative journey, and was not printed; so we are ignorant as to its provisions but it seems safe to assume that it followed the Governor's suggestion as to placing the postal rates lower. This is idle speculation for the legislature on the 18th passed a deficiency appropriation of \$116.00 for the relief of the post office department<sup>24</sup> and the next day passed an act repealing all laws relative to the establishment of the Post Office Department to take effect January 1, 1847.<sup>25</sup> This marks the final effort of the Provisional Government to furnish its citizens with mail service for there is no further mention of the subject in the records of the House of Representatives as recorded in The Oregon Archives.

As early as 1845 and continuing down into the territorial days, we find the people of Oregon trying to induce the government of the United States to furnish them with mail service. On June 25, 1845, the Provisional Government of Oregon sent a memorial to Congress which says in part: "We pray: \* \* \* That a public mail be established, to arrive and depart monthly from Oregon City and Independence, and such other routes be established as are essential to the Willamette country and other settlements."<sup>26</sup> This appeal and the growing interest in the Oregon Question had some effect for on January 23, 1846, Mr. W. Gilpin wrote to Senator Atchinson on



the question, and from his letter I quote the following: "Two gentlemen, now residents of the Willamette, formerly mail contractors in the states of Illinois, Iowa and Missouri, and familiar with the route and the country, stated to me that they would undertake a monthly mail for ten dollars a mile, going and returning. The Indians beyond the Rocky mountains may be employed safely in this business, and horses are very abundant and fine on the lower Columbia. The average price of a good horse is ten dollars. \*\*\* The law should

---

*As early as 1845...  
we find the people of Oregon  
trying to induce the government  
of the United States to furnish  
them with mail service.*

---

make provisions for the enlargement of the monthly service to a weekly service, and provide for extension to the Sandwich Islands and later to China."<sup>27</sup>

That letter seems to have had some effect on the deliberations of the committee on Post Offices and Post Routes for in their report of March 2, 1846, I find the following: "The committee have determined that the immediate establishment of a mail route from the western line of the state of Missouri to the mouth of the Columbia River is a measure required by the growing interest of the government and people of the United States on the shores of the Pacific Ocean. \* \* \* Population of Oregon is ten thousand people [?] \* \* \* These people feel a great anxiety to have regular communication through which they can correspond with their friends in the United States. While the Federal government possesses the exclusive power to establish post-offices and post roads, it is expected that the facilities afforded by this means of communications will be equally extended to every part

of the United States. Ten thousand people in Oregon with out postoffices and post roads. \*  
\*\* No other body of people of that size in the United States are without mail service. \*\*\* A mail route established would not be expected to pay the cost at first, but it might later, not only for a monthly service as now proposed but in time might support a daily mail."

The report goes into great detail, in urging the trade of the Pacific as an excuse for establishing the service. It also gives the following information as to the probable time for the transportation of the mail. "The time for a letter to go from New York to Independence, Mo., is thirteen days. \*\*\* It is believed that the mail can be carried from Independence, Mo., to the mouth of the Columbia in forty days. After the service is established this time can be reduced to twenty days."<sup>28</sup>

There was no favorable action taken on this report; so President Polk in his message to Congress on August 6, of the same year, says in part: "It is likewise important that the mail facilities, so indispensable for the diffusion of information, and for binding together the different portions of our extended Confederacy, should be afforded to our citizens west of the Rocky Mountains,"<sup>29</sup> and again in his message at the beginning of the special session of Congress December 8, 1846, from which I quote: "It will be important during your present session \* \* \* the establishment of \* \* \* post-offices and post roads, and provision for the transportation of the mail on such routes as the public convenience will suggest," in the territory of Oregon.<sup>30</sup>

That these efforts produced some legislation and other activities is shown by a letter from Secretary of State Buchanan to John M. Shively who had been appointed deputy postmaster for Astoria, Oregon, dated at Washington, March 29, 1847. I quote an extract: "Sir: On the eve of your departure for Oregon the President has ordered me \* \* \* An earnest of this is afforded by the recent act



carrying into effect the recommendations of the president, so far as regards the extension of our post office laws, and the grant of mail facilities to our fellow citizens of Oregon. This will appear from a certified copy now furnished you of part of an act approved March 3, 1847, 'to establish certain post routes and other purposes.' I am authorized by the postmaster general to assure you that all the provisions contained in these sections will be carried into effect with as little delay as possible. You will perceive, that means have already been provided for the conveyance of public information and private correspondence amongst our citizens in Oregon themselves, and between them and our states and territories east of the Rocky Mountains."<sup>31</sup>

The quotations from the certified copy of the law referred to above are as follows:

" \* \* \* an act to establish certain post routes \* \* \* Oregon. From Oregon City, via Fort Vancouver and Fort Nisqually, to the mouth of Admiralty inlet. From Oregon City up the Willamette valley, to the Katamet River, in the direction of San Francisco.

"Section 2.—*And be it further enacted*, that the above routes shall go into operation on the first day of July, 1847 or sooner, should the funds of the department justify the same: Provided, that as soon as a responsible contractor shall offer to transport the mail over any portion of the routes included in the bill, for the revenue arising therefrom respectively, the postmaster general shall have the power forthwith to put them under contract.

"Section 6.—*And be it further enacted*, That the postmaster general be, and he is hereby, authorized to contract for the transportation of the mail from Charlestown to Chagres, \* \* \* and across the Isthmus to Panama and from thence

to Astoria, or the mouth of the Columbia river \* \* \* The mail to be conveyed from Charlestown to Chagres, and from Panama to Astoria in steam ships, and to be transported each way once in two months or oftener, as the public interest shall demand: Provided, that the expenditure shall not exceed one hundred thousand dollars per annum.

"Section 7.—*And be it further enacted*, That the postmaster general be, and he hereby is, authorized to establish a post office and appoint a deputy postmaster at Astoria, and such other places on the Pacific within the territory of the United States as the public interest may require: That all letters conveyed to or from \* \* \* Astoria and on other places on the Pacific within the United States shall pay forty cents postage."<sup>32</sup>

This resulted in the publishing of the following advertisement in the *Oregon Spectator* for September 16, 1847:

"MAIL CONTRACTS TO LET.—The undersigned, special agent for the post-office department of the United States for Oregon Territory, will receive sealed proposals for the carrying of the mail from Astoria to Oregon City and back again, and such other intermediate offices as shall be established. Also, for carrying the mail from Oregon City to the mouth of Mary's river and back again, and such other intermediate offices as shall be established. Also for carrying the mail from Oregon City via Fort Vancouver and Fort Nesqually, to the mouth of Admiralty Inlet and back again and such other intermediate offices as may be established. Persons wishing to propose for carrying the mail on any of the aforesaid routes, are informed that the amount of pay will be the entire yield of the respective offices on the route,





over and above the commission of the postmasters respectively. As Oregon City will be situated on more than one route, a division of the proceeds will be made between the different contractors coming to that office in proportion to the number of trips performed. The person proposing to carry the mail will express definitely the number of trips he will carry the mail per month for the compensation above offered, and the contract will be continued for four years from date unless sooner annulled by the department. Sealed proposals will be received until the first Monday in October next, for the carrying the mail on any afore-said routes, and may be deposited with

W. G. T'Vault of Oregon City.—C. Gilliam, Special Agent Post Office Department of the U. S. for Oregon Territory, Oregon City, Sept. 9, 1847."<sup>33</sup>

The publication of the above articles in the *Spectator* must have raised high the hopes of the people, but the United States failed more miserably than the Provisional Government and there was no mail service. For Governor Abernethy in a letter to President Polk dated Oregon City, October 19, 1847 says: "Desired:—Appropriation for the transportation of the mails in Oregon and to Oregon (we have postmasters and agent but no mail)"<sup>34</sup> and in a letter dated April 3, 1848 as follows: "Col. Gilliam killed accidentally in the Indian war \*\* \* He was appointed by your excellency to the office 'Agent of the Post Office Department' \*\*\*



Nothing was ever effected in that department, as an advertisement was put in the paper offering to let contracts, but as the contractor was to get pay out of the proceeds of the office, and even that could not be guaranteed to him for four years, no one would enter into contract to carry mail, consequently no mail has been started in this territory under the authority of the United States."<sup>35</sup>

This ends the story of the efforts to establish a mail service during the tenure of the Provisional Government, but the question comes to mind, what was done in the matter of communication during this period when there was no mail service. From the scanty sources I have gathered the following examples: On April 17, 1847, the Board of Directors who controlled the fortunes of the *Oregon Spectator* announced that they had employed a person to carry the paper to subscribers.<sup>36</sup> Then in September of the same year a notice is published in the *Spectator* that Captain Gilston of the bark Whiton expected to sail direct to Panama from that place, Oregon City, and he would be glad to take any letters entrusted to his care. The editorial comment was that such letters could reach the United States in three months.<sup>37</sup> The third newspaper to be published in Oregon was the *Oregon American Evangelical Union* published at Tualatin Plains and in its issue published June 7, 1848, said: "Probably the greatest embarrassment to the successful operation of the presses of Oregon is the want of Mails." It announced that arrangements had been made for two carriers to make the rounds through the settlements; also, by special arrangement, it was to receive the mail from Portland, twelve miles away, once a week, and by special express whenever foreign intelligence reached the river.<sup>38</sup>

Thus ends the struggle of the people of Oregon for mail communication with their old homes in the States and between the settlements in Oregon. They failed, yet it was a splendid attempt to achieve a task beyond their means.

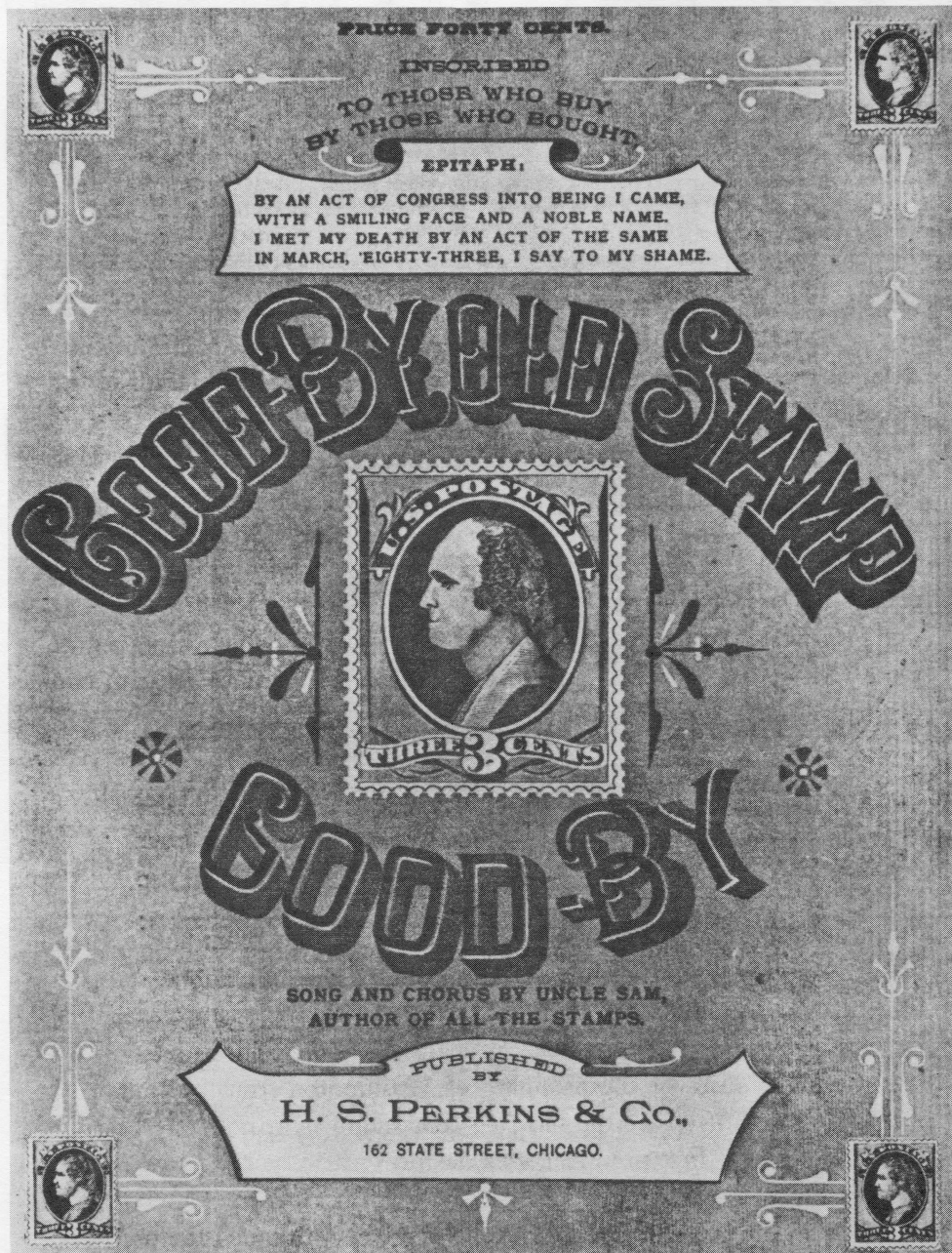
## Notes

1. Brown's *Political History of Oregon*, Vol. 1, Portland Ore., 1892; p. 168.
2. L.F. Grover, *The Oregon Archives*, Salem, 1853; p.145.
3. Grover, *ibid.*, pp. 145-6.
4. Grover, *ibid.*, p. 148.
5. Grover, *ibid.*, p. 149.
6. Grover, *ibid.*, p. 150.
7. *The Oregon Spectator*, Oregon City. Vol 1, No. 1.
8. Grover, *The Oregon Archives*, p. 152.
9. *Laws of a General and Local Nature Passed by the Legislative Committee and Legislative Assembly*, Asabel Bush, Territorial Printer, Salem, Oregon, 1853; p. 53.
10. *Oregon Spectator*, Vol. 1, No. 1.
11. *Ibid.*
12. *Ibid.*, Vol. 1, No. 2.
13. *Ibid.*
14. *Ibid.*, Vol. 1, No. 3.
15. *Ibid.*, Vol. 1, No. 18.
16. *Ibid.*
17. *The Oregon Archives*, p. 159.
18. *Ibid.*, pp. 165-6.
19. *Ibid.*, p. 164.
20. *Ibid.*, p. 186.
21. *Ibid.*, p. 187.
22. *Ibid.*, p. 190.
23. *Ibid.*, p. 191.
24. *The Oregon Spectator*, Vol. II, No. 2.
25. *Ibid.*, Vol I, No. 25.
26. Brown's *Political History of Oregon*, p. 162.
27. Sen. Doc. 1st Session of 29th Con., Vol. IV, Doc. No. 178.
28. *Ibid.*
29. Richardson's *A Compilation of the Messages and Papers of the Presidents 1789-1897*, Washington, 1897. Vol. IV, p. 457.
30. *Ibid.*, p. 504.
31. *The Oregon Spectator*, Vol. II, No. 17.
32. *Ibid.*
33. *Ibid.*
34. Brown's *Political History of Oregon*, p. 301.
35. *Ibid.*, p. 373.
36. *The Oregon Spectator*, Vol. II, No 6.
37. *Ibid.*, Vol. II, No. 18.
38. Carey, *History of Oregon*, p. 682.  
(Reprinted with permission from *The Washington Historical Quarterly*, October, 1924)



## Heliograph and the Arts

(with apologies from the editor  
who just had to do this)



### "Good-By Old Stamp, Good-By"

Let's take a look at music about the post office. It has cropped up frequently over the years. In this twentieth century we have listened to "P.S. I Love You," "I'm Going to Sit Right Down and Write Myself a Letter," "My Parcel Post Man," and "I'm Expectin' a Special Delivery." The eighteen eighties and

nineties alluded to it in "The Letter Edged in Black," "The Letter That Never Came," and "Good Mister Mailman."

But we must retreat much farther to get to the beginning of American music relating to postal matters. Around 1803, John Braham wrote a ballad, "The Love Letter," with a

## Goodby, Old Stamp, Goodby

Good by, old stamp, it's human luck That ends our friendship so; When others failed, you  
always stuck, But now you have to go. So here's a flow of honest tears, And here's a parting  
sigh; Good-by, old friend of many years, Good-by old stamp, good-by! Good-  
by, old stamp, the tried and true, Your worth we'll not decry; The two cent stamp, we  
welcome you, Good-by, old stamp, good-by!

2. Your life has been a varied one,  
With curious phases fraught:  
Sometimes a check, sometimes a dun,  
Your daily coming brought;  
Sometimes a waiting lover's kiss,  
Whose love words sweetly lie;  
And joy, or pain, and ev'ry bliss,  
Good-by, old stamp, good-by!

CHORUS

3. The lickings, you have had, old stamp,  
Have been from best of friends;  
You've been a world-wide roaming tramp,  
But now your tramping ends.  
We lay you down to rest in peace,  
Let not your ghost come nigh.  
Or you those lickings we'll increase,  
Good-by, old stamp, good-by!

CHORUS

4. You've oft been stood upon your head,  
And had a blackened eye,  
And in a "box" been placed as dead,  
Without a kick or sigh.  
Although we'll miss great George, in green,  
Who "could not tell a lie,"  
In rosy hue again he's seen,  
Good-by, old stamp, good-by!

CHORUS

225

facsimile in miniature of a folded note mailed in New York and assressed to Miss Sally—in Philadelphia.

Considerably later, in 1864, we run across an instrumental number for the piano, entitled "The American Stamp Polka," composed by one Maria Seguin. the tune is long forgotten, but the title page is filled with

carefully detailed reproductions of one cent, two cent, and three cent stamps of the issues of 1861 and 1863.

Again, when the first stamped post card was issued in 1875, along came William A. Pond, Jr., with a "Postal Card Galop" and a facsimile of the new card bearing a one cent stamp.



But possibly the most significant of all the post office music was a song composed in 1883, in which year an act of Congress changed the basic domestic first class letter rate from three cents, a rate which had been in force (in various guises) since 1851, to two cents for delivery anywhere in the United States.

Its title was "Good-By Old Stamp, Good-By" and its cover carries several facsimile copies of the much used three cent green stamp bearing the portrait of George Washington. This particular issue had been in use since 1870, and between that time and the introduction of the basic two cent stamp, almost five billion of them had been distributed.

Since George Washington's picture had, as a matter of principle, been applied on nearly all the issues of the most used denominations, the post office determined not to deviate in 1883. A report of an assistant postmaster general in November, 1883, says: "As the public would have undoubtedly regarded with disfavor the dropping of Washington from portraits...it was decided to replace the

old two cent stamp by a new one bearing the profile of the first president, thus restoring it to its old place on the stamp in most general use." On the issue of 1870, Andrew Jackson's picture was on the two cent stamp; but the new issue realigned the portraits, so that Washington's face now graced the dark red two-center, and Jackson's the green four-center.

"Good-By Old Stamp, Good-By" was composed anonymously by a person who called himself merely "Uncle Sam." The lyrics were written by "Sam, Jr." At the top of the first page of the song there is a brief history of the Post Office Department. We are told that it was organized in 1789, and that at that time the postage rate varied, depending on whether the letter was to be carried less than 40 miles (four cents for a single sheet), between 40 and 90 miles (10 cents), up to 150 miles (12-1/2 cents), up to 400 miles (18-3/4 cents), or over 400 miles (25 cents). Because there were no envelopes then, the letter was folded and the name and address of the individual for whom it was intended were written on the back.

—Lester S. Levy

---

### COLLECTIN' STAMPS

A feller isn't thinkin' mean,  
Collectin' stamps;  
His thoughts are mostly good and clean  
Collectin' stamps;  
He doesn't knock his fellow man,  
Or harbor any grudges then;  
A fella's at his finest when  
Collectin' stamps.

The rich are comrades to the poor,  
Collectin' stamps;  
All brothers of a common lure,  
Collectin' stamps;  
The boy, the joy the reprints bring,  
Can chum with millionaire and king;  
Vain pride is a forgotten thing  
Collectin' stamps.

A feller's glad to be a friend  
Collectin' stamps;  
A helping hand he'll always lend  
Collectin' stamps;  
This brotherhood of shifts and line;  
And "CATS" and tongs is simply fine;  
Men come real close to God's design,  
Collectin' stamps.

A feller isn't plottin' schemes,  
Collectin' stamps;  
He's only busy with his dreams,  
Collectin' stamps;  
His livery is a benzine pan,  
His creed—to do the best he can;  
A feller's always mostly man,  
Collectin' stamps.

—Author unknown. Submitted by Alex Lutgendorf

## PATENTS AND THE POST OFFICE

## UNITED STATES PATENT OFFICE.

LOUGHLIN CONROY, OF NEW YORK, N. Y.

## IMPROVEMENT IN SCREENS FOR POSTAL CARDS.

Specification forming part of Letters Patent No. **142,899**, dated September 16, 1873; application filed June 25, 1873.

*To all whom it may concern:*

Be it known that I, LOUGHLIN CONROY, of the city, county, and State of New York, have invented a Screen for Postal Cards, of which the following is a specification:

This screen consists of a piece of paper corresponding in size and shape to a postal card, and provided at one end with a shallow pocket, which receives one end of the postal card, and furnished at the opposite end and at the middle portion of its sides with adhesive flaps, which are fastened to the card to secure the screen in place on it. This screen affords privacy to the writing on the postal card, while it still protects the interests of the Government, for, by exposing the edges of the card, the insertion of an extra piece of paper without being visible is rendered impossible. It likewise insures the proper inscription of the address indicative of the card's destination.

In the accompanying drawing, Figure 1 is a front view of a postal card having my screen applied, and Fig. 2 is a back view of the same.

Similar letters of reference indicate corresponding parts in both figures.

The postal card is distinguishable by its face. A is its screen, which consists simply of a piece of paper corresponding in size and shape with the card, and provided with a pocket and adhesive flaps to secure it in place. The screen is perforated over the greater portion of its extent with a series of lozenge-shaped openings, *a a*. At one end there is a pocket, *b*, formed on it, and at the opposite end there is

an adhesive flap, *c*, which folds over the face of the card, and is there fastened. Likewise, on the middle of the sides of the screen are other flaps, *f f*, which also are folded over the face of the card and attached by their adhesive coating. The edges of the screen between the pockets and flaps are doubled over and gummed to afford additional strength to the screen and insure it against being torn. These screens afford privacy to the writing on the cards, while they exhibit enough of the cards to show that no paper or other missive is inserted between them and the screens. The exposure of the edges of the cards also attains this result. Moreover, the perforations in the screen effectually prevent any writing being inscribed on its inside. Thus the interests of the Government are guarded.

I do not claim, broadly, the perforation of the front of an envelope, as I am aware that envelopes have been perforated in parts to enable the post-mark stamp to make a partial impression on the letter and for other purposes; but

What I claim as my invention is—

The perforated screen A, covering the back of a postal card, and provided with a pocket, *b*, to receive one end of the card, and adhesive flaps *c* and *f f*, which are folded over its edges and attached to its face, essentially as and for the purpose herein set forth.

L. CONROY.

Witnesses:

MICHAEL RYAN,  
FRED. HAYNES.



L. CONROY.

Screens for Postal Cards.

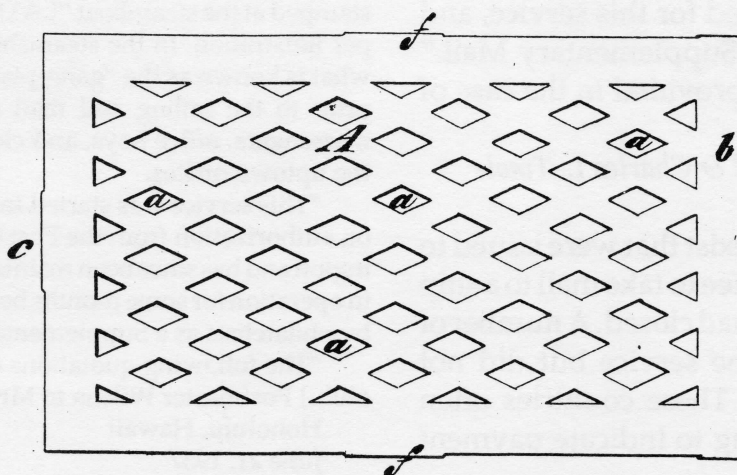
No. 142,899.

Patented September 16, 1873.

Fig. 1



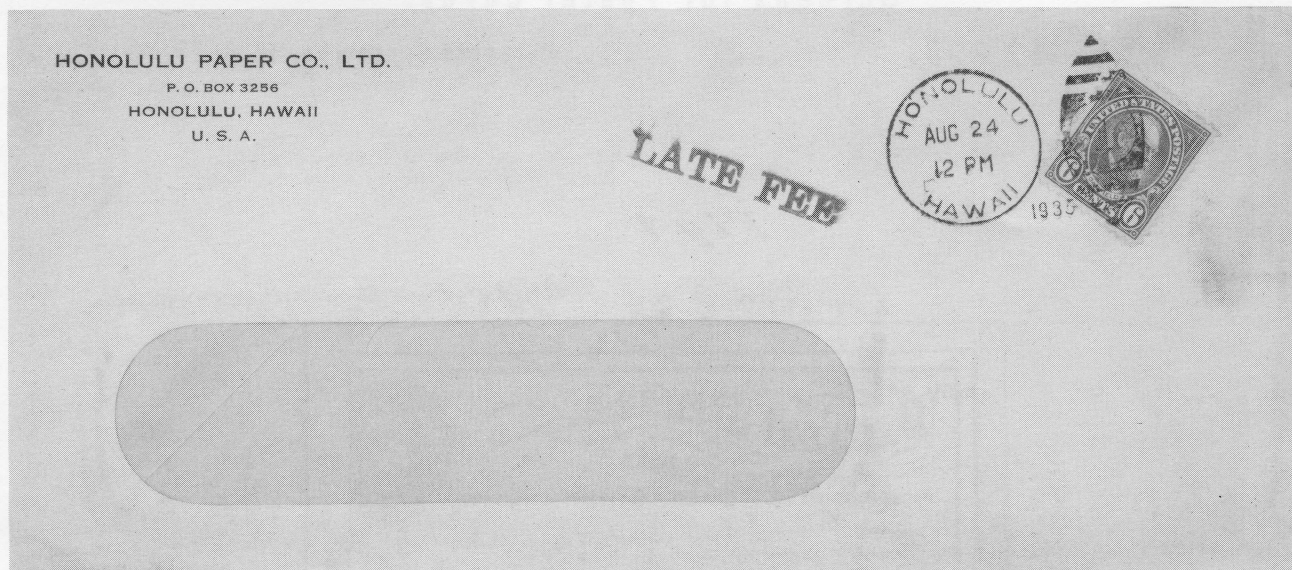
Fig. 2



Witnesses  
Michael Ryan  
Fred Haynes

L. Conroy  
by his Attorneys  
Brown & Allen

## FEATURE COVER



Not to confuse the issue but...

**Supplementary Mail:** Supplementary mail was that taken into a mail system after the normal closing time. At New York and San Francisco it represented mail taken to a ship after the mail pouch had gone on board the ship. A fee was charged for this service, and items were marked "Supplementary Mail." The service was also provided in the case of train departures.

—Kenneth A. Wood & Charles L. Towle

**Late Fee:** Stamps exist that were issued to indicate payment of a fee to take mail to a ship after the regular mail had closed. A number of countries provided the service but did not issue special stamps. These countries often used a special marking to indicate payment for the service.

—Kenneth A. Wood

**Honolulu Late Fee (or is it Supplementary?) Mail:** While doing the research for this item the following was found enclosed in the above cover. There is no indication of its source. Presumably it was published in a philatelic journal, but where?

"While the study of the San Francisco Supplementary Mail was under way, it was learned from Mr. [Everett] Erle that Honolulu also has a Supplementary fee. This fee was charged for late first class mail at the boat, corresponding to the San Francisco service. Letters paying the Supplementary fee or double rate are stamped at the steamboat "LATE FEE" in large caps as per illustration. In the steamship offices on the pier, what is known as the "gang-plank bag" is suspended prior to the sailing and mail deposited therein by messengers, office boys, and clerks despatched from the uptown offices.

"This service was started in the early part of 1936 on authorization from the Post Office Dept. in Washington and has since been maintained. The service was in operation for some months before it was recognized by philatelists as a Supplementary mailing.

"The following quotations from a letter of [Honolulu] Postmaster Wilson to Mr. Erle tells the story:

Honolulu, Hawaii  
June 21, 1937

My dear Sir:

In connection with yours of June 10, 1937, you are advised that double rate of postage is required on letters mailed at shipside, and the only reason some is endorsed 'Late Fee' is to show that such mail was deposited at shipside and is not entitled to air mail service in the mainland U.S. for which the fee is also 6 cents."



# ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(Continued from The Heliograph #21)

## SAN MANUEL

Joe H. Cittadini	<u>PINAL</u> Apr 1, 1954
Mrs. Jo Ann Gardenhire	Jun 29, 1972
Mrs. Jo Ann Rutter NCM	Jun 2, 1974
James Allen OIC	Jul 26, 1974
John R. Grimes	Dec 7, 1974

This community was built and is owned by a copper mining company. City delivery was established October 21, 1957. PM Gardenhire was first made OIC here while still PM at Silver Bell.

## SAN MIGUEL

Miss Elizabeth T. Wolfe	<u>PIMA</u> Jul 26, 1917
<i>Discontinued</i>	Jun 15, 1918
	<i>Mail to Indian Oasis</i>

Located on the Papago Indian Reservation. The name is Spanish for Saint Michael. In 1915 it had both a Catholic and a Presbyterian mission.

## SAN RAFAEL (1888)

<i>Reestablished</i>	<u>SANTA CRUZ</u>
Robert N. Keaton	Jun 2, 1913
<i>Discontinued</i>	May 31, 1917
	<i>Mail to Patagonia</i>

The name is Spanish for Saint Raphael. It was originally opened Mar 1, 1888 and discontinued Oct 4, 1888.

## SAN SIMON (1881)

Henry H. Paugh	<u>COCHISE</u> Jul 1, 1911
Henry S. Chamberlain	Feb 1, 1915

Mrs. Minnie D. Scott	Nov 16, 1920
Mrs. Anna Mae Hall	May 9, 1930
Mrs. Nancy R. Caldwell	Jan 14, 1955
Monroe G. Ebsen	Dec 9, 1966

The name is Spanish for Saint Simon.

## SANTAN

Mrs. Jeanie M. Tucker	<u>PINAL</u> Sep 3, 1921
<i>Discontinued</i>	Jan 31, 1923
	<i>Mail to Chandler</i>
Mrs. Nellie V. Santeo	Nov 1, 1923
<i>Discontinued</i>	Feb 29, 1932
	<i>Mail to Sacaton</i>

The name is an abbreviation of Santa Anna.

## SAN XAVIER

Forman M. Grant	<u>PIMA</u> Aug 26, 1915
<i>Discontinued</i>	May 31, 1917
	<i>Mail to Tucson</i>

Located on the eastern Papago Indian Reservation. The beautiful and remarkably well-preserved mission San Xavier del Bac is located on this reservation, established by Father Kino in 1692. This great tourist attraction is still in regular use.

The San Xavier del Bac Station of Tucson was a one-day post office established in the mission on August 6, 1971 for the unveiling of the stamp design showing the mission. The picture was one of a quarter issued for Historic Preservation. It is possible that this was the only time that a PO was located in a Catholic mission building.

SASABE (1905)

Teofilo E. Aros

*Discontinued**Formerly La Osa and San Fernando*

Julian E. Buckbee

Mrs. Della M. Sublette

Mrs. Marian R. Firkins

Mrs. Winifred R. Hickcox

Mrs. Mamie L. Polk

Mrs. Ebba C. Klienman

John Edward Mack

Mrs. Louise F. Escalante

Ernesto Salezar

Mrs. Anne B. Isaacson

Mrs. Virginia Cavender

Mrs. Georgina Goings

Mrs. Jimmie Lee Matheson

Mrs. Emily K. McCaw

Joseph G. Johnson OIC

Lewis E. Kreie

Yvonne Haclante OIC

Mrs. Janet I. Margeson

PIMA

Sep 25, 1905

Jun 30, 1914

*Mail to Arivaca*

Feb 16, 1926

Oct 16, 1926

Jan 24, 1927

Apr 1, 1934

Sep 17, 1943\*

Mar 1, 1944\*

Nov 1, 1944\*

May 31, 1945\*

Dec 31, 1945\*

Sep 30, 1946

Dec 31, 1947

Jan 31, 1952\*

Aug 15, 1952\*

Feb 28, 1953

Sep 27, 1974

Oct 19, 1974

Jul 15, 1978

May 25, 1979

Located on the Mexican border with a sister town of Sasabe, Mexico adjacent. The name is Papago for "main or parent valley."

It has at times been called (with dates of PO names in parentheses): Sasabe Flat (1869-78), Providence Wells (1878), La Osa (1890-1905), Sasabe (1905-14), La Osa (1917-19), San Fernando (1919-26), and Sasabe again (1926-date). The community was sometimes moved when the wells ran dry.

SASCO (1907)*Reestablished*

Edward W. Beitzel

John R. Kemper

*Discontinued*PINAL

Oct 26, 1916

Mar 17, 1919\*

Sep 15, 1919

*Mail to Redrock*

The name is an acronym of the Southern Arizona Smelting Co. It became a ghost town when the smelter built there to service the Silver Bell mines ceased operation.

SAWMILL

Mrs. Myrtle B. Lee

Mrs. Ida M. Carroll

Mrs. Vio Gallagher

*Changed to RS—Defiance**Changed to CPO—Fort Defiance*APACHE

Nov 3, 1952\*

Nov 4, 1953\*

Jul 12, 1963

May 22, 1964

Jul 10, 1976

The Navajo Indians operate a sawmill here. (See Niedege for an earlier attempt to establish a PO here).

SAYERS (1908)

Alex Conrad

*Discontinued*YAVAPAI

Sep 30, 1910

Jul 15, 1913

*Mail to Wickenburg*

Named for the first PM George Sayers.

SCOTTSDALE (1897)

Sarah E. Thomas

Edwin O. Brown

Robert E. McComb

Clyde P. Young

J. Lee Conrad

Mrs. Kittie S. Conrad

Rudolph Lamfrom

Albert H. Adams

Ollie C. Wilson

Charles R. Losasso OIC

Robert M. Schwartz

MARICOPA

Jan 22, 1904

Apr 1, 1913

Feb 20, 1920

Dec 20, 1920\*

Dec 31, 1921

Aug 1, 1933\*

Aug 26, 1933\*

Apr 18, 1935

Feb 28, 1953

Feb 28, 1975

Mar 29, 1975

"The west's most westernlike city" and third largest in Arizona. Many residents commute to work in nearby Phoenix. City delivery established Dec 1, 1954. See Appendix B.

The growth displayed by the Scottsdale PO during the twenty-two year tenure of PM Wilson is illustrative of Arizona's developmental spurt in general through those decades. When Wilson began as PM in early 1954 (after a year as acting PM) the PO had five employees and receipts of approximately \$23,000. In 1974 there were 245 employees with receipts of almost \$4 million.

SECOND MESA

Noble O. Guthrie

Mrs. Willie B. Guthrie

Mrs. Marion D. Benedict

Mrs. Janet C. Elvin

NAVAJO

Apr 4, 1939

May 10, 1940

Sep 10, 1941

Sep 16, 1942



Mrs. Elsie Honani	Oct 26, 1951
Tom Humeyestewa	Apr 9, 1953
Mrs. Thelma J. Adams	Nov 13, 1959*
Mrs. Mayme B. Creekmore	Mar 26, 1962
Tom Humeyestewa	Feb 15, 1966

Located on the Hopi Indian Reservation. This is the second mesa west of the New Mexico border.

**SECRET PASS**

Mrs. Ada Webster  
*Discontinued*

**MOHAVE**

Dec 15, 1916  
May 15, 1917  
*Mail to Kingman*

Secret Pass led to Secret Spring and the Secret Mine.

**SEDONA (1902)**

John J. Thompson	Apr 10, 1911
Charles S. Thompson	Mar 6, 1917
Edmond A. Black	Mar 22, 1944
Mrs. Eleanor L. Price	Jun 30, 1946*
Mrs. Elsie E. Fuqua	Oct 22, 1946*
Ellsworth M. Schnebly	Jun 30, 1947
Mrs. Elsie B. Fuqua	Aug 31, 1947*
Mrs. Frankie F. Tanner	Oct 14, 1948
Mrs. Helen B. Roberts	Feb 28, 1961
Mrs. Evelyn M. Baldwin	Feb 21, 1963*
Charles R. White	Jul 21, 1967
Harold P. Thomas OIC	Nov 30, 1979

**COCONINO**

Theodore C. Schnebly, formerly of Gorin, Missouri, was one of the first settlers in the Sedona area. "Because he was as eager as the other families in the area to have contact with the 'outside world,' he wrote to the Post Office Department. A post office was approved, and a name requested, to which the reply was 'Schnebly Station.' Dad was notified by the post office officials that the name was too long to put on the cancellation stamp, therefore a second name was requested. My uncle Ellsworth was living with us and thought of using my mother's first name." The name Sedona was approved. (Ellsworth M. Schnebly, p. 64 in *Those Early Days...Oldtimers Memoirs*. 1975. the Sedona Westerners. Publ. Verde Independent, Sedona, Arizona).

The first three (territorial) PMs at Sedona were members of the Schnebly family.

The post office was relocated from Sedona to Indian Gardens, several miles upstream from present day Sedona, when the Thompson's were the PMs. John J. (Jim) Thompson was the first white settler in Oak Creek

Canyon, taking squatter's right to Indian Gardens in 1876. Charles (Charley) S. Thompson was John's son.

Fred W. Croxen was forest ranger in the area from 1912-1915. he relates (*op. cit.*, p. 158) that at that time "the mail was carried by saddle horses from Cornville, Arizona, on lower Oak Creek. Each patron had a small mail sack in which the mail was placed. This sack was hung on a post or placed in a box at its destination. The mail rider gathered them on his return trip and hung each over the saddle horn as he came to them. The Post Office was at the Jim Thompson ranch at Indian Gardens, six miles above Sedona settlement." The mail riders at this time were Tom Hunt and Wallace Willard, a scion of an early day Verde Valley family. Willard was one of Teddy's Rough Riders; he was in the charge up San Juan Hill. Harold H. Longfellow (*op. cit.*, p. 18) states, "Mail was carried by horseback twice a week, I am told, from Sedona to Cornville, then on to Cottonwood and Jerome. Here it was taken by the narrow gauge train to Junction."

Sedona is located in Oak Creek Canyon which is very justifiably famous for its spectacular scenery. The sculptured red and white monoliths of the area have served as the backdrop for many motion pictures.

**SELIGMAN (1886)**

Michael McBride	Nov 10, 1899
James A. Pitts	Jun 30, 1914
George E. Rowen	Jul 14, 1924
Rufus M. Hoffman	Feb 1, 1926
Ruth L. Diamond	Oct 23, 1928
Sparlin B. Boner	Oct 1, 1934
Mrs. Jessie L. Beyard	Oct 1, 1942
Mrs. Jessie L. Murphree NCM	Nov 10, 1944

**YAVAPAI**

Mrs. Henriqueta M. Martinez	Apr 30, 1971
Mrs. Helen Johnson	Oct 11, 1974

**SELLS**

<i>Formerly Indian Oasis</i>	
Joseph Menager	May 16, 1919
William G. Power	May 31, 1919
Mrs. Hazel V. Sligh	Jan 17, 1920
Nellie P. Bowles	Oct 19, 1920*
Mrs. Blanche Marr	Feb 1, 1921
Mrs. Emma S. Johnson	Sep 30, 1921
Norbert A. O'Mara	Jul 26, 1928
Mrs. Bessie L. Savage	Jul 29, 1935
Mrs. Roberta M. Hill	Jan 31, 1958
Mrs. Marguerita Ann Mendez	Jan 3, 1975

**PIMA**

Located on—and headquarters for—the Papago Indian Reservation. Named for Cato Sells, Commissioner of Indian Affairs. The annual Indian Fair and Rodeo attracts great crowds every November.

**SEMBRICH**

John W. Noel  
*Discontinued*

Named for an early settler. Located in Ramsey Canyon, Huachuca Mts.

**SENATOR**

Mrs. Mary Wills  
*Discontinued*

Named for the local Senator Mine. "Senator" is to be located at former site of "Maxton." (Site report dated Jun 22, 1915).

**SENTINEL (1880)**

Charles U. Altig  
William H. Graham  
Joseph W. Bruce  
Joseph K. Guidry  
Charles O. Lawson  
Mrs. Lucy G. Robertson  
Joseph c. Bunton  
Mrs. Laura C. Stroud  
Mrs. hazel E. Bennett  
Mrs. Ruth B. Norris  
Mrs. Mildred I. Schutte  
Mrs. doris E. Tasker  
Mrs. Madeleine M. Ticer  
Mrs. Madeleine Morrison NC

*Discontinued*

Located near Sentinel Peak.

**SERVOSS (1912)**

Robert A. Hutchison  
Miss Harriet U. Emmons  
Mrs. Alberta White  
Mrs. Amelia A. Ragsdale

**COCHISE**

Jan 26, 1916  
Nov 15, 1916  
*Mail to Garces*

**YAVAPAI**

Jan 13, 1916  
Nov 15, 1918  
*Mail to Venezia*

**MARICOPA**

Nov 30, 1910  
Jan 19, 1915  
Jan 2, 1917  
Apr 1, 1919  
Oct 1, 1925  
Oct 22, 1927  
Jan 1, 1929  
Nov 1, 1934  
Nov 30, 1946  
Apr 28, 1948  
Feb 16, 1955  
Jul 13, 1956\*  
Jun 13, 1957  
Feb 17, 1958  
Jul 31, 1960  
*Mail to Dateland*

Ernest J. Nolting  
Thomas B. Larkins  
*Discontinued*

Nov 14, 1916  
Nov 18, 1918  
Apr 15, 1920  
*Mail to Cochise*

Named for Walter Servoss who came from Rochester, New York and established a ranch here.

**SHELDON (1908)**

Willis W. Holder  
Walter C. Bleistein  
Frank A. Hyatt  
*Discontinued*

**GREENLEE**

Feb 8, 1910  
Jan 1, 1914  
May 17, 1916  
Nov 29, 1919  
*Mail to Duncan*

Located near the New Mexico border. Named either for a railroad engineer or for Governor Lionel Sheldon of New Mexico (1883–84).

**SHERWOOD STA.—Mesa MARICOPA**

*Established* Feb 21, 1966

**SHIPAULOVI (SHIPOLOVI) NAVAJO**

In 1935 the POD was considering establishing an office here. The decision was finally taken not to do so, but rather to make Toreva (q.v.) a year-round office.

**SHONTO RB—Tonalea**

*Established*  
*Changed to CPO—Tonelea*

**NAVAJO**

Oct 1, 1966  
Jul 10, 1976

**SHORT CREEK**

Lydia M. Covington  
Mrs. Lizzie Colvin  
Mrs. Helen R. Semple  
Mrs. Sarah L. Black  
Mrs. Ruth W. Black  
Mrs. Fawn Broadbent

*Name changed to COLORADO CITY*

**MOHAVE**

Oct 6, 1914  
May 1, 1916  
Mar 3, 1920  
Jul 24, 1925  
Feb 16, 1948  
Aug 1, 1950  
Jan 1, 1961

**SHOW LOW (1880)**

George Woolford  
Mrs. Lillie Woolford  
Don C. Tanner  
Alvin Chris Ellsworth  
Mrs. Ione Whipple CIC  
Alvin Chris Ellsworth

**NAVAJO**

Feb 23, 1911  
Mar 23, 1931\*  
Sep 30, 1931  
Dec 13, 1968\*  
Dec 18, 1970  
Nov 27, 1971



SHULTZ (1894)*Reestablished*

Duran Daily

*Discontinued*PINAL

Dec 4, 1914

Oct 14, 1922

*Mail to Mammoth*SIGNAL (1877)

William D. McCright

Gabriel Levy

Alfred Talbot

*Discontinued*MOHAVE

Oct 17, 1905

Jan 1, 1913

Jan 2, 1932\*

May 14, 1932

*Mail to Wikieup*

The first mine in the Mammoth district was located by Frank Schultz about 1883. (See Tiger.)

The mill for the Signal Mine was once at this prosperous community which is now a ghost town.

SHUMWAY (1893)

Ida E. Rhoton

Walter H. Denham

Mrs. Ida E. F. Rhoton

Edward K. Muder

Julia Rhoton

*Discontinued*NAVAJO

Oct 28, 1901

Feb 1, 1917

Sep 1, 1918

Feb 1, 1924

Jun 25, 1935

Sep 30, 1956

*Mail to Show Low*

Charles Shumway accompanied Brigham Young on the Mormon trek to Utah and later settled here.

SILVERBELL (1904)*Reestablished*

George W. Dietz

Edward Thronton

Mrs. Katheryn A. Bushman

Mrs. Lola D. Smith

Mrs. Lola D. St. Louis NCM

Mrs. Marguerite W. Kennedy

Mrs. Eula C. Daugherty

Mrs. Nellie B. Valencia

Mrs. Ann E. King

Mrs. Marion Reister

Mrs. Lelia F. Beal

Mrs. Ava L. French

Mrs. Marion Reister

*Discontinued*

*Name changed to SILVER BELL and reestablished*

Mrs. Margie P. Howell

Mrs. Alvertia M. Boss

Mrs. Jo Ann Gardenhire

Mrs. Aurora S. Combs

PIMA

Aug 2, 1916

Nov 6, 1919

Jan 20, 1921\*

Apr 5, 1922

Feb 1923

Feb 15, 1924

Feb 1, 1926\*

Feb 11, 1927

Jul 1, 1929

Oct 25, 1930

Sep 12, 1931\*

Jan 2, 1932

Sep 30, 1932

Aug 9, 1934

*Mail to Redrock*SHUNGOPAVY*Formerly Chimopavy**Winter Office*

Eric H. Potts

*Made year round office*

Nora A. Grissom

*Made winter office*

Mrs. Ruth D. Mt. Pleasant

Mrs. Sadie F. Ball

*Discontinued*NAVAJO

May 1, 1934

Jul 7, 1938

Oct 23, 1939

Apr 22, 1941

Sep 10, 1941\*

Dec 23, 1941\*

Jun 30, 1942

*Mail to Second Mesa*

Located on the Hopi Indian Reservation. Many different spellings of this name are known.

One explanation for the name is that it was for the showy silverbell flowers (mustard family) that grow profusely here. Located on the property of the Silverbell Mine.

The PO was reestablished when the mines opened again in response to heavy demands, and high prices, for copper during World War I.

Mrs. combs became CIC when Mrs. Gardenhire was seconded as OIC San Manuel.

The Christmas stamps showing the Angel Gabriel had its first day of issue at this PO on November 2, 1965.

SIERRA VISTA*Formerly Fry*

Mrs. Jimmie L. Matheson

James S. Rutter OIC

John E. Brandt

Fidencio Martinez OIC

Lorrin E. Feldkamp OIC

Donald P. Updike

COCHISE

Oct 20, 1956

Mar 31, 1973

Aug 10, 1973

May 24, 1979

Aug 20, 1979

Dec 28, 1979

The name is Spanish for mountain view. Many of the personnel at fort Huachuca reside here. City delivery was established Feb 18, 1961.

SILVER CREEK (1905)

<i>Summer Office</i>	
Ygnacio Bazan	Nov 13, 1907
<i>Discontinued</i>	Jan 31, 1916
	<i>Mail to Shumway</i>
Mrs. Annie Kathryn Duke	Nov 10, 1916
<i>Discontinued</i>	Sep 30, 1922
	<i>Mail to Snowflake</i>
William R. Bourdon	Jun 16, 1928
<i>Discontinued</i>	Dec 4, 1929
	<i>Mail to Taylor</i>

SILVER KING (1877)

William H. Lampker	Feb 20, 1901
<i>Discontinued</i>	May 15, 1912
	<i>Mail to Superior</i>

Now a ghost town, but once the site of a prolific silver mine. Some PO records show this name as one word, which is incorrect.

SIMMONS (1881)

William J. Simmons	Jul 11, 1887
Henry Hartin	Sep 30, 1912
Joseph Matli	Sep 6, 1919
<i>Discontinued</i>	May 31, 1930
	<i>Mail to Prescott</i>

Named in 1871 for the first PM when the PO was called Wilson. Later, after the PO name was changed to Williamson Valley, Betsy Zimmerman was appointed PM on October 9, 1873. She evidently became the first lady PM in Arizona.

The appointment date is given for PM Simmons.

SKULL VALLEY (1869)

	<u>YAVAPAI</u>
John B. Gray	Jan 12, 1909
Robert L. Jones	Aug 15, 1914
Egbert K. Dutcher	Jun 23, 1916
John H. Warren	May 16, 1925
Mrs. Violet M. Warren	Jan 24, 1939
Mrs. Violet M. Irving NCM	Jun 25, 1949
Mrs. Linda A. Kukal	Jan 31, 1971
Mrs. Barbara J. Pulley	May 5, 1977

It is said that the first white men to come here found mounds of bleached Indian skulls.

NAVAJOSNOWFLAKE (1881)

Adelaide S. Fish	Oct 2, 1906
John Murray	Jan 10, 1914
Virgil T. Denham	Feb 1, 1940
Don Brinkerhoff	Jun 24, 1960*
Lorum E. Stratton	Jun 23, 1961
Mrs. Lorna Holladay CIC	Jan 13, 1978
Bruce R. Long CIC	May 3, 1978
Mrs. Doris J. Crickman	Nov 4, 1978

When Ms. Fish was appointed (Sep 17, 1906), the PO name was changed to a single word.

PM Stratton is the grandson of the first Snowflake PM, William D. Kartchner.

SOLOMON

<i>Formerly Solomonsville</i>
Milford W. Kempton
Ruby G. Kempton CIC
Benjamin A. Muñoz

GRAHAM

Jun 1, 1950
Dec 30, 1965
Jan 28, 1966

SOLOMONSVILLE (1878)

Norma M. Clark
Mrs. Ellen K. Clark
Frank M. Ringgold
Eva F. Eakin
Frank Richardson
Mrs. Nannie M. Ryan
Katie M. Taylor
Mrs. Katie M. Ryan NCM
Mrs. Fannie B. Harbert
Mrs. Minnie L. Bass
Mrs. Minnie L. Eaton NCM
Mrs. Leslie W. Layton
Mrs. Nellie C. Layton
Miguel g. Michelena
Milford W. Kempton

*Name changed to SOLOMON*

GRAHAM

Nov 22, 1906
Feb 28, 1913
Sep 1, 1914*
Oct 21, 1915
May 10, 1916
Jun 5, 1917
Jan 1, 1919
Apr 3, 1919
Nov 6, 1920
Sep 29, 1922
Feb 28, 1923
Oct 18, 1923*
Feb 16, 1924
Apr 6, 1932*
Jan 17, 1933
Jun 1, 1950

Isadore E. Solomon, first PM, had suffered from tuberculosis and settled here in 1876 for his health.

SOMBRERO BUTTE

	<u>PINAL</u>
Mrs. Clara Johnson	Aug 20, 1919
Mrs. Grace M. Norton	Aug 1, 1920
Maud Echols	Feb 1, 1921
Mrs. Maud E. Tenney NCM	May 2, 1921



Mrs. Mary E. Tenney	Oct 27, 1921
Mrs. Eliza R. Hamlin	Aug 1, 1927
Frederick H. Hart	May 14, 1929
Mrs. Martha N. Holden	May 24, 1936
Frederic E. Bertrand	Apr 6, 1937
Myles Hogan	Dec 12, 1938
Omar W. Blevins	Nov 12, 1940
<i>Discontinued</i>	May 31, 1945
<i>Mail to Mammoth</i>	

Located at the base of a large butte that resembles a Mexican sombrero (large-brimmed hat).

The story of the pony express mail between Sombrero Butte and Mammoth is told in a previous section.

SOMERTON (1898)

Albert E. Baldwin	Nov 21, 1911
Ora J. Moss	May 2, 1915
Clyde E. Jones	Jul 27, 1920*
Harry M. Wright	Nov 15, 1921
Thomas B. Bell	Nov 19, 1927*
Orrin H. Perry	Jul 18, 1928
Waltice B. Ham	May 28, 1934
Mrs. Pearl M. Emrick	Jun 30, 1943*
Charles F. Cargo	Dec 31, 1944*
Elmer L. Hinners	May 31, 1945
Mrs. Margariet A. Watkins CIC	Jan 31, 1969
Franklin W. Pfeiffer	Jan 8, 1971

Named for the birthplace of one of the early settlers, Capt. A.D. Yocum.

SONOITA

Mrs. Clara L. Hummel	Jul 31, 1912
George W. Crayne	Nov 5, 1914
Walter F. Christmann	Mar 20, 1917
Edward LeGendre	Nov 22, 1921
Mrs. Hettie L. Gardner	Jun 30, 1952
Mrs. Jeanette M. Ford CIC	May 31, 1971
Joseph G. Johnson	Nov 27, 1971
Marilyn S. Bergier OIC	Dec 1, 1978
Lloyd L. Medearis	Sep 22, 1979

This is a Papago Indian word for "place where corn will grow." PO established by order of April 30, 1912 even though PM Hummel was not appointed until May 8. See Corrigenda.

SANTA CRUZSONORA (1912)

Frank Abtil	Mar 8, 1912
Carmen Robles	Oct 9, 1913
Mrs. Carmen R. Rule NCM	Dec 2, 1918
Josephine D. Beck	Jan 30, 1922*
Samuel W. Simpson	Jun 5, 1922
Josephine D. Beck	May 23, 1929
Aurelio B. Sanchez	Dec 16, 1929
Salvador Castro	Oct 13, 1952*
Joe H. Cittadini	Jan 31, 1953*
Juan S. Granillo	Jun 2, 1953
Mrs. Eva C. Morales	Nov 28, 1958
<i>Discontinued</i>	Feb 25, 1966
<i>Mail to Superior</i>	

Sonora was essentially that portion of the community of miners at the Ray Mine that was populated by Mexicans or those of Mexican descent.

"Sonora was born of the miners and she died of the mines." It disappeared under the refuse and tailings of the open pit mine after 1966.

SOUTH CENTRAL BR.—Phoenix

<i>Established</i>	<u>MARICOPA</u>
<i>Changed to Sta.</i>	Jun 1, 1954
	Mar 1, 1960

SOUTHEAST STA.—Phoenix

<i>Established</i>	<u>MARICOPA</u>
<i>Discontinued</i>	Sep 23, 1957
	May 31, 1968

SOUTH TUCSON BR.—Tucson

<i>Established</i>	<u>PIMA</u>
	Nov 1, 1949

This small independent community is entirely surrounded by the City of Tucson.

SPEEDWAY BR.—Tucson

<i>Established</i>	<u>PIMA</u>
<i>Changed to Sta.—Tucson</i>	Jul 16, 1949
<i>Discontinued</i>	Feb 15, 1956
<i>See Speedway—University Sta.</i>	Jun 3, 1978

SPEEDWAY BR. was erroneously established as an independent PO. Later it was corrected by the Tucson PO. Moved from 1131 N. Jones Blvd. to 3655 E. 2nd St. on Feb 20, 1961

SPEEDWAY—UNIVERSITY STA.—Tucson

Established

Name changed to SUN STA.

PIMA

Jun 3, 1978

Sep 30, 1978

Sun Sta. was formed at a new site by the merger of two existing stations, Speedway and Speedway—University.

SPRINGERVILLE (1879)

Gustave Becker

Julius W. Becker

Walter J. Kowalski

Neal H. Phelps

Mrs. Esther C. Phelps

Pratt E. Udall

Wallace Ashcroft

Mrs. Edith N. Browning CIC

Clarence T. Dixon

APACHE

Oct 27, 1893

Apr 6, 1915

Nov 21, 1921

Dec 16, 1935

May 7, 1941\*

Oct 31, 1941

Nov 16, 1962

Aug 1, 1975

Dec 30, 1977

In 1875 Harry Springer brought merchandise from Albuquerque, New Mexico and established a store here. He soon went broke because of too liberal credit and inability to collect the accounts.

A machine postmark "(SPRINGVILLE, ARIZ)" was used only one day (Apr 6, 1937) before the incorrect spelling was noticed and the postmark discontinued.

STANDARD

Mrs. Agnes J. Cheshire

William H. Katus

Harry A. Tousley

Lawrence H. Cashen

Mrs. Irene Halliday

Mrs. Ina S. Petersen

Discontinued

NAVAJO

Dec 4, 1924

Jul 20, 1925

May 20, 1927

Oct 1, 1927

Jan 1, 1930

Feb 10, 1938

Oct 15, 1938

Mail to Pinedale

Named for the Standard Lumber Co. The community grew around the sawmill that the company built in 1922.

STANFIELD

Formerly Summerland

Reestablished

Earle Ellsworth

Raymond F. Lane

Mrs. Neva Gould

Mrs. Bertha P. Pettijohn

Mrs. Ethelyn L. Pettijohn

Aug 1, 1948\*

Feb 5, 1950

Jun 7, 1951\*

Jun 4, 1953\*

Sep 30, 1954

PINAL

The area was homesteaded by Nixon W. Stanfield, who donated 80 acres for the townsite. The community was originally named Summerland where the PO was discontinued Jun 15, 1918. The originally proposed name for this reopened PO was Tabletop.

STANLEY (1906)

John Blake

George M. Allison

Discontinued

GRAHAM

Nov 21, 1906

Mar 21, 1919

Sep 30, 1926

Mail to San Carlos

Nearby Stanley Butte was named for Lt. Stanaley, stationed at Fort Grant in the 1880s.

STARK

Solomon F. Pyle

Cormal M. Goins

Discontinued

COCHISE

Jul 10, 1914

Jan 28, 1918

Feb 15, 1921

Mail to Naco

Named for Wm. Stark, a local store owner who homesteaded here in the 1870s.

STODDARD (1882)

Robert M. Brazle

Mrs. Lulu W. Augustine

Mrs. Helen M. Harper

Nancy Hill

Philip Monreal

Mrs. Frances M. Cruz

Mrs. Frances M. Cortez NCM

Discontinued

YAVAPAI

Jun 9, 1902

May 14, 1912

Aug 2, 1915

May 1, 1916\*

Oct 14, 1916

Feb 23, 1926

Sep 21, 1926

Sep 30, 1927

Mail to Mayer

Named for Isaac T. Stoddard, owner of the Stoddard-Binghampton local mine and Secretary of Arizona Territory, 1901-07.

The drop in copper prices in the post-war period ended the mining activities and the residents moved away.

STONEMAN LAKE

Phillip J. Morin

Changed from year round office to summer office

Discontinued

COCONINO

May 20, 1924

Nov 30, 1937

Sep 30, 1939

Mail to Rimrock



The lake is a crater of an ancient volcano.

The PO was located in the Morin Inn.

General George Stoneman served in Arizona with the Mormon Battalion in 1846. He commanded Fort Whipple in the mid 1870s. Later he was Governor of California (1883-87).

**STOVAL**

Melanchton Walters

*Discontinued*

**YUMA**

Jun 12, 1914

Mar 31, 1916

*Mail to Mohawk*

Chrystoval PO was at this location until 1905 when it was merged with Mohawk. It was reopened as above with the name shortened. With the discontinuance order was the notation, "Postoffice has been long abandoned."

**STUDENT UNION STA.—Tucson**

*Established*

**PIMA**  
Sep 16, 1966

Located in the Student Union Building on the campus of the University of Arizona. See University Sta.—Tucson.

**SUMMERHAVEN**

*Summer Office*

Frederick E.A. Kimball

*Discontinued*

**PIMA**

Jun 21, 1924

Oct 31, 1929

*Mail to Oracle*

A haven for Tucson residents in the summer. It has become a ski resort in the winter.

Closed for season in 1925 on Oct 1. Later reopened as the Mount Lemmon PO.

**SUMMERLAND**

Nixon W. Standfield

*Discontinued*

**PINAL**

May 28, 1914

Jun 15, 1918

*Mail to Maricopa*

This PO reopened a few miles away on Aug 1, 1948 as Stanfield.

**SUN STA.—Tucson**

*Formerly Speedway—University Sta.*

*Established*

**PIMA**

Sep 30, 1978

**SUN CITY RS—Phoenix**

*Established*

**MARICOPA**

Apr 4, 1960

*Became Independent PO*

Jul 2, 1962

Harry W. Block

Jul 2, 1962\*

Paul W. Strain

Oct 27, 1967

Edward G. Flint

Jul 30, 1971

Ivins A. Langford

Jun 28, 1974

This is a fairly new and fast growing city for active, retired citizens. City delivery established Jul 2, 1962.

**SUNFLOWER**

Walter B. Davis

Charles H. Connolly

Charles G. Courtney

Lyle F. Brown

*Discontinued*

**MARICOPA**

Jul 31, 1943

Jun 17, 1944

Sep 30, 1946

Oct 16, 1948\*

Apr 30, 1949

*Mail to Mesa*

This valley is abundant with sunflowers.

**SUNGLOW**

Jeff Thomason

Mrs. Mary P. Thomason

*Discontinued*

**COCHISE**

Jan 2, 1923

Nov 9, 1927

Dec 30, 1933

*Mail to Pearce*

This PO was a reestablishment of the Wilgus PO (disc. 1911) under a new name, although "Wilgus" was initially requested. After the Thomason's divorced, Mrs. thomason took over the PO.

**SUNIZONA RB—Pearce**

*Established*

*Rescinded same day.*

**COCHISE**

Nov 1, 1966

**SUN LAKES BR.—Chandler**

*Established*

**MARICOPA**

Nov 1, 1979

**SUNNYSIDE**

Mrs. Lucy Langford

Mrs. Laura Nye

*Discontinued*

**COCHISE**

Sep 1, 1914

Feb 20, 1922

Jun 30, 1934

*Mail to Patagonia*

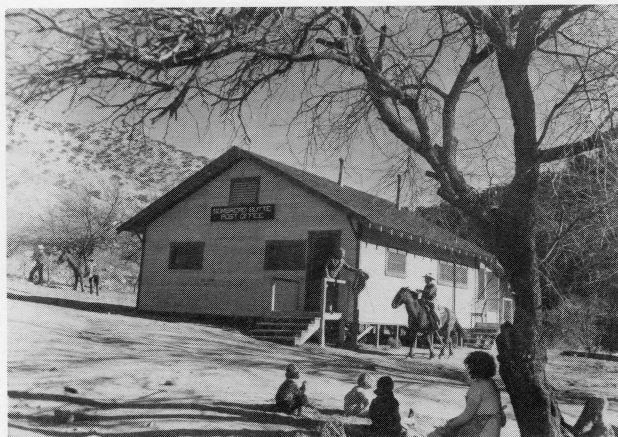
This once prosperous community in the Huachuca Mountains was practically deserted when the mines played out.



*Mr. Julius S. Andrews, postmaster of Ruby, Arizona.*



*Skull Valley store and post office, circa 1940.*



*Shorty Neal, the last Pony Express rider, at Sombrero Butte, Arizona.*



*U.S. Post Office, Silver Bell, Ariz.*



*Gustav Becker's General Merchandise Store and post office, Springerville.*



# The Postal History Foundation

Formerly The Western Postal History Museum  
Founded 1960

920 North First Ave.  
Tucson, Arizona 85719  
Phone (602) 623-6652

Mailing Address:  
P.O. Box 40725  
Tucson, Arizona 85717-0725

A nonprofit organization dedicated to postal history education and research

## SAVE THE DATE!

The Arizona Philatelic Rangers will host a dinner at World Columbian for Rangers and their guests on Friday, May 29, 7:30 PM at the Holiday Inn - Rosemont, IL

For over thirty years, this nationally known organization has been a support group of The Postal History Foundation and its Youth Education Program.

The Arizona Philatelic Rangers would like to extend an invitation to all members of the PHF to attend the dinner at World Columbian. An invitation will be forthcoming.

\* \* \* \* \*

Be sure to stop by and visit with me at WORLD COLUMBIAN if you plan to attend. The Postal History Foundation will be at booth S27 for the entire show. Please stop by and say hello and perhaps purchase some of our Columbian note paper stationery. Everyone needs stationery and your purchase will help The Foundation.

Sincerely,

*Betsy Towle*



## **POSTAL HISTORY FOUNDATION-ITEMS FOR SALE**

**Note:Members, in lieu of membership discount, all items are net priced post-paid. Please furnish street address for UPS shipment.**

**Columbian Exposition Stationery**-16 different notes w/envelopes replicating the 1892 Columbian postage stamps, in color. \$10.

**Stamp "Gold Mines"**-We are offering for sale a limited number of accumulations of foreign stamps; off paper, mounted on stock cards. Duplication is to be expected.

8 lbs.-\$120.00

4 lbs.- \$60.00

2 lbs.- \$30.00

**Foreign Cover "Gold Mines"**-Mostly 20th century, commercial mail, flights, special events, 1st days, duplication to be expected, not researched. 5 lbs.-\$100. Supply limited.

**U.S. Cover "Gold Mines"**-Mostly 20th century, commercial mail, 1st days, special events, flights. Duplication to be expected, not researched. 6 lbs.-\$100. Supply limited.

### **Lots for Sale:**

1-U.S. Plate # singles-850 clean used, slight duplication-\$100.

2-U.S. Revenues-Several thousand, None checked for varieties, cancels or types. Many nice handstamp cancels. est. cat. value \$600+ -\$150.

### **All further lots, mainly used stamps.**

3-Australia-50 different large commems. \$5.00

4-Bahamas-50 different large commems. \$5.00

5-Barbados-50 different large commems. \$5.00

6-Belgium-100 different commems. \$7.50

7-Belgium-200 commems. \$10.00

8-Bermuda-50 different \$5.00

9-Brazil-200 large stamps \$5.00

10-Brazil-1 1/2 oz. "Explorer" lot of defin's. \$3.00

11-Congo People's Repub.-100 large \$10.00

12-Denmark-250 commems. \$10.00

13-Denmark-1 oz. defin's. \$10.00

14-Ethiopia-100 different \$10.00

15-Finland-1 oz. early defin's. \$10.00

(over please)



- 16-Finland-100 large commem's. \$10.00
- 17-France-1 1/2 oz. early defin's \$10.00
- 18-France-200 large commem's \$10.00
- 19-Ghana- 200 lg. commem's \$10.00
- 20-Great Britain-1 oz. Wilding heads (no graphite lines) \$15.00
- 21-Great Britain-4 1/2 oz. Machins, unsorted, some hi-val. \$25.00
- 22-Great Britain-1 oz.+ Regionals \$10.00
- 23-Great Britain-200 Commem's \$10.00
- 24-Greece-1 oz. defin's, B.O.B., o/p's-\$10.00
- 25-Greece-200 commem's \$10.00
- 26-Guernsey-50 diff. commem's \$5.00
- 27-Ireland-1 1/2 oz. early defin's \$15.00
- 28-Ireland-1 oz. Gerl defin's. \$10.00
- 29-Ireland-150 commem's \$10.00
- 30-Jamaica- 1 1/2 oz. defines \$10.00
- 31-Jamaica-100 commem's \$5.00
- 32-Jamaica-200 commem's \$10.00
- 33-Japan-1 oz. defin's \$10.00
- 34-New Zealand- 1 oz.+ defin's \$5.00
- 35-New Zealand-100 diff. commem's \$10.00
- 36-Norway-1 1/2 oz defin's, B.O.B. \$10.00
- 37-Portugal-1 1/2 oz. defin's, B.O.B. \$10.00
- 38-Portugal-100 commem's \$5.00
- 39-Sweden-1 oz. defin's \$10.00
- 40-Sweden- 100 commem's \$10.00



# The Postal History Foundation

## Publications for Sale

Prices for books are postpaid.

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

Some quantities are limited.

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

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

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



## *In Memoriam*

**Charles L. Towle**

My teacher, My friend, My husband



**1913-1990**

This issue of The Heliograph is dedicated to the life time achievements of Charles L. Towle, founder of The Heliograph, and to the many, many people who helped him over the years with tracings and information so that all collectors might benefit.