

# THE HELIOGRAPH



GERONIMO AND THE HELIOGRAPH.

WESTERN POSTAL HISTORY MUSEUM

SPRING 1987 ISSUE

VOLUME 1, NO. 2

## THE HELIOGRAPH

Quarterly Journal of the Western Postal History Museum  
P.O.Box 40725, Tucson, AZ 85717 Spring 1987 Issue  
Annual subscription by membership. Single Issue- \$ 2.50 (No discounts)  
Editorial Staff: Editor- Charles L. Towle, Asst.Editor- Robert Bechtel  
Staff- Eugene Nelson, Charles F. Nettleship Jr., Lawrence Pawley. Con-  
sulting Editors: James Bruns, Richard Graham, John Kay, Thomas Todsen

The Western Postal History Museum is the only multi-purpose philatelic institution in the western United States. It is an Arizona non-profit corporation chartered to be used exclusively for historical, research, scientific and educational purposes in the advancement of philately 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, periodicals and postal history materials are deductible for U.S. income tax purposes, if itemized return is made, and are most gratefully received.

MEMBERSHIP CATEGORIES- All memberships are on an annual basis. Prepayment of dues for two, three, four or five years are greatly appreciated by WPHM. Term-Fiscal Year (Feb.1,1987-Jan.31,1988)  
Annual Membership ----- Individual \$ 15.00, Family \$ 20.00  
Sustaining Membership----- Individual \$ 35.00, Family \$ 50.00  
Patron Membership ----- Individual ( includes Family) \$ 100.00  
Donor Membership ----- Individual ( includes Family) \$ 500.00  
Benefactor Membership----- Individual ( includes Family) \$ 1,000.00  
\* \* \* \* \*

### Table of Contents

The Front Cover, Membership Categories, Editorial Staff -	Inside Cover
NEW YORK HARBOR BOAT SERVICE -----	Page 1
U.S.POST OFFICE "TRANSIT" POSTMARKS-----	Page 7
TERRITORIAL POST OFFICE SERIES - QUIJOTOA, A.T.-----	Page 10
BOOK REVIEW - THE POSTAL HISTORY OF NEW HAMPSHIRE -----	Page 11
OUR FEATURE COVER FOR THIS ISSUE -----	Page 12
COIL WRAPPER LABELS -----	Page 13
THE POSTAL HISTORY OF ORACLE, AZ. -----	Page 17
The Post Office Bulletin File -----	Page 20
The MYSTERY OF ARIZMO, AZ. -----	Page 21
PRE-CIVIL WAR POST OFFICES IN ARIZONA -----	Page 24
Western Postal History Museum Library Report -----	Page 27
The Smallest Envelope Contest -----	Page 28

Tales of the Arizona Camel Corps ----- Inside Back Cover  
\* \* \* \* \*

The Front Cover- GERONIMO AND THE HELIOSTAT - On Sept. 4, 1886 Chief Geronimo rode into the camp of General Nelson A. Miles and Captain Lawton at Skeleton Canyon. In the course of negotiations Gen.Miles told Geronimo that the U.S.Army had the telegraph and the heliostat, both far superior to any Indian methods of communication. Geronimo expressed doubt and Miles then had the heliostat demonstrated for him, sending a message to Geronimo's brother at Fort Bowie, a distance of 65 miles, and back, in a short time. The Indian chief was most impressed and told a rider to go bring in Natchez and tell him, "There is a power here which he could not understand, and to come quick."

Thus the heliostat had performed its last and best work as an instrument in persuading Geronimo and Natchez that further resistance was futile. (Personal Recollections of General Nelson A. Miles)

# THE HELIOGRAPH

## NEW YORK HARBOR BOAT SERVICE

by James H. Bruns

Curator, U.S. Postal History and Philately  
National Philatelic Collection

Today, Harbor Boat Service scarcely ranks as a footnote in history, yet to a generation of senior Americans, this postal service frequently meant the difference between receiving a foreign letter one day or the next.

At the turn of the century New York's harbor bustled with docking ocean liners, but the majority of these steamers did not have any foreign mail aboard when they tied up at the docks. To save time, it had been offloaded miles away and hours before.

The foreign mail, which frequently was sorted and sacked on the high seas for distribution in the United States, was literally dumped into the hold of a sleek mail transfer vessel, (Fig. 1). Then it was speedily transported to shore where it either was forwarded directly to the main post office or stations for city delivery, loaded aboard railway cars for national distribution, (Fig. 2), or transferred to other steamships for transit to other foreign destinations.

Beginning in 1897, incoming steamships were met at the Quarantine Station in New York Bay, where they were detained for health inspection. There, while health officials examined the passengers and crew, the steamships were relieved of the mail. This eliminated the delays caused by inspection, in many cases saving from three to seven hours.

The novel service was the result of a \$40,000 appropriation provided by Congress in 1896. Service was inaugurated on July 1, 1897, as part of a four-year contract with the Starin Transportation Lines. Under the terms of the contract, which was for \$29,740 per year, the contractor was to furnish and maintain a suitable transfer ship.

Initially, the steamer "PEEKSKILL" was used. In addition to providing the postal boat, Starin was required to furnish all manpower necessary to handle the mails aboard the tender. The "PEEKSKILL", and subsequent mail ships, were kept in constant readiness day and night so that they could be dispatched to meet the incoming steamships of the American, Cunard, Hamburg-American, North German Lloyd, Generale Transatlantique, and White Star lines. A ticker tape message system was used to notify postal officials and the mail ship of the arrival of a liner at Quarantine.

A new vessel, the "POSTMASTER GENERAL", (Fig. 3), was specially fitted up by Starin as a replacement for the "PEEKSKILL". This tender made its trial run on December 10, 1898.

In 1901 Starin's service was renewed for another four years, and a subsequent four-year award was also made in 1905. As a part of the 1905 contract the "POSTMASTER GENERAL" was refurbished, including the expansion of its mail sack carrying capacity to 4,000 bags.

The transfer of mail from the White Star liner "BALTIC", which reached Quarantine on March 9, 1906, illustrates the value of this service. The "POSTMASTER GENERAL" came alongside at 7.20 a.m. In the time of slightly more than an hour, all 2,870 sacks of mail had been offloaded. This was accomplished by the use of a canvas-covered chute which was stretched between the steamship and the mail boat. The mail bags were dumped down the chute into the hold of the postal boat.

cont.



Figure 1 - Mail sacks from an incoming steamer being dropped to the "POSTMASTER GENERAL" - (All photographs courtesy of the Smithsonian Institution).

Figure 2 - Inside Pier 72 the mail could be immediately loaded into waiting New York Central or New Haven railway cars.



## THE HELIOGRAPH

cont.

Unless done beforehand, the primary separation of the mail was accomplished aboard the mail tender. Mail sacks were piled according to their destination. By 9.30 a.m. the mail tender had steamed the seven miles from Quarantine to a pier on the North River. There much of the mail was hastily offloaded by conveyor. The pouches that were discharged at this point were either immediately transported to the city post office, placed aboard New York Central or New Haven railway cars, or dispatched to other ocean liners. The postal boat then made a second stop at the Pennsylvania Railroad depot in Jersey City, New Jersey, where the remaining sacks were transferred to trains for dispatch over that rail line. The entire process of transferring all the 2,870 sacks of mail consumed little more than 4 1/2 hours. With this service, even before the arriving passengers had disembarked from the newly arrived ocean liner, the mail was on its way to its destination.

By 1909, when the contract was again up for grabs, the Harbor Boat Service had grown to such proportions that an additional boat was needed. Up to that time the "POSTMASTER GENERAL" had been used almost exclusively to meet incoming ocean liners from Europe. However, the number of steamships plying the European routes made it impossible for a single mail tender to keep pace with the mail traffic.

To relieve the pressure, another boat, the "JOHN LENOX", was put in service in August 1909. This was done as a temporary measure until a second mail ship could be acquired.

With a second mail tender, steamers of the Red "D" Line, New York and Cuba, New York and Puerto Rico, Panama Railroad and Steamship Co., and the Lamport and Holt Lines could be served, thereby expediting the mails from Puerto Rico, the West Indies, and South American ports. The addition of a second mail boat gave the harbor mail service a combined hauling capacity of 10,000 sacks.

Postal officials were extremely pleased with the performance of the harbor mail boats. Having more than one boat made a big difference in the service. In addition to handling the South American mails, if a transatlantic steamer arrived with a heavy mail it could be served by both boats. The mail could be separated on the steamship so that mails destined for New York City could be dumped onto one tender, while the mails for other destinations in the United States could be offloaded onto the second boat.

The contract for the enlarged service, operated from 1909 until 1913, was for \$77,900 per annum.

The service was an outstanding success. According to a 1909 article published in the POSTMASTERS ADVOCATE, the journal of the National League of Postmasters, approximately 80 million pieces of mail---representing roughly one letter for every man, woman, and child in the United States at that time--- were being transported by the Sea Post Service, and much of that mail was coming into this country by way of New York Harbor. The Sea Post operated like the Railway Mail Service, sorting and cancelling mail in transit while at sea.

For example, on a February 1909 voyage from Bremen to New York, the North German Lloyd Line's steamship "KAISER WILHELM II" brought 1,925 sacks of mail. Two German and two American Sea post clerks, in addition to three German porters, separated this mail aboard ship. In all, 785 sacks were opened, 455,000 ordinary letters were sorted, and 3,481 registered letters were divided according to destination. While making the distribution, the four clerks worked eleven hours each day.

cont.

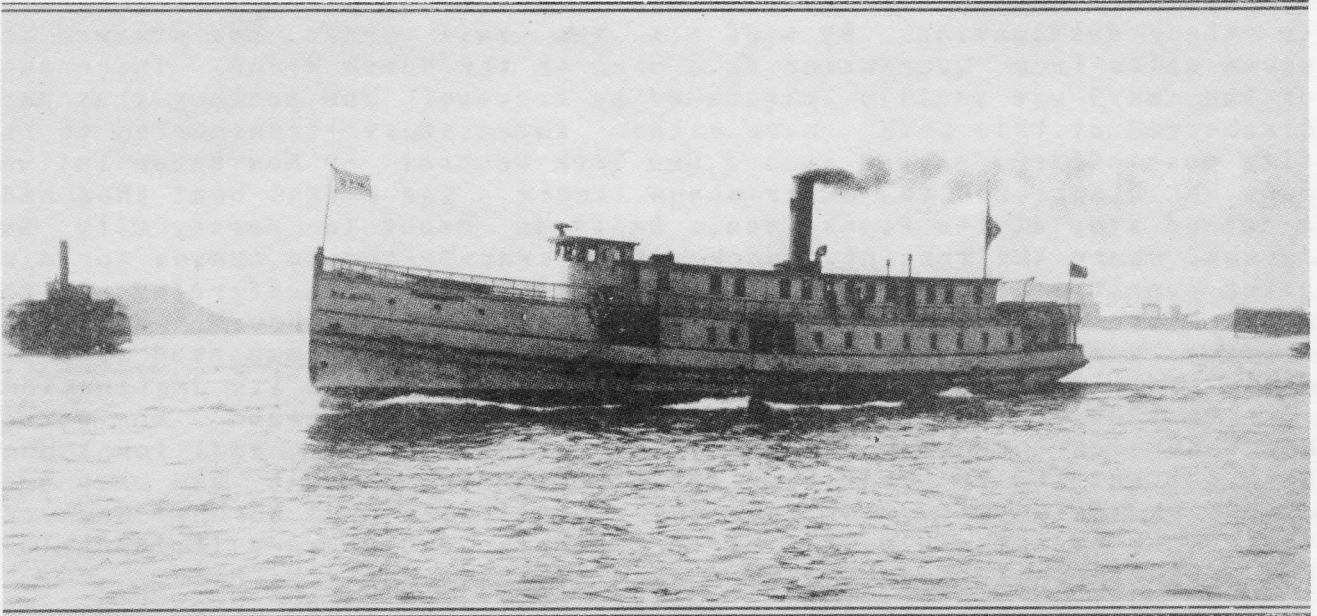
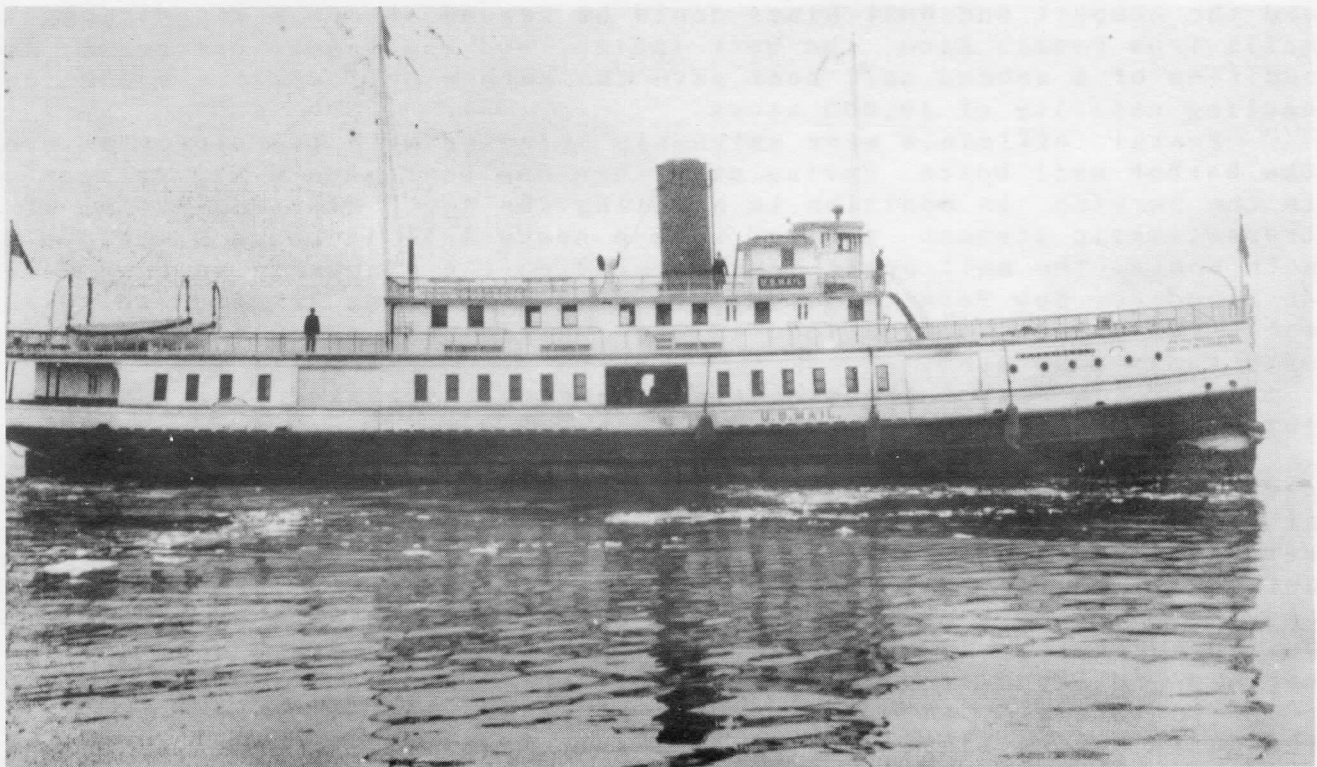


Figure 3-- The "POSTMASTER GENERAL" steaming up New York Bay with incoming foreign mail.

Figure 4-- The last mail tender in service, the "S.S. PRESIDENT".



## THE HELIOGRAPH

cont.

The mails for New York, for example, were sacked for 44 stations in the city and additional breakdowns for other destinations also were made in accordance with a schedule which included 128 distinct separations. This mail was greatly expedited because of the combined efforts of the Sea Post and the Harbor Boat Services.

Mail volume continued to grow, - so much so that a third mail tender was added by 1913. With some remodeling, including the addition of two extra mail chutes on the "POSTMASTER GENERAL", the three mail vessels could handle up to 16,000 sacks of mail at any given time.

This additional capacity was important. On the average, as many as one million sacks of mail were being transferred to the harbor tenders annually. This mail came from between 15,000 to 16,000 incoming mail-carrying ocean steamships.

Based upon the success of the New York mail boats, harbor transfer service was inaugurated at San Francisco on July 1, 1914. However, this service was initially limited to the transfer of letter mails.

Harbor Boat Service was discontinued during World War I. The service was suspended on April 20, 1917.

Four years later, on April 1, 1921, limited service was resumed, with mail pickups restricted to ships arriving between the hours of 6 p.m. to 4 a.m. In August of that year round-the-clock service was once again established. This time the harbor boats were operated under contract with the New York Central Railroad Company.

When service was cancelled in 1917 the New York contractor sold the mail transfer tenders. One was purchased by the War Department and was renamed the "GENERAL SAWTELLE." After the war the 167 foot vessel was purchased by the Post Office Department for \$1.00 and renamed the "PRESIDENT", (Fig.4). Postmaster General Will H. Hays, several assistant postmasters general, the postmasters of Jersey City, New York and Brooklyn, and certain members of the House and the Senate Post Office committees were aboard the "PRESIDENT" on its inaugural run. In Figure 5 the diminutive size of the mail tenders is shown as mail is being unloaded from one of the huge transatlantic express steamships of the period. Figure 6 gives a rare view of the interior of the mail tender with the transfer crew attacking a mountain of mail sacks.

Following the reintroduction of the service the operating base of the harbor mails was moved to Pier 72, North River. This pier was served by train tracks so that railway mail cars could be brought right to the docking area.

Harbor Boat Service, which in all its years of operation never failed to link up with an important incoming ocean liner despite gale winds, driving rains or pea soup fog, was terminated as of April 15, 1937. It was discontinued as a result of changes in the public health practices which made it unnecessary for most of the ocean steamships to be boarded by health inspectors at Quarantine.

\* \* \* \* \*

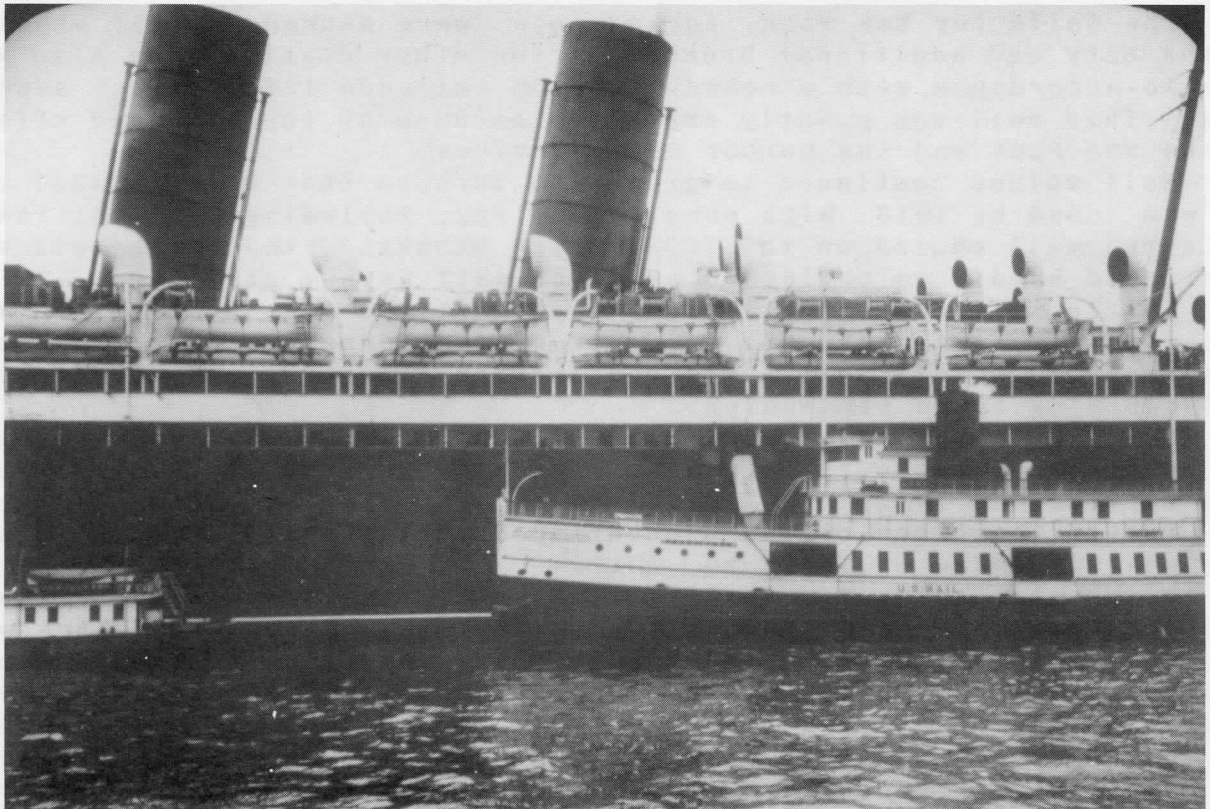


Figure 5 - Mail being transferred to the "S.S. PRESIDENT."

Figure 6 - Mail sacks being sorted according to their destination aboard the "S.S. PRESIDENT."



## THE HELIOGRAPH

### U.S. POST OFFICE "TRANSIT" POSTMARKS

by Charles F. Nettleship Jr. and Charles L. Towle  
continued from HELIOGRAPH No. 1

(Definitions as listed in the 1879 Postal Laws and Regulations)  
Separating.

A term used in the district divisions of post-offices, and in the railway mail service to indicate the act of dividing mail for the convenience of a post-office or route making the final distribution of same.

#### Separating Post-Office

Post-offices where mail is received for distribution and dispatch to other post-offices. Before the introduction of the railway mail service, all mail was either sent direct or to a distributing post-office, but now the larger portion of the distribution is done while en route by employees of the railway mail service, and only the mail for post-offices on star routes is sent to separating post-offices. Distribution post-offices are abolished.

#### Postmark, Transit

A backing postmark used to indicate time letter mail in transit through an office is received at such office.

#### Route , Star

A public highway or other road on which transportation of mails has been ordered and contracted for by the Post-Office Dept. (Named for the three stars at top of contract form).

#### Distribution

Matter sent to a post-office to be forwarded therefrom to other post-offices to which addressed.

#### Reg. 121

The Postmaster-General may designate offices at the intersection of mail routes as separating offices; and where any such office is 3rd or 4th class, he may make a reasonable allowance to the Postmaster for the necessary cost of clerical services arising from such duties.

As mentioned before, many Postmasters failed to live up to the "Transit" backstamp requirement, either using their receiving post-markers or completely ignoring the requirement. With the growing volume of business mail and the tremendous growth of mail sorting by the railway mail service, the transit postmarking more and more seemed to be a function of the large city main post-offices. Indications of the trend were orders such as E.C.No. 2814 of Dec. 10, 1909 in Postal Bulletin 9087 of Dec. 17th, which authorized suspension of the back-stamping requirement from Dec. 20th until Jan. 3rd to alleviate the burden of the Christmas mailing season.

Finally on May 8, 1913, the Postmaster General's Order No. 7107 directed the discontinuation of backstamping of ordinary mail. However the requirement remained in effect for special delivery and for the registered mail. Oddly, first class mail transit postmarks have been recorded between 1929 and 1937 at Baltimore, Boston and Philadelphia.

With our next listing of transit postmarks in the summer issue of THE HELIOGRAPH, we will present a discussion of the various types of machine cancel postmarks that have been reported from many sources.

# THE HELIOGRAPH

## Key to Post Office Transit Postmarks Shown on Plate II

BOS5 - Boston, Mass., 26, 1885, 6 PM - Early 6 bar type machine cancel  
 BOS6 - Boston, Mass., 28, 1886, 3 PM  
 BOS7 - Boston, Mass., 27, 1889, 3 PM  
 BOS8 - Boston, Mass., 24.5, NYD, 8 PM, 'Transit' First Line  
 BOS9 - Boston, Mass., 25.5, NYD, 9 PM, 'Transit' Third Line  
 BOS10 - Boston, Mass., 30, 1905, 1 PM  
 BOS11 - Boston, Mass., North Station, 29.5, 1904, 12 M  
 BOS12 - Boston, Mass. North Postal Station, 30.5, 1913, 3 PM  
 BOS13 - Boston, Mass., North Postal Annex, 30, 1935, 7 PM  
 BRD1 - Bradford, Pa., 27, 1893, 10 AM  
 BRN1 - Brandon, Vt., 27.5, NYD, 8 PM (?)  
 BRN2 - Brandon, Vt., 28.5, NYD, AM, Magenta  
 BRN3 - Brandon, Vt., 27, NYD, 12 M, Magenta  
 BRO1 - Brattleboro, Vt., 29.5, NYD, 10 AM  
 BRP1 - Bridgeport, Conn., 27.5, Banknote, 5 PM  
 BRS-1N - Bristol, N.H., 28.5, 1890, No time  
 BRS-1V - Bristol, Vt., 28.5, 1907, 2 PM (See illustration)  
 BRT1 - Brockton, Mass., 30.5, 1906, 2 PM  
 BYN1 - Brooklyn, N.Y., 29, Y.D. (?), 3 AM, partial  
 BUF1 - Buffalo, N.Y., 27.5, 1887, 9 PM  
 BUF2 - Buffalo, N.Y., 28.5, 1888, 2.30 PM  
 BUF3 - Buffalo, N.Y., 28.5, 1890, 1 PM  
 BUF4 - Buffalo, N.Y., 29.5, 1892, 1 PM  
 BUF5 - Buffalo, N.Y., 27.5, 1895, 5 PM  
 BUF6 - Buffalo, N.Y., 28.5, 1896, 12 M  
 BUF7 - Buffalo, N.Y., 28.5, 1898, 3 PM  
 BUF8 - Buffalo, N.Y., 28, 1899, 8 PM  
 BUF9 - Buffalo, N.Y., 23.5, 1903, 4 PM  
 BUF10 - Buffalo, N.Y., 23, 1905, 7.30 PM

-Notes-

Markings in black  
 unless otherwise noted.  
 All diameters shown in  
 millimeters. NYD -  
 No year date in cancel.

\* \* \* \* \*

Figure 1 - Bristol, Vt. transit postmark (Type BRS-1V) on post card with 1 cent Franklin used 1907 from Lincoln, Vt. July 17 to South Hero, Vt. Concentric circle killer. Attractive transit postmark on face.

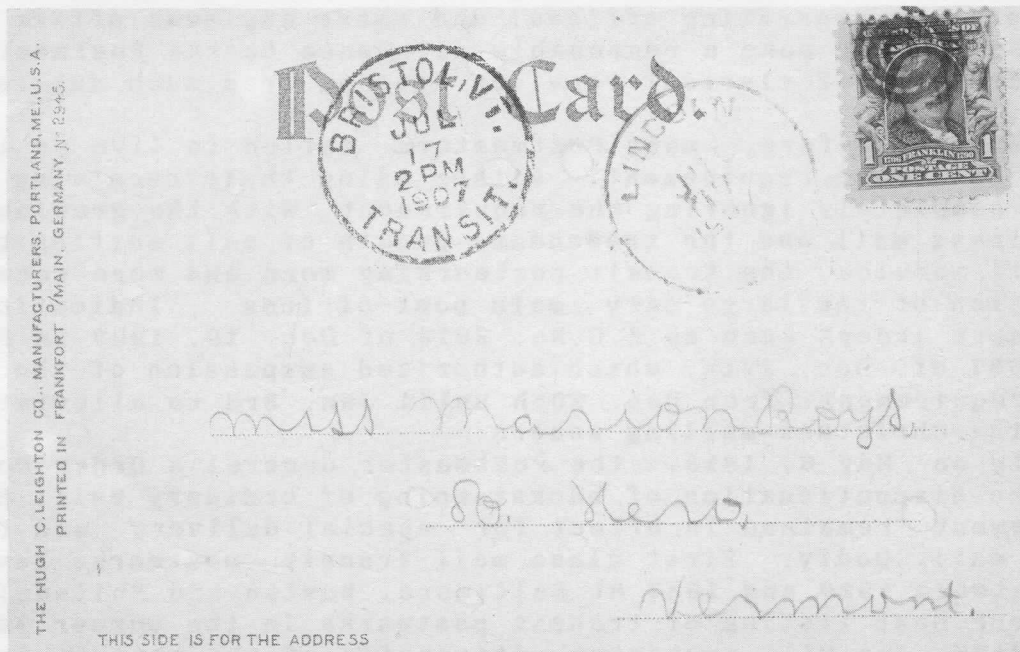


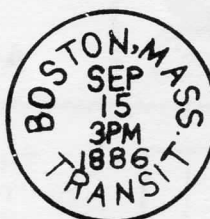
Figure  
1

THE HELIOGRAPH

PLATE II - POST OFFICE TRANSIT POSTMARKS



BOS5



BOS6



BOS7



BOS8



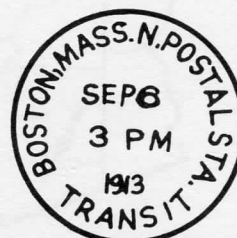
BOS9



BOS10



BOS11



BOS12



BOS13



BRD1



BRN1



BRN2



BRN3



BR01



BRP1



BRS-1N



BRS-1V



BRT1



BYN1



BUF1



BUF2



BUF3



BUF4



BUF5



BUF6



BUF7



BUF8

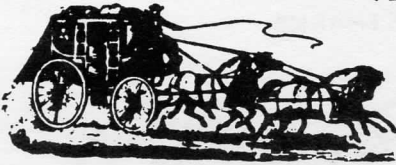


BUF9



BUF10

## TERRITORIAL POST OFFICE STUDIES



# QUIJOTOA

## ARIZONA TERRITORIAL POST OFFICE



THIS POST OFFICE APPROXIMATELY 85 MILES WEST OF TUCSON IN PIMA COUNTY WAS ESTABLISHED DECEMBER 11, 1883, WITH RANSON GIBSON AS POSTMASTER. THE NAME IS A SPANISH CORRUPTION OF 'KIA HOA TOAK', THE PAPAGO NAME FOR A NEARBY MOUNTAIN WHOSE TOP RESEMBLES A CARRYING BASKET. MINING HAD BEEN DONE IN THE AREA SINCE 1774, WHEN ORES WERE REPORTED SHIPPED TO BAJA CALIFORNIA FOR REDUCTION. SIGNIFICANT MINING OF COPPER BEGAN IN 1879. ALEXANDER MCKAY FOUND RICHER DEPOSITS IN 1883. LOGAN, NEW VIRGINIA AND BROOKLYN WERE OTHER MINING COMMUNITIES IN THE IMMEDIATE AREA. THE ORES WERE EXHAUSTED BY 1885 AND THE AREA WAS LEFT TO THE INDIANS, ALTHOUGH THE POST OFFICE REMAINED OPEN UNTIL AUGUST 31, 1942. THE POST OFFICE DEPARTMENT REPORT OF JULY 1, 1885 REPORTS THAT THE THEN-POSTMASTER F. A. STEVENS RECEIVED COMPENSATION OF \$485.63. POSTAL ROUTE #40146 FROM TUCSON SERVED CABABI AND QUIJOTOA AND WENT ON 48 MILES WEST TO ALLEN AT VARIOUS TIMES, BUT THE EXTENSION TO ALLEN WAS DISCONTINUED ON JANUARY 15, 1886. HIRAM C. SLAVENS WAS THE CONTRACTOR IN 1884, 1885 AND 1886, AND C. A. HARMAN HELD THE CONTRACT UNTIL JULY 15, 1887. AS OF MARCH 28, 1884, THE SERVICE WAS 6 TIMES PER WEEK, WITH A RUNNING TIME OF 12 HOURS FOR THE 87 MILES FROM TUCSON TO QUIJOTOA. IN 1886, 18 HOURS WERE PERMITTED FOR THE ONE-WAY TRIP 3 TIMES WEEKLY. IN 1912 A PLACER GOLD MINE AT THIS LOCATION WAS KNOWN AS HORSESHOE OR HORSESHOE BEND.

When the registered letter or parcel accompanying this card is delivered, the Postmaster will require signature to the receipt on the other side, also on his record of registered deliveries, and mail this card without cover to address below.  
A penalty of \$300 is fixed by law for using this card for other than official business.

**Post Office Department.**

OFFICIAL BUSINESS. Post Office at

**RETURN TO:**

Name of Sender *W. R. Allen*

Street and Number, }  
or Post Office Box. }

Post Office at **Tucson, Ariz**

County of \_\_\_\_\_ State of \_\_\_\_\_

Stamp here name of post office  
**QUIJOTOA**  
**MAR 7**  
**1885**  
Add date of delivery

# THE HELIOGRAPH

## BOOK REVIEWS AND NEWS

### (1) THE POSTAL HISTORY OF NEW HAMPSHIRE -- THE POST OFFICES AND FIRST POSTMASTERS FROM 1775 TO 1985.

This is the fifth book in a series by Chester M. Smith Jr. and John Kay. It has been preceded by similar volumes on (1) Pennsylvania, (2) New Jersey, (3) New York and (4) Delaware, D.C. and Maryland. The 159 page hardbound book was printed by Raven Press and may be purchased from the publisher, The Depot, Box 2093, Lake Oswego, OR. 97034 for \$22.00 postpaid.

Physically, this book is an improvement on the Maryland Postal History book with a better binding job. The book contains a preface, an outline map of New Hampshire showing the 10 counties, a table of abbreviations employed, a table of contents, a bibliography, a listing of post offices by the 10 counties plus one unlocated post office, a listing of first postmasters by name (interesting for genealogical purposes), and an alphabetical listing of the post offices. The introduction mentions the assistance given by Elwyn Doubleday, the well-known New Hampshire postal history dealer of Alton Bay.

The first post office in New Hampshire started at Portsmouth on July 26, 1775. Table 1 shows number of post offices in existence for each year, reaching 593 in 1894 and declining to 272 in 1985. Table 2 gives a list of post offices established through 1800. Table 3 gives the dates of formation of the 10 counties, beginning with Cheshire on April 4, 1769. Table 4 gives a listing of parent post offices and the sub-units assigned to them. There are a total of 16 illustrations of small-town New Hampshire post offices.

The county listing of post offices shows the name of post office, the date of establishment, and discontinuance- if applicable, along with name of first postmaster and certain notes. The listing of first postmasters is given alphabetically with date (From this I learned an ancestor of mine, Gardner Towle, was the first postmaster at both Lee and Wadley's Falls in Strafford County). Finally, the listing of post offices alphabetically shows the beginning and ending dates for each office.

There has been a contention by some reviewers that this series of post office listings was not actually postal history, but in a basic sense they are a most necessary first step in the evolution of a complete postal history for a given state. From this book as a guide one can then take the second step of compiling a complete listing of all the postmasters that worked the offices during the periods given, and finally the search for, recording of, and publication of the complete listing and illustration of all postmarks employed at all offices. For this last step, naturally the most difficult, the services of a specialized collector such as Warren Kimball Jr. is required.

Only two points bother me about this useful book. The first is that I firmly believe a map should be furnished for each of the ten counties showing the location of all offices listed. There are partial maps of a few counties, but in such a small state it would not be a hard task to furnish complete maps of all ten counties. The second is that the eight page bibliography is a bit too extensive and contains some references that are known to be out-of-date, while some more recent works (including one with a section by one of the co-authors), are not listed.

On balance this is a most useful reference work, and it is hoped that Messrs. Smith and Kay will proceed on to Vermont and Connecticut next.

CLT

## THE HELIOGRAPH

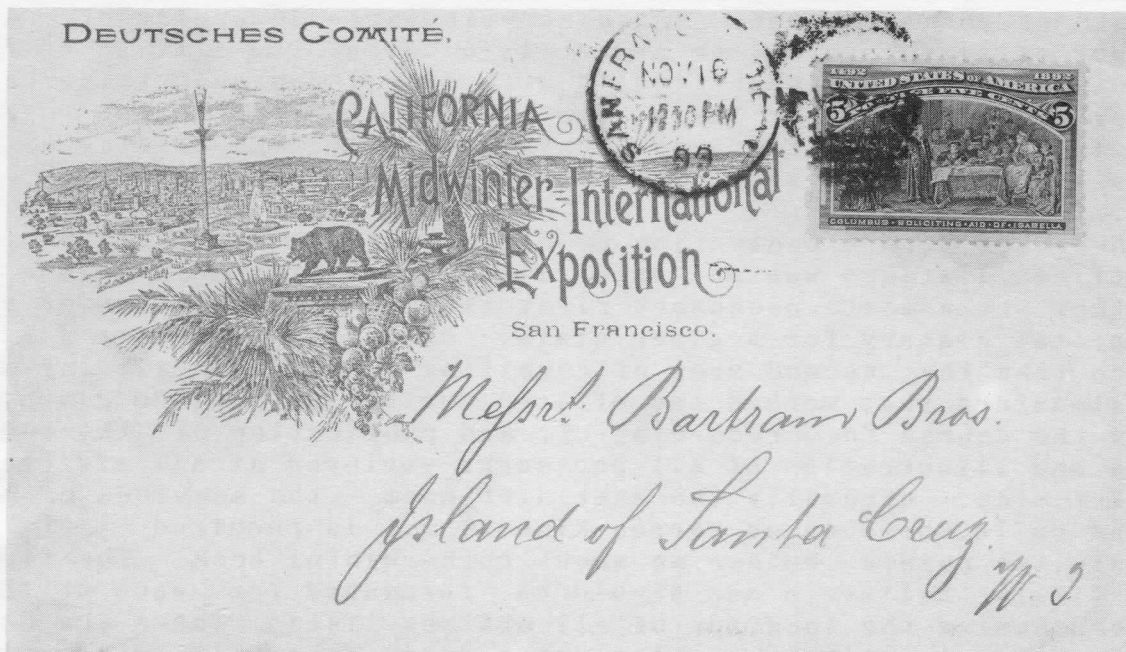
### OUR FEATURE COVER FOR THIS ISSUE

In the first issue of THE HELIOGRAPH we reviewed a most interesting volume - "Postal Markings Of United States Expositions" by William J. Bomar. By coincidence, our feature cover in this issue is a promotion envelope for one of the rarest of such expositions - the California Midwinter International Exposition, held in San Francisco from January 1 to June 30, 1894.

This exposition, utilizing many exhibits from the Columbian Exposition held in Chicago in 1893, was situated in Golden Gate Park. As it was the first Pacific Coast Fair and was held at a rather unsuitable time, it only attracted 1,300,000 visitors, according to the Bomar book.

This attractive corner card cover, illustrated below, was postmarked at San Francisco about six weeks before the opening of the Exposition. It carries the name of the German Committee for the Exposition and is succinctly addressed to Messrs. Bartram Brothers, Island of Santa Cruz, West Indies. Evidently The post office clerks of 1893 knew their geography far better than I, as it took me fully a week to discover in an old atlas that Santa Cruz was a prior name for St. Croix, the southernmost of the Danish West Indies (now U.S. Virgin Islands). The five cent Columbian stamp was a nice addition to this fine cover, but it is a pity that no letter was enclosed.

Note the bear of the 1846 Bear Flag of the California Republic prominent in the attractive corner card design. Certainly this noble animal should serve as the emblem for the much-discussed 1997 California International Philatelic Exposition in commemoration of the 1996 sesquicentennial of the California Republic!



# THE HELIOGRAPH

## COIL WRAPPER LABELS

by Charles F. Nettleship Jr.

In the initial outline of its editorial policy, THE HELIOGRAPH, stated its intention to include the coverage of "cinderellas". This is consistent with the concept that it is still possible to have fun in philately without incurring financial futility. This presentation may be considered so remote from classic philately as to be more like Cinderella's glass slipper, - or even the pumpkin coach.

On the other hand, in the course of years there has been some correspondence with philatelists on this subject, and, at various times, suggestions were made that those who were interested exchange wrapper specimens. We have no knowledge that such a procedure was ever developed. It is appropriate, at least, to outline the subject of this tenuous adjunct of philately. (We might ask, of course, why is it less suitable to collect coil wrappers than covers of booklet panes?)

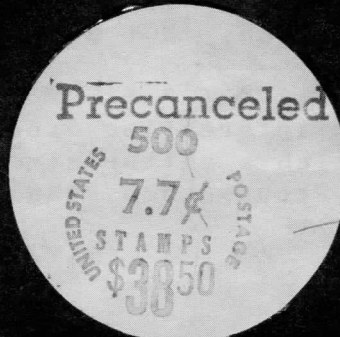
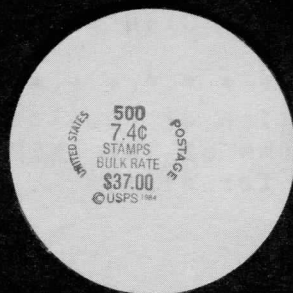
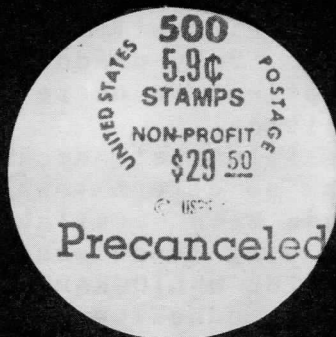
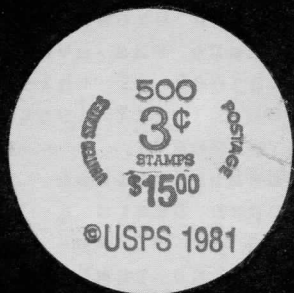
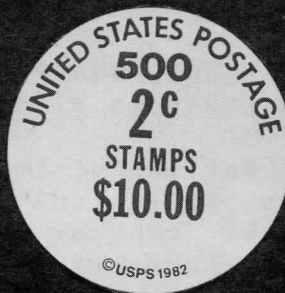
At the time the purchase of a complete coil of any denomination of U.S. postage stamps takes place, the transparent wrapper bears a label giving the quantity, denomination, and total value of stamps enclosed; occasionally additional description is given and the year-date. Today the stamps most commonly used for household purposes, in quantities of one hundred per coil, are frequently sold in a semi-rigid plastic container which can double as a dispenser if opened carefully. This is a cube-shaped item, approximately one inch in all dimensions and with scarcely-visible raised lettering at the top. No label is affixed. But labels do continue to be found on coils, particularly those issued for fractional denominations and for special purposes such as for bulk mail or for non-profit organizations.

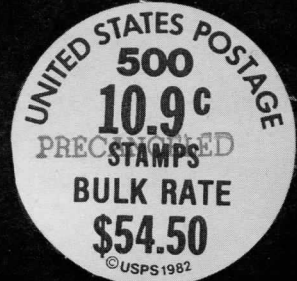
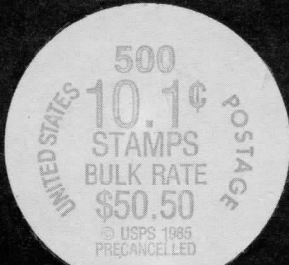
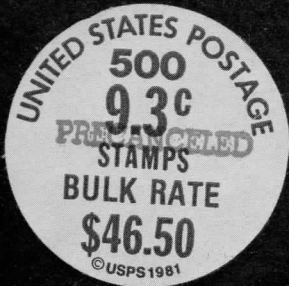
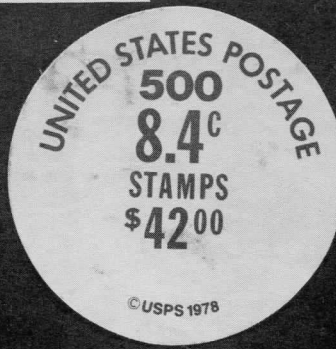
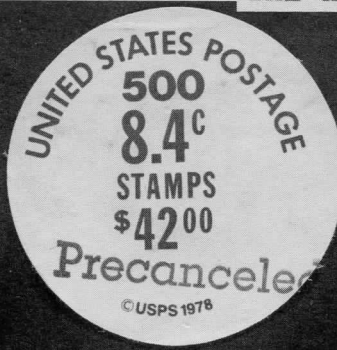
Inasmuch as few people buy odd denominations of high-value stamps for personal day-to-day use, the question will arise as to sources for obtaining coil wrappers from such postage. This is particularly the case if one has access only to the rural or branch post offices where supplies of these coils are seldom, if ever, stocked. In large post offices where clerks routinely sell twenty-five or fifty stamps from a coil, they may, - if requested appropriately, - save wrappers for those who have established friendly relationships. As may be true of post offices in many of their activities, the response varies from "Glad to oblige" to "No way". Very productive sources of coil wrappers are the non-profit organizations or users of bulk mail, and these may exist in many smaller localities.

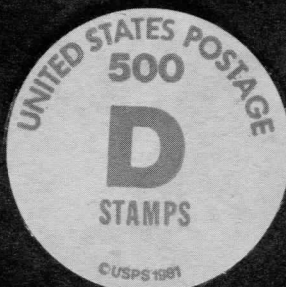
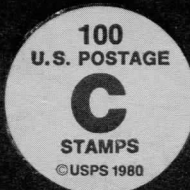
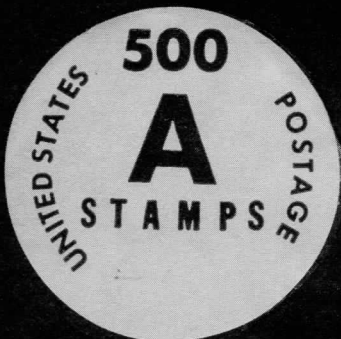
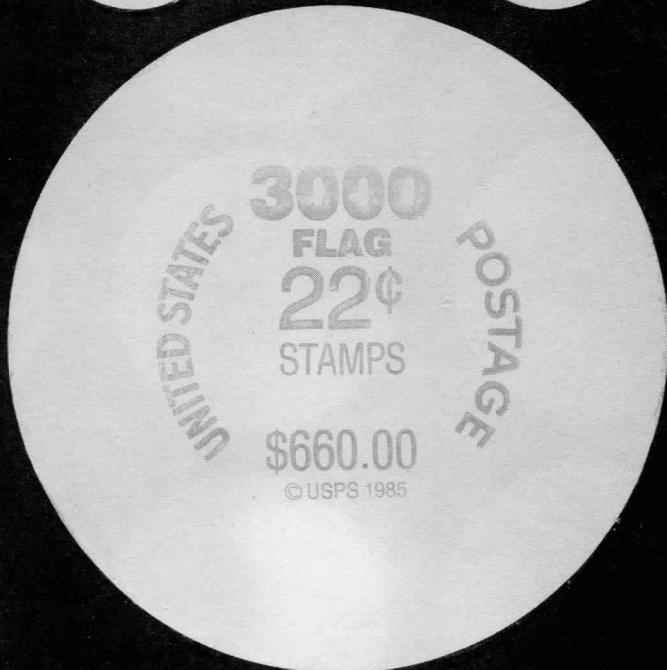
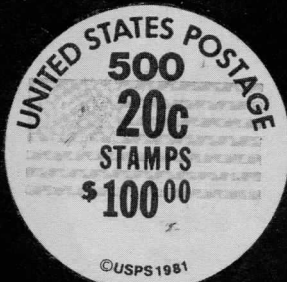
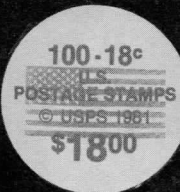
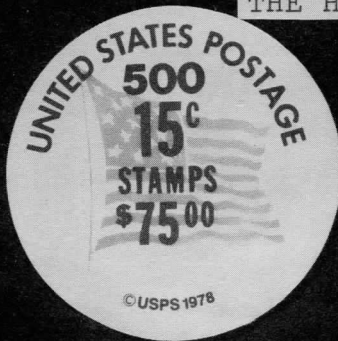
The following illustrations are of samples from a collection the writer formed with no effort towards completeness: they simply give an idea of what has been available in recent years. Any subscriber interested in receiving specimens of coil wrapper labels may obtain some by writing to THE HELIOGRAPH, enclosing a No. 10 SASE with the request. Because the adhesive now used is so tenacious, portions of the wrapper almost inevitably adhere to the label no matter how much care is exercised in the removal. This constitutes some unavoidable bulk with what we send, but we will be "Glad to oblige" with your requests.

\*\*\*\*\*

EDITOR'S NOTE: An interesting exposition of collecting cinderellas appears in Bill Welch's editorial column of THE AMERICAN PHILATELIST of February 1987. Recommended reading for all!







## THE HELIOGRAPH

### THE POSTAL HISTORY OF ORACLE

by Omega Williamson

Oracle, AZ. is a Pinal County town located on the northern flank of the Santa Catalina mountains, 39 miles by highway northeast of Tucson. Its altitude of 4,154 feet, nearly 1800 feet higher than that of Tucson, has benefited Oracle with a cool climate, so in the pre-air conditioned days it was a health resort of national renown, with some additional importance from mining and ranching. According to ARIZONA PLACE NAMES, the name was first given to a mine southwest of the village by a man named Weldon who had come around the Horn in 1875 on a ship named the "ORACLE".

As in all postal history, there are variations in dates throughout the records. Both Barnes and Theobald give the date of the establishment of Oracle post office as Dec. 28, 1880, but the Daily Postal Bulletins produced in Washington, state that the post office at Oracle was established on Route 40110 (special), from Tucson, Jan. 26, 1881.

No definite knowledge of the location of the first post office has been passed down, but from the writings of early historians and pioneers of the time, the office possibly was situated in the home of the young first postmaster, James T. (Jasper) Branson. This was a small house that Branson built just above the McKay house - the first to be built in Oracle.

The first post office was discontinued on April 24, 1883, when Branson closed the office and moved out to tend a herd of cattle on shares with Bob Leatherwood. After an interval without a post office, Mr. E.S. Dodge became the postmaster and opened a new post office at the Acadia Ranch (later Acadia Ranch Hotel) on Jan. 7, 1885. Figure 1 shows the Acadia Ranch Hotel which was the site of the post office for 16 years until 1901.

The third postmaster was John W. Estill, a broom manufacturer from Ohio, who had established his arthritic wife in Oracle's new Mountain View Hotel for her health and had been making many trips west to visit his ailing wife. Estill soon realized the value of the beneficial climate of Oracle and moved to the West. He built a small square building to store the merchandise periodically hauled up from Tucson and opened Oracle's first store. On Jan 21, 1901 John Estill accepted the position as postmaster of Oracle and located the post office in his store. In 1906 Estill sold the business to Thomas V. McCauley and moved into Tucson.

McCauley became postmaster Dec. 24, 1906, continuing the operation of the post office in his store, which was soon enlarged to take care of the needs of the growing town. McCauley entered into partnership with John W. Lawson, who in turn accepted office as the postmaster Feb. 18, 1911 - being the last Territorial postmaster, as well as the first postmaster of the new State of Arizona.

As the town continued its growth and became well known around the country, its fame as a health resort for the wealthy spread. With very little entertainment available, the store and its post office became the focal point of activity for the community. On the days the mail was staged in from Tucson, the town's residents, as well as cowboys from nearby ranches, congregated, and many took advantage of the opportunity to stock up on supplies at the store. (cont.)

## THE HELIOGRAPH

Among the newly arrived residents seeking restoration of their health was a young Kentuckian, Leslie C. Terry. Terry soon became very popular in the town, and, as McCauley was seeking a successor, he sold his interest in the store to the young man. On Dec. 23, 1914 Terry became the new postmaster of Oracle, and a partner with John Lawson in the store. Again, this was in the process of enlargement of the building and its stock. Unfortunately the Terry's infant son died and Terry moved his family to Florida, forcing John Lawson to again take over as postmaster as of Sept. 1, 1926. Figure 2 shows a view of the post office and store at stage time during this period. During the second Lawson regime the post office was damaged by fire and was relocated at its previous room in the Acadia Ranch for a short period during the reconstruction.

From July 1, 1943 to June 1, 1946 T.N.Clark served as the Oracle postmaster, being succeeded by Lloyd K. Basteen. During March 1959 the post office was relocated at a new building on the north side of the road, sharing the building with Oracle's dentist, Dr. Bunch. Due to ill health, Postmaster Basteen retired in 1959.

Nancy Terry, daughter of Leslie C. Terry, spent the war years in the U.S.Navy. Returning home to Arizona, she attended the University of Arizona in Tucson before entering the postal service as assistant to Mr. Basteen. She was appointed postmaster on December 31, 1959. The tenure of Postmaster Nancy Terry lasted for 24 years, the longest period enjoyed by any one postmaster in the history of the Oracle Post Office.

Thus we have preserved for the future a record of the postal history of this small town. There are many thousands of such towns in this great country, and postal historians are urged to record all the names, dates, events and facts that can be gathered together now, before such data disappear into the dark fogs of oblivion due to the passing of time and indifference of official attitudes.

This article was prepared from a chapter "Oracle Post Offices and Postal Personnel", which is included in a forthcoming book, tentatively entitled "THE ORACLE STORY".

### Bibliography:

ARIZONA TERRITORY POST OFFICES AND POSTMASTERS, John and Lillian Theobald. 1971, Arizona Historical Foundation, Phoenix, AZ.

ARIZONA PLACE NAMES, Will C. Barnes, 1935, University of Arizona, Bulletin No. 2.



1



2



4



5





# THE HELIOGRAPH

Many old Post Office Dept. bulletins never reached the public domain, thus becoming unavailable to postal historians. For research purposes we will publish these bulletins from time to time. This 1896 8th Division Railway Mail Service bulletin gives routing instructions for those Oregon post offices NOT served by the Omaha & Ogden (Oregon) classification via Green River, Pocatello and Portland. Of these 144 offices listed in 1896 only 48 remained in service in 1971!

## OREGON

For Use of Lines East of Missouri River.

ALL TO OMAHA & OGDEN (OREGON), EXCEPT THE FOLLOWING OFFICES,  
WHICH FORWARD AS PER FOOT NOTES:

*Ahlers	Derby	Lakeview	*Seaside
Altamont	Draper	Langells Valley	Shake
Althouse	Dryden	Leeds	Silver Lake
Anderson	Eaglepoint	Leland	Siskiyou
*Apiary	*Elsie	Lorella	*Skipanon
Applegate	Etna	Lucky Queen	Snow
Asbestos	Ferry	*Marshland	Soda Springs
Ashland	*Fish Hawk	*Mayger	Steamboat
*Astoria	*Flavel	Medford	Steinman
*Barbra	Fort Klamath	*Medley	Summer Lake
Barron	Gale	*Melville	*Svenson
Beagle	Galice	Merlin	Tablerock
Bedfield	*Goble	*Mishawaka	Talent
Bigbutte	Goldbeach	*Mist	Tolo
Bly	Goldin	Murphy	Trail
Bolt	Goldhill	Naylox	Tule Lake
Bonanza	*Grand Rapids	New Pinecreek	*Valley
*Braunsport	Grants Pass	Olene	*Vernonia
Brownsboro	Grave	Olete	*Vesper
Browntown	Harbor	*Olney	*Vinemaple
*Cannonbeach	*Hopkins	Paisley	Vistillas
*Carico	*Houlton	*Peris	Waldo
Centralpoint	*Hudson	Phoenix	†Warner Lake
*Chadwell	Illaher	*Pittsburg	*Warren
Cheteo	Irma	Placer	*Warrenton
*Clatskanie	Jacksonville	†Plush	Watkins
*Clatsop	*Jewell	Prospect	Wedderburn
*Clifton	*Keasy	Provolt	Wellen
Olimax	Keno	*Quincy	*Westport
Oolestin	Kerby	*Quinn	Wilderville
*Columbia City	Klamath Agency	*Rainer	Williams
Crystal	Klamath Falls	Rockpoint	Wimer
Dairy	*Knappa	Royston	Wolfcreek
*Deer Island	Kubli	*Saint Helen	Woodville
*Delana	*Kyser	Sams Valley	Yainax
*Dent	Lakecreek	*Scappoose	*Yankton

Matter without prefix label "Portland & San Fran., (Ore.), via Sacramento," and forward via Omaha & Ogden R. P. O.

Matter prefixed with a \* label "Spokane & Portland, Ore.," and forward from Chicago via Chicago & Minneapolis and from U. P. Transfer via Lincoln & Billings R. P. Os.

Matter prefixed with a † combine with matter for the State of Nevada.

Approved: JAMES E. WHITE, General Superintendent.

JUNE, 1896.

SAML. FLINT, Supt. R. M. S. 8th Div.

## THE HELIOGRAPH

### THE MYSTERY OF ARIZMO, AZ.

by Robert B. Bechtel

It may not at first seem obvious why the Arizona town of Arizmo should be a mystery. The Theobalds list the post office as originating on September 19, 1903 and lasting only until September 15, 1906. There is nothing unusual in this. Many Arizona towns grew up and died within the span of a year or two. And in Byrd Granger's ARIZONA PLACE NAMES of 1960 there is a notation that this town was named by people from Missouri and Arizona who homesteaded the area. Hence, the name is a combination of the abbreviations for both states. But there is also a note that the location is unknown. Here the mystery begins and grows ever wider.

Actually, in my great complacency over the archives that the Western Postal History Museum keeps, I felt that the location would be an easy mystery to solve. Some time ago William Alexander, founder of the museum, had gone to Washington and uncovered a file on Arizona post offices that the U.S. Archives didn't even know existed. He meticulously xeroxed all of these papers and brought copies back to the museum. This is how the museum has such an extensive set of records for Arizona post offices. The records were of every post office filed for, the location on a grid map, and the dates of opening and closing with the names of postmasters and their dates of accession.

And this complacency was not ill placed. There, in the file under "A" was the town of Arizmo with a map showing the location of the post office with township and range designations. What could be easier? On a sunny Sunday after my family and I had camped in the Chiricahuas, I parked my four-wheel drive vehicle under a railroad overpass and headed for the spot designated on the map. The map was very precise. There in township 22 south and range 29 east of the county of Cochise was the town of Arizmo. It was very clear that Arizmo was very close to highway U.S.80 as it went north of Douglas. Landmarks such as College Peak were clearly marked and the old locations of Tufa and College Peak sidings were also clear (See map).

So, for any ghost town hunter this was an exciting opportunity to go out and find a lost ghost town! However, ghosts have a way of vanishing in the daylight that can be exasperating. Not only did I try that first time, but there were three more excursions to find Arizmo. None had any success. I began to realize that the map itself had some puzzling aspects that made it very difficult to locate a spot that seemed so clear at first. The map shows the Swisshelm mountains just to the north of Arizmo. Actually the Pedrogosa mountains are the ones that are in that location. The Swisshelms are farther north and west.

The map shows a crossroads at the bottom of College Peak and there is one there today. It even seems to go up the hill to an Arizmo-like location in the hills. My family resisted this road, experiencing its lurching turns as a definite threat to health and well-being. But even with these sacrifices, there was still no trace of a foundation or a sign of a habitation that could be reconciled with the map. Tufa, which preceded Arizmo as a post office in 1903 (Jan-Aug),

cont.

was easy to locate in the level area next to the road. This was also true of Cazador which never had a post office. Buildings that date from the Cazador period are still there and are the buildings that one sees from the road.

Another interesting fact came out when my friend Charles Towle pointed out that the El Paso and Southwestern railroad, clearly shown on the map, had a schedule published in 1902 which showed a stop at College Peak at 4:30 PM on the westbound train and a stop at 10:00 AM on the eastbound, indicating that train service was fairly convenient to the site. The map shows a curve, however, that goes far south of the actual location of the railroad.

With all these problems, it seemed that the next best course was to consult the county records in Bisbee to find out what could be learned. Since Granger said there were homesteaders, it would be good to start there. There were, of course, no records of a homestead being filed at the township or range locations given as Arizmo.

However, in the books on mining claims and in the corporate record book, there were some interesting details. In the corporate records the Arizmo Development Co. (Book 2, p.51) was incorporated on Sept. 1, 1901. Incorporators were George W. Jackson of San Diego, Le Ray D. Arnold of St. Joseph, Mo., and John W. Gregory of St. Joseph. Where were the Arizona components of this corporation? Capitalization was at one million dollars with a par value of one dollar per share, a common practice.

The mining claims were filed under both the Arizona Development Co. and Arizmo Development. Fancy names for the claims like Aygh, Bee, Cee, Dee, Copper Cup, Arnold, Gregory and Silver Basin appear. These are later filed again with new names in 1904. After that, nothing.

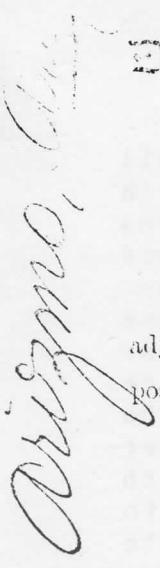
The fact that there are only mining claims is further complicated by the appearance of the first known cancel from Arizmo which turned up in a Spelman auction in 1984. The cancel is a Kriege type A, thin double bars with numeral. The corner card clearly states it is from the Arizmo Development Co. The cover sold for \$1,000, making it one of Arizona Territory's most valuable items of postal history. It still remains the only known example of a cancel from Arizmo.

So the mystery remains unsolved. The original application for a post office claimed that Arizmo was a "mining community of about 40 people." If there was a post office to cancel mail, where was it located? And if there were homesteaders, why is there no record of their homesteads? Is it possible the entire corporation was a land swindle, a scheme to hide mining claims, or just one of the many dreams of our pioneering days that went bust? You are welcome to join me in the search.

Drizmo, (Cousin)

Drizmo, (Cousin)

Drizmo, (Cousin)



Drizmo, (Cousin)

Drizmo, (Cousin)

Drizmo, (Cousin)

## THE HELIOGRAPH

### PRE-CIVIL WAR POST OFFICES IN ARIZONA

By Eugene Nelson

What is now Arizona was a portion of New Mexico Territory until 1863. The post offices with which we are concerned were listed in postal records as in New Mexico Territory. The earliest United States post office established in what is now Arizona was at Fort Defiance just west of the present state boundary. This office was opened Apr. 9, 1856 with John E. Weber as Postmaster. He served until the office was discontinued on October 21, 1863. His compensation for the year ending June 30, 1861 was \$75.21 and the net proceeds of the office were \$19.55. Presumably this office was serviced from Santa Fe by the Military Express, as no record of a post office contract for mail service during this period was found. The contract of May 1858 with Jacob Hall to carry mail from Kansas City, Missouri, via Santa Fe to Stockton, California went by way of Albuquerque and Zuni, a route considerably south of Fort Defiance.

Fort Buchanan was the second "Arizona" post office, opening officially on June 5, 1857. Elias Brevoort was Postmaster until Sept. 29, 1858, when William J. Godfrey succeeded him. On March 24, 1859, Thomas F. White was appointed. Theobald lists the office as closing on October 21, 1860, while Dike considers the office closed on October 21, 1863. Neither date seems correct, as the Postmaster General in his report for 1861 lists Postmaster White as receiving \$128.50 compensation for three quarters of that fiscal year, with a \$5.89 balance due the United States. The report of 1859 had no financial report for the office. Brevoort had been reported to have (along with Jacob Houghton) carried mail from Santa Fe to El Paso in July of 1854. He was sutler with the four companies of the First Dragoons which Major Enoch Steen brought to the Tucson area in November of 1856. As of December 4, 1856 he was named Postmaster at Tucson, but he appears to have never functioned in that capacity. The troops with which he was associated moved south along the Santa Cruz River to a junction with Sonoita Creek, where Camp Moore was established temporarily but no post office functioned officially. In a few months they moved to the site on Sonoita creek some miles north of present-day Patagonia and established Fort Buchanan. Since no regular mail route served any portion of southern Arizona at that time, Military Express to the forts on the Rio Grande River provided mail service. Some civilian mail was carried. Two covers postmarked from Santa Fe in early 1857 contained letters written by personnel at Camp Moore and presumably were carried by Military Express to the nearest functioning post office.

From December 1, 1860 to when the Overland Mail Stage ceased to operate to the East in April of 1861, mail from Fort Buchanan apparently was brought to Tucson under Contract 12862. This contract was awarded to William Wrightson for weekly service from Tucson through Soparti, Tubac and Calabasas to Fort Buchanan. Pay was \$1650 per year. Postal records show payment of \$963.99 through June 30, 1861. In his diary written at Tubac, Robinson reports mail to the East was taken to Fort Buchanan during May, June and early July of 1861, presumably to be taken by Military Express to the upper Rio Grande valley and sent on to Union-held territory. Robinson reported that a Military

cont.

## THE HELIOGRAPH

Express from the East for Fort Buchanan had been attacked and all killed, but he later reported that the attack had not been confirmed. Mail from the East via Fort Buchanan was again reported on June 25 and July 4. During this period William S. Grant's stage line from Tucson to Fort Buchanan by way of Tubac apparently operated on route 12682 as the sub-contractor. While the contract was held by Wrightson, his principal duties were with the Sonora Mining and Exploration Co. of Tubac. In mid-July of 1861 the Fort was abandoned and burned as the troops were withdrawn to the Rio Grande, so it no longer served as a channel through which the mail from the East reached Tubac and Tucson. Grant's warehouse in Tucson was set on fire July 15, 1861, by troops from Fort Buchanan. This had been ordered, as was the burning at the Fort, to prevent supplies from falling into the hands of Confederate sympathizers. What was probably the last run of Grant's stage from the Fort to Tucson was reported at Tubac on July 10. Fort Buchanan was not reestablished following the Civil War.

Tucson, the third "Arizona" post office, became officially functional on November 11, 1857, with the appointment of Mark Aldrich as Postmaster. Elias Brevoort had been named Postmaster of Tucson as of December 4, 1856, but no evidence exists that he actually functioned in this capacity. The first westbound mail on the San Diego to San Antonio line (Contract 8076, effective July 1, 1857) reached Tucson in mid-August of 1857, having left San Antonio on July 9. The first mail from San Diego left there on August 9 and reached Tucson on or about August 28. The first westbound mail arrived in a 2-wheeled cart made from the front wheels of a wagon that had broken down en route. Henry Skillman was the driver. The eastbound mail had left San Diego with saddle mules and pack animals. Since Aldrich was not yet appointed, no official Postmaster was in Tucson to receive these early mails. However, in 1855 Aldrich had opened the first Tucson store owned by an American, and he quite probably served unofficially until appointed. Aldrich had his store and associated post office on Pearl St. (now vanished, but then known as Calle del Correo, Spanish for Post Office Street) a few yards west of Main Street and near Pennington. The house which Superintendent William Buckley acquired from Juan Santa Cruz for the station of the Butterfield Overland Mail was just across the street. William S. Oury was the local manager and he and his brother owned the house just north of the station. The westbound mail was scheduled to arrive at 1.30 PM on Tuesdays and Fridays, although the first arrival was on Sunday October 2, 1858. The eastbound mail came at 3.00 AM on Wednesdays and Saturdays.

The Post Office Report of September 30, 1859 shows Mark Aldrich received \$145.50 compensation and the office had \$10.82 net proceeds during the preceding year. The report of September 30, 1861 showed Aldrich's compensation as \$146.84 for three quarters and net proceeds of \$133.73. The report of 1863 shows no return for Tucson, although Theobald indicates the office was not closed during the Civil War.

On March 2, 1861, a post office appropriations bill provided for the discontinuance of the Butterfield route on or before July, 1861. Two months' pay for service was provided as liquidation damages. Altschuler reports the last eastbound Overland Mail from California reached Tucson during the first week of April 1861. Westbound mail continued for about a month, as personnel and equipment moved west towards Los Angeles to transfer to the central route. Mail was picked

cont.

## THE HELIOGRAPH

up by these parties and brought west. As Robinson reported, Grant's stage line carried mail to and from Fort Buchanan. During May, June and early July connections were made at the Fort with the Military Express to carry the mail on east to the Rio Grande forts. This arrangement terminated when the forts in southern Arizona were abandoned in July of 1861.

A new contract effective April 1, 1861 was made for mail service from San Antonio via Tucson to Los Angeles. This never became operative. Robinson reported from Tubac on July 2, 1861 that after July 7 a weekly mail could be expected, as Texas authorities had given assurance that they would not interfere with the reestablished San Antonio-San Diego line. One can only wonder if this was associated with Confederate hopes for maintaining a presence in Tucson and on west. Mail from the west continued to arrive at least periodically. Robinson reported on July 15 that the "mail came up Monday evening, but only brought the California mail, and very little of that." On his way to the Pacific Coast, he recorded on August 22 at Pimo Village that the mail rider came in that day from Fort Yuma. Apparently the rider was bound for Tucson, but no mention of that or a destination further east for the mail was made.

Sonnichsen reports that Postmaster Aldrich apparently got along satisfactorily with Sherod Hunter, who arrived in Tucson on Feb. 28, 1862 with his Confederate troops. Many prominent Tucsonians left at that time, rather than declare allegiance to the Confederate cause. Aldrich also got along well with Carleton's California Column when those Union forces replaced the Confederate forces in early June of 1862. This was despite the report that one of the Union soldiers had killed Aldrich's cow soon after the troops arrived. No statement concerning mail services from the East during the Confederate occupancy of southern Arizona has been found by the writer. One of Carleton's stated objectives was to reestablish mail service along the southern route, but regular civilian service was not available late in the War period.

Easterners appointed in 1863 as officials of the first territorial government of Arizona took the northern route to establish the capital at Fort Whipple, and soon after at Prescott. Some have suggested that this decision was based on the feeling that considerable sympathy for the Confederate cause persisted in Tucson. Postal records indicate Hiram Walter Read, who accompanied this group, had been appointed Postmaster at Tucson on August 25, 1863, but he never served Tucson in this capacity. Aldrich apparently continued to serve as Postmaster at Tucson, even though for a period he may not have had official standing as such. Effective July 13, 1865, he was again officially appointed.

\* \* \* \* \*

Note - The remaining Pre-Civil War "Arizona" post offices will be discussed in our next issue by Gene Nelson.

# THE HELIOGRAPH

## Western Postal Museum Library Report by Lawrence Pawley, Librarian

Duplicate books of the Western Postal History Museum for sale.

	Retail Price
(1) American Philatelic Society Journals: Vols. 62 to 69, (partial volumes), Vols. 70-99, (Complete Volumes) All numbers unbound -----	\$ 575.00
(2) Official Documents of The Post Office Department of the Confederate States of America (Wierenga reprint) Vol. I and II, set of two, new-----	\$ 100.00
(3) Where In The World (Kenneth Wood) - new -----	\$ 29.95
(4) Confederate Stamps, Old Letters and History (Raynor Hubbell), used -----	\$ 45.00
(5) 19th Century United States Fancy Cancellations (Herst-Zareski), used-----	\$ 30.00
(6) Wells Fargo, Advancing the American Frontier (Edward Hungerford), used -----	\$ 10.00
(7) United States Postal Policy (Clyde Kelly), used -----	\$ 15.00
(8) Documents of Southwestern History (Colley), new -----	\$ 20.00
(9) The Stamp Specialist - Part I, 1939, used -----	\$ 10.00
(10) " " " - Part 2, 1939, used -----	\$ 12.00
(11) " " " - Part 4, used -----	\$ 18.00
(12) " " " - Yellow Book, 1942, used -----	\$ 16.00
(13) " " " - Orange Book, 1941, used -----	\$ 13.00

Note - All the ABOVE BOOKS are postpaid. Western Postal History Museum members may take a 10% discount off listed prices. For item No. 1 please give UPS address.

\* \* \* \* \*

LA POSTA (with Second Section) - The foremost U.S. postal history general publication - in new condition. Price listed is NET to all purchasers, but orders will be shipped postpaid.

Price - \$ 2.50 per issue, postpaid.

April 1983,--- Vol. 14, No. 2  
June 1983,--- Vol. 14, No. 3  
August 1983,-- Vol. 14, No. 4  
October 1983,- Vol. 14, No. 5  
December 1983, Vol. 14, No. 6  
February 1984, Vol. 15, No. 1  
April 1984,--- Vol. 15, No. 2  
June 1984, --- Vol. 15, No. 3  
August 1984,-- Vol. 15, No. 4  
October 1984,- Vol. 15, No. 5  
December 1984, Vol. 15, No. 6

Limited Supplies - Make checks out to Western Postal History Museum, P.O.Box 40725, Tucson, AZ 85717

\* \* \* \* \*

ARIPEX 1988 will be held January 22 - January 24, 1988 at the PHOENIX CIVIC PLAZA. Contact Donn A. Lueck, P.O.Box 11582, Phoenix, Az. 85061 for advance information.

## THE HELIOGRAPH

### THE SMALLEST ENVELOPE CONTEST!

Although envelopes were used in England and France in the early 1800's, the postal rate structure in the United States penalized the use of envelopes due to the necessity of having to pay a double fee for the envelope and the letter inside. This rewarded the users of a folded letter sheet, who only paid the single fee. Although government employees, with their franking privileges, used envelopes as early as Feb. 10, 1840 and in the 1841-43 period, they were not in general use by the public until the new postage rates and the 5 and 10 cent stamps of 1847 came into use. Early envelopes were produced in this country by a printer named Pierson in New York City in 1839, and by Josiah Loring Co. of Boston in 1840.

During the period following the Civil War many oddly shaped and miniature size envelopes were used by women, probably in the belief that small envelopes were daintier and more ladylike for invitations, birth announcements, etc. Finally, after many years, the Post Office Department grew weary of trying to handle and postmark such small letters, and, effective July 1, 1959, set minimum sizes of 2 3/4" by 4", which was again raised March 1, 1981 to a minimum of 3 1/2" by 5 inches.

Having seen several very attractive envelope displays at philatelic exhibitions, THE HELIOGRAPH editors decided it would be interesting to run a contest for the smallest envelope known used in U.S. correspondence. Entrants must submit xerox copies of both the front and back of the envelope to THE HELIOGRAPH, Box 40725, Tucson, AZ. 85717. Envelope entered must have complete address, proper and whole postage stamp on the face of the envelope and a fairly complete and identifiable postmark. The envelope must be complete and not reduced in any way. If necessary to decide the contest, the editors reserve the right to ask for submission of the envelope, which will be returned promptly to owner. Contest closes Aug. 15, 1987 at Tucson, and the winner will receive a prize of a most attractive complete mint set of stamps. Enter promptly!

To get subscribers started and set up competition, we include photographs of two typical miniature envelopes. Figure 1 is a 69.5 x 71 (4934) mm. Lebanon, Ore. cover to Albany, Ore., and Figure 2 is a 87 x 64 (5568) mm. Rochester, N.Y. Car Collection Service 'C' cover (Street Car R.P.O.) used locally.

Figure 1



Figure 2



WESTERN POSTAL HISTORY MUSEUM  
Contributing Members as of March 1, 1987

Benefactor Members

Palmer & Marion Moffat  
Charles F. Nettleship Jr.  
Robert A. Siegel  
Charles & Betsy Towle  
Raymond & Roger Weill

Donor Members

John & Phylis Ashwood  
Dr. Quintus Fernando  
Warren F. Kimball Jr.  
Ferd & Eileen Lauber  
Linn's Stamp News  
Arthur Springer  
Walton Eugene Tinsley



The Arizona Camel Corps  
carrying the burden for the  
Western Postal History Museum

Patron Members

Arthur H. Beard Jr.  
Margaret Campbell  
Lawson Entwistle  
Everett Erle  
Ruth Gorton  
Clyde Jennings  
Leonard Kapiloff  
Lawrence & Vivian Pawley

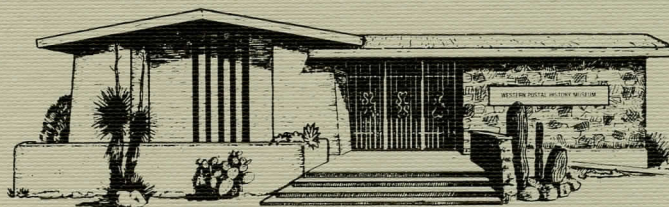
Patron Members

Albert & Alphie Kuhm  
Dr. Reuben Ramkissoo  
Harry & Ann Reck  
Floyd & Sophie Risvold  
Col. Fred Seifert  
F. Burton Sellers  
Lillian Theobald  
Margaret L. Wunsch

Tales of the Camel Corps - To supervise the care and handling of the 75 camels shipped from the Far East to Texas, three native drovers were brought along by the U.S. Army- Greek George, Hi Jolly and a native of Turkey named Elias. We will discuss the first two at a later time, but Elias moved from Texas into New Mexico Territory, and after the Camel Corps closed down, moved into Sonora, Mexico where he met and married a Yaqui Indian girl. They operated a ranch in Sonora and raised a large family. One of the children of that marriage, Plutarcho Elias Calles, grew up to become President Of Mexico from 1924 to 1928. (Odie B. Faulk in The U.S.CAMEL CORPS)

# WESTERN POSTAL HISTORY MUSEUM

*A NONPROFIT ORGANIZATION*



*DEDICATED TO PHILATELIC RESEARCH  
AND YOUTH EDUCATION*