

# *The* *Heliograph*



**The Postal History Foundation**

*Winter 1999*

# On the Cover

**Peggy J. Slusser**, from a photograph of the portrait by Duffy Sheridan, commissioned by The Postal History Foundation with funds provided by her parents, W. Blaine and Bessie I. Slusser. The Peggy J. Slusser Memorial Library was constructed in Peggy's honor. See p. 10.



Photograph of the Cal Peters' painting referred to as "Buckboard Mail." The incident portrayed occurred on the Yuma-to-Tucson route, near Picacho Peak, in 1868. Read more about the mail in territorial Arizona on pages 12-13.

## The Postal History Foundation

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## The Postal History Foundation

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The Postal History Foundation is an Arizona nonprofit corporation chartered to be used exclusively for historical, research, scientific, and education purposes in the advancement of postal history, including, but not limited to, the collecting, assembling, preserving, recording and publishing of postal history.

Membership donations over that for annual membership, and donations of cash, acceptable stamps, covers, books, postcards, 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.

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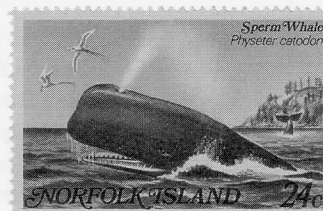
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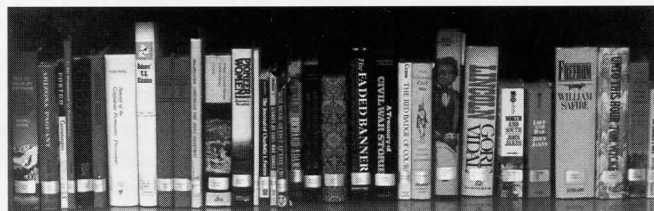
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# From the *Editor*

By Frank Mallalieu

This month we welcome two new contributors to the pages of *The Heliograph*, Betsy Towle, Director of the Postal History Foundation, and Chuck Laubly, a long time friend and supporter. Although not a stamp collector *per se*, Betsy possesses an extensive knowledge of postal history and takes us on a trip back to the time when home delivery of the mail first came into being, in Part I of *Letter Carriers and Private Mail Receptacles*. In a far different vein, Chuck Laubly weaves a fascinating story about whales on stamps. As he so aptly puts it, it is *A Whale of a Tale*.

This issue of *The Heliograph* presents the conclusion of the series highlighting the paintings of Cal Peters that adorn the walls of the Peggy Slusser Library. In future issues I hope to be able to bring our readers more facts and folklore about the interesting things that make up the archives of the PHF. In the meantime, the story of Juan Bautista de Anza and his two expeditions from Mexico to San Francisco should pique the interest of many because of the close connection these expeditions had to Tucson and southern Arizona. As always, it is a

pleasure to pay tribute to an outstanding volunteer of the PHF. In this issue we salute Ranyta Sullivan, affectionately known as Ray, who is in charge of the Education Department and does so much to promote an interest in stamp collecting among school children. Running this program is no easy task and Ray gives more than 100% to see that the message is spread. Without people like Ray encouraging the collecting of stamps among school children, the future of our hobby might not be so bright.

Last but certainly not least, this issue of *The Heliograph* is dedicated to the memory of Peggy Slusser and to the Peggy Slusser Library which bears her name. This outstanding facility which was made possible through the generosity of her parents, W. Blaine and Bessie I. Slusser, provides the opportunity for research and enlightenment not often found in a community the size of Tucson and is one of which all members of the Postal History Foundation can be proud. In addition to the many other goals and objectives of the PHF, it is a facility that stands ready to serve the community and provide a resource that benefits all of us in so many ways.

# Director's *Corner*

By Betsy Towle

The Postal History Foundation is taking advantage of current and developing technology. The PHF auction site on ebay is now up and running. It can be reached by logging on at "[www.ebay.com](http://www.ebay.com)." Once the ebay home page appears, you can locate PHF items for sale by clicking on "SEARCH" and scrolling down to "SELLER." Type in the PHF address, "[phf@azstarnet.com](mailto:phf@azstarnet.com)" to view the PHF lots for sale.

The Postal History Foundation will give the usual 20% discount off the purchase price to members who are successful in their bidding.

One of our many "works in progress" is the development of a web site for the Postal History Foundation. Member volunteer Steven Staton has developed a prototype, which can be accessed at <http://www.azstarnet.com/~phf/phf.html>.

We will be making changes and additions in upcoming weeks. Access to selected articles and news items from *The Heliograph* will also be offered online. Check back often to see what's new.



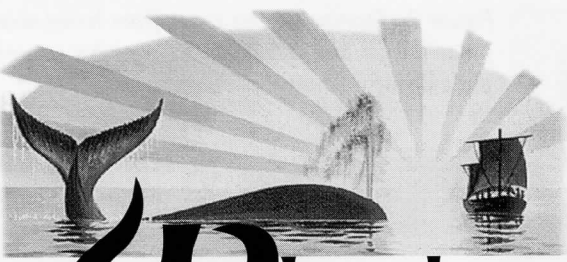
We at the Postal History Foundation wish to convey our best wishes for a wonderful holiday season. We've had a great year, and are looking forward to an even more productive one for the Foundation in 2000.

Don't forget to mark your calendar for the **ARIPEX 2000**, this year in Phoenix February 11-13 (Phoenix Civic Plaza Convention Center, Exhibit Hall E 225 E. Adams St.). We hope to see you there.



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# a Whale of a tale

By Chuck Laubly

*this is the story of an animal millions  
of years old, one that is the largest  
animal, living or extinct, on earth.*

The whale has been idolized, loved, hunted, exploited, and feared in fact, legend, myth, folk tales and fiction. Whales have been observed and scientifically studied for hundreds of years, and more recently photographed as much as any animal on earth.

Many species of whales have been hunted for vanity purposes as well as for commercial usages for as long as man has been able to subdue and capture them. They have been hunted for their oil, their teeth and bones, for various organs for use as perfumes and aphrodisiacs, as well as their meat. Various Eskimo and Indian tribes still continue to harvest whales for food. Some species, especially the larger ones such as the sperm whale, have been hunted almost to extinction. While many nations have voluntarily agreed to controls on the number of whales caught each year, others have not and the danger to the survival of certain of the species remains.

There are about 60 species of whales appearing on postage stamps. Of these about a dozen are currently or have been hunted extensively. The impact that the hunting of whales has had on societies around the world has been astounding, from the builders of the fleets of ships that have sailed the seas in pursuit of the whales to the sailors that have manned these fleets, as well as all the other industries that developed to support these activities, from the most primitive of cultures down to our 20th Century societies.

The story that follows is an attempt to show the life and times of the whale, truly one of the wonders of this earth, past and present. Man's response to these creatures has produced many myths, legends and folk tales. One of the earliest recorded references to whales comes from the Bible in Genesis 1:21; "And God created great

whales, and every living creature that moveth, which the waters brought forth abundantly, after their kind, and every winged fowl after his kind: and God saw that it was good." Figure 1 shows a Bible on the pulpit of the Finschhafen Mission Church in Papua-New Guinea. Probably the most famous and most recognized Biblical reference to whales is the story of Jonah and the Whale; "And the Lord appointed a great fish to swallow up Jonah; and Jonah was in the belly of the fish three days and three nights." (Jonah 1:17) The stamps on the cover in Figure 2 portray the trials and tribulations of Jonah, especially his sojourn in the belly of the Whale (note the appearance of the Whale on the tabs attached to the stamps).

Many other stories and legends about whales and their exploits have been passed down through the ages to awe, amuse and educate the inhabitants of this planet. Some of these stories, from the arcane to the familiar follow.

In 1100 B.C. King Tiglath-Pileser of Assyria boarded a Phoenician whaling ship at the Port of Arvad and went to sea in the pursuit of whales and the witnessed the capture of a large *nakhiru*, an Assyrian word meaning "the blower" [Figure 3], now known to signify a sperm whale, as displayed on a Norfolk Island stamp [Figure 4]. The ancient

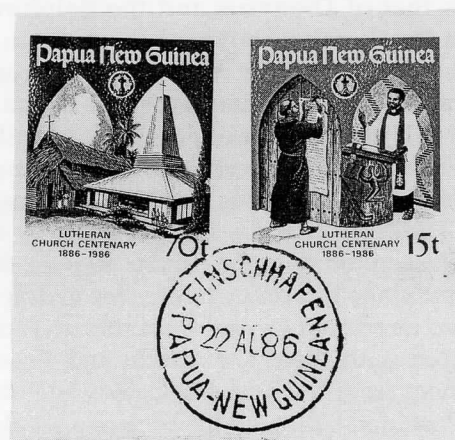


Figure 1. The most famous Biblical reference to whales is the story of Jonah and the Whale.

Egyptians also had a name for the whale [Figure 5], which transliterated means "Bull of the Sea." The legend of the "Boy on the Dolphin" is shown on a series of stamps from the Netherlands [Figure 6]. The values of the stamps denote a surtax for the benefit of child welfare societies. The stamps recall the legend where Arion of Corinth asked Apollo to teach him to play the lyre. On Arion's 20th birthday Apollo gave him a golden lyre to play at the festival in Sicily where he was showered with gifts. On the return trip home the ship's captain threatened to rob Arion of his prizes and lyre, but as a favor he allowed Arion to play and sing a last song. Arion sang praises to Apollo and to the sea and those that dwell there. Arion jumped into the sea and was rescued by a large dolphin who carried him back to Corinth. A 1926 Christ-



Figure 2. Stamps on this cover from Israel show Jonah's trials and tribulations during his sojourn in the belly of a whale.



Figure 3. Nakhiru, an Assyrian word meaning "the blower."

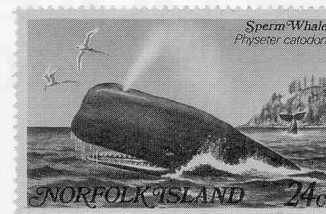


Figure 4. "The Blower," or Sperm Whale, is shown on this Norfolk Island stamp.

mas seal of Denmark also commemorates the "Boy on the Dolphin" legend [Figure 7]. (The seal was canceled although not legal for postage, the postage having been applied to the right of the seal). Another legend involving dolphins is that of Dionysus and the dolphins, which appear on a Greek stamp shown on the cover in Figure 8. The legend tells of Dionysus returning to Greece to claim his place among the gods. Dionysus was at the center of a powerful cult of the spirit of nature and fertility. As a god he represented the forces of life and nature in animals and the fruits of growing plants. The stamp depicts the ship of Dionysus in the sea surrounded by dolphins, a sight often seen today in the oceans all over the world.

Greek mythology has many references to dolphins and whales. Two important figures from this mythology that are associated with them are Apollo and Poseidon. A souvenir sheet from the Turks & Caicos Islands [Figure 9] depicts Poseidon riding on the back of a whale. Figure 10, which probably was taken from Greek pottery, shows Poseidon holding a dolphin in his right hand to indicate that the sea is his abode, and in his left hand a trident as a symbol of his sovereignty of the deep. The Greek stamp in Figure 11 also shows Poseidon holding his trident. The cancellation on the cover from Germany displayed in Figure 12 is a decorative postmark again depicting Poseidon holding his trident while riding on the back of a dolphin.

Many other countries have featured dolphins and whales on stamps. One such stamp is shown on the cover in Figure 13. Unlike some of the stories and legends previously told about mythical figures, this stamp depicts an individual that actually lived. The famous Samurai, Ryoma Sakamoto who was born in Tosa and was active in the Meiji Revolution in Japan is seen riding on a whale (although he was a real person, it is not clear that he ever actually rode on a whale). The girl shown on the stamp riding along with Sakamoto is a symbolic figure, representing a Hopeful Future. It should be noted that al-

though the postmark bears the date 4/8/17 this stamp does not date from 1917; rather it is a 1991 issue. The difference in the date is the traditional Japanese chronological system which is sometimes utilized, especially on philatelic mail (for the most part regular Japanese mails makes use of the current chronological system employed by most countries today). Other legends involving whales

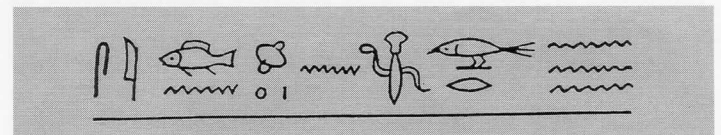


Figure 5. "San En Uatch-ur" transliterated means "Bull of the Sea."



Figure 6. The legend of the "Boy on the Dolphin" is shown on stamps from the Netherlands.

have appeared on Japanese stamps. One involves a venerated religious or cultural figure known as the Daibutsu. How far back in time this legend goes is not known. However, one of the most frequently visited places in Kamakura, a city on Tokyo Bay not far from Yokohama, is the statue of Daibutsu. As the legend goes, soon after the Daibutsu was placed in position in Kamakura news of its vastness came to a whale. A shark, a friend of the whale, offered to get measurements of the image. The shark sought help from a rat who measured the image's girth by counting his steps around the Daibutsu. The shale put on magic boots and walked up to the image, but was stopped by a priest. After some discussion the



Figure 7. The 1926 Christmas seal of Denmark commemorates "The Boy and the Dolphin."

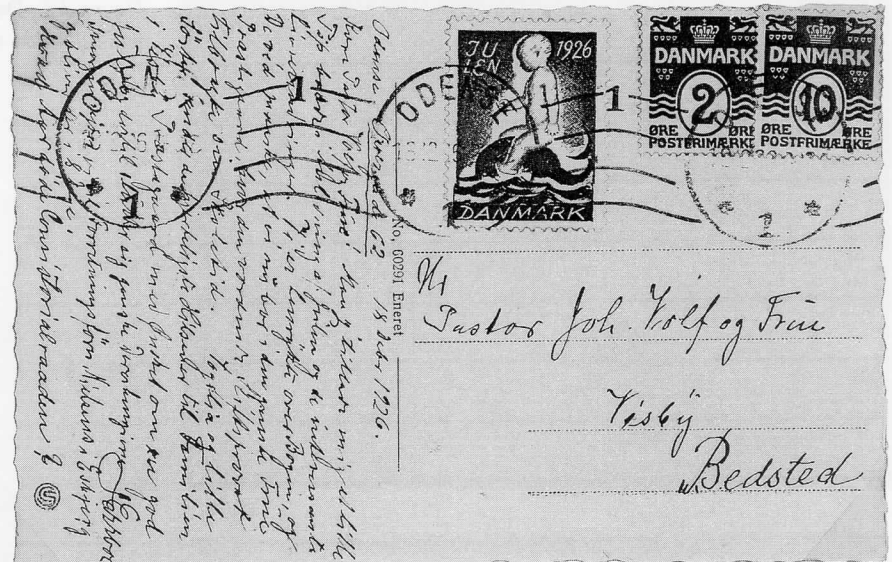


Figure 8. Greek stamp commemorating the legend of Dionysus and the dolphins. ▼

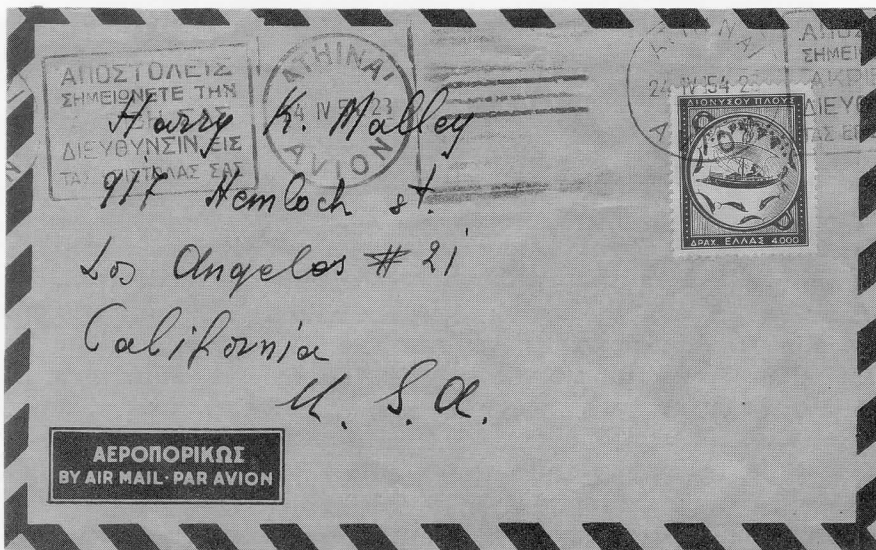


Figure 9

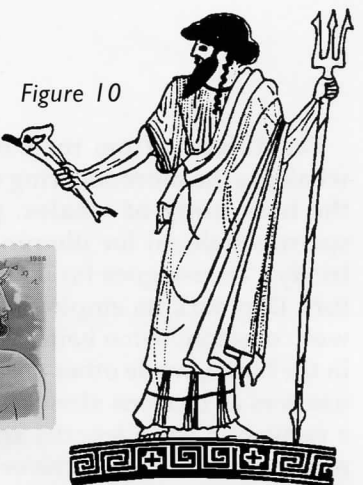
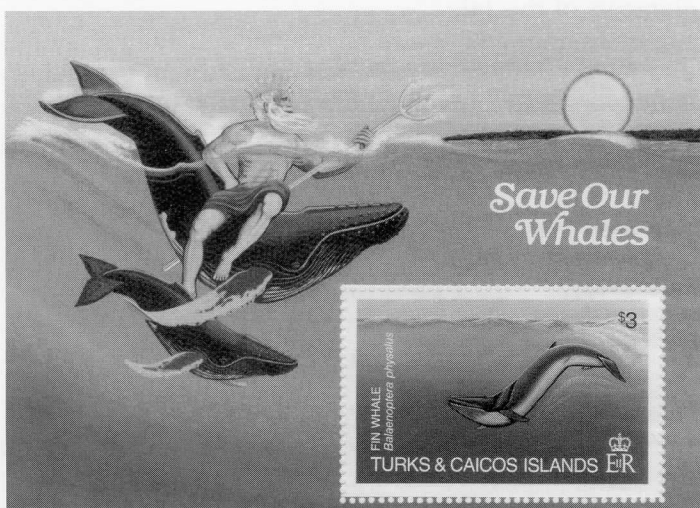


Figure 11

priest agreed to make measurements with his rosary. The whale was satisfied when he learned that the Daibutsu was two inches shorter and thinner than he. The whale returned home and the Daibutsu returned to its sitting position where it can be observed today. The airmail stamps in Figure 14 show the Daibutsu.

Another legend with a religious connection is that of St. Brelade. This tale comes down from an Abbe Manet and relates the story of the Easter voyage of St. Brelade of Brittany and St. Brendan of Ireland. As the story goes the two were traveling across the ocean in a tiny leather boat in search for the Blessed Isles, and wishing to celebrate Easter the monks landed on an island which miraculously appeared. Completing their worship they departed in their boat, whereupon the "island," which in reality was a great fish (or whale) swam beneath the surface of the water. Figure 15 displays two stamps from Jersey relating this legend, along with a commemorative cancel celebrating folklore.



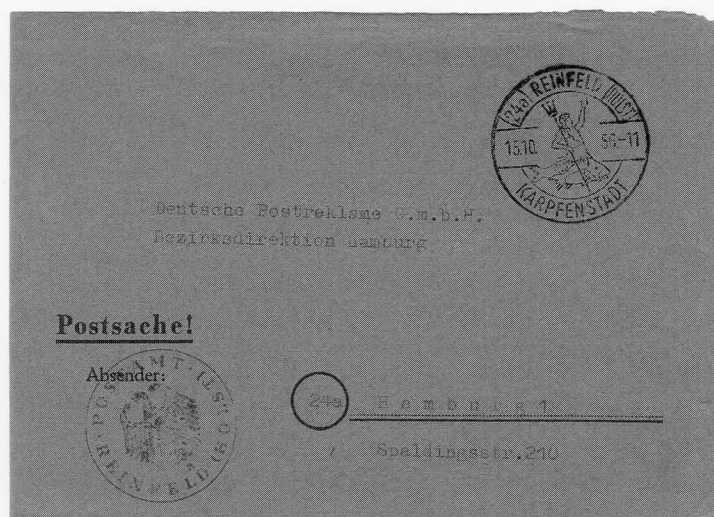


Figure 13. Samurai Ryoma Sakamoto rides on the back of a whale.

Far different from the stories and legends involving whales is the more sobering subject of the use made from the harvesting of whales, particularly making use of sperm whale oil for illumination before the era of electricity. Its use goes far back in history and in 16th Century Denmark its employment in all kinds of situations was common, some being familiar, such as illumination in the home, while other uses were less known. One such use was as beacons along its shorelines (Denmark being a peninsula has a lengthy shoreline). During periods of rough seas thieves and ne'er-do-wells would remove the shore lights and place them upon cow's head and march the animals along the shore line. The seamen, seeing the bobbing light would misjudge the distance of their ships to the shore causing the ships to founder on the reefs and shoals. The cover in Figure 16 displays a block of four stamps commemorating the 400th Anniversary (1560-1960) of the employment of these types of beacons.

Another interesting folktale about whales comes from Greenland. This story, like so many legends, concerns the



Figure 14. Legends say the Daibutsu measured smaller than the whale.

Figure 12. Decorative postmark showing Poseidon holding his trident while riding on the back of a dolphin.



struggle between good and bad. In the Greenland tale the Mother of the sea lives at the bottom of the ocean. When the human beings who live above on the land do bad things she (the Mother) calls all the sea animals to join her at the bottom of the sea, with the end result that the human beings above on land will become very hungry and suffer because there is no seafood to be caught to feed them. A necromancer, which is defined as anything between a sorcerer, wizard, or exorcist to a wonder-worker, is called down to the bottom of the sea to comb the debris from the Mother's hair. When this has been done to her satisfaction she will release the sea animals to return to their natural habitat and provide food for the human beings on land. Greenland issued a stamp in 1957, shown on the cover in Figure 17 which portrays the main elements of this tale.

*The Heimskringla*, which translates to *History of Norwegian King*, c.1200-1300 A.D., tells the story of the Danish King Harald Gormsson who wanted to sail to Iceland to avenge a satirical song written about him. King Harald

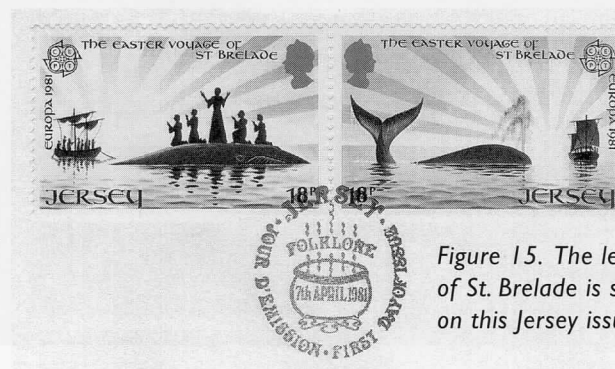


Figure 15. The legend of St. Brelade is shown on this Jersey issue.

ordered a magician to go and spy for him. The magician changed himself into a whale and set forth on his journey. The whale reached Iceland and saw many frightening things such as a dragon, vipers, lizards, a giant bird, a great bull, and a man taller than the mountains behind him. The whale returned home, changed back to the magician and reported to King Harald that he (the magician) could not speak well for the country; in other words, don't think about going to Iceland to pick a fight! Denmark issued booklet stamps, the cover of which is shown in Figure 18, which depicts the magician as a whale. The inside back cover relates the story of King Harald as told here. Iceland also has commemorated this story as viewed on the block of four stamps on the cover in Figure 19, which depicts four of the fearful creatures that the magician encountered on this trip.

"Call me Ishmael" are the opening words of Herman Melville's epic novel, *Moby Dick*, based on the author's experiences sailing with whalers in pursuit of their prey.



Figure 16. Denmark's issue commemorating the use of whale oil in beacons along its shorelines.

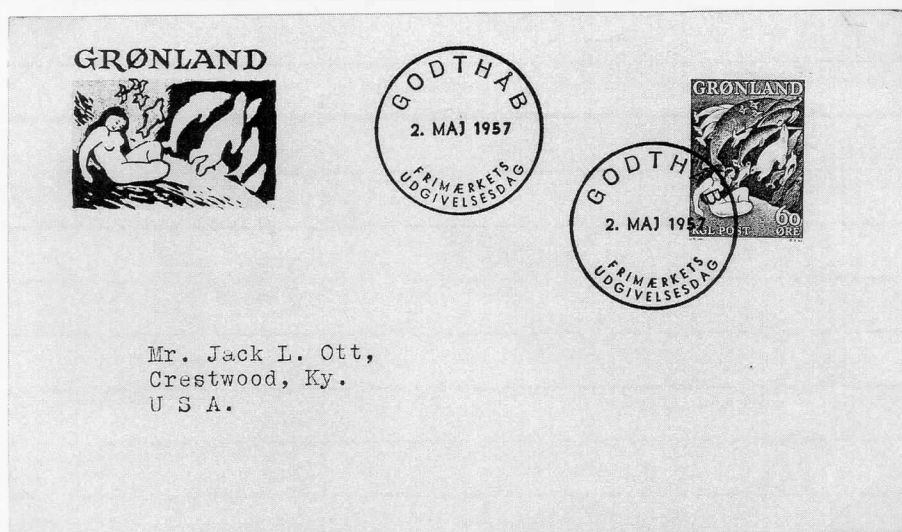


Figure 17. This issue from Greenland depicts the Mother of the sea.

The novel has been translated into several languages and is considered one of the outstanding classics of literature.

Both Melville and *Moby Dick* have been commemorated by postal administrations around the world. The United States Postal Service has commemorated Melville with both a stamp and postal stationery. The renowned cachet artist Ralph Dyer produced a First Day of Issue cover of the 6-cent postal stationery issue of March 7, 1970 [Figure 20]. The cachet depicts a boat load of whalers off the bow of their clipper ship pursuing a sperm whale. The drawing is rendered in the manner of many of the itinerant artists of the early 18th Century. It is an extremely colorful and handsome cover and makes an attractive and valuable addition to one's collection. Ralph Dyer hand painted covers are much sought after and command premium prices when purchased. The cover in Figure 21 is

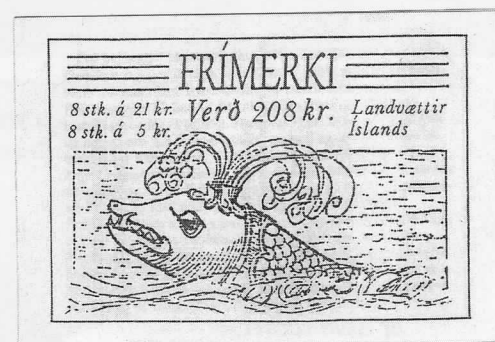


Figure 18. The cover of booklet stamps commemorating the story of Norwegian King Harald shows his magician spy in the form of a whale.

(Figures 19-21 are on page 8.)

a First Day of Issue of the Herman Melville stamp issued on April 1, 1984. The cachet, prepared by K.M.C. Venture, is a vivid and dramatic picture of whalers about to harpoon a rather large sperm whale, which was indeed the very type of situation that these brave and often brazen souls encountered in their work. Almost as frightening as the possibility of their being inundated (and drowned) by the waves generated by the mammoth whale is the danger inherent in the foreboding image of the iceberg towering over them, almost ready to crash down upon them without a moment's notice. Another dramatic testament to the wonder of these remarkable mammals.


Many legends, myths and much folklore have been recounted since man first encountered whales at work, at play and in everyday life. This narrative seeks to acquaint the reader with this wonderful creature. 



Figure 19. This block of four from Iceland shows fearful creatures King Harald's magician encountered.

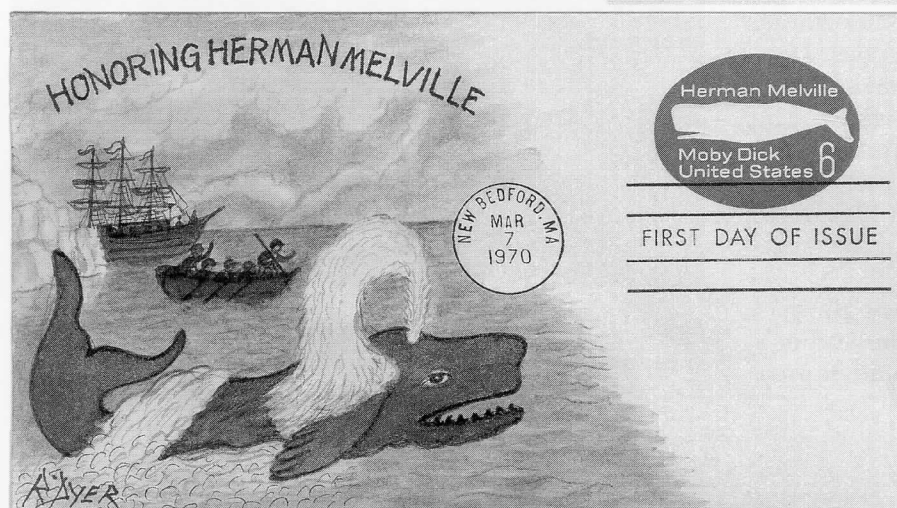
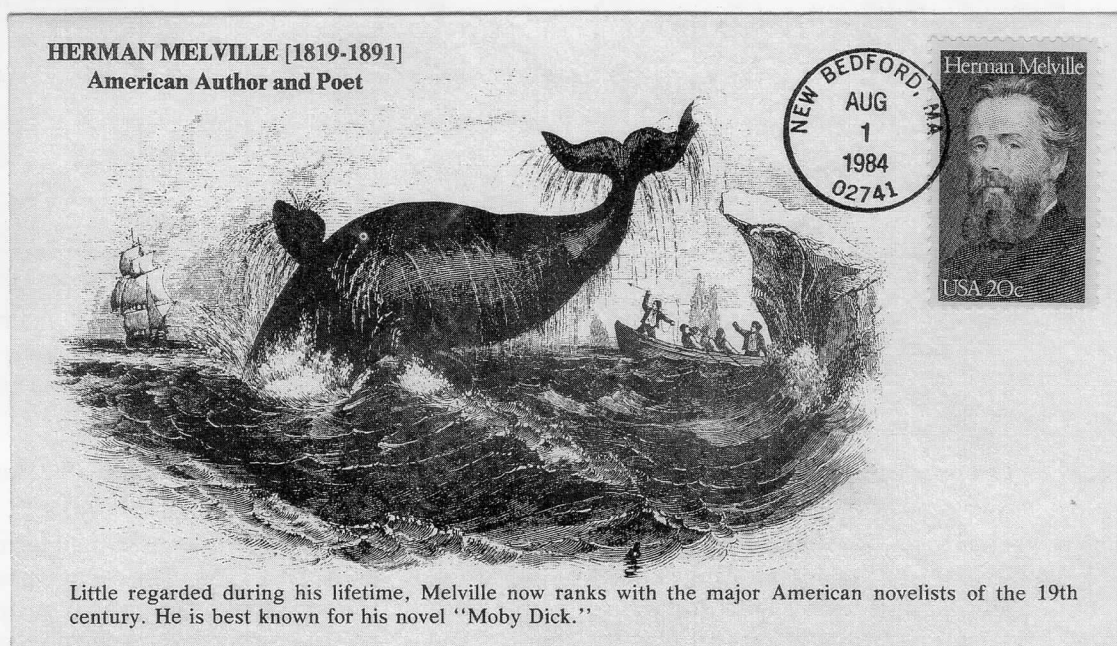


Figure 20. Cachet by Ralph Dyer for the First Day of Issue of the 6-cent postal stationery commemorating Herman Melville and Moby Dick.

Figure 21. K. M. C. Venture also showcased Moby Dick on his First Day of Issue cachet for the 1984 Herman Melville 20¢ stamp.



## Coming in the Spring issue of

# The Heliograph

### The Best Mayor of the Best Town in America

Did you know that Tucson was the best town in America and its mayor the best in the nation in 1924? Well, that's what one letter-writer back then thought.

### The Earth Quaked and It Shaked

The 1906 San Francisco earthquake as seen through the eyes of a survivor and recorded in his mail.

### Part II: Letter Carriers and Private Mail Receptacles

Do you take your mail box for granted?

### Labor of Love

Calligraphy as an art form has never gotten its due. A 1915 cover (with its contents) from Humboldt, Ariz., amply attests to this fact and you, the readers, can judge for yourselves.





## Ranyta Sullivan

DIRECTOR OF EDUCATION,  
POSTAL HISTORY FOUNDATION

On a rainy night in 1918 I was born on a farm north of Indianapolis. My parents were expecting a son because they already had twin girls, but I surprised them! My creative father decided my name should be Ranyta due to the weather that night. My twin sisters weren't exactly excited that they now had competition, so they decided to introduce multiple challenges in my life to overcome. As I grew older they mellowed somewhat. They were really thrilled when our brother was born—more competition! A few years later another girl arrived.

Growing up I had several responsibilities on the farm. I fed the animals, milked the cows, and rode the horse with a plow attached to turn the soil for potatoes. Digging potatoes was not much fun! Because I was so tall, I started school at age 5, at Buffalo Corner, a grade 1 through 6 country school. It closed, however, due to a lack of teachers. I was then bussed to a nearby small town school where I joined the girls basketball team. We turned out to be very good and won most of our games.

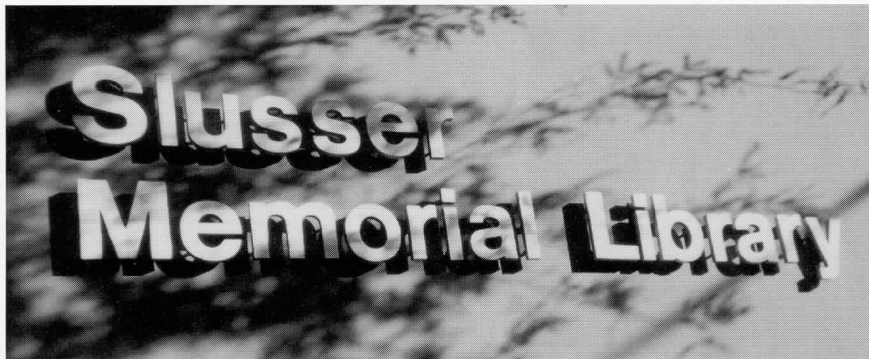
After high school graduation I was still very young, so I worked as a caregiver for a friend who was ill. One year later I entered Ball State Teachers College, studying a two-year elementary education program, and I also pursued vocal training which always had been an interest. I enjoyed singing in churches and in contests but didn't continue this in later life. My first real job was teaching 2nd grade in a small town. When school was out for the summer I was hired as a proofreader at the *Indianapolis Star* at night. Two years later I moved to a larger school and enjoyed my teaching experiences very much.

By this time the United States was about to enter the Second World War and on hearing women were entering the military service, I decided to join the Army (WAAC) and traveled by train to Ft. Des Moines (Iowa) Training Center for basic training. After R&R in Ruston, Louisiana, we were assigned to Arkansas Polytechnic College in Russellville, Arkansas where we studied government office management. My next assignment was at Ft. Devens

(Massachusetts) Training Center. One of my most vivid memories is the difficulty of keeping the fires burning throughout the night in the large barracks there. Several months later we traveled to Ft. Oglethorpe (Georgia) Casual Detachment "C". Then it was on to New York, working at a Postal Building (Postal BN) where we worked with V (Victory) Mail. The location was supposed to be secret but all the taxi drivers seemed to know about it. My last and longest assignment in the military was at the Boston Port of Embarkation. When I got there, few women had arrived, but soon there were large groups which required processing before they were sent to a hotel.

Despite the arrival of many qualified and well-trained women, there were not enough WACs to accomplish all the work that needed to be done. I found these women to be very dedicated to their country and very proud of their jobs. I rose to the rank of First Sergeant and have many good memories of our organization. I was discharged in September 1945.

While in service I met my husband to be, Edmund J. Sullivan, from Cambridge, Mass. He had served in the army in New Guinea with the 32nd Infantry Division. Our first home together was in Indiana. There we were blessed with our first child, James. When we moved to Arizona our daughter Cecile arrived. Both my husband and I received degrees from the University of Arizona. After a three-year sojourn in California, we returned to Tucson where I taught 2nd-5th grades in several different schools, retiring in 1980. In 1982 I was asked to work at the Postal History Museum, now called the Postal History Foundation. This has been an excellent experience for me to broaden my education about philately and to work with members of the Foundation. It was during this time that I became a serious stamp collector. My areas of interest include "Cats on Stamps," Canada, Great Britain, and duck stamps. I enjoy working with the children, both in the classroom and on exhibits, and I also enjoy all the adult volunteers who work with me at the Foundation.



## The Peggy J. Slusser Memorial Library

By Frank A. Mallalieu

The **Peggy J. Slusser Library** at the Postal History Foundation came into being as the result of the generosity of her parents, **W. Blaine and Bessie I. Slusser** of Tucson, Arizona, when in 1996 they donated the funds for the construction of this outstanding facility. Their donation of more than \$750,000 was the largest cash donation ever made by one individual or company to any philatelic institution in the history of stamp collecting.

**Peggy Slusser** was born in Herington, Kansas on November 12, 1940. From her early childhood Peggy was physically challenged with arthritis which she never allowed to prevent her from achieving the goals in life that she set out for herself. With her parents, Peggy moved to Tucson in 1948. She had no siblings. After attending local schools she entered the University of Arizona, earning a Master's degree in correctional studies. Upon completion of her studies she worked for the Pima County Superior Court for 15 years as Head of Data Collection.

She was a bright, cheerful, and very active person who led a well-rounded life that was filled with many interests including stamp collecting as well as a lifelong fascination with collecting memorabilia associated with the Civil War. In addition to these she also collected coins. Another hobby was calligraphy in which she excelled despite the severe difficulties caused by her arthritis. In actuality Peggy was a very intelligent person who had a keen interest in just about everything she encountered. One might say that her hobby was living each day to the fullest.

Peggy became interested in the Civil War when only seven years old, and was an avid student of both the North and South throughout her lifetime. Her mind retained intricate details, and she could recite interesting facts on just about any aspect of the Civil War. This knowledge and interest enabled her to seek out and acquire many meaningful and interesting items of Civil War memorabilia. Coincidentally Peggy also started collect-

ing stamps at about seven years of age. Her main collecting interest was the Confederate States, closely followed by the stamps of the United States. Her Confederate collection contained both stamps and postal history, including many major and well known items, some ex-Caspey (Alfred Caspey, a prominent collector during the early part of the 20th Century). Her United States collection included the classics and early commemoratives in very fine or better condition. She also took great pleasure in collecting modern U.S. errors. Peggy was very selective when adding an item to her collection, thus she had few duplicates. She never sold any items during her lifetime, and her original childhood album is among a few of her personal effects retained in the Slusser Library.

Peggy never exhibited any of her collections. She was a very private and modest person. However, she participated in and thoroughly enjoyed the philatelic fellowship of well known collectors from all over the nation at the annual Filatelic Fourth Festival sponsored by the Birkinbines and held in their home in Tucson. Peggy died on September 11, 1991.





*A new addition, to complement the portrait of Peggy J. Slusser*



*Union soldier's cap*




*Confederate Army pike*

*Union and Confederate figurines*

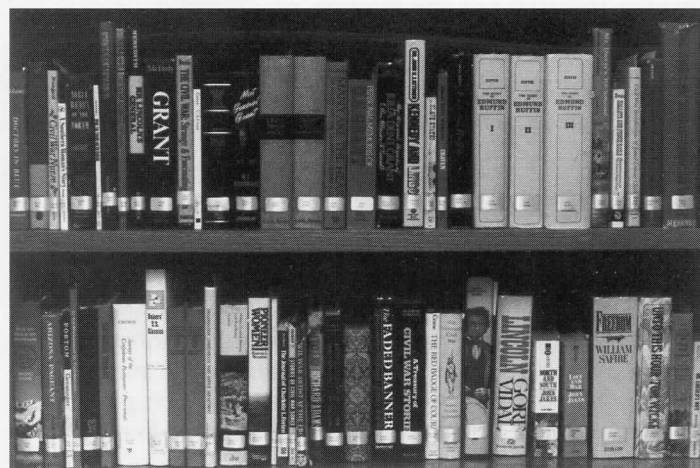


In addition to their donation of the funds to build the Library building, the Slusser's also donated Peggy's extensive Civil War Library of books and her collection of Civil War memorabilia to the PHF. This collection of Civil War literature, documents and ephemera is now stored in the Library with a large portion of the items on display in the Library's newly acquired display cases. Among the items on display are a Confederate Army pike (or bayonet, which was attached to the front of rifle and used against one's opponents when charging enemy lines), the officer's button on a patch of a coat that belonged to General William Tecumseh Sherman, Confederate musket shells from rifles used in battle, a Union soldier's cap, Civil War photographs of Abraham Lincoln, Jefferson Davis, and Generals Ulysses Grant, Robert E. Lee, Thomas (Stonewall) Jackson, and George McClellan, photographs of other soldiers, mourning badges for President Lincoln, a Civil War playing card game, various tin-types, stereoscope slides, and even a complete pane of Confederate postage stamps. And this is just a partial listing of what there is to see. The concept is that as researchers read and study about the Civil War in the Library, they also would be in the presence of the physical items dating from and actually used at the time of the war. Such an atmosphere adds a flavor to the Slusser Library which few, if any other libraries can match.

The PHF's original collections of library material were regional in nature relating to the postal history of the Western United States. With the building of the Peggy Slusser Library, the PHF's resources now include more than 30,000 books, journals, U. S. Post Office and USPS publications and catalogs as well as other documents and research material. Photograph, document, and map archives are maintained as well as photographs of post offices, postal conveyances and equipment. The current scope of the Library is worldwide philatelic literature and other resources, with a special emphasis on the postal history of the United States.

The Peggy Slusser Library is a magnificent asset to our community, providing the opportunity for research and other educational purposes encompassing a wide range of interests. A trip to the Library will be worth the time spent. We look forward to your visit. 

*Part of the collection of Civil War books housed in the library*





# Buckboard Mail

By Frank A. Mallalieu

The fifth painting by Cal Peters that hangs in the Peggy Slusser Library at the Postal History Foundation is titled "Buckboard Mail," for the obvious reason that it portrays the movement of mail in frontier Arizona Territory via the use of an open buckboard. In previous installments of the stories of the paintings other types of transportation of the mails were highlighted, *i.e.*, mail moved by train, stagecoach and even muleback. The use of the more open buckboard certainly had to be one of the more perilous methods employed, although to be realistic there were very few options open for the movement of mail especially between some of the more remote settlements.

As indicated in a previous article on what became to be known as "Jackass Mail," the use of mules was not only common but made for rather good common sense. Mules were better adapted at traversing the desert or raw, sandy terrain than horses. They were also more conserving of water, and unlike (some) horses did not over indulge their intake of water if they became parched after traveling long distances in the hot sun. There are recorded instances of horses literally drinking themselves to death after an arduous journey across the desert terrain—they simply didn't know when to stop once they had become sated. Although not as fast as horses (probably their only drawback) the mules were a more reliable if not lovable beast of burden to carry out the mission of getting the mail to its desired destination.

The scene depicted in Cal Peters' "Buckboard Mail" is based on a real incident that occurred in 1868 on the mail route from Yuma via Bluewater Station to Tucson. In the specific incident shown, the driver, a Mr. Leonard, had just passed Picacho Peak (seen in the left background) when he was surprised by a band of Indians intent on robbing him. Whether they were interested in the mail or were hoping to find some more desirable loot, such as gold, is not known. It is likely that the mail would have been of little interest to them unless they were hoping to find money (pre-



erably coins as opposed to paper money) in the envelopes.

Also, it is doubtful (though not impossible) that much in the way of any kind of substantial gold or precious metal shipment would have been conveyed by a buckboard with a single occupant, the driver. It was hard enough for a driver to devote his attentions to guiding his mules; having to stand guard over a shipment of gold would have compounded the difficulty enormously. Mr Leonard was apparently wounded in the attack but was able to fend off the attackers (that whip certainly came in handy in more ways than one) and succeeded in reaching Tucson.

Figure 1 shows the front of a cover (U.S. Stamped Envelope U59) mailed from Yuma, Arizona Territory in October, 1868, addressed to San Francisco. Obviously it did not travel

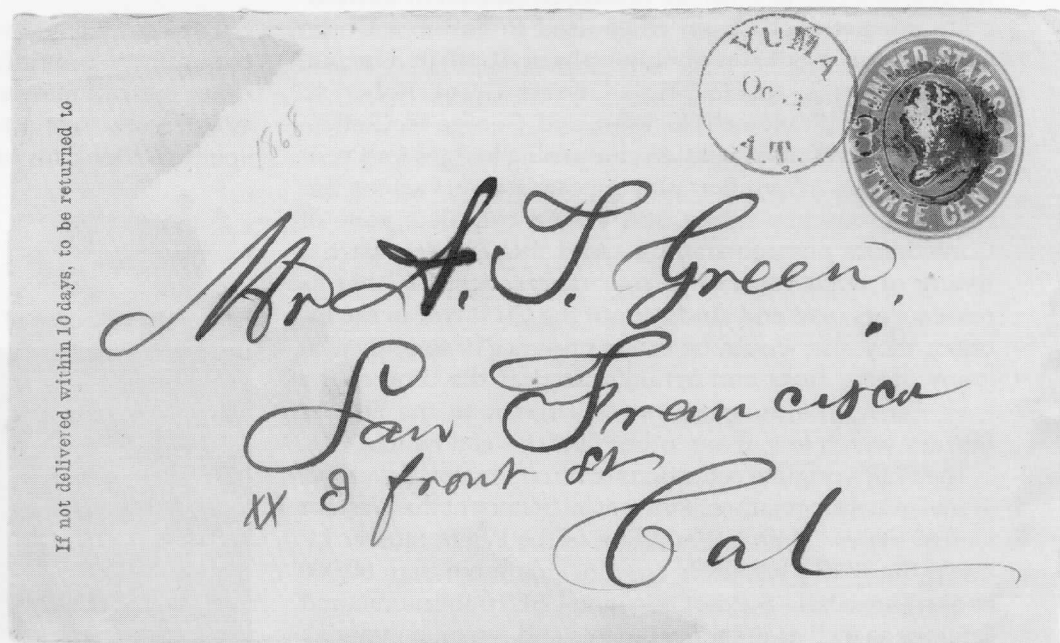



Figure 1: Cover mailed from Yuma, Arizona Territory, October, 1868

Figure 2: Reverse, showing the backstamp dated Oct. 26, 1868

by buckboard mail from Yuma to Tucson, but is representative of the Yuma, Arizona Territory, cancel in use at that time. The color of the cancel is a bluish-black. This may either be the original color or perhaps an original black cancel that has faded over time. The reverse of the cover shown in Figure 2 contains a manuscript return address of H. T. Stevens & Co., Ft. Yuma, with a date of October 6. The reverse also contains the back-stamp of the A. T. Green company in San Francisco with a date of October 26 (1868). It is interesting to note that the town of Yuma was first called by that name on October 1, 1866, with the establishment of the post office at that location. This was the third name for the town, as it had previously been known as Colorado City and Arizona (while still under New Mexico Territory) and still awaited its official designation as Arizona City (by which it had been known for four years starting in 1869) before its name was permanently established as Yuma in 1873. Also of interest is the fact that the Ft. Yuma return address on the reverse of the cover was actually located across the Colorado River in California.

These vignettes of the stories behind the paintings of Cal Peters that hang on the walls of the Peggy Slusser Library provide a brief glimpse of the trials and tribulations of moving the mail in the early days of Arizona's territorial history, notwithstanding some artistic license the painter may have taken in producing these paintings. As such they give some insight as to what the men (and in the case of women passengers on the stage coaches) had to endure in carrying out the responsibilities in ensuring that the mails reached their intended destinations. The Postal History Foundation and all those who have the opportunity to view these paintings are fortunate to be able to experience a small part of the heritage of early Arizona. 

#### Reference:

Theobald, John and Lillian, *Arizona Territory Post Offices & Postmasters*, Arizona Historical Foundation, Phoenix, Ariz., 1961.

# Letter Carriers and Private Mail Receptacles



By Betsy Towle

## Part I: The History of the Letter Carriers in America

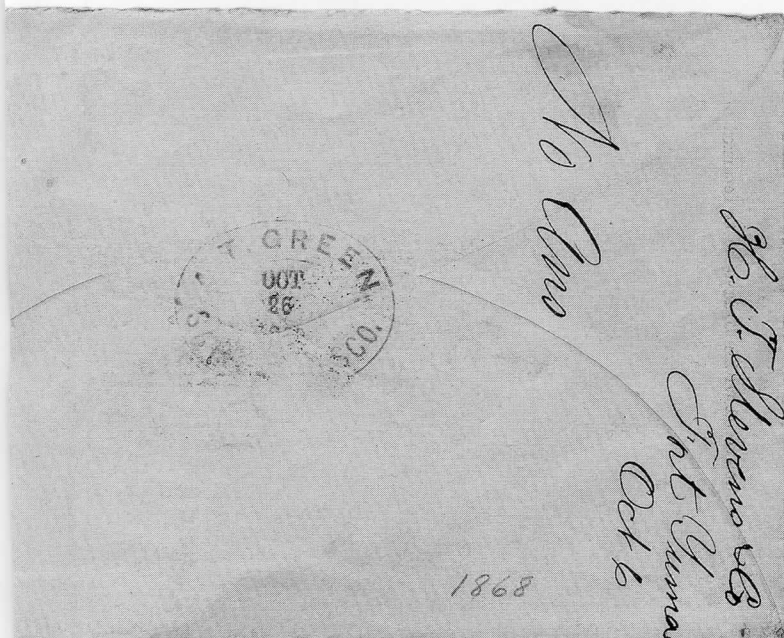
As the life of the average American runs every day at a faster and faster pace, it is easy to forget a day when life was different and much simpler. E-mail, fax machines, and cheaper telephone rates make instant communications possible. There are times, however, when certain events jog our memory and we inadvertently take the time to reminisce. Such an event for me was when the local president of the National Letter Carriers Association asked for information on the history of letter carriers as this year is the 100th anniversary of the Tucson Chapter of NALC. Immediately I was transported in time to my childhood in Philadelphia, to the days of watching for the mailman twice a day and following him around the neighborhood "helping" him deliver the mail.

It was while doing research for the local chapter of NALC that I decided to share the information with our readers.

While we are all familiar with the beginning of the free delivery service, sometimes we forget that there was a delivery service in existence from the early days of the republic. In 1794, when Congress officially established the Post Office as a permanent part of the federal government, it also authorized the appointment of letter carriers. The 1825 regulations for the Post-Office Department, Sec. 36. state:

*And be it further enacted, That letter carriers shall be employed at such post-offices as the Postmaster General shall direct, for the delivery of letters, in the places, respectively, where such post offices are established; and, for the delivery of each such letter, the letter carrier may receive, of the person to whom the delivery is made, two cents. Provided, That no letter shall be delivered to such letter carrier, for delivery, addressed to any person who shall have lodged at the post-office a written request that the letter shall be detained in the office. And, for every letter lodged at any post-office, not to be carried by post, but to be delivered at the place where it is so lodged, the postmaster shall receive one cent of the person to whom it shall be delivered.*

Delivery service was an option that few people could afford, and only large cities had the service. (continued)





In 1863, the Assistant Postmaster and window clerk in Cleveland Ohio, J. W. Briggs experimented with the first "free" home delivery. He made arrangements with shopkeepers to have the mail delivered in sacks to stores around the city. The mail would be sorted by post office personnel, then delivered on special routes that Briggs established. The experiment was an instant success. The civil war meant lack of men, and women did not go out on streets unescorted. Post offices were public places that were sometimes less than desirable in cleanliness. And, of course, it was winter and cold in Cleveland. Who wouldn't be pleased to receive a letter at the door rather than having to brave the elements to travel to the post office, or pay for the delivery? On July 1, 1863, records show that the post office's new service had 449 letter carriers in 49 cities. Cities with a population of more than 50,000 had free delivery service. New York City had the most carriers with 137 men. As time passed, the population requirement for free delivery dropped to 20,000, and in 1887 any city with a population of 10,000, or a revenue of \$10,000 for the preceding fiscal year was eligible for free delivery service. After a town qualified for free delivery service by population or revenue, the regulations required that the sidewalks must be paved, streets lighted, houses numbered, and names of streets placed at intersections. When this was done, an inspector was sent to set up the carrier routes, the placement of letterboxes, and to instruct the postmaster of the delivery regulations. If a city wanted improved postal service for its citizens, it had to invest in civic improvements that benefited all.

The first letter carriers were not required to wear uniforms. However, in 1868, under Postmaster General Alexander W. Randall, a mandatory uniform was instituted [Figure 1]. The postal regulations of 1873 state the requirements for a winter and summer uniform; the winter uniform was "A single-breasted Sack coat of 'cadet gray' terminating 2/3 of the distance from the top of the hip bone to the knee, with a pocket at each side, and one on the left breast—all outside—with flaps two and three-fourth to three inches wide, with length to suit, say six and a half to seven inches; coat to be bound entirely around with good, plain alpaca binding, to be put one half over edges, with five brass buttons, with the design of the seal of this department (post rider, with mail bag across the saddle with the letters P. O. D. beneath) down the front, to button up to the neck, and one-half inch black braid round the sleeves two and a half inches from the bottom." The pants were of the same material and color, with a fine black broadcloth stripe one inch wide down the outside seam. A vest was also required to match the coat, brass buttons and all. The matching hat was "navy" style bound round with a black-cloth band one and one-half inches wide, with small buttons at the side, with a glazed cover for wet weather. A reversible cape, or an overcoat, was also required, but the Postmasters, in accordance with the wishes of the majority of letter carriers could decide which additional protection they wished. However, the entire city core of letter carriers had to wear the same additional

protective clothing.

The summer uniform was the same but of a lighter material ( flannel), pockets without flaps, with a Panama hat instead of the Navy style. Carriers had to provide their own uniforms, but the local postmaster was expected to negotiate with the local "trade" to provide the uniforms at the least expense to the carriers. It was not until 86 years later, in 1954, that carriers were given \$100.00 per year to purchase uniforms.

Applicants for the carrier position had to be over 25 years of age, and under 45 years of age. "They must be intelligent, temperate, and physically fit for the service, and they must be able to read and write, and understand the fundamental rules of arithmetic." By 1893, the civil service commission had established the following as the subjects and relative weight for scoring the carrier examinations:

SUBJECTS	RELATIVE WEIGHTS
First: Orthography	1
Second: Penmanship	1
Third: Copying	1
Fourth: Arithmetic	1
Fifth: Local delivery	3
Sixth: Reading addresses	3
	<hr/>
	TOTAL OF WEIGHTS
	10

Figure 1. Winter uniform of 1873



Smithsonian Institution, National Postal Museum



The following are typical questions for the fourth subject, Arithmetic:

1. Express in sign and figures seventy-two millions, five thousand and eighty two dollars, ten cents and two and one half mills.
2. Express in words the following: 5,312,209.521
3. A carrier makes 4 trips a day, carrying 64 letters and 32 papers each trip. The letters average in weight 1/4 oz. each, and the papers 2 oz. each. How many pounds of mail does he deliver in a day?
4. A carrier walks a distance of 20 squares on each trip, each square being 400 ft. in length. If he advances 20 inches in each step, how many steps will it take on the trip?
5. In an office employing 35 carriers, each carrier loses 20 minutes a day in idle talk. Suppose the average salary of each to be \$2.50 for ten hours work, what is the cost to the government of the lost time each day, and what will it amount to in a year of 313 working days?

The following are typical questions for the fifth subject, Local Delivery:

1. Name the principal railroads (not exceeding five) which pass through or terminate in this city, and give the location (the street or streets on which situated) of the principal depot or ticket office of each.
2. Name some street or streets by which one could pass from the extreme northern to the extreme southern portion of this city, and mention five prominent buildings, places, or parks which would be passed on the route given.<sup>1</sup>

In 1879 a regular pay scale was put into effect. Up until that time, the local postmaster set the pay rate. It must be remembered that until the Pendleton Act of 1883, (the nation's first civil service act) postal employees were political patronage positions. In cities of 75,000 or more, carriers were paid \$600, \$800, and \$1000 per year, depending on length of service. In the smaller cities, the pay was \$600, and \$850 per year.

As early as 1895, the *Postal Record*, the monthly journal of the National Association of Letter Carriers Reported that the Suffragettes and feminists were demanding that women be permitted to take the examination to be letter carriers. Certainly there were female Postmasters before that time. There are records of a few women in the nation carrying letters at that time, but it was not until World War I and II that women, at least temporarily, began carrying the mail in any sizeable number [Figure 3]. For the most part they relinquished the jobs as the men returned home from the war. In 1956, there were 92 women nationwide who held the position. Today, a female letter carrier is not unusual at all.

On April 18, 1950, due to a severe cut of Post Office Department funds, the delivery of residential mail was cut to once per day, and business mail to twice per day. Other postal services were cut as well in an overall effort to save 80 million dollars. The new delivery schedule changed forever, the daily routine of a letter carrier. Previously, the carrier could return to the station after morning deliveries, take a break to eat lunch, and then sort the

mail for the afternoon delivery run. The new schedule meant that the carrier stayed on the street until he was finished his route, and gave a specified 30-minute lunch break.

While the basic job of the letter carrier has not changed over the years, new advances in technology have changed how the job is performed. In most cities, the carriers use a fleet of the familiar jeep type vehicles to permit the carrier to get to his route, and in many areas deliver, from the jeep. The advances of the sorting mechanization, the zip plus four system, and the like, make it possible for the carriers to spend more time on the street and less time in the branch office sorting the mail for the route.

The National Association of Letter Carriers, founded in 1889, has long championed the cause of letter carriers for better pay, better working conditions, and fair labor practices. Today it is one of the largest unions of Postal Service workers. The United States Postal Service employs close to 850,000 letter carriers to carry over 630 million pieces of mail every day.

<sup>1</sup> Marshal Cushing, *The Story of Our Post-Office*, A. M. Thayer & Co., Boston, Mass., 1893, p. 230.

EDITOR'S NOTE: Part II, "Private Mail Receptacles," will be published in the Spring 2000 issue of *The Heliograph*. A complete bibliography will follow Part II.

Figure 2. During the World Wars, more women filled letter-carrier positions, but most relinquished them upon the return of the men.



Smithsonian Institution, National Postal Museum

# Juan Bautista de Anza

*His Expeditions and  
Their Impact on the  
Development of the Southwest*

By Frank A. Mallalieu



## *The Origins*

By the late 18th century the Spanish had been in the so-called New World for more than 200 years, with an empire that included Florida and large portions of present day western United States in addition to much of the Caribbean and Central and South America. Despite these vast holdings, Spain was very concerned about the safety and security of its most distant outposts, especially those on the North American continent. The northern boundaries of New Spain (Mexico) were especially vulnerable, not only from the hostility of the native Indians, but also from incursions by the Russians as well as the English into territory that Spain considered to be rightfully its own.

The northern provinces of New Spain (basically what today constitute Texas, New Mexico, Arizona and most of California) were largely arid lands, with mostly nomadic Indian populations. Colonization in these areas was slow and sporadic, in contrast to that of the more highly populated areas of Mexico proper. The Spanish policy of defense and control in these northern provinces was based on the establishment of missions, presidios and colonies of Spanish or mestizo (mixed Spanish and native Indian) settlers, in order to settle the Indians in permanent villages which would be stabilized and would flourish on the basis of an agricultural economy.

Small settlements had been established in Alta (Upper) California in 1769 and 1771 at San Diego Alcalá and San Carlos de Monterey, and by 1773 two presidios and five missions had been established, with a total population of only 70 inhabitants, hardly sufficient to provide Spain with the presence necessary to be considered a substantial influence in the area. This late colonization was due to the distance from the centers of population and production in central New Spain, as well as to the harsh climate of Lower California (Baja California) and the lack of an overland route between Sonora and the Pacific coast. Settlement and supply of these outposts via sea routes was also difficult and fraught with danger.

The small ships that could make the arduous sea journey from ports like San Blas, Mexico, were not of sufficient size

to carry much cargo, especially food in the form of cattle or other livestock, nor were they satisfactory for transporting large numbers of potential settlers to these outposts.

The Jesuits' efforts of extending their missions to the north and west were halted with their expulsion from all Spanish lands in 1767, and the succeeding Franciscan missions were seriously threatened by the hostility of the native Indian population. However, by the latter half of the 18th century a new expansionist effort was undertaken on the northern frontier of New Spain. Between 1765 and 1771 José de Galvez, the Spanish Visitador General, set forth plans for the fortification of the frontier and the development of the Californias. Military expeditions against rebellious Indians in central Sonora from 1768 to 1771 established the temporary peace and security needed to supply the new colonies in Arizona and California. Inspections of the northern presidios carried out by Marqués de Rubí from 1766 to 1768 led to the Reglamento of 1772 which would establish a new line of presidios farther north.

## *Juan Bautista de Anza*

In 1736, about the time that the renewal of expansionist efforts in the northern provinces was being contemplated, Juan Bautista de Anza was born at the presidio of Fronteras where his father was Presidial Captain.

Little is known about Anza's early life. He became Captain, or commandant of the Tubac Presidio in 1760 and during his tenure he received special praise from the Marqués de Rubí for the integrity of his administration. He was recognized for his ability to deal wisely with the Indians at peace as well as to deal firmly (sometimes harshly) when at war with them. Influenced by his father's optimism for finding a land route to California, Anza in 1772 proposed the idea of an expedition to California financed from his own resources to the Viceroy of New Spain.

Such an expedition would have the following objectives: to open an overland route in order to supply colonies in California from Sonora and Sinaloa; to defend and support the colonies already established in San Diego and Monterey; to found the mission and presidio at San Francisco; and to prevent the encroachment of Russians and the English along the northern Pacific coast.

Anza had the enthusiastic support of Fray Francisco Garcés, head of the mission of San Xavier del Bac, who had explored the routes first discovered by the Jesuit Fathers Kino, Keller, and Sedelmayr through the Pa-paguería to the Gila River and west to the Colorado. He was motivated by his zeal to extend the missions to new frontiers, and always insisted on the importance of establishing friendship with the Pimas, Yumas and other Colorado River tribes. Gaining the approval of the Viceroy, Captain Anza departed Tubac on January 8, 1774, with Fray Garcés and twenty soldiers on an initial or exploratory trip to test the feasibility of a full-blown expedition including settlers and their fami-



Figure 1. Painting of Anza's expedition leaving Tubac on October 23, 1775

lies and possessions. This group charted watering spots and pasturage, and established contacts with native tribes along the route. They followed the route through the Magdalena and Altar valleys, turned northwest from the Mission of Caborca, went through the Papaguería, crossed the Colorado River at Yuma, and reached the Mission of San Gabriel in California on March 22nd; thereby establishing a passable route between Sonora and the Pacific coast. The expedition returned along the Gila Valley and arrived in Tubac on May 26th. Upon his return Anza was promoted to Lieutenant Colonel, presumably at least in part for his achievement in charting this overland route.

### *The 1775 Expedition*

In 1775, the Viceroy of New Spain authorized Anza to command an expedition of colonists to establish a settlement at San Francisco Bay.

That summer Anza initiated the assemblage of his expedition by enlisting volunteers in the large city of Culiacán, Mexico, where poorer people might be likely to accept the rigors of an arduous trek across unknown territory to start a new and hopefully better life. He gathered these volunteers at the Presidio of San Miguel de Horcasitas, Sonora's provincial capital. Anza selected José Joaquín Moraga as his second-in-command and selected Friar Pedro Font, a Franciscan missionary, as chaplain for the expedition as well as for his ability to read latitudes.

On September 29, 1775, the assembled group departed Horcasitas and arrived on October 15th in Tubac, the final staging area for the expedition. While there, additional people joined the expedition, giving a final count of about 240 travelers which included 199 emigrants; the others being Anza and his entourage as well as the soldiers (interestingly, the soldiers received two years pay in advance and rations for five years!). In addition, the expedition consisted of 340 horses, 165 pack mules and 302 cattle. Just three weeks

earlier, Apaches had driven off the entire herd of 500 horses which were slated to be the fresh mounts for the travelers on their expedition. Nevertheless, the travelers were able to make do with what they had, which through sound planning included food supplies consisting of six tons of flour, beans, cornmeal, sugar and chocolate, loaded on and off the pack mules every day. Other materials including cooking kettles and frying pans, hand tools, munitions, extra clothing and blankets, saddles, bridles, pack saddles and equipment, saddle blankets, shoeing tools and nails, and several hundred pounds of dressed iron for forging horseshoes added to the tonnage. The expedition carried only thirteen tents—one for Anza and his servants, one for Padre Font and his assistants—with the remaining tents to be shared by the families, cowboys (vaqueros), muleteers, and the soldiers.

Finally, on October 23, 1775, the expedition left Tubac headed for the pueblito of Tucson. The first night out the expedition suffered its only death en route when María Mañuela Piñuelas died from complications of childbirth (she was buried at San Xavier del Bac). Her son lived and was later joined by the birth of two additional babies, bringing the expedition total to 242 travelers. The expedition then traveled down the Santa Cruz River (north) to its junction with the Gila River. While camped at the Gila River Anza, Font, and few soldiers visited Casa Grande, already known as an ancient Indian site. Following the Gila west to its convergence with the Colorado River, they were met by the Yuma (Quechan) Indians and their leader, Olleyquotequiebe, or Salvador Palma, who helped the expedition to cross the then-wide river. Anza had been befriended by Palma when he had encountered the Yumas on the 1774 exploratory expedition. Fathers Francisco Garcés and Tomás Eixarch remained in Yuma, under the protection of Salvador Palma, to begin proselytizing among the Indians. In the years that followed this relationship must have deteriorated, as Father Garcés was killed by the Yumas in 1781.



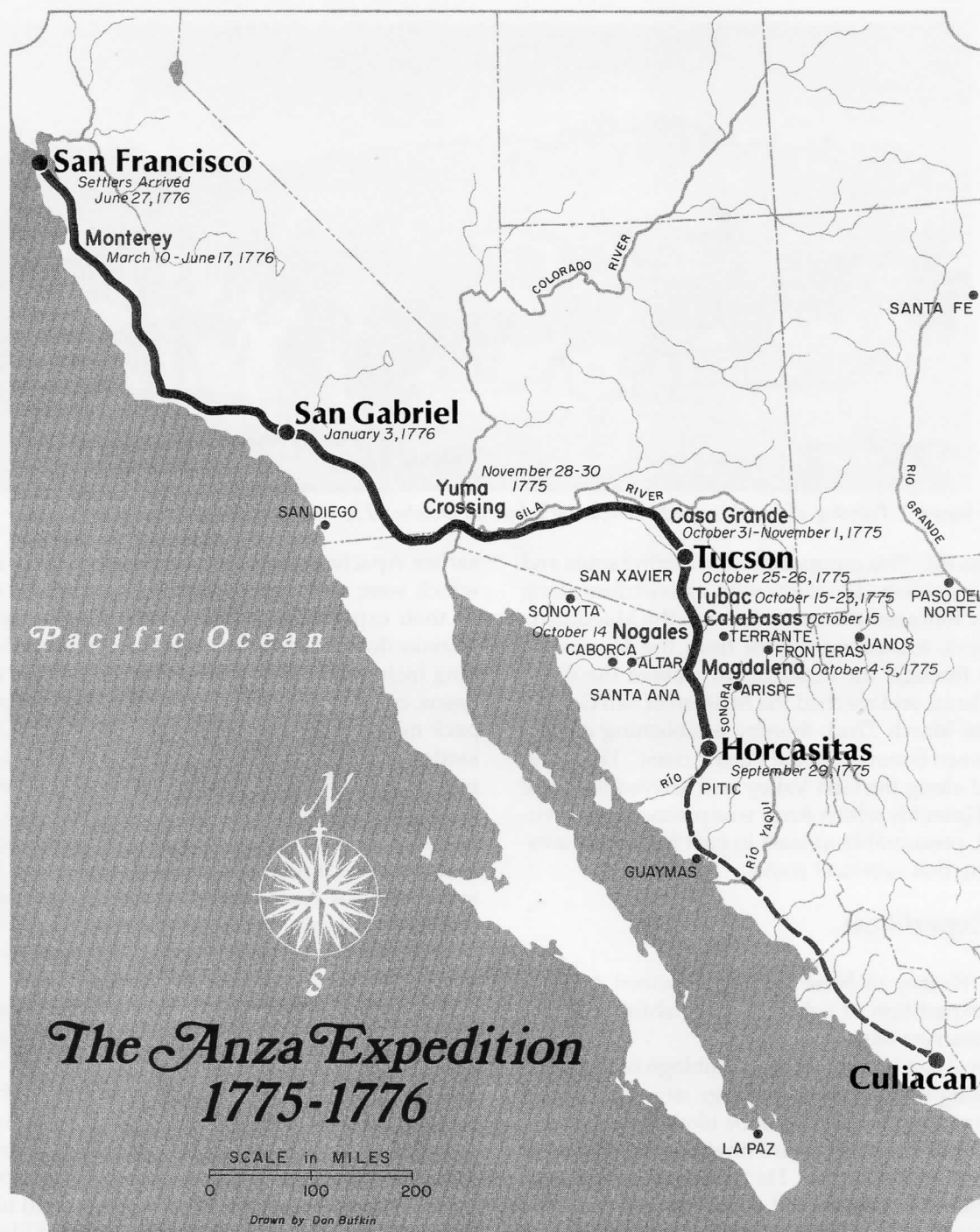


Figure 2. Drawing of the Anza Trail

Leaving Yuma the expedition headed west into the Californian desert. As the route headed through the sand dunes and desert climate of southeastern California the journey became more difficult. To better secure forage and water during one of the coldest winters on record, Anza divided the expedition into three groups, each traveling a day apart to allow water holes to refill. They regrouped near what is now Anza-Borrego Desert State Park (Borrego Springs). After a short stay they moved on to their next destination, the Mission San Gabriel Arcangel, arriving on January 4,

1776. From there they followed known trails through Indian villages along the coast of California, visiting Mission San Luis Obispo de Toloso and San Antonio de Padua, to arrive at Monterey and the nearby mission of San Carlos Borromeo de Carmelo on March 10th. In Monterey the Anza expedition was warmly welcomed by the head of the mission, Father Junipero Serra. After the bulk of the mission left San Gabriel, Anza reputedly accompanied Fernando Xavier de Rivera y Moncada, the leader of the local garrison of "Leather Jackets" (in one source he is identified as

Governor of Alta California), on a punitive expedition against rebellious Indians near San Diego. Rejoining his expedition Anza then undertook an exploratory expedition of the San Francisco Bay area with Moraga, Font, and eleven soldiers, to determine the best sites for the presidio and mission. Following the coast line Anza's party came upon the Golden Gate at Point Lobos. A few miles eastward in a pleasant cove near the present Fort Point a spot was identified for the location of a presidio (the location of today's Presidio). It has been reported that the Anza party continued eastward and in a pleasant vale designated a site for a mission to be known as Our Lady of Sorrows, or Mission Dolores as it is commonly known today.

Following orders to explore the "River of Saint Francis," he traveled the east side of San Francisco Bay before turning south to return to Monterey.

On April 14, 1776, Anza departed Monterey for Mexico City to report to the Viceroy on his accomplishments and what was to turn out to be appointment as Governor of New Mexico. Lieutenant Moraga, left in command of the expedition, led the settlers from Monterey to San Francisco in June to build the presidio and found the mission. Of the 242 travelers on the expedition, 198 were to be the actual founders of the San Francisco settlement. This included 43 male adults, 39 adult females, and 119 children (92 of whom were 12 years of age or under—three were born along the way). It is nothing short of phenomenal that the expedition suffered only one death among its entire membership, considering the high mortality rates among children at that point in time not to mention the hardships of crossing hundreds of miles of desert under very difficult conditions. This hardy band of pioneers along with the inhabitants of the various missions was the seed from which the state of California was to later emerge. It is almost hard to believe, but as of 1790 the entire non-Indian population of California amounted to fewer than 1,000 souls.

## Epilogue

Anza successfully opened an overland route of emigration and supply from Sonora to the missions and settlements of Alta California. He initiated cordial relations with the various Indian tribes that he encountered in his journeys, paving the way for peaceful travel for those expeditions that followed his. He confirmed that San Francisco Bay was a great harbor and that the Monterey coast and the San Francisco area manifested not only beautiful topography but a most livable and healthy climate. The soldiers and families that Anza escorted brought with them their language, traditions and diverse New World Hispanic culture. The backgrounds of the soldiers and settlers were carefully recorded as español, mulato or mestizo. Almost all the expedition members were born on this continent and had mixed European, African or Indian parentage.

These influences changed the lives of the indigenous peoples (which in later years upon the arrival of the Ameri-

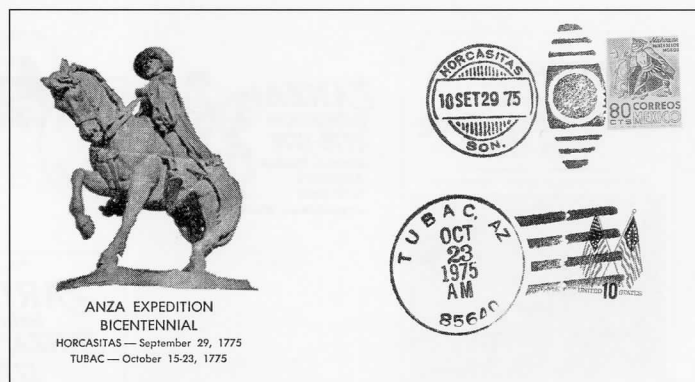


Figure 3. Commemorative Cover of the Anza Expedition Bicentennial, containing a Mexican stamp canceled on 29/9/75 and a United States stamp canceled on 23/10/75

cans in some cases resulted in the extinction of some of the native Indian tribes) and shaped the development of Arizona and California.

The route that Anza opened supplied the settlements in Alta California for a sufficiently long enough time for them to become permanently established. In 1781 the Yumas revolted against Spanish rule and closed the Anza route for the rest of the colonial period. In later years Anza's trail served the military, settlers, cattlemen, forty-niners and other desert travelers. To this day, portions of Anza's trail are the principal route for travelers driving from locales in Arizona to destinations in southern California (and vice-versa, of course).

After the Mexican-American War (1846-1848) and the Gadsden Purchase (1853), the Mexican territories of Texas, New Mexico, Arizona, Colorado, and California became part of the United States. The Hispanic-Mexican culture which developed in these regions of northwestern New Spain for nearly three hundred years is part of the colonial heritage of the United States as well as Mexico.

## The Anza Trail

The Juan Bautista de Anza National Historic Trail was established by the United States Congress in 1990, acknowledging the significance of this important chapter in the development of what was to become our nation's southwest. A growing awareness of the rich multi-cultural history of the settlement of Arizona and California has created interest in national recognition of this part of our nation's history. It is one of only five National Historic Trails in the United States.

The Department of the Interior's National Park Service administers the Anza trail in conjunction and cooperation with federal, state, and local agencies, as well as private land owners and other interested parties.

The National Park Service coordinates trail activities and provides technical support augmented by limited financial support to guide the preservation, development and public



Figure 5. Commemorative Cover of the Anza Expedition with a cachet showing its arrival at San Xavier del Bac

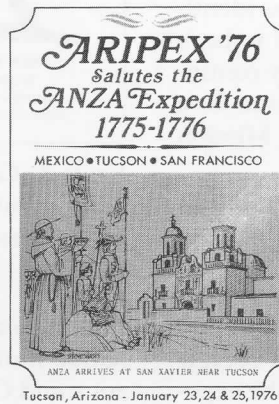


Figure 6. Commemorative Cover of the Anza Expedition with a cachet showing its arrival at San Francisco Bay

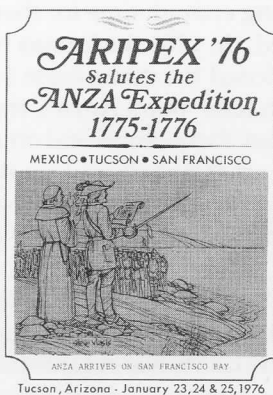


Figure 4. Commemorative Cover of the Anza Expedition with a cachet showing the route from Horcasitas to San Francisco



aries of the Anza-Borrogo State Park in California, and the 4.5-mile section of the Trail in Arizona that lies between the Tumacacori National Historic Park and the Tubac Presidio State Historic Park. Currently this is only a hiking and equestrian trail, but plans exist to make it accessible to travel by bike. Other areas in Arizona that are being prepared for public use are a twelve-mile segment in Río Rico that has been donated by a local business concern, two segments totaling about five miles along the Santa Cruz River in Pima County, and twelve miles of trail in Maricopa County in the Maricopa Mountains on Bureau of Land Management land. Two other significant projects underway include Anza Park, a 4.25-acre site that includes the first staging area for the Anza Trail in Green Valley, and Anza Plaza in Tubac.

As the world approaches the Millennium it is fitting to note that the U. S. Department of Transportation has designated the Anza Trail as one of twelve National Millennium Trails.

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- Anza portrait courtesy of the New Mexico State Museum, Santa Fe.
- Painting of Anza's expedition leaving Tubac by Cal Peters. *el pliego*, Newsletter of the Anza Trail Coalition, July 1999.

use of the trail. Management of the physical trail and its congruent entities remains with federal, state, and local agencies, non-profit groups and individual landowners.

Although the Trail is located entirely with the boundaries of the United States, efforts have been initiated in Mexico to include the 600 miles of the route that lie within Mexico to the Trail to make it the first international historic trail in the world. At present only small portions of the actual route the Anza expedition followed are open to the public for its use and enjoyment. For obvious reasons a great deal of the Trail's length will not be usable as a pedestrian hiking or biking trail because it traverses built-up urban areas or crosses private lands that are not open for public use. However there exist, or there are planned, many participatory aspects for the public to enjoy. Among planned activities are an auto tour route, designation of a recreational retracement trail, historical/archeological research initiatives, resource protection, developing wayside exhibits, and the like.

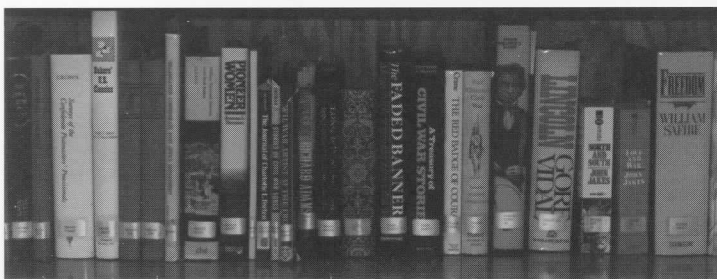
Among those portions of the trail that are open to the public are the segment of the Trail that lies within the bound-



*This view from the librarian's desk shows two of the five Cal Peters paintings of the perils of the movement of mail in early Arizona.*



*The shaded patio between the Postal Foundation office building and the Slusser Memorial Library is a pleasant place for social gatherings.*

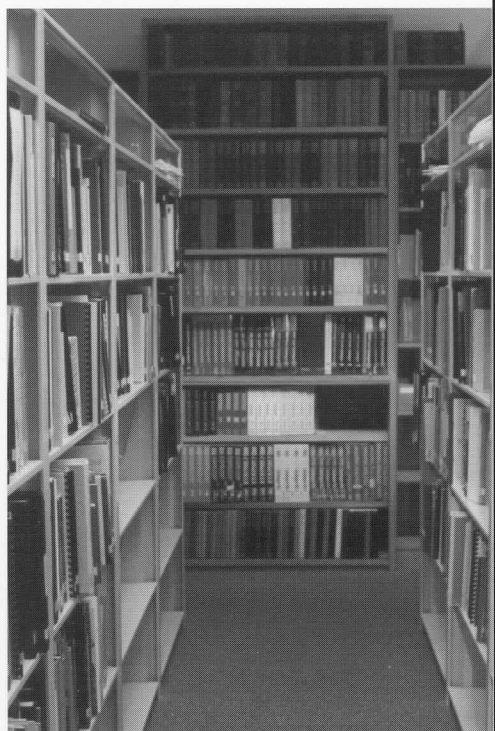


*The library houses Peggy Slusser's Civil War collection which, in addition to a large number of books, includes artifacts as well.*



*The Foundation's library volunteers keep the periodicals rack up to date with current issues of philatelic newsletters and journals.*

*The Foundation's proximity to the University of Arizona enables students of history as well as philatelists to study and research. The collection includes many volumes on western and Arizona history, as well as a wide range of philatelic catalogs and books and materials on every aspect of philately and postal history.*



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