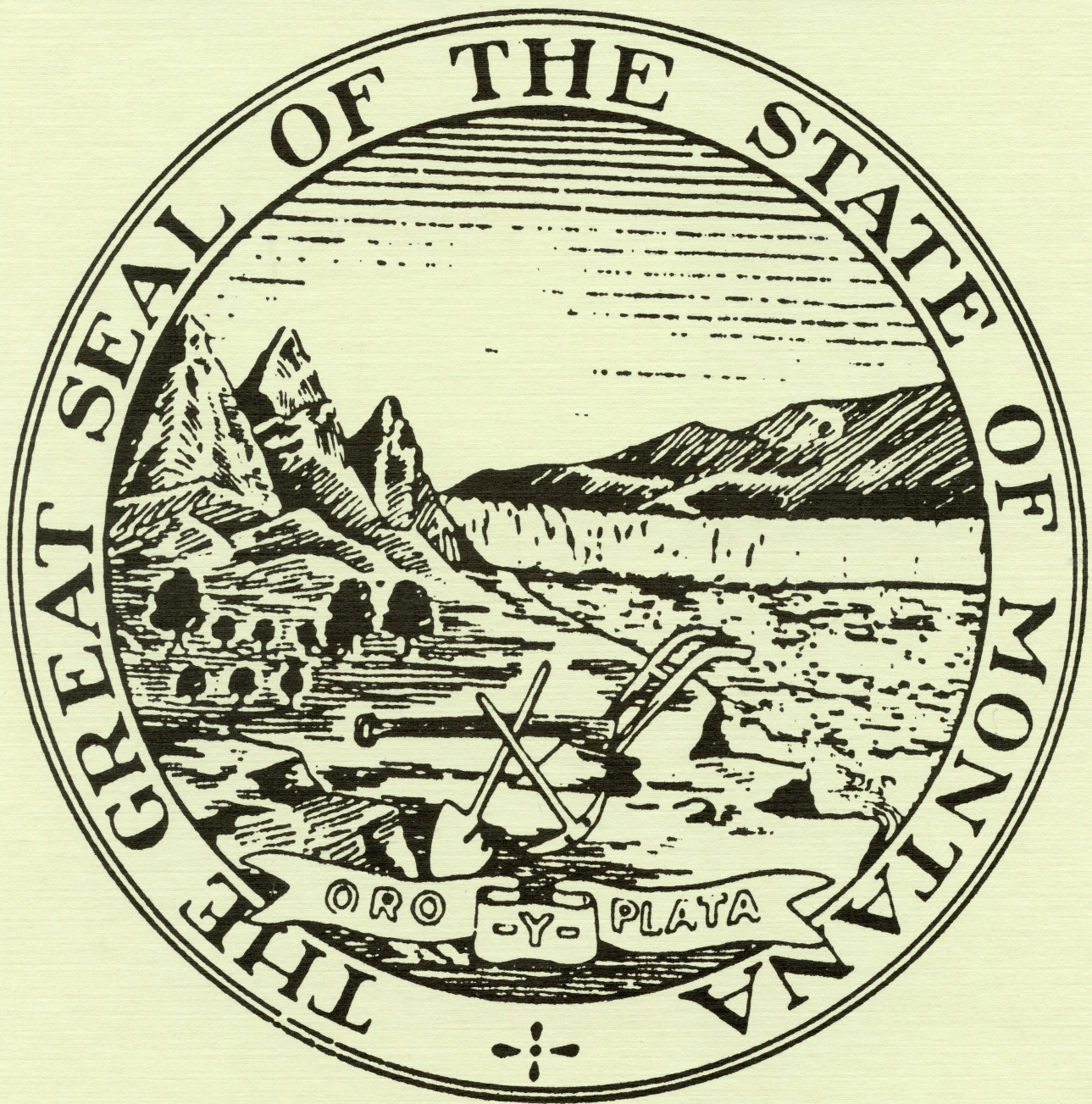


THE HELIOGRAPH



WESTERN POSTAL HISTORY MUSEUM

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OUR FRONT COVER is the Montana state seal. 1989 was the year Montana celebrated its statehood centennial. Neither in all the publicity surrounding the event nor in any back issues of *Montana Magazine* (a publication of the Montana Historical Society) have I seen any reference to how Montana got its name. In this issue, Dick Graham enlightens us about that moment and the postal history of the man responsible, James W. Denver.

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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, post cards, periodicals and postal history material are deductible for U.S. income tax purposes and are most gratefully received. The Museum is an IRS designated 501(c)(3) charitable organization.

MOTORIZED TWO AND THREE-WHEELERS

by James H. Bruns, Curator,
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National Philatelic Collection

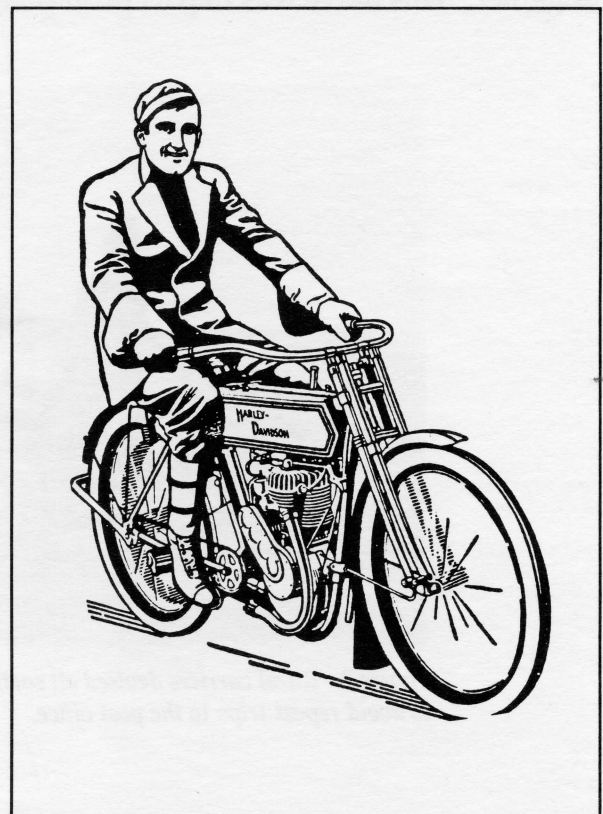
Judging from the advertisements you would have thought that motorbikes and cycles were perfectly suited for every postal service, especially rural mail delivery.

Take the Hornecker Motor Manufacturing Company. In 1909 it proudly claimed that 25 carriers were happily using its Torpedo motorcycle, and chided, *"Now, Mr. R.F.D. Carrier, what do you intend to do? Are you going to buy a TORPEDO which has a reputation, or are you going to give your money to some one to experiment with. Don't be foolish because you can buy a machine for a few dollars less than you can buy a TORPEDO for, simply because you think it is a bargain. If you do you will find that you will get left, and in the long run you will find that you will have bought a White Elephant."*

Likewise, before World War I, the Harley-Davidson Motor Company enticed many rural letter carriers with the promise of being able to cover their routes by motorcycle in one-fifth to one-third the time it took by horse, and at much lower cost. One company advertisement boasted that *"among all the hundreds of Rural Free Delivery carriers who have purchased Harley-Davidson Motorcycles, not one has ever given up his machine for a motorcycle of another make, while on the other hand, Harley-Davidsons have replaced many other machines of inferior makes in the Rural Free Delivery Service."*

Sears, Roebuck and Company had a similar campaign aimed at attracting rural carriers' business. In a 1914 ad, Niels A. Nelson, a rural carrier from Dike, Iowa, said that he reasonably could cover his entire route in near record time using *"... a trifle less than 1 gallon of gasoline a day."*

While the promise of faster and cheaper service was largely accurate, no mention was made of the practicality of using motorcycles, especially on rural routes. Despite the rosy impressions created by advertisement, motorcycles were not highly regarded by rural carriers, or by postal officials for that matter. There were two reasons for the sour reaction. One had to do with the problems associated with having to juggle mailbags and parcels while maneuvering over country roads, while the other centered around the lack of protection for the mail during foul weather. Because of their limited carrying capacity, motorcyclists frequently had to go back and forth to the post office two or three times to get all



of the mail for their routes each day. Others chose to overload the cycles as much as possible. All sorts of bizarre bagging, bundling, and stacking techniques were concocted by carriers (see figure 2).

An alternative solution to this problem was to attach a side-car, which many carriers did; and, as a general rule, these rendered better service than was possible with the normal two-wheeled version.

Motorcycles were indeed cheap, fast, and maneuverable, as was evident from frequent comments published in *R.F.D. News*, the weekly magazine of the National Rural Letter Carriers' Association. According to one carrier, in 1915, *"I use a Harley-Davidson three-speed with a side-car, and am getting along pretty well with the work. . . . In regard to the motorcycle and side-car, I am using it because it was impossible to get a car that would tackle the job."*

Postal officials, on the other hand, didn't care much at all for motorcycles on rural routes. They finally decided to try to bar them altogether. This move was in part prompted

by their push to create a standard type of small RFD mail truck. The hoped-for standard, which never materialized, called for small screened trucks with a minimum capacity of 80 cubic feet. The design was approved by the postmaster general in September 1915, but the idea had no teeth.

The design was simply passed along to each new motorized rural carrier as a suggestion. No particular make of chassis was required, nor was there any compulsion to use the specified body style. All the new carriers received was a blueprint, which they overwhelmingly ignored. They couldn't afford to do anything else.

Although postal managers didn't like the idea of using motorcycles on rural routes, they didn't object to their use for city and special delivery services. For those services they worked well.

By 1920 over 700 postal motorcycles were in use. Many of these were used for Special Delivery Service and the routine delivery and collection of mail from city letter boxes. The



Figure 2. Rural carriers devised all sorts of ways to load their motorcycles in order to avoid repeat trips to the post office.

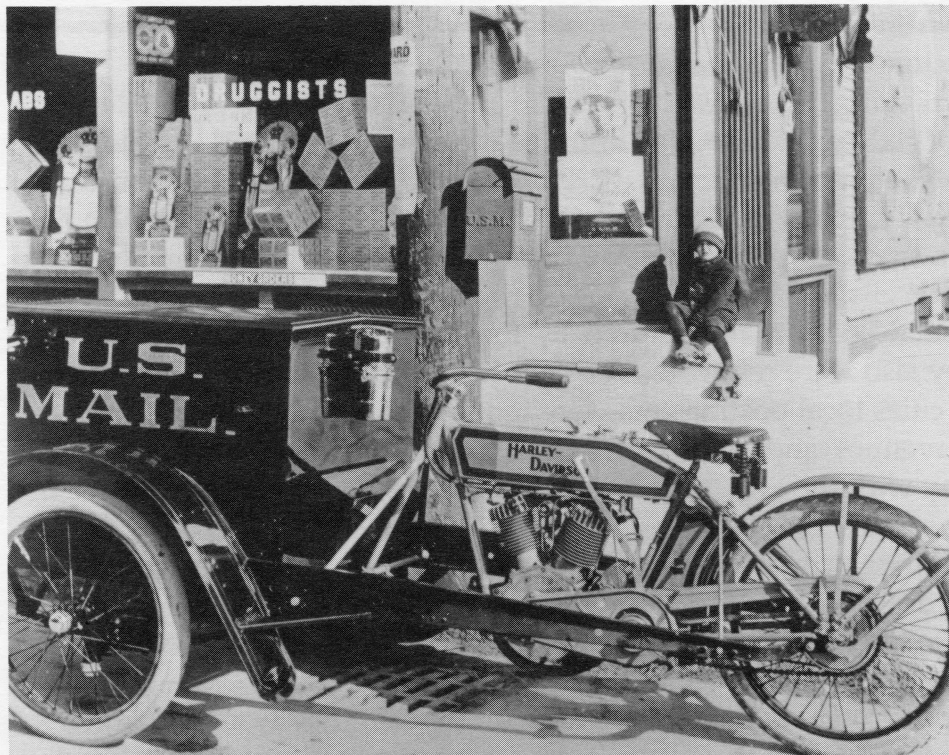


Figure 3. Harley Davidson Motorcycle Company developed and adapted several of their cycles for use by the rural letter carriers.

This example was customized by a letter carrier from plans suggested by the Post Office Department.

Post Office preferred not to purchase such vehicles outright, if at all possible. Instead, the government favored them to be owned by the individual carriers or contractors. One reason for this view was expressed in the *Annual Report of the Postmaster General* for 1921, which noted, *"the advantage from the use of vehicles of this type, when furnished by the Government, have not been as pronounced as was anticipated owing to the fact that the machines turned over to the department for this purpose were in many cases not in sufficient mechanical condition, and the consequent cost of upkeep has been found to be excessive."*

One of the main problems with the overall poor performance of the government-owned motorcycles was that most were second-hand. They had been turned over to the Post Office Department by the War Department as well-worn military surplus equipment following World War I.

Thanks to their speed and economy, motorcycles were being used successfully over Star Routes. But, could they be used to even greater advantage in this type of service? One effort to gain the most from motorcycles was

an odd-ball scheme to create a high-speed cross-country contract motorcycle mail route. The dreamer of this hairbrain plan envisioned practically non-stop Star Route service.

His dream was, instead of stopping for gasoline, the entire roadway would be lined with an open gasoline canal. The motorcycles would gulp gasoline enroute thanks to a trailing suction hose. Of course, the genius failed to think the idea through. He didn't reckon on what would happen if someone accidentally pitched a burning match or smoldering cigarette into the gas gutter! And he failed to take into account the effects of rain water, dust, and road debris that would gather along with the gas.

Other ideas had more merit, such as one to race air mail from outlying towns to the nearest airport for prompt dispatch. This type of service was briefly provided in the late 1920's when the Post Office Department authorized Colonial Air Transport to shuttle mail between several northwest U.S. towns. This 1928 feeder service, utilizing Indian motorcycles, lasted three months. *

The two-wheeled revolution brought changes in other postal equipment.

The evolution in mail carrying motorbikes went hand-in-hand with other postal developments. For example, a postal committee was appointed on January 4, 1911, to examine alternatives to the unsightly letter boxes then in use. Since 1901, the boxes had been produced by the Van Dorn Iron Works Company of Cleveland, Ohio. (A sales catalogue for this firm published at that time shows that one of its primary business activities was the design and construction of jails and jail cells.)

Although the sheet-metal boxes manufactured by the Van Dorn were noted for their durability to weather, they also were renowned for their homely appearance. They were so unattractive that in some cities local postmasters were requested, if not required, to remove them from boulevards, avenues and streets on which the letter boxes and posts were considered out of harmony with the ornate electric light posts, as well as the decorative fire alarm and police telephone poles.

After reviewing the various proposals submitted by different inventors, the Post Office selected a replacement box designed by one of its own employees, Roy J. Jorolemon. Jorolemon was an engineer assigned to the Post Office Department's Mail Equipment Shop in Washington, D.C. His design was the last type street letter box used in the country.

Although the early type Jorolemon boxes were difficult to feed, they were acclaimed for their superior design and easy capability to empty. This was especially true of a "drop bottom" version which was intended for use in making quick collections from special motorbikes.

The first Government test of the drop bottom box, which was a modified Jorolemon style box patented by Milwaukee postmaster David C. Owen, was begun on August 1, 1911, in twenty of the nation's largest cities, including Chicago, New York, Buffalo, Washington, D.C., Columbus, Cincinnati, Toledo, St. Paul, Minneapolis, Louisville, Omaha, St. Louis, Baltimore, New Haven, Joliet, and Atlanta.

"The idea appealed to me," Owen said, "when I first became postmaster (of Milwaukee) and being formerly in the coal business, where drop bottom cars have become generally used, I thought the same principle could be applied to the mail box. In this way the carrier can empty a dozen or more boxes in the same time as he could empty one by the old method of reaching in and hauling the mail out with his hands." Perhaps understandable, Owens obviously greatly overstated the time that could be saved by using his special box, but his concept had merit and a test was initiated.

The first 500 drop bottom boxes to be used in the test were manufactured in Milwaukee by the A.O. Smith Company. Postal officials deliberately did not place any of these boxes in Milwaukee, fearing that postmaster Owen might be tempted to give the boxes higher marks than they actually might deserve.

This style box was basically the same as the others then in use, except that instead of removing mail from the front or side, these had a hinged bottom which would, as soon as it was unlocked, automatically dump all the contents into a carrier's sack or the body of the specially equipped motorbike.

To guard against the frequent complaint that a letter was delayed due to becoming hung up inside the letter box, which did occasionally happen, the interior of the drop bottom boxes were altered. They were lined with sheet metal sliding board so that the mail would always tend to slide directly to the bottom. JHB

JAMES W. DENVER, POLITICIAN, BUREAUCRAT, AND CORRESPONDENT

by Richard B. Graham

The descriptive adjectives applied to James W. Denver of politician, bureaucrat, and letter writer in the title of this article, could have as well been any of several more, such as soldier, editor, lawyer, congressman, namer of states and duellist. His photograph, taken about 1890, is shown in Figure 1.

Denver, Colorado was named for Denver. It is entirely possible that the names of two western states, Montana (or Montano?) and Colorado were supplied by him when those areas were being considered by Congress to be designated as territories.

To the postal historian, Denver is a name found on a great number of covers. Hundreds of covers, both to and from him, exist, most of them being directed to either Mrs. Denver or himself at Wilmington, Ohio. The Denver correspondence, of which many of the covers to him from others still retain contents (but Denver's own letters are in a southern Ohio archive) apparently entered the marketplace in auctions of the late John A. Fox, the largest of which was held March 20, 1968.

That sale, as did many of Fox's sales, emphasized western covers; and many of the them, addressed to Denver from remote western areas, are much appreciated today as

rare examples of markings from small California and mid-western towns.

Why is the Denver correspondence so large and varied? There are several reasons—he served in areas where important things hap-

pened, and didn't stay very long in any area or job. He was the kind of man that others turned to in order to obtain positions of importance. He made things happen, and unusual things happened to him.

He and his whole large family were literary minded. They read and wrote letters and engaged in professions where words—written or spoken—were important.

Denver edited newspapers in Ohio and Missouri and practiced law in Ohio, Missouri, Indiana, California, New York, Washington, D.C. and served in posts connected with the law in many other states. He was a

soldier and officer in both the Mexican and Civil Wars, and was both a congressman from California and a state official there. He served as Secretary then Territorial Governor of Kansas.

But, even more important to the postal historian, not only Denver, but his entire family—brothers and sisters, and wife and children—were busy correspondents. I doubt

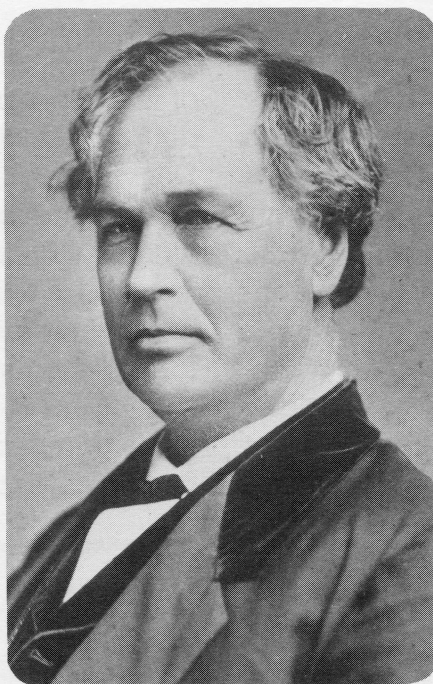


Figure 1. James W. Denver, about 1890. Courtesy Library, State Historical Society of Colorado.

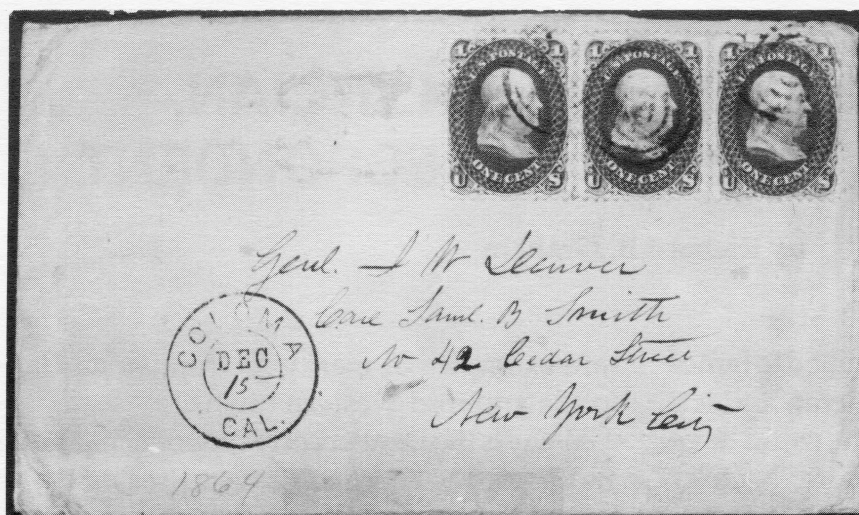


Figure 2. To Denver at New York, from his brother at Coloma, California, December 15, 1864.

that any person in public life had a more varied career, or spent more time away from his home than Denver. In addition, although Denver was married (at age 39) in 1856, his wife seldom accompanied him, even when he was spending months or years away from home working in his career.

Aside from occasional periods in Washington, D.C. when Denver practiced law (later in his career), Mrs. Denver remained at Wilmington and, in fact, Denver himself apparently always considered himself a resident of that town after it became evident that his career in California was not to be politically satisfactory.

With this article is a tabulation of Denver's career, based upon a biography mostly taken from the content of his letters home and a few other sources such as, DENVER THE MAN, by George C. Barns, published by the author at Wilmington, Ohio in 1949. While some of the dates given are from the statements

of historians that often differ, such as the year of Denver's birth, most are taken from official letters and orders, or from headings of letters written by Denver. The brief biographies contained in the biographical dictionaries have usually been compiled from many sources with a minimum of checking and, thus, dates and facts are often somewhat inaccurate. This usually doesn't matter to the historian. Whether General Denver actually was at the battle

of Shiloh, as one respected compiler claims, doesn't affect the historical viewpoint of Denver much, if at all; but for someone attempting to date covers without content sent by him, this kind of thing may be important. Actually, a letter written by Denver (quoted in Barns) shows he didn't join the army that fought at Shiloh until over a month later.

The use of the table included here probably is best demonstrated by showing covers from the Denver correspondence and trying

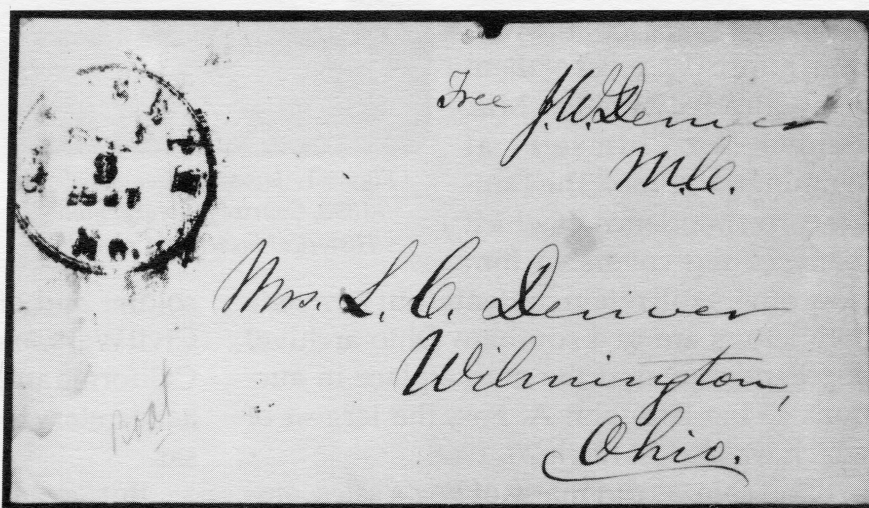


Figure 3. Franked by Denver after his term as Congressman had ended in 1864, under the extension of the privilege given to Congressmen lasting until the first session of the following Congress began.

to date them, or at least validate them from the table.

Figure 2 shows a cover addressed to General Denver from Coloma, Dorado County, California with postage paid by a strip of three one cent 1861 stamps tied by target killers. The Coloma marking has a partially manuscript month/day date of Dec. 15, but the only evidence on the cover of the year it was sent is a pencilled "1864." When this cover was acquired it had no content; but when it was sold as lot 42 in the Fox sale of March 26, 1968, it was described as including a letter from Denver's brother noting that Nevada had become a state. (*Editor's note—where's the letter!*)

The cover is addressed as "General," and is directed to Denver at 42 Cedar Street, New York City. Since the rate changed to three cents anywhere in the country effective July 1, 1863, and Nevada became a state on October 31, 1864, the pencilled "1864" as the year this cover was sent is probably accurate. However, looking at the table of Denver's activities, this confirms that the letter couldn't have been sent before 1863 as Denver didn't open his New York law office until August of that year, although his biographer says he didn't enter practice of law in the east until 1864. However, a letter from him at New York at least indicates his presence there in August, 1863.

Figures 3, 4, and 5 show covers from Denver, when he possessed the franking privilege as a public official. The cover in Figure 3 was franked from St. Joseph, Missouri as a Member of Congress (the usual name for a member of the U.S. House of Representatives). Although the date isn't very clear in

the postmark, the fact that Denver was in Congress, 1855-1857 would seem to confirm the fact that the date is September 9, 1857. However, looking at our table, we find that Denver's term as Congressman ran out on

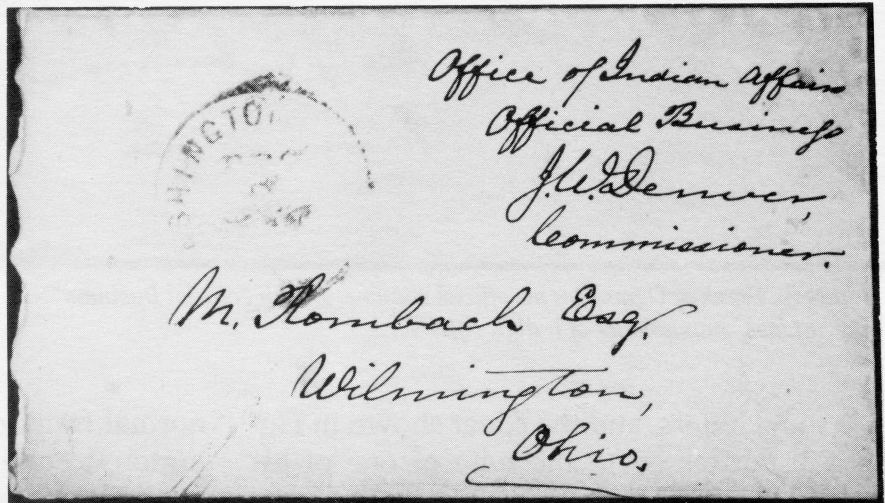


Figure 4. Franked by Denver in 1858 as Commissioner of Indian Affairs, with legend written entirely in his own hand while he was away from his office.

March 3, 1857; but he had been appointed Commissioner of Indian Affairs on April 17, 1857 and went to the Kansas-Nebraska area to attend a conference with the Indian chiefs in September. While this adds to our data, confirming that he was on his way west and should have been at St. Joseph, Missouri, about that time, it also arouses the question of why Denver would have franked as a Member of Congress. It is possible the cover in Figure 4 explains this, with its complete legend of Denver's title entirely written by him.

As a Member of Congress whose term had expired, Denver still had the franking privilege until the beginning of the next session of Congress, the following December (1857). Thus, if Denver, going west soon after being appointed, had considerable mail to send, use of the Congressional franking privilege required much less writing of the required endorsement. In addition, under the Congressional franking privilege, he could send

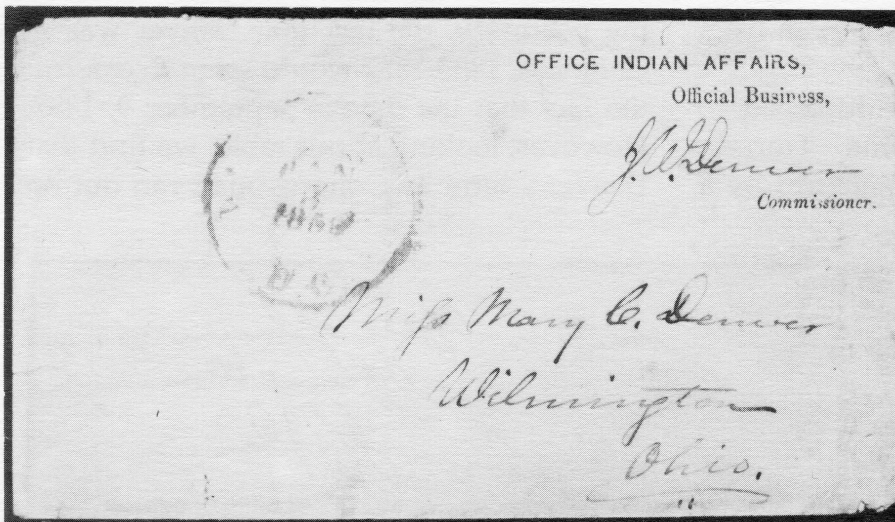


Figure 5. Frank of Denver on his official stationery, with "official Business" imprint, as Commissioner of Indian Affairs.

personal letters, and the cover shown in Figure 3, addressed to the wife of one of his brothers, probably was such. As Commissioner of Indian Affairs, Denver's franking privilege was limited to missives sent on official business. Returning to the cover shown in Figure 4, Denver wrote the full legend demanded by the *Postal Laws and Regulations* governing franking, which included the legend, "Official Business."

The fact the cover shown in Figure 4 is addressed to Denver's father-in-law,

M(atthew) Rombach at Wilmington, makes one curious about just what kind of official business was involved. It is also obvious that Denver wrote and addressed the letter away from his office, the date of the letter being December 9, 1858 as we read the rather blurry postmark. Denver served two terms as Commissioner of Indian Affairs, and this cover was sent during his second term, November 1858 – March 1859.

Figure 5 shows a more normal frank of Denver's, sent from Washington, to one of his sisters at Wilmington, although again one wonders just what sort of official business would have been involved. The date of this cover isn't clear, apparently it was postmarked at Washington in January, 1859.

Government officials with franking privileges could, prior to 1863, receive official mail free as well as send it. The cover shown in Figure 6, sent from San Francisco on June 5 of some year circa 1857-59 is an example.

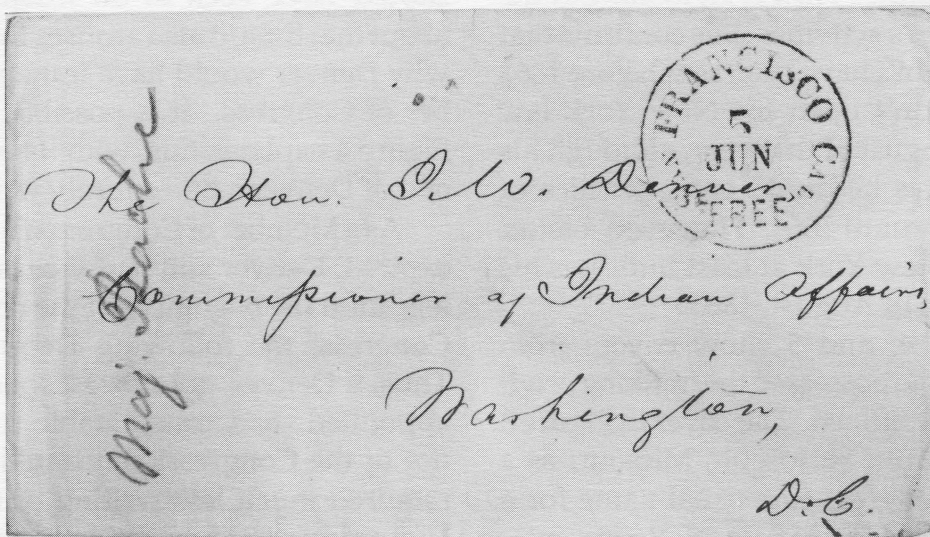


Figure 6. Under the P.L. & R., prior to 1863, mail addressed to officials with the franking privilege was received free under that privilege. This cover, addressed to Denver as Commissioner of Indian Affairs, was sent from San Francisco, circa 1857-9.

In the opening paragraphs of this article, it was noted that James W. Denver may possibly have made the suggestions that led to the names of Colorado and Montana as territories and later, as states. This comes from the biography by Barns, previously noted, pages 232-4, as follows:

In closing this chapter it may be well to make a permanent record of the naming of two States of the Great West, viz.:—Colorado and Montana. The article is reproduced from the Helena, Montana, Independent, and is credited to a correspondent of that paper; and the correspondent was the gentleman who has, for more than thirty years presided in the Common Pleas Court of Clinton County, Ohio, at Wilmington, Judge Frank M. Clevenger, who was the law student mentioned in the article, which reads as follows:—

"In the year 1888, I was a student in the law office of the late Gen. J.W. Denver, in Washington, D.C., and also occupied the position of confidential clerk to him. During a conversation between us about Montana Territory, the General asked me if I knew how the Territory got its name. I answered in the negative, and he remarked: 'I am the only person living who knows', and proceeded in his modest way to relate the incident to me.

"Denver had been the much beloved Governor of Kansas Territory, which at that time included the greater part, if not all, of the present state of Colorado. He was very intimate with Stephen A. Douglas. I cannot remember the exact time of this incident as given to me by General Denver, but it was after Denver had been governor of Kansas Territory, and before Douglas ceased to be Senator. Douglas sent for Denver to come to his house, which was in Washington, D.C., both being in that city at the time. During the evening's conversation Douglas stated that he was going to introduce a bill to form some new territories, and wanted Denver to give him an appropriate name. He had a map of the country before him. Colorado was the first name suggested, but Douglas replied: 'I have selected that name for this one,' pointing on the map to what is now the State of Colorado.

"I want a name for a Territory I am going to mark out up here in the mountains.'

"Denver's life in the west, and services in the Mexican War make him familiar with many Spanish words, and he remarked: 'Why not call it Montana?'

"Douglas immediately said: 'What does it mean?'

"Denver replied: 'It is a Spanish word and means mountainous country.'

"Douglas' wife was one of the noted linguists of the capitol, and he, doubting Denver's knowledge of Spanish, walked out into the hall and called to his wife, who was upstairs, and said; 'My dear, do you know any such work as 'Montana?', to which she readily replied: 'It is a Spanish word and means a mountainous country.'

"Douglas returned and said: 'Governor, it's just the word and I will adopt it.'

"A bill followed in a few days in which 'Montana' appeared. The bill did not pass at that time, and, if I correctly remember the story, not in the lifetime of Douglas, but the name stuck, and from that incident Montana got its name.

"General Denver was a very modest man, and rarely, even to intimate friends, spoke of events with which he

Senator Douglas: "I want a name for a Territory I am going to mark out up here in the mountains."

Denver remarked: "Why not call it Montana?"

had been connected, and, as he is now dead, I may be the only one who knows of this incident. I have given it to you as related to me by the General, and I thought your people might be interested, not only in knowing the story, but in preserving it."

The date fixed for the incident between Douglas and Denver, would have been after Oct. 10, 1858, and the assembling of the new Congress in December, 1859* during which year Denver was in Washington, D.C., as Commissioner of Indian Affairs, and during which same period of time Douglas was Chairman of the Committee on Territories of the Senate. While Douglas was re-elected to the Senate in 1858, in

his famous contest with Lincoln, he had been compelled to take such a position in the canvas, and in the work in the Senate, that on the meeting of the 36th Congress, he was refused the further Chairmanship of the Committee on Territories, and the breach had so widened between him and the Southern Senators that he was largely shorn of his power, and defeated for the Presidency in 1860.

The Britannica states in its article on 'Montana', 14th Ed., Vol. 14, page 745, "The territory was organized in 1864, and admitted to the Union in 1889. Its name, given to it by James M. Ashley, who sponsored the bill for its territorial organization, means 'mountainous regions.' "

It is evident that the reasoning of Judge Clevenger is right. The papers of the Senate, including the bill by Senator Douglas, containing the suggestion of General Denver, probably were all together in the files of the Committee, and it was included in the later bill prepared by Senator Ashley's Committee.

Barns' comments as to the suggestions of Denver concerning the names for the new territories being carried over from Douglas's tenure as chairman of the Senate committee to the later committee chaired by James M. Ashley makes an invalid assumption, as Ashley was a representative and never a senator. However, if he chaired a counterpart or joint committee, it is still likely that the committee had knowledge of the suggested names which were also probably accepted to some degree in those projected territories.

While at first glance, the question of how a few territories got their names would seem to be of little interest to postal history collectors, this story makes one suspect that the derivation of Montana from the Spanish is the reason that the name was spelled "Montano" (the masculine version) in many of the early territorial postmarks. Figure 7 shows a typical use from Helena, "Montano" in 1867 and

Figure 8 shows tracings of some of the markings that used that variation, which soon, became "Montana" as we have it today.

As we noted before, Denver was a man who impressed his contemporaries both physically and mentally. He was 6'2" tall and powerfully built, and was apparently one of those people whose obvious competence and good will caused others to turn to him with their problems. *

** As per the table with these notes, this date can be further limited to between October, 1858 and April, 1859, as Denver left for California shortly after resigning as Commissioner of Indian Affairs on March 31, 1859.*

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Editor's note—The story of how Montana got its name and its importance to postal historians as made visually apparent on the next page (figures 7 and 8).

My thanks to Dick Graham for sharing this important article with us because it shows how historical information is relevant in our pursuit of postal history. History can verify our covers! Also, it explains, in a practical and useful format how to compile the historical data into an easily usable table of information.

Figure 7. From Helena, Montana in 1867, during the early period when the territorial name was often spelled "MONTANO."

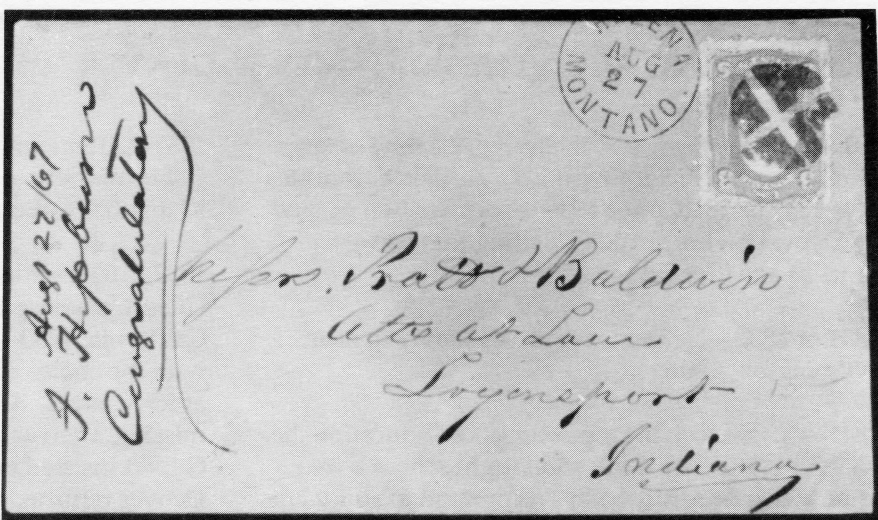
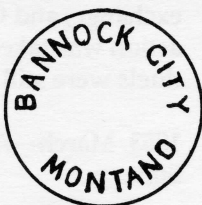


Figure 8. Tracings of early Montana territorial postmarks, showing markings with the variant "MONTANO" spelling. Illustration courtesy of Robert Dalton Harris (P.S. No. 4).



BANNOCK CITY/MONTANO
27mm, with 5 ring target cancel
14 Feb 1865 - 22 Sep 1865



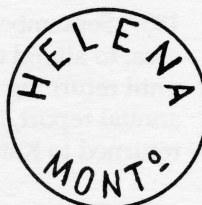
VIRGINIA CITY/MONTANO
27mm, with 5 ring target cancel
12 Aug 1865 - 15 Aug 1865



VIRGINIA CITY/MONTANO.
23mm, duplex with cork cancel
11 Sep 1867 - 24 Sep 1869



HELENA/MONTANO
25 1/2mm, with 5 ring target
31 Mar 1866 - 19 Jul 1866



HELENA/MONTANO
26 1/2mm, with 5 ring target
17 Oct (1866?)



HELENA/MONTANO.
23mm, duplex with cork cancel
9 Dec 1867 - 16 Sep 1870

When Montana became a territory May 26, 1864, there were three post offices operating: Hell Gate, Bannack City, and Virginia City. Interestingly, two of the three post offices used "MONTANO" in their postmarks.

As gold was discovered, the Helena post office was established August 29, 1865—the "MONTANO" postmark again appears.

Robert Dalton Harris searched both the Montana and Colorado Historical Societies for an answer to this puzzle. Unfortunately, nothing definitive has emerged from these studies.

TRAVELS AND ACTIVITIES OF JAMES W. DENVER

1817 or 1818—Born at Winchester, VA, one of large family, son of Irish immigrants. Various authorities give 1817 or 1818, but a letter exists, written in 1860 by Denver on his birthday, stating that he was 43 years of age that day.

1831 or 1832—He moved with his family to near Wilmington, Ohio.

1841—After receiving a public school education, he went to Platte City, MO, and taught school a year, after which he returned to Wilmington to study law.

1844—After reading law in the office of attorney Griffith Foos, he attended Cincinnati Law School and graduated, March, 1844, and was admitted to the bar.

1845—Denver opened a law office in Xenia, Ohio, in which he also published a newspaper, The Thomas Jefferson, a Democratic weekly newspaper. This wasn't a successful enterprise.

1845—Moved to Platte City, MO, again publishing a newspaper and practicing law from the same office, where he was a partner with Bela M. Hughes, later president of the Central Overland California & Pikes Peak Express Company after this first operator of the pony express was taken over by Wells, Fargo in 1861.

1847—Commissioned as Captain in the 12th U.S. Infantry and sent to Vera Cruz, Mexico, arriving there in June, 1847.

1847, Sept. 1—At Mexico City. Sept. 7, 1847 at Molino del Rey. Also at Chapultepec.

1847, Dec. 1—At New Orleans with yellow fever.

1848—Recovering from yellow fever at parents' home at Wilmington, Ohio.

1848—Back at Platte City, MO. Practiced law and published the Platte Argus.

1850—Emigrated with wagon train of local residents to California, arriving at Sacramento, Sept., 1850. Settled in Trinity County near Klamath Lake.

1852—After contested election in 1851, elected to California Senate as member from Trinity and Klamath Counties in March, 1852.

1852, Aug 2—Killed Edward Gilbert in a duel. Gilbert, a newspaperman and Congressman from California, 1850-1, was the challenger and Denver, with the choice of weapons, selected Wesson ruffles at forty paces. After an exchange of shots, both missing, Denver agreed the matter was ended, but Gilbert insisted on a second exchange of shots. Denver returned to the field remarking, "Now, I must defend myself." Both fired on the second exchange, and Gilbert died four minutes later. No action was taken against Denver in this area where duels were still frequent.

1853, March—Appointed California Secretary of State.

1854, November—Elected to Congress. Left for Washington, D.C. in October, 1854 from San Francisco by steamer to Panama.

1855, Mar. 4—Took seat in Congress as Democratic member from Weaverville, CA.

1856, Nov 26—Married Louise C. Rombach of Georgetown, Ohio, then in her early 20's, at Wilmington, Ohio. She continued to live in Wilmington.

1857, Mar 3—Completed Congressional term and returned to Wilmington.

1857, Apr 17—Appointed Commissioner of Indian Affairs, under Secretary of the Interior Jacob Thompson, by President James Buchanan. Assumed duties in Washington.

1857, September—Went west to Kansas-Nebraska area, to attend conferences of Indians; remained until returning to Washington in time to get out annual report, Nov. 30, 1857, and in late December, returned to Kansas.

1857, Dec. 10—Appointed Secretary of Kansas Territory, under arrangement that Chief Clerk Charles A. Mix would be appointed acting Commis-

sioner of Indian Affairs, until Denver could again assume the post. Denver's letters from this period are mostly datelined at Lawrence or LeCompton, K.T.

1857, Dec 21—Appointed Acting Governor of Kansas Territory.

1858, May 12—Made Governor of Kansas Territory, a position from which he resigned in Oct. 10, 1858.

1858, Nov. 8—Reappointed Commissioner of Indian Affairs.

1861, Nov 13—Assignment changed to command troops in Kansas, which had become a state in Jan., 1861. This was in a military department under General Hunter that also included Nebraska, Dakota and Colorado Territories as well as other Indian domains under Federal control. Denver's headquarters were at Fort Leavenworth, which he reached in late November, 1861. Fort Leavenworth was also the HQ of Hunter's Department of the West, but Denver was assigned to "visit the different commands, make complete inspection of each, and report their condition to HQ."

1862, Jan 15—Denver was ordered, per General McClellan, commanding the Union armies, to proceed to Wheeling, VA (West Virginia wasn't officially a state until 1863) for duty in the Dept. of Western Virginia. That department was under Rosecrans, but Denver was soon sent back to the west.

1862, Mar 17—Ordered to General Halleck's command for the purpose of leading an expedition into New Mexico from Ft. Scott, Kansas. This fell through, but correspondence places Denver at Fort Leavenworth on April 14, 1862. He was almost immediately thereafter assigned to the Army of the Tennessee, under General William T. Sherman at Corinth, Mississippi. This was just after the battle of Shiloh which had taken place April 6 and 7, 1862. Thus, Denver could not have been at Shiloh, if he was at Fort Leavenworth as late as May 3, 1862.

1862, May 12 to 1863, Mar 5—Commanded various brigades in the Army of the Tennessee, rebuilding railroads around Corinth in northwest Mississippi. Denver's Brigade consisted, as of Nov. 1, 1862, of the 48th, 53rd, and 70th Ohio Volunteer Infantry Regiments. Headquarters of the army was soon transferred to Memphis.

Denver's letters were headed from near Corinth, May 15, 1862; Moscow, Tenn., June 18, 1862; Memphis, July 27, 1862; College Hill, Miss., Dec. 6, 1862; Tallahatchie, Miss., Dec. 25, 1862; LaGrange, Tenn., Jan. 10, 1863; Memphis, Mar. 15, 1863; LaGrange, Tenn., Mar. 18, 1863 (in which he says his resignation has been accepted, but won't leave until his successor reports). Denver was succeeded by Gen. William Sooy Smith, March 22, 1863, at which time Denver evidently returned to Wilmington.

1863, Aug—By this time, Denver had established himself in Washington in a law office (Hughes, Denver & Peak), with also an office in New York City; and he was to spend the rest of his career in this manner—constantly traveling between Washington, New York, his home at Wilmington, Ohio, and other points. The earliest letter home quoted from this period of his correspondence is dated at 43 Cedar Street, New York City on August 25, 1863.

1892, May 9—Denver died in Washington, D.C., rather suddenly, of a kidney problem. *

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ARIPEX '90 will be held April 20-22, 1990 at the Phoenix Convention Center. The American Philatelic Society will be conducting their spring meeting.

The Western Postal History Museum will be participating at the exhibition in several capacities including our traditional Saturday luncheon at noon at the convention center. All museum members, staff, APS members, and friends are invited to attend this great Western event. Tickets for the luncheon are \$13 per person. Advance reservations are required. Please send your check and the number of guests attending to the Museum, P.O. Box 40725, Tucson, AZ 85717 no later than April 13, 1990.

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EARLY POSTAL SERVICE IN NORTH CAROLINA

by Robert J. Stets

Postal historians consulting the usual sources of information in the National Archives - Microcopy M-1131 (Appt. of Postmasters 1789-1832) and M-841 (Appt. of Postmasters 1832-1971) should be aware that these records (prior to 1836) are sometimes incomplete, sometimes incorrect. Some records were lost when the British burned Washington in 1814 and others were lost in a fire at the Treasury Department in 1836.

What to do about it? Where can the missing information be obtained?

One source is a huge library of 502 volumes containing copies of letters sent by the Postmaster General (PMG) between 1789 and 1952. The first 50 volumes (1789-1836) are available on microfilm from the National Archives at \$20 per roll. Title is "Letters Sent by the Postmaster General" - Microcopy No. 601.

The great difficulty with these letters is that being copies, the clerk, in most cases, only entered the name of the addressee, omitting the town and state. With perseverance, the destination of many of these letters can be determined. This article shows how much information can be obtained from these records and moves back the date of establishment for numerous post offices in North Carolina from those currently published.

EARLY NORTH CAROLINA POST OFFICES

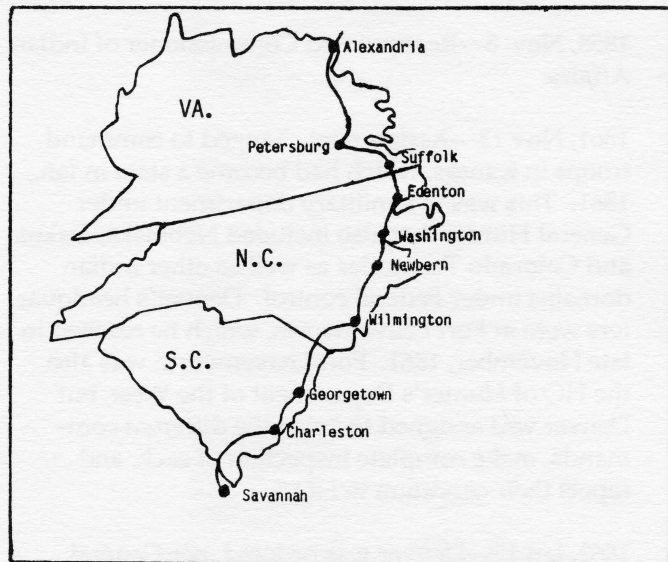
The Report of the Postmaster General (PMG) for the fiscal year ending October 5, 1791, includes the following data about North Carolina offices:

PLACES	AMOUNT COLLECTD	INCIDENTL EXPENSE	COMPEN- SATION	NETT REVENUE
EDENTON	267.00	10.00	53.40	203.60
WASHINGTON	138.00	-	27.60	110.40
NEWBERN	220.00	21.00	44.00	155.00
WILMINGTON	400.00	-	80.00	320.00

The PMG further reports the following expense:

To John Hoomes, for transporting the mails from Suffolk, in Virginia to Savannah: \$ 6443.00

From this Report of the PMG, we see that in 1791, mail for the states south of Virginia travelled by post rider from Suffolk, Va. along the Atlantic coast through Edenton, Washington, Newbern and Wilmington, N.C., then southward through South Carolina to Savannah, Ga.



The Southern Mail Route in 1791

Persons living inland had to either call for their mail at these offices, or arrange to have it brought from those offices by some friend or private rider, which was extremely inconvenient.

As population in the interior grew, pressure was exerted on Representatives in Congress to provide more convenient service. The anticipated removal of the state capital of North Carolina from Edenton to Raleigh, and the recent move in South Carolina from Charleston to Columbia also increased pressure on Congress to provide postal service inland.

THE 1792 CHANGES

On February 20, 1792, after months of political bickering in Congress, a "Post Office Law" was enacted. That law changed the route of the main North-South post road to a more interior location, requiring it to pass through Halifax, Tarborough, Smithfield and Fayetteville in North Carolina and Cheraw C.H., Camden, Columbia and Cambridge in South Carolina and Augusta in Georgia.

East-West connecting roads, or "cross posts" as they were called, were also set up in North Carolina:

From Halifax to Plymouth.

From Fayetteville to Wilmington.

From Halifax, through the upper part of N.C. westward to Salem and Salisbury.

From Edenton eastward to Indiantown.

Service on the main route was to be weekly; on the cross roads, once in two weeks. The old route from Suffolk to Wilmington was also continued, but service was reduced to once in two weeks.

In May, 1792, Col. John Hoomes, postmaster at Bowling Green, Va., and contractor for carrying the mails on the old route, was given full authority by PMG Timothy Pickering to set the new southern route, to commission postmasters in places where he considered it necessary to establish a post office, and armed with the bonds and forms required to establish those offices, he personally set out southward from Virginia.

THE 1792 POST OFFICES

General Post Office
Phila. April 26, 1792

Col. John Hoomes,
Sir,

I commit to you the power of fixing post offices and postmasters at all places on the roads south of Virginia where they are not already established. I am, Sir, &c T.P.

(Letters Sent A-457) (Timothy Pickering)

We do not know exactly when Col. Hoomes appointed postmasters along the new inland route "south of Virginia", but on June 7, 1792, PMG Pickering replied to a letter dated May 27, 1792 from Charles Gilmore, newly appointed at Halifax, N.C., in which he stated: "The road from Halifax to Salisbury is engaged, proposals for carrying the mails upon it once in two weeks having been made at two dollars and a half a mile, which I have readily accepted." (Letters Sent A-490)

Apparently Col. Hoomes was not able to complete arrangements so as to start the new routes by June 1, but on June 12, 1792, PMG Pickering sent circular letters to numerous new appointees, stating: "A commission for you is now enclosed."

Among the addressees were:

Buckner Davis Warrington(sic)
Stephen Sneed Williamsboro

(cont.)

David Ray	Hillsborough
Smyth Moore	Guilford C.H.
Gottlieb Shober	Salem
George Lawmann	Salisbury
(Letters Sent A-527)	

Then on June 18, 1792, PMG Pickering sent a circular letter to all postmasters, explaining the changes in postmaster commissions (from 20% to 40% at the lowest levels) which he was placing into effect "on the first day of July next, when the Post Offices on the new Roads will be opened."

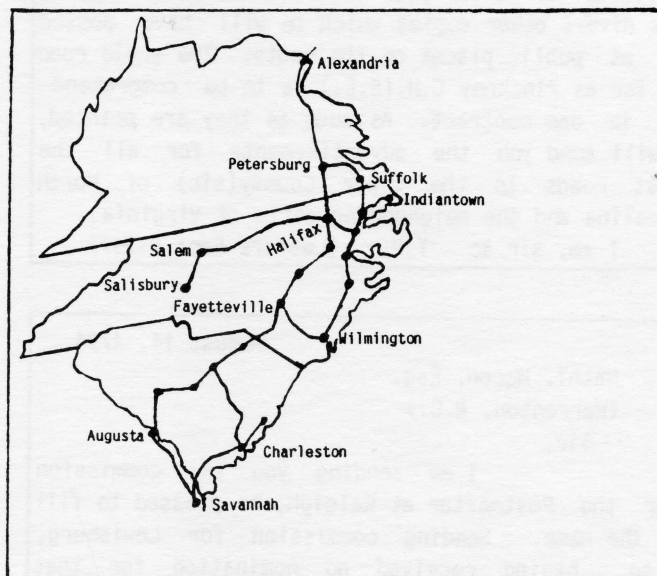
In addition to the offices named above, this letter was also sent to the following:

Charles Gilmore	Halifax
John Ross	Tarborough
John Bryan	Smithfield
John Sibley	Fayetteville
Martin R. Byrd	Plymouth
John G. Blount	Washington
(Letters Sent B-19)	

Finally, on September 27, 1792, a similar circular letter was directed to the postmasters at the newly established offices on the second "cross post" road:

Sarah Decron	Hertford
W. William Lane	Nixonton
Enoch Sawyer	Sawyer's Ferry
Thomas Williams	Indiantown

Thus we see that North Carolina, starting 1792 with only four post offices, ended that year with 20 offices!



The Southern Mail Routes in 1792

THE 1794 IMPROVEMENTS

In 1794, Congress, pressured by numerous "memorials" from constituents, threw an extremely heavy burden on the Postmaster General by adding hundreds of new post roads to the nation.

"Discussions" in Congress were so time consuming that the "Post Office Law" was not finally passed until May 8, 1794.

Thereupon the PMG had to set up schedules for carrying the mails on these new roads (for some of which he couldn't even be sure of the distances), place advertisements for proposals to carry the mails in newspapers in the various states for six weeks, pressure politicians who had lobbied for the new roads into locating someone who would bid for those contracts, and find persons who were willing to accept the meager income of a postmaster along those roads!

How PMG Pickering managed to get all this accomplished by October 1, 1794 is revealed in several "Letters Sent by the Postmaster General" now in the National Archives.

LETTERS SENT BY THE POSTMASTER GENERAL- 1794

June 5, 1794

Mr Gottlieb Shober,
(P.M. Salem, N.C.)
Sir,

As you manifested an inclination to contract for carrying the mail between Salem and Morganton, I inclose(sic) an advertisement relative to it for your information. Mr. McDowell has divers other copies which he will have posted up at public places on the route. The whole road as far as Pinckney C.H.(S.C.) is to be comprehended in one contract. As soon as they are printed, I will send you the advertisements for all the post roads in the upper County(sic) of North Carolina and the neighboring parts of Virginia.

I am, sir &c T.P. (Letters Sent C-297)

August 14, 1794

Nathl. Macon, Esq.
(Warrenton, N.C.)
Sir,

I am sending you the commission for the Postmaster at Raleigh, be pleased to fill in the name. Sending commission for Lewisburg, also, having received no nomination for that office.

I am, sir &c T.P. (Letters Sent C-392)

NOTE: In the "Letters Sent" reproduced here, the data within parentheses () has been added by the author.

August 19, 1794

Hon. Nathl. Macon,
Warrenton
Sir,

Oxford is now mentioned in the list of places on the post road from Warrenton to Salisbury. No person has been named for postmaster there. If it is of any importance to establish a post office at Oxford, I shall be much obliged by your fixing on a suitable person to keep it. A packet of papers for the establishment accompany this.

I am, sir &c T.P.
(Letters Sent C-405b)

August 19, 1794

General Mebane,
Sir,

You provided assistance in fixing postmasters at the places connected with Hillsborough. No persons having been recommended for Chapel Hill or Person C.H., I inclose (sic) packages of papers for postmasters at those places, which I pray you direct to such persons as you judge qualified.

Mr. Winston said the post road should run by Caswell Old C.H., to accommodate a number of traders there. Since it may be proper to establish a Post Office there, I inclose (sic) a third packet for that place if you judge the establishment would be beneficial.

I am, sir &c T.P.
(Letters Sent C-404)

August 21, 1794

Hon. Nathl. Macon, Esq.
Sir,

Your favor of the 1st came to hand this day recommending Mr. Thomas Rowlett for postmaster at Lewisburg. You may direct one of the two packets sent you to him.

I am, sir &c T.P.
(Letters Sent C-408)

August 22, 1794

John Steel, Esq.

Sir,

The Gentlemen in Congress from your state not having recommended persons for post masters on the new post roads in your quarter of the country, I take this liberty of requesting your assistance in this matter.

I have supposed it expedient to establish post offices at the several courthouses mentioned on the two new post roads commencing at Salisbury, viz:

{ Cabarras	{ Montgomery
{ Charlotte	{ Anson
{ Iredell	{ Richmond

A packet containing the new law- a bond-forms of oaths- and a letter for each of those places accompany this to the care of the postmaster at Salisbury, whom I have desired to retain them subject to your direction.

It seems that only the site of Cabarras C.H. is fixed on, but that no buildings are yet erected there and I was told that for the present, letters &c for that part of the country should be left at Capt. Paul Phifers. Whether he is a fit person for postmaster, you will know, and convey the packet to him or not, as you think proper. If unfit, be pleased to open the packet and alter the address of the letter.

I am, sir &c T.P.
(Letters Sent C-412)

August 22, 1794

Mr. Gottlieb Shober

P.M. Salem, N.C.

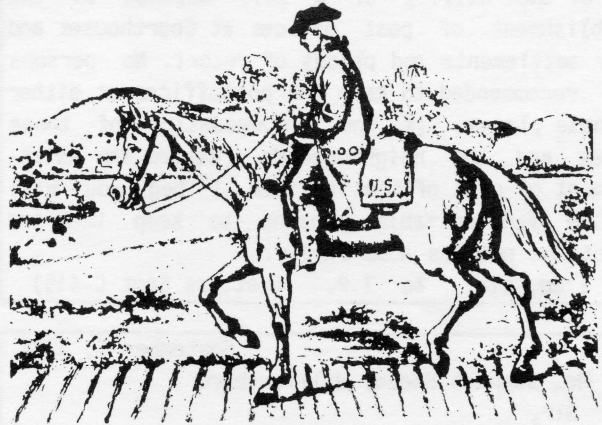
Sir,

A number of packets for new post offices on your route have been forwarded. I must request you to pass them on as good conveyances present. One for the intended postmaster at Germanton now goes addressed to your care.

I am, sir &c T.P.
(Letters Sent C-413)

NOTE: Not many of the "Letters Sent" have the address included, as this one does, making it necessary to read each letter to see if a clue can be found as to which state the letter relates.

Note, too that Mr. Shober, who, by now, had agreed to carry the mail through the "wilds" of western North Carolina and down into South Carolina, was now being asked to find some reliable means of getting their appointments into the hands of the postmasters along that route on which service had not yet begun.



A Typical Early Post Rider

A 1792 post rider in N.C. would have considered a "plank road" a luxury. When PMG Pickering proposed using a sulky to carry the mails, the contractor replied that a sulky could not pass on the "road" because of many ruts and stumps!

August 22, 1794

Col. McDowell

near Morganton, N.C.

Sir,

On the 15th I addressed you on the subject of the Contract for carrying the mail from Salem by Morganton &c to Pinckney C.H. Packets have been sent for the postmasters on the route addressed to the persons who had been recommended for postmasters. But the packet for Lincolnton wanted an address, no gentleman having been named to me for postmaster there. I request you to enquire (sic) for a suitable person and to direct the packet for Lincolnton to him. I presume it will have been forwarded to you by the first good conveyance from Salem.

I am, sir &c T.P. (Letters Sent C-414)

September 5, 1794

Thomas Blount, Esq.

Sir,

In your behalf, Col. Thomas put in proposals for carrying the mails from Tarborough by Nash C.H. to Lewisburg at four dollars and a half a mile. The proposals are accepted.

(Letters Sent C-440)

August 22, 1794

William B. Grove, Esq.

Sir,

In this mail, packets are sent for the purpose of erecting post offices at Randolph C.H., Duplin C.H.(or near it), Elizabethtown, Sampson C.H. and South Washington. I have supposed much of the utility of a mail depends on the establishment of post offices at Courthouses and other settlements and places of resort. No persons were recommended to keep the postoffices at either of these places. If the accommodation of those places and the neighborhoods require the establishment of post offices at them, I beg you will enquire for suitable persons to keep them and direct the packets accordingly.

I am, sir, &c T.P. (Letters Sent C-415)

September 5, 1794

Mr. Stephen Sneed, Williamsboro

Sir,

Your proposals for carrying the mail in North Carolina were duly received and accepted to commence October 1:

from Halifax to Salisbury at 2 dollars a mile
from Hillsboro by Person C.H. to Bethany(sic)
for 1.75 a mile. (Letters Sent C-440)

September 5, 1794

Samuel Dayton, Salisbury

Sir,

Your proposals for carrying the mail from Salisbury by Cabarras C.H. to Charlotte to return by Iredell C.H. are accepted.

(Letters Sent C-446)

December 18, 1794

Jno. Sibley, Esq. (P.M. Fayetteville)

Sir,

I have received your letters of 30th of November and 2nd instant.

I have consulted Messrs. Grove & Gellaspie respecting the mode of carrying the Wilmington mail and they both recommend my authorizing you to carry it down uniformly by way of Elizabeth Town and return by way of South Washington &c which you may do immediately after receipt of this letter.

Mr.Gellaspie recommends the following persons for postmasters at the places annexed to their respective names, vizt.

ElizabethtownSaunderson
So. Washington	John James
Duplin	James James
Sampson	Richd. Clinton (cont.)

In case no appointment shall have been made at those places before the receipt of this letter, you will please to address the packets necessary to open each office which now remain in your hands to the names before mentioned and send them in the first mail. Should anything more be wanted for the establishment of these offices, please to inform me immediately.

You will please to send on a set of papers to Mr. John Morse at Randolph Court House. From your recommendation of Mr. Morse, I have no doubt but he is a suitable person for Post Master at that place.

In case Mr. Joseph Lea is like to become a permanent resident at Moore C.H., I think it will be best to appoint him Postmaster at that place.

I am, Sir, &c C.B.(Chas. Burrall, Asst)

ABOUT THE POST ROAD MAP

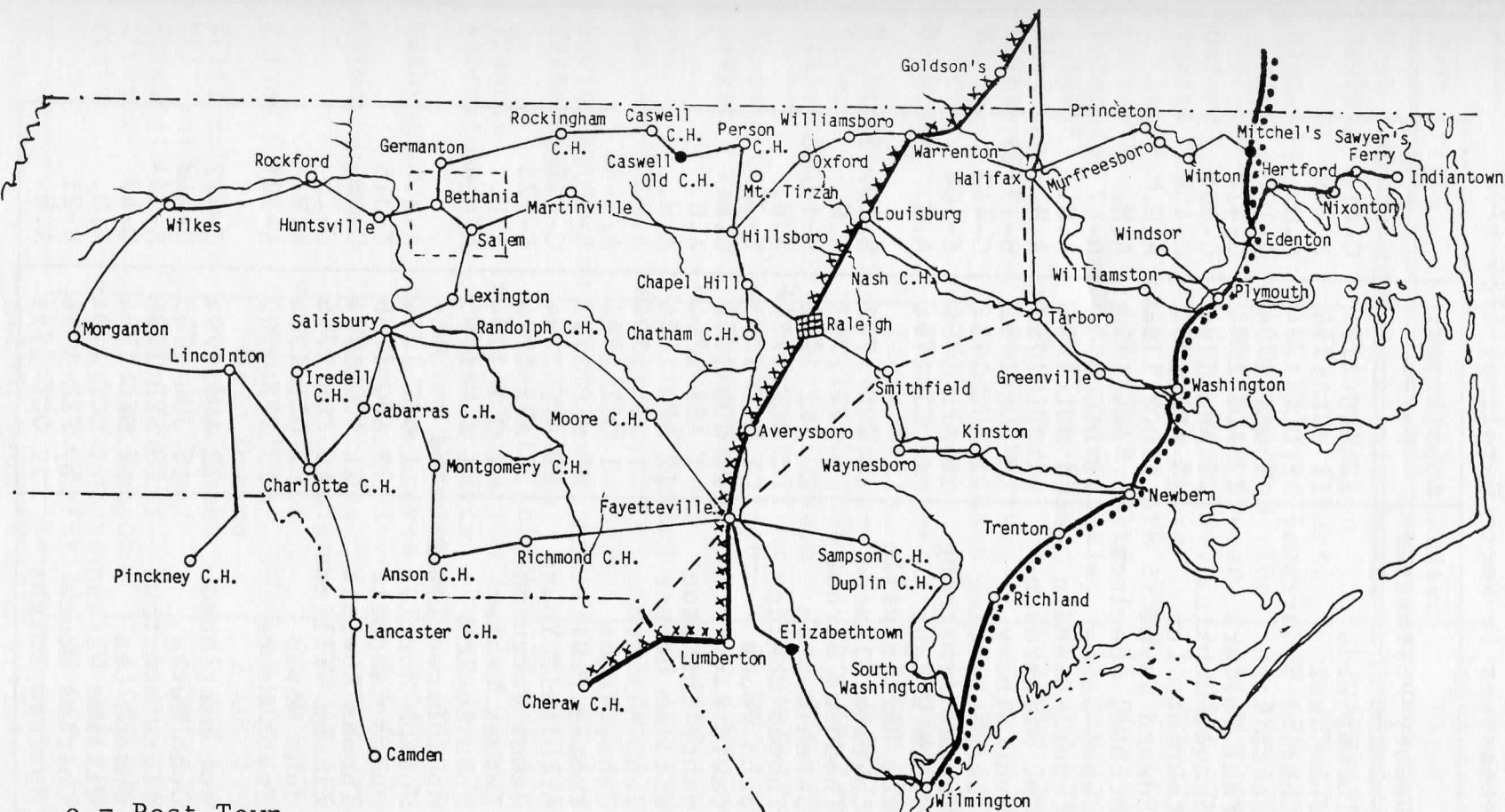
The accompanying map of North Carolina was prepared from a much larger map located in the Map Room of the Library of Congress. It is described as "Map of the United States, Exhibiting the POST-ROADS, the situations, connections & distances of the POST-OFFICES, Stage Roads, Counties, Ports of Entry and Delivery for Foreign Vessels, and the Principal Rivers, by Abraham Bradley, junr."

The map was published about 1796 but represents the situation at some time during 1795. It was, moreover, a "negative" map- white letters on a black background- which does not reproduce well by offset printing, so I have redrawn it and also indicated the main N-S post road for 1791, '92 &'94.

According to the accompanying map, by 1795, North Carolina had 60 post offices, which tripled the 20 offices of 1792!

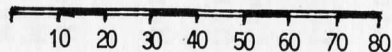
NEW INFORMATION SUMMARY

Arthur Hecht, a researcher at the National Archives for many years, located much information from the "Letters Sent by the PMG" files and other sources. In 1958 Hecht published an article, "Postal History of North Carolina 1789-1795" in The North Carolina Historical Review. It was recently reprinted in the North Carolina Postal History Society's Newsletter. Through my own examination of these "Letters Sent" files, I have been able to add to the information reported by Hecht in 1958. Our combined data on early N.C. post offices is appended herewith.



- o = Post Town
- = Not a Post Town
- Main N-S Post Roads
- Cross Post Roads
- ... Main Road 1789-91
- Main Road 1792-93
- xxx Main Road 1794-95

Scale of Miles



POST ROADS IN NORTH CAROLINA
circa 1795

Based on a Map by
Abraham Bradley, Jr.

copyright 1989, Robert J. Stets

"Post Offices & Postmasters in North Carolina, 1786-1796"

Post Office	Deputy Postmaster	Appointment Date*	Source
Anson C.H.	Thomas Wade	22 AUG 1794	C-412
	John West	11 JUL 1796	E-249
Averysborough	Charles S. Carraway	1 OCT 1794*	A.H.
Bethania	Jacob Lash	1 OCT 1794*	D-100
Cabarras C.H.	Paul Phifers	22 AUG 1794	C-412
Chapel Hill	Samuel Hopkins	19 AUG 1794	C-404
Caswell C.H.	Lawrence Lea	19 AUG 1794	C-404
Charlotte	Edward Wayne	1 OCT 1794*	A.H.
Chatham C.H.	Michael Sperlock	AUG 1794	A.H.
Duplin C.H.	James James	18 DEC 1794	D-47
Edenton	Lemuel Standin	1 JUL 1786	A.H.
Elizabethtown	Wm. Richardson	1 JUL 1793*	A.H.
Fayetteville	John Sibley	18 JUN 1792	B-19/25
Germanton	Joseph Bitting	22 AUG 1794	C-413
	Thomas Armstrong	16 APR 1796	E-106
Greenville	Grove Wright	1 OCT 1794	A.H.
Guilford C.H.	see Martinsville		
Halifax	Charles Gilmore	18 JUN 1792	B-19/25
	Thaddeus Barnes	4 SEP 1793	A.H.
Hertford	Sarah Decron	27 SEP 1792	B-19/25
	Thomas McNider	1 OCT 1794*	A.H.
	John Woods	1 OCT 1795*	E-36
Hillsborough	David Ray	12 JUN 1792	A.H.
	Henry Thompson	1 APR 1794*	A.H.
	William Hooper	12 APR 1794	A.H.
	John Allison	1 JUL 1794*	A.H.
Huntsville	Henry Young	1 OCT 1794	A/c-40
Indiantown	Thomas P. Williams	27 SEP 1792	B-19/25
Iredell C.H.	Archibald Young	22 AUG 1794	C-412
	James Ferguson	27 APR 1796	E-123
Kinston	Thomas Lester	1 OCT 1794*	A.H.
	John Lovick	1 JAN 1795*	A/c-40
Lexington	no information located to date		
Lincolnton	Joseph Morris	1 OCT 1794*	A.H.
	James Campbell	29 AUG 1796	E-316
Louisburg	Thomas Rowlett	21 AUG 1794	C-408
(Lewisburg)	Elisha Williams	16 FEB 1796	E-25
Lumberton	John Noyes	1 OCT 1794*	A.H.
Martinsville	Smyth Moore	12 JUN 1792	A-527
(Guilford C.H.)			
Montgomery C.H.	not mentioned	22 AUG 1794	C-412
	John Burke	16 JUL 1795	D-218
	Alex. McArthur	13 SEP 1796	E-344
Moore C.H.	Joseph Lea	18 DEC 1794	D-47
Morganton	William Watson	1 OCT 1794*	A.H.
Mt. Tirzah	Charles Moore	by FEB 1796	E-21
Murfreesborough	Murfree Knight	14 OCT 1794	A.H.

* (after appt. date) = earliest reported "return"; so postmaster was appointed earlier.

"Post Offices & Postmasters in North Carolina, 1786-1796"

Post Office	Deputy Postmaster	Appointment Date*	Source
Nash C.H.	Archibald Hunter	31 DEC 1794	D-61
Newbern	Henry Machen	5 APR 1786	A.H.
	Francis X Martin	1 JUN 1790	A.H.
Nixonton	W. William Lane	27 SEP 1792	B-19/25
	Charles McMorine	3 DEC 1793	A.H.
	Matthias Sawyer	15 AUG 1795	A.H.
Oxford	John Mann, Jr.	19 AUG 1794	C-405b
Person C.H.	Charles Moore	25 FEB 1795	A.H.
(no P.M. at this P.O. 12 APR 1796)			E-102
Plymouth	Martin R. Byrd	18 JUL 1792	A.H.
Princeton	Benjamin Coakley	14 JAN 1795*	A.H.
Raleigh	William Shaw	14 AUG 1794	C-392
Randolph C.H.	John Morse	18 DEC 1794	D-47
Richland	Daniel Miller	28 MAY 1796	E-169
Richmond C.H.	Toddy Robinson	22 AUG 1794	C-412
	John Clark	16 APR 1796	E-108
Rockford	Thomas Lester	1 JAN 1795*	A.H.
	Isaac Bills	7 SEP 1795	D-285
Rockingham C.H.	Peter Watson	1 JAN 1795*	A.H.
Salem	Gottlieb Shober	12 JUN 1792	A-527
Salisbury	George Lawmann	12 JUN 1792	A-527
	Andrew Balfour	21 MAR 1796	E-72
Sampson C.H.	Richard Clinton	18 DEC 1794	D-47
Sawyer's Ferry	Enoch Sawyer	27 SEP 1792	B-19/25
	Joseph Jones	by AUG 1793	B-493
	Michael Fennel	25 AUG 1793	B-493
Smithfield	John Bryan	18 JUN 1792	B-19/25
	William Sasser	10 AUG 1793*	A.H.
South Washington	John James	18 DEC 1794	D-47
Tarborough	Joseph Ross	18 JUN 1792	B-19/25
	John G.L. Schenk	25 JAN 1795	D-61
Trenton	no information located to date		
Warrenton	Buckner Davis	12 JUN 1792	A-527
	Thomas Gloster	1 OCT 1793*	A.H.
Washington	William Groves	5 OCT 1788	A.H.
	John Gray Blount	8 NOV 1791	A.H.
Waynesborough	James Rhodes	1 OCT 1794	D-99
	Arthur Jernigan	1 JAN 1795*	A.H.
	John Bledsoe	25 MAY 1795	D-193
Wilkes C.H.	John Dobson	22 AUG 1794	C-413
	Joseph Dobson	2 AUG 1796	E-287
Williamsborough	Stephen Sneed	12 JUN 1794	A.H.
Williamston	Thomas Jones	1 JUL 1793*	A.H.
Wilmington	John Bradley	about 1786	A-9
Windsor	William Benson	1 OCT 1794*	A.H.
Winton	Lawrence Mooney	1 JAN 1795	A.H.
	Thos. N. Briskill	22 OCT 1796	E-402

Source: "A.H." = Arthur Hecht's 1958 article.

Ltr.- No. = "Letters Sent by PMG"; Book and Page.

A/c - No. = "Account Current"(for period) & page.

HELIOGRAPH AND THE PHILATELIC PRESS

• *The Independent Philatelist* illustrated here was issued in November, 1885, with a very interesting verse—as pertinent then as today:

• We have been unable to find any record of this publication in any of the standard bibliographies. If you have further information, please share it with our library.

PHILATELY

W. C. Benton.

The day was done and wearily
Homeward I made my way,
The rain was falling drearily,
Cheerless had been the day.

And I felt sad and restless,
Oppressed with heavy care,
The world to me seemed comfortless,
My trials more than my share.

But now it has passed away,
And a change come over me,
Peace and contentment round me play,
Brought by Philately.

The Independent Philatelist.

DEVOTED TO THE INTERESTS OF COLLECTORS.

"Non Profitico est Deficit."

VOL. II, NO. 11. BERGEN POINT, N. J. Nov. 1885. Whole No. 23.

PHILATELY.

W. C. BENTON.

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Peace and contentment round me play,
Brought by PHILATELY.

Seawaren, N. J. Sept. 30, 1885.

THE PHILATELIC COSMOS.

"I cannot say how the truth may be
I tell the tale as 'twas told to me." Scott.

ANGOLA—The 20r has been changed from straw to red; the 5r from rose to violet.

BELGIUM—Mr. Le Mon sends us the new 5 and 10c Cards "POSTKAART" above, instead of "Ce Cote etc."

BALKAN STATES—Since Eastern Roumelia was wedded to Bulgaria she is known to her inhabitants as South Bulgaria, and the result provisionals. Eastern Roumelia stamps were surcharged with Bulgarian lion, and 4 days after the additional inscription "Yojna(south) Bulgaria" was added, this was sent us from Vienna, and we see the S. C. J. has the same information.

BRITISH GUIANA—The *Record* mentioned the 1 and 4 cent surcharged "OFFICIAL" from lower left corner to upper right corner.

CEYLON—The 2 cent card now comes surcharged "2½ cents" without additional superscription. The price is three cents including the card. *Der Ph.*

GERMANY—Bourse Delivery, (stock exchange): the following stamps have been issued for use in all large cities of Germany

for the immediate delivery of matter for the various exchanges: 1 mark rose on white, carmine, on both light and dark blue paper.

GREAT BRITAIN—Mr. E. H. Barnett sends us an officially sealed stamp consisting of rectangle postmarked "Newcastle-on-Tyne, July 1, 1885"; above "V (crown) R"; on left "Found open and" and on the right "Officially sealed" type set, black on white perforated, Mr. Warner shows us the 9d 1883, and 6d over 1s 1884 surcharged "GOV'T PARCELS."

INDIA.—Jhind (Jeend) State and Nabha—the arms are included with the "()" surcharge on Cards and Envelopes.

MEXICO—Mr. Weber informs us of the change of color of the 3c to ochre, 5c to steel blue, 10c to orange.

MONACO—Mr. Rechert sends us the following additional: 1c olive-brown, 2c violet, 10c brown on yellow, 40c blue on rose, 75c black on rose, 1f black on yellow, 5f carmine on green.

MALAYA—The surcharge "*Cheung Mai*" proves to be only a postmark.

ORO RIVER COLONY—Der Phil. mentions the 5c carmine on green, 10c blue on carmine, 15c violet on fawn of Spain surcharged "Africa-Rio de Oro-Espana."

UNITED STATES—The U. S. stamped envelope of 1860, value 3 cents, bearing the overprint in old English type:

"Confederate States of America
Post Office Department
Official Business
Chief Clerk, P. O. Dep't."

Two specimens were shown, one of which had "*Finance bureau*" written on it, and both had "FREE."

B. & O. Tel. Co. The colors have been changed in the 1, 5 and 10 cent, which are now printed by the Kendall Bank Note Co.

1 cent green (II 6a)

5 " blue (III 12a)

10 " brown (V 4a)

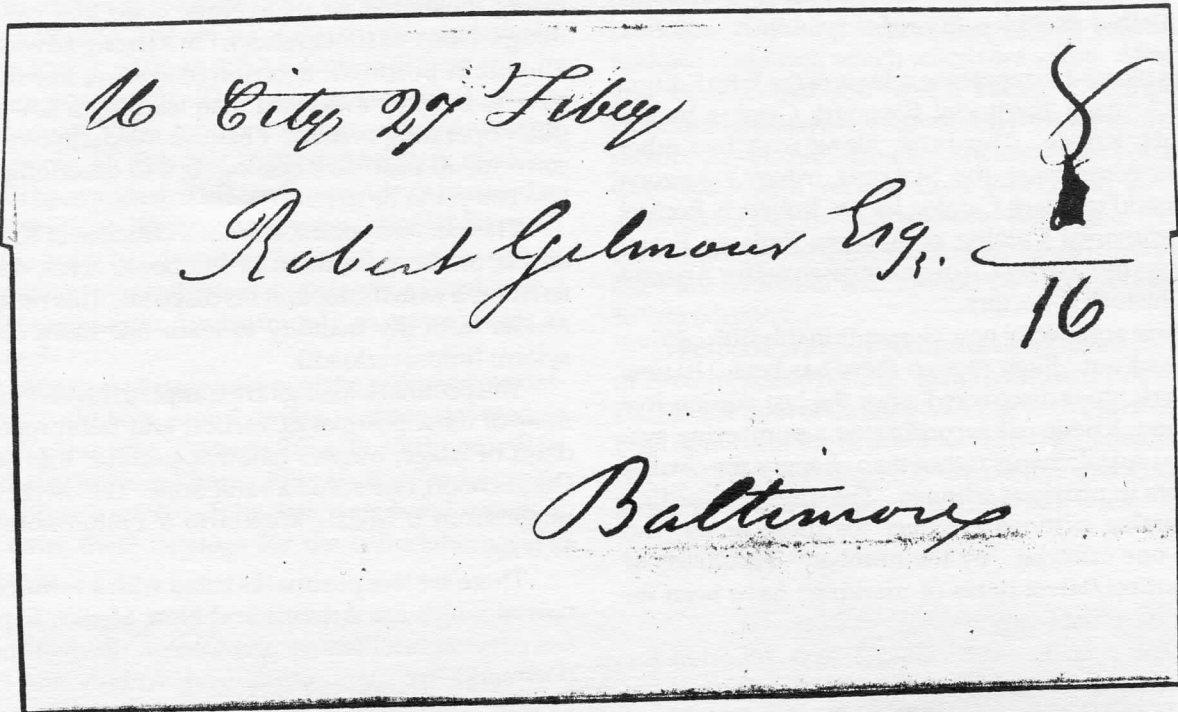
The 3 cent has not yet appeared.

THE EMBRYO METROPOLIS

by Thomas J. Alexander

**WASHINGTON CITY
DISTRICT OF COLUMBIA**

1797



This letter is datelined "Geo. Town 27th feby 1797." It is written by Gustavus Scott, one of the original commissioners appointed to superintend the erection of the capitol building at Washington.

When the State of Maryland lent the United States several thousand dollars to begin construction, U.S. credit was so poor that Scott and two others were required to give their personal bonds as security.

The letter entered the small post office at Washington the same day it was written.

DESPATCH FROM THE FRONTIER

The U.S. mails are used for some odd purposes, as illustrated by an occurrence that took place a number of years prior to 1899.

One day several wagons drove up to the PO at Washington, D.C. and deposited a number of large tubs containing handsome palms, then drove off. When the PO employees went out to investigate, they found to their surprise, that the palms were to be sent through the mails. The Superintendent at first refused

to send them, inasmuch as it required 2 men to lift each tub, and there was no way to wrap them. But they were tagged, addressed and "franked" by the Department of Agriculture, so they had to be sent. But special arrangements had to be made for watering and tending them enroute. They went to Las Cruces, N.M., Phoenix and Pima, Ariz., and several Calif. towns. Thus commenced date growing in the United States.

—THE ARIZONA REPUBLICAN
September 17, 1899

BOOK REVIEW

ARIZONA TERRITORIAL POSTMARK CATALOG, Fifth Edition, by Owen H. Kriege, Ph.D. 370 Deer Pass Dr., Sedona, AZ 86336. 131 pages including 7-page introduction. Available from author @ \$25 postpaid.

I'm pleased to report the release of the Fifth Edition of the Arizona Territorial Postmark Catalog by Dr. Owen H. Kriege. This book, along with two other releases comprising the "Arizona trilogy," Arizona Statehood Postmark Catalog by Dr. Robert B. Bechtel and Centennial Catalog of Arizona Railway Postal Markings by Charles L. Towle are essential for Arizona postal history collectors.

There are several new elements in this fifth edition that stand out. Even though there has been 110 new postmark types discovered since the last edition five years ago, Kriege has incorporated a numbering system that supplements rather than changes the catalog numbers in previous editions. The days of dreading new catalog editions are over for those of us who record our material "by the number." Hundreds of new earliest/latest dates of markings have been reported from the many new discoveries.

In the past, Kriege's catalogs have reported the material then available. Now, Kriege reports on what is not available, yet still possible to discover. As part of the body of his listings, Kriege lists all post offices known to exist during the territorial period, whether postmarks are known from the towns or not; and the year dates of post office operation. Unfortunately, this is also a useful guide to the unscrupulous forger who will happily prepare a "new find" cover for any of these post offices that haven't had postmarks reported. True, this information could be acquired elsewhere—with more effort.

The "Sheldon Dike School of Catalog Making" technique is used in describing the listings in this catalog—a method which the reviewer respects and appreciates except for one ingredient of personal taste which probably reflects my ignorance and obstinance. Each post office is listed alphabetically including county, dates of operation, and postmark(s). Each postmark is given a descriptive code that was first developed by Dike and used by the other graduates of the "Dike School"—Kriege, Bechtel, Tom Todsén (New Mexico), and Richard Helbock (Alaska and others)—

all, including Dike, are Ph.Ds. The more I use this complicated descriptive system, the more I understand why the Ph.Ds are the only ones who use it in their catalogs! It's a good thing these catalogs are profusely illustrated so us average collectors can find things. Don't misunderstand, I'm a strong advocate of a uniform postmark descriptive system, but does it have to be more awkward than learning a new computer operating system? I believe the definitive (and convenient) postmark cataloging and describing system has yet to be invented.

This personal opinion is not a criticism of Kriege's efforts or the usefulness of his book. He's done a terrific job with the tools at his disposal. This rampage results from my inability to learn one more coding system (info-overload!).

The postmark listings are completed with illustrations of most postmarks, earliest and latest reported dates of usage, owners (another peculiar trait of the Dike School), notes, and a value scale. The useful scale ranges from "0" (most common) to "9" (value more than \$2,000).

There are five postmarks listed with a value of "9," two of which are Arizona and New Mexico Express Co. covers from Prescott and Tucson. Two of the "9" postmarks are manuscripts from Aubrey and Pima Village. Neither manuscript postmark is illustrated. In a departure from the techniques of the Dike School, none of the 94 listed manuscript postmarks are illustrated. Obviously this is an editorial decision based upon the possibility of forgers using these manuscript postmarks to apply to altered covers. If the author was worried about forgers activities, he made an inconsistent decision to include the list of territorial post offices from which no postmarks have been reported, yet eliminate the illustrations of manuscript postmarks.

There are lots of arguments, pro and con, for including these illustrations. Arizona postal history, especially the early territorial manuscript postmarks, has been forged, altered, and manufactured upon demand. As explained above, as much as I like the convenient list of all territorial post offices, including those from which no postmarks have been reported, I feel that this area is ripe for unfortunate events. Yes, in this case, I believe the manuscript postmarks should be illustrated for the benefit of the collectors.

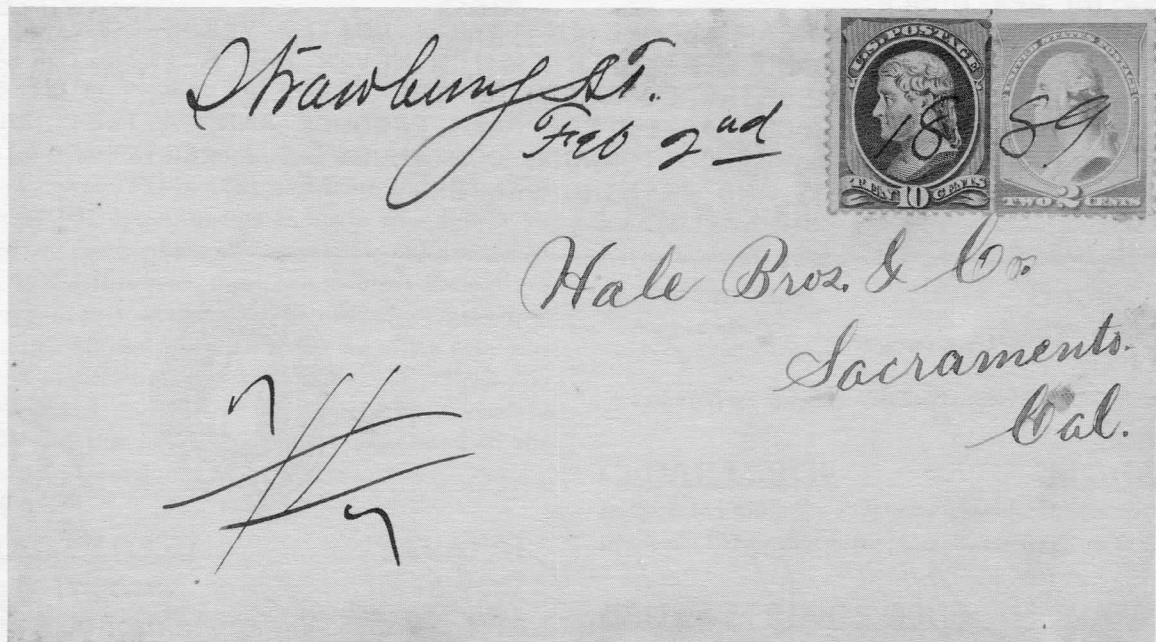
Without turning this review into a manual of forgeries, such illustrations would help determine the authenticity of many of Arizona's manuscript postmarks and possibly weed out those that are obviously fraudulent—including those from "immune" sources such as museums and archives.

A case in point is the illustrated cover from Strawberry, Arizona Territory, Kriege type 1, and listed in the fifth edition as the earliest known date of February 2, 1889 (value 5). The owner of this cover is designated in the catalog with an " * " which indicates it is in museum possession. This cover is contrived. It is a faked cover. The ten cent stamp, the manuscript "Strawberry AT Feb 2nd 1889" and registry marking have all been added. This cover should not be listed in Kriege's catalog. This is one of several similar fakes, all with the same handwriting as found on other covers from other towns and states. Let's face it, even the most prolific postmaster can be in only so many places at one time!

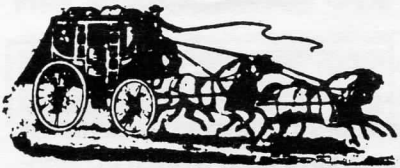
An illustrated supplement of the manuscript postmarks would be a useful device to those devoted to collecting this area. Perhaps these illustrations will be included in future editions. After all, if we're doing our job, a forger's work will be discovered and exposed. Let's write these catalogs for the collectors, not the criminals.

One final criticism that is, again, unique to the graduates of the Dike School of Catalog Making. Machine cancels have names and should be identified as such. Machine cancels have been written up, published, researched, recorded, and promoted (they even have their own successful specialist society). There is an abundance of information available to incorporate a minimum of the machine's name (American, Columbia, International, Doremus, Universal, etc.) into these catalogs. Anything less is like writing a dictionary without identifying which words are verbs. After all, if you mention that you have a Tucson Columbia machine cancel to anyone who collects postmarks, a mental picture develops. However, mention that you have a C1b'T9B23 with vertical lines killer, and you'll get arrested for indecent vocabulary! Records of the dates of introduction of these machines into Arizona post offices are available and should be incorporated into future editions.

This book is highly recommended for all collectors of Arizona postal history. Don't confuse my opinion of the Dike School of Catalog Making with the reviewer's high opinion of the fifth edition of the Arizona Territorial Postmark Catalog. It is impossible to collect early Arizona covers without this important book. (DAK)

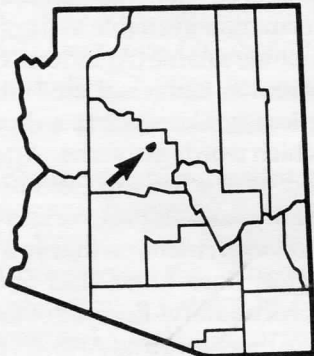


This faked cover is the basis for a listing in Kriege's Arizona Territorial Postmark Catalog. The only genuine and original components of this cover are the two cent stamp and the address.



COTTONWOOD

ARIZONA TERRITORIAL POST OFFICE



COTTONWOOD POST OFFICE ON THE VERDE RIVER IN YAVAPAI COUNTY OPENED MARCH 6, 1879, WITH WILLIAM H. MCMICHAEL AS POSTMASTER. THE OFFICE WAS DISCONTINUED JUNE 4, 1880, MAIL GOING TO PRESCOTT. MAIL CAME BY SPECIAL SERVICE FROM RED ROCK (WHICH BECAME BIG BUG IN 1881) UNTIL ROUTE 40121 FROM PRESCOTT BEGAN SERVICE MAY 6, 1880. COTTONWOOD POST OFFICE WAS REESTABLISHED JULY 9, 1885, WITH GEORGE M. WILLARD AS POSTMASTER. ON THE SAME DATE POST OFFICES AT CORNVILLE AND AULTMAN WERE ESTABLISHED FARTHER SOUTHEAST ON THE VERDE RIVER. POSTAL ROUTE 40178 SERVED THESE OFFICES.

THE FIRST CATTLE ON THE UPPER VERDE RIVER PROBABLY WERE AT DEL RIO SPRINGS ABOUT 1863. IN THE 1870'S AS MANY AS 25,000 CATTLE WERE IN THIS PART OF THE VALLEY. OVERSTOCKING AND DROUTH IN THE 1880'S AND EARLY 1890'S GREATLY REDUCED THESE NUMBERS. SOLDIERS FROM CAMP VERDE WERE STATIONED AT THE SITE OF COTTONWOOD BY 1874 AND BY 1879 SEVERAL FAMILIES HAD SETTLED IN THE AREA. MALARIA WAS A SERIOUS PROBLEM, AS MOSQUITOES "ROSE IN THICK CLOUDS" FROM STAGNANT POOLS LEFT BY RECEDING FLOODS. WHEN QUININE WAS AVAILABLE AT CAMP VERDE IT SOLD FOR AS MUCH AS \$4.00 PER OUNCE.

COPPER WAS LOCATED NEAR JEROME IN 1876. UNITED VERDE COMPANY WAS INCORPORATED IN 1883 AND CLARKDALE (WHICH NEVER HAD A TERRITORIAL POST OFFICE) BECAME A PROCESSING LOCATION ON THE VERDE RIVER. MINING ACTIVITY PROVIDED A GOOD MARKET FOR FARM PRODUCE AND CATTLE. JEROME MINES CLOSED IN 1953, BUT COTTONWOOD CONTINUES AS A RETIREMENT COMMUNITY AND BUSINESS AND FARMING CENTER.

Cottonwood, Ariz.
8-1-88



Mr. J. L. Kunde,
Stockton Business College,
Stockton,
California.

ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(continued from HELIOGRAPH #13)

CASTLE HOT SPRINGS*Winter office**Formerly Hot Springs*

Clyde Douglas

Mrs. Pearl G. Champie

Mrs. Pearl G. Steinhaus

Mrs. Pearl G. Hurd

*Discontinued*YAVAPAI

May 1, 1936

Jan 31, 1938

NCM?

NC Oct 7, 1963

Apr 30, 1966

Opened for the winter season on October 1st of each year and closed on July 1st. Mrs. Champie remarried sometime prior to June, 1946, and October 1963.

CATALINA*Reopened as RB-Tucson**Changed to CPO*PIMA

May 31, 1971

June 16, 1977

This town, almost astraddle the Pima—Pinal County line, had its own PO in 1881 and from 1883-86. The records of PM appointments indicate that Edwin P. Bernard was assigned the postmastership of Catalina on Feb. 9, 1917. However, there are no other indications from any source (Postal Guides, records of gross receipts of PO and PMs' salaries, etc.) that an office ever was open in Catalina between 1886 and 1971. Probably either Bernard declined or his appointment was rescinded, and this action was never annotated in the appointment record.

CATOCTIN (1902)

Helen S. Truman

Stuart L. Duncan

*Discontinued*YAVAPAI

Jul 16, 1907

Jun 30, 1914

Jul 15, 1920

Mail to Prescott

This PO served the Catoctin Mine. The camp is now deserted.

CAVECREEK (1890)

Dulcy M. Houck

Emma M. Baillie

Edwin A. Howard

Alfred S. Lewis

Arthur B. Dodge

Mrs. Vivien E. Dodge

Mrs. Vivien E. Thompson

NCM May 23, 1940

Miss Patricia C. Bradley

May 24, 1941

Mrs. Lucille Baughman

Oct 31, 1954

Name changed to Cave Creek

Feb 1, 1962

Changed to IND RS—Carefree

Mar 1, 1962

Mrs Stella F. Bloom

Jun 14, 1976

Large Indian caves are nearby.

CEDAR CREEK

Mrs. Virginia A. Kirkpatrick Nov 1, 1946

Discontinued

Dec 15, 1949

Mail to Whiteriver

Located on the San Carlos Indian Reservation.

GILACEDAR LEDGE

In the late 1930's the POD was considering the establishment of a PO by this name, but the effort came to naught.

MOHAVECEDAR SPRINGS (1910)

Simeon Schwemberger

John E. Owens

Simeon Schwemberger

Oscar W. Marty

Wallace D. Bailey

James C. McJunkin

*Name changed to TEES TO**Located on the Navajo Indian Reservation.*NAVAJO

Mar 25, 1912

May 6, 1913

Jan 5, 1915

May 1, 1916

Jun 14, 1918

Feb 9, 1930

Jul 24, 1930

<u>CENTRAL (1886)</u>	<u>GRAHAM</u>
Silas P. Jenkins	May 5, 1908
Clarence M. Bigler	Jul 31, 1914
Millard Fyffe	May 10, 1916
Mrs. Eva Coombs	Oct 11, 1920
Duard Fyffe	Mar 7, 1927
Mrs. Charlotte A. Lofgreen	Mar 31, 1953*
Duard Fyffe	Feb 15, 1955
Mrs. Alta Mae Schurtz	Jan 2, 1957

Morman families settled here and extended the Central Canal about a mile to serve their needs.

<u>CERBAT (1872)</u>	<u>MOHAVE</u>
H. Emory Tatum	Jan 10, 1910
<i>Discontinued</i>	Jun 15, 1912
	<i>Mail to Kingman</i>

The name is Mohave Indian for "big horn mountain sheep." The community has disappeared.

<u>CHAMBERS (1907)</u>	<u>APACHE</u>
George S. Woods	Oct 26, 1908
John F. McCarrell	Mar 8, 1913
Clarke W. King	Oct 1, 1923
Abraham W. Willis	Jul 24, 1926
Spencer Balcomb	Jan 11, 1927
<i>Name changed to Halloysite</i>	Sep 1, 1927
<i>Name changed to Chambers</i>	Jul 1, 1930
Mrs. Laura J. Cassady	Jun 1, 1930
Eugene E. Eagles	Apr 18, 1934*
Mrs. Helen Eagles	Jan 10, 1935
Joseph J. Linnane	Mar 6, 1936
Robert W. Cassady, Jr.	Sep 1, 1937
Richard K. Eaves	May 31, 1946
Peter Balcomb	Aug 31, 1951
Raymond E. Chavez	Jan 22, 1960*
Mrs. Mary Maude McCarrell	Aug 28, 1961
Lester H. Roberts	OIC Aug 8, 1976
Mrs. Kathy A. Raney	OIC Aug 31, 1977
Mrs. Mary C. Jones	Jan 10, 1978

Named for Charles Chambers who opened a trading post before the railroad came in 1881.

<u>CHANDLER</u>	<u>MARICOPA</u>
Ernest E. Morrison	Jun 7, 1912
G. Lindley Gollands	Feb 28, 1914
Samuel A. Meyer	Dec 5, 1917*
David A. Jacobson	Jun 1, 1918*
R. Monroe Miller	Nov 11, 1918
Ross M. Winters	Nov 1, 1919*
Leonard C. Parke	Jan 1, 1920
Arthur H. Sellers	May 1, 1923
Walter W. Jett	Nov 1, 1927
Ezbon E. Cooper	Jun 3, 1930
Mrs. Jessie I. Cooper	Aug 1, 1932
Clarence W. Jones	Dec 31, 1948*
Mrs. Jane Jones	Apr 15, 1949
Emil L. Turner, Jr.	Nov 30, 1949
Klyle N. Stall	Mar 31, 1954
Frederick J. Bolender	Mar 11, 1959

Named for Dr. Alexander John Chandler, state veterinary surgeon, who founded the town in 1911 by selling a portion of his 18,000 acres in the area.

He became the first mayor when the city was incorporated in 1911.

Rural Free Delivery (RFD) was established April 1, 1922. City delivery began on April 17, 1950.

<u>CHANDLER HEIGHTS</u>	<u>MARICOPA</u>
Mrs. Teresa M. Binner	Oct 18, 1938
Merritt L. Ehle	Jun 30, 1947
Mrs. Teresa M. Binner	Jan 6, 1951
James W. Wilson	May 23, 1953
Mrs. Ruby M. Mitchell	Jun 16, 1978

<u>CHAPARAL (1894)</u>	<u>YAVAPAI</u>
Jesse T. Jones	Oct 26, 1898
<i>Discontinued</i>	Dec 31, 1917
	<i>Mail to Humbolt</i>

The community has disappeared.

<u>CHERRY (1884)</u>	<u>YAVAPAI</u>
Mrs. Kate Allen	Apr 10, 1909
Evan A. Bonham	Oct 25, 1920
Mrs. Winnie E. Bonham	Apr 21, 1936
<i>Discontinued</i>	Mar 15, 1943
	<i>Mail to Dewey</i>

Wild cherry trees were along the creeks here when the settlers came. The place is now a ghost town.

CHILDS

Landon Y. Woodmansee
Discontinued

YAVAPAI

Jan 10, 1913
Apr 15, 1915
Mail to Camp Verde

Named for Mr. Childs, an early settler and rancher. The originally proposed name for this PO was Camp Childs.

CHILITO

George B. Chittenden
Arthur I. Wing
Discontinued

GILA

Jul 9, 1913
Jan 1, 1917
Jul 15, 1918
Mail to Hayden Junction

Name is Spanish for "little pepper." The first PM had a peppery temper, hence the name.

The local mines were abandoned and the place deserted.

CHIMOPOVY

Winter Office
Edmond G. Warren
Hillery M. Stone
Clarke B. Payne
Discontinued

NAVAJO

Feb 16, 1927
Dec 3, 1927
Aug 25, 1928
Dec 31, 1929
Mail to Toreva
Jun 7, 1930
Feb 16, 1931
May 1, 1934

Freal H. McBride
Eric H. Potts
Name changed to Shungopavy

There are many different spellings for this Hopi word meaning "a place of chumoa" – a type of grass.

CHIN LEE (1903)

Leopold Ostermann
Marcellus Troester
Sixtus Kopp
Leopold Ostermann
Leah E. Fry
Emanuel J. Trockur
Mrs. Stella Palmer
Mrs. Cora E. Johnson
Mrs. Alice M. Carruth

APACHE

May 31, 1907
Feb 2, 1914
Mar 12, 1916
Mar 1, 1917
Mar 20, 1925*
May 13, 1926
Nov 21, 1928
Apr 1, 1930*
Nov 3, 1930

Mrs. Alice L. Maxwell
Anselm G. Sippel
Joseph N. Beli
Anselm G. Sippel
Silverius B. Meyer
Francis B. Borgman
Name changed to Chinle

Oct 1, 1934
Feb 25, 1936*
Jul 20, 1936
Sep 1, 1937
Oct 4, 1939
Aug 21, 1940
Apr 1, 1941

CHINLE

Formerly Chin Lee
Francis B. Borgman
Florence L. Mayrand
Ambrose Howard
Mrs. Emma D. Guillet
Miss Elsie E. Nez
Mrs. Dora R. Freeman
Mrs. Alice L. Maxwell
Ben L. Gibbons
Mrs. Vernell G. Jack
Riley M. Perkins
Vicente I. Manzanares
Letha Weather
Agnes Bahe

APACHE

Apr 1, 1941
Oct 1, 1945*
May 1, 1946*
Feb 29, 1948
Mar 6, 1952*
Jan 27, 1956*
Jul 27, 1956
May 5, 1961
Jul 19, 1974
Jan 3, 1975
Jun 7, 1975
Mar 23, 1979
Jun 15, 1979

Located on the Navajo Indian Reservation. Chinlih is Apache for "at the mouth of the canyon."

CHINO VALLEY

Formerly Jerome Junction
Mrs. Sydney T. Fritsche
Mrs. May C. Fisher
Mrs. Rose E. Cook
Blanche K. Sweet
Mrs. Frances N. Bisjak

YAVAPAI

May 11, 1923
Oct 1, 1930
Mar 31, 1947
Dec 30, 1966
Apr 14, 1967

The name is Spanish for "curly hair," descriptive of the abundant growth of grama grass which the local Mexicans called "de china."

CHIRICAHUA (1907)

Hugh Mack Rodman
Mrs. Eva M. Leitch
Mrs. May H. Lusk
Allan C. Snyder
Discontinued

COCHISE

Aug 29, 1908
Sep 1, 1915
Jul 17, 1918
Nov 3, 1920*
Jan 31, 1921
Mail to Apache

The Apache words tsil and kawa mean “great mountain.”

It is not clear if PM Snyder ever took over the PO; his first name has been spelled Allan and Alden.

CHLORIDE (1873)

Jay M. Gates	Aug 28, 1911
James M. Russell	Apr 4, 1915
Agnes E. Colton	Mar 31, 1918*
John R. Livingston	Apr 4, 1919
Charles L. Kinsey	Jul 1, 1940
Mrs. Clara C. Kinsey	Jul 1, 1944*
Charles L. Kinsey	
Returned from military leave	Dec 5, 1945
Mrs. Clara C. Kinsey	Nov 15, 1946*
Mrs. H. Fay Hall	Jul 31, 1948
Mrs. Clara C. Kinsey	Dec 21, 1951
R.R. Marion	OIC Dec 31, 1974
Evangeline Neal	Mar 29, 1975

Named for the type of silver ore found in this region. In 1863 the Indians first used guns in the raid on Silver Hill nearby, killing four miners.

CHRISTMAS (1905)

Frank L. Whipple	Jul 31, 1910
Scott H. Sherman	Jun 1, 1913
George D. Morris	Dec 1, 1919
Florence N. Gorman	Aug 16, 1921
Discontinued	May 31, 1924
	Mail to Winkelman
Oscar E. Clendennen	Jun 3, 1926
Edwin W. Daley	Jun 3, 1930
Leslie J. Ballard	Sep 11, 1931
Discontinued	Mar 30, 1935
	Mail to Winkelman

Prospector George B. Chittenden (later PM at Chil-ito) succeeded in having Congress pass a bill to exclude this property from the San Carlos Indian Reservation so he could own the inactive mine here. He received the good news on Christmas Day, 1902, and galloped immediately to file on the claim. The mine became unprofitable and from 1935 to 1963 the place nearly became a ghost town. In 1963 substantial copper mining resumed and the community began once again to grow.

CHRYSOTILE

Nels A. Nelson
Frank Knuckey
Discontinued

Chrysotile, or white asbestos, is mined here. The white color is due to the absence of iron in the rock.

CIBECUE (1909)

Verna Coleman
John B. Peters
John B. Brown
Emil C. Blandenagel
Hans N. Schmidt
John E. Balmer
Ernest R. McCray
Mrs. Henrietta C. Cook
Mrs. Gay F. Cook
Arthur C. Krueger
Discontinued

Mrs. Anne Cooley
Mrs. Barbara I. Cooley
Changed to RB—Show Low
Changed to CPO—Show Low

Located on the Fort Apache Indian Reservation. The Apache word means “reddish bottom land,” descriptive of the area.

CIBOLA (1903)

Louis W. Bishop
Mrs. Carrie J. Bishop
Discontinued

This is an Indian word for “buffalo.”

CIRCLE CITY INDRS—Morristown

Established
Discontinued

GILA

Oct 1, 1916
Dec 1, 1927
Jul 15, 1933
Mail to Globe

NAVAJO

Nov 1, 1911
Jan 14, 1914
Jan 22, 1915
Sep 15, 1915
July 16, 1917
Nov 7, 1918
Apr 14, 1920
Dec 10, 1921
Nov 11, 1924
Jan 26, 1927
May 15, 1933
Mail to Whiteriver
May 15, 1936
Oct 31, 1959*
Mar 1, 1960
Jun 10, 1976

YUMA

Feb 28, 1903
Oct 1, 1919
Sep 15, 1933
Mail to Blythe, CA

MARICOPA

Feb 16, 1962
Jun 30, 1967

CLARKDALE

LaMont Coleman	Mar 19, 1913
Dan L. Robinson	Apr 19, 1915
Otto Janssen	Mar 31, 1917
Leslie C. Jolly	Oct 1, 1917
Wallace T. Ferris	Sep 3, 1919*
Stuart M. Hazel	Sep 23, 1919*
Andrew R. Tipton	Jul 12, 1920
Blaine W. Hugo	Apr 15, 1924
Mrs. Martha L. Davey	June 16, 1934
Mrs. Margaret Conner	Jul 1, 1949
Mrs. Virginia E. Wombaker	Jul 31, 1967
Joyce Barrowman OIC	Feb 2, 1975
Philip L. Hess	Jul 7, 1975

Senator William A. Clark of Montana established a copper smelter here.

CLARKSTOWN

(See Rowood)

CLAYPOOL

Frank E. Hall	Sep 24, 1917
Mrs. June S. Haymond	Jun 6, 1924
Cole M. Johnson	Aug 23, 1957*
Mrs. Phyllis M. Wagg	Jun 24, 1960*
Marion L. Massey, Jr.	Apr 28, 1961
Richard Fasoulis	Dec 6, 1963

Senator W.D. Claypool and his brother-in-law George Wilson developed this settlement.

Postal Inspectors alleged that PM Massey embezzled \$328.86 in PO funds and allowed Massey to resign.

CLAY SPRINGS

Mrs. Dora Petersen	Apr 17, 1917
Mrs. Mauretta E. Pace	Sep 15, 1921
Mrs. Edna J. Gifford	Sep 16, 1922
Mrs. Amanda R. Brewer	Jan 2, 1924
William A. Hunt	Jul 24, 1925
Mrs. Alice L. Perkins	May 4, 1936
Mrs. Mauretta E. Pace	Aug 10, 1939
Mrs. Melva Parker	Oct 27, 1941
Mrs. Ethel H. McNeil	Sep 25, 1943
Mrs. Ethel H. Hunt NCM	Apr 21, 1950
Mrs. E. Laurena Brewer	Dec 30, 1963*
Reuben D. McMullin	Mar 24, 1967

YAVAPAI

The springs here emerge from a clay bank.
The first proposed name for this PO was Woodrow.

CLEATOR

Formerly Turkey

James P. Cleator
Mrs. Samar M. Dennison
Mrs. Willmetta P. Cleator
<i>Discontinued</i>

YAVAPAI

May 1, 1925
Jul 31, 1940
Oct 7, 1942
Jul 15, 1954
<i>Mail to Bumble Bee</i>

Cleator, then known as Turkey, was put on the map when the Atchison, Topeka, & Santa Fe built a siding there in 1902 to serve a number of nearby mines. In 1905 James Patrick Cleator settled in the town.

Leaving his native Isle of Man as a sailor, Cleator debarked several years later in British Columbia to prospect for gold. By way of northern California, Chihuahua, and Yuma he arrived in Turkey where he acquired half-interest in the general store, the saloon and a cattle ranch. In 1915 Cleator traded his share in the ranch to his partner, and former postmaster, Levrett P. Nellis, for the town of Turkey and \$2,500. In 1925 the name of the post office was officially changed to Cleator, although the name of the town had apparently been changed about 1920. The rationale for the new appellation was that there were too many Turkeys in the same vicinity (Turkey, Turkey Creek, etc.).

Willmetta P. Cleator was the wife of James P. Cleator.

CLEMENCEAU

Formerly Verde

Jesse M. Foster, Jr.	Apr 21, 1920
J. Fred Reeves	Apr 1, 1924
Bessie J. Thatcher	Aug 22, 1929*
Edward L. Gay	Jun 6, 1930
Mrs. Virginia Gay	Jun 5, 1937
Mrs. Orie Margaret Thompson	

Jul 1, 1939

Mrs. Alta M. Spooner	Aug 18, 1943
Mrs. Pearl M. Spear	Oct 1, 1944*
Mrs. Lutie S. Thomas	Jul 31, 1945
Mrs. Maisie M. Smith	Feb 16, 1947
<i>Discontinued</i>	Jul 31, 1954

Mail to Cottonwood

Named in honor of Georges Clemenceau, French Minister of War (World War I) for his part in aiding the Allies.

In his will, Clemenceau left to the town a vase designed by Chaplet of a light lilac color. The vase and his letter are now exhibited in the Clemenceau High School in Cottonwood.

CLIFFS (1907)

John T. Williams
Charles A. Greenlaw
Harrison Conrard
Discontinued

COCONINO

Nov 10, 1908
Sep 30, 1912
Jan 31, 1914
Jan 31, 1916
Mail to Flagstaff

Nearby Indian cliff dwellings gave this community its name.

CLIFTON (1875)

William F.J. Weiss
Edward J. Lehmann
William B. Kelly
Robert B. Anderson
Peter Riley
George Clifton Wright
Allan Baker
Edythe L. Murphy
Allan Baker

GREENLEE

Feb 8, 1909
May 9, 1912
May 24, 1916
Feb 13, 1923
Aug 1, 1936
Oct 16, 1937
Feb 1, 1948
Apr 30, 1951*
Aug 31, 1951

Returned from military leave
Frank C. Cochran
Mrs. Esther M. Marquez
Mrs. Gwendolyn P. Grady

The name is a contraction of Cliff Town, from the towering cliffs around the site. There are hot springs in back of the PO. This is the county seat for Greenlee County.

On May 13, 1922, masked train robbers held up the Arizona, New Mexico RR train near here and cleaned out the mail car.

CLINE (1886)

Ora Martin
Discontinued

GILA

Mar 14, 1905
Aug 15, 1912
Mail to Roosevelt

Christian Cline settled here in 1876 and established a cattle ranch. The original settlement has disappeared but Cline's descendants live in many nearby areas.

COCHISE (1886)

James E. Metts

COCHISE

Jan 1, 1911

Mrs. Doshia E. Metts
Lolo E. Seney
Robert L. Seney
Robert L. Richardson
Mrs. Arah U. Brasfield
Mrs. Arah U. Getzwiller

Jun 30, 1912
Dec 3, 1912
Feb 28, 1915
May 1, 1918
Jan 17, 1929

NCM Dec 8, 1934

Changed by court decree to

Mrs. Arah U. Brasfield
Mrs. Alberta May Walker
Mrs. Belva E. Knitter
Mrs. Pauline A. Flanders
Mrs. Agnes W. Spencer
Mrs. Pauline A. Flanders
Mrs Gertrude M. Van Heekeren

Jan 11, 1940
Apr 1, 1943*
Aug 27, 1943
Aug 1, 1949*
Sep 30, 1950
Aug 31, 1968*

Apr 3, 1971

Chief Cochise is famous in Territorial history as the leader of the fierce Chiricahua Apaches.

The Old Cochise Hotel is maintained exactly as it was built and furnished in 1882. Meals are served if reservations are made.

COCHRAN (1905)

Charles M. Clark
Discontinued

PINAL

Jun 16, 1909
Jan 15, 1915
Mail to Price

Named for its first PM, John S. Cochran.

COLLEGE STA.—Tucson

Formerly the University Sta.—Tucson
Established

PIMA

Oct 16, 1961

Located near the main gate of the University of Arizona. See under University Sta.—Tucson.

COLORADO CITY

Formerly Short Creek

Mrs. Fawn Broadbent
Maryett E. Carling

MOHAVE

Jan 1, 1961
Oct 25, 1974

Not to be confused with colorado City in Yuma County listed in the Pre-Territorial section of Theobald.

COLTER

Mrs. Duge Colter
Discontinued

APACHE

Oct 17, 1913
Sep 15, 1922
Mail to Springerville

James G.H. Colter from Wisconsin was one of the original settlers.

COLUMBIA (1894)

M. Joseph Nolan

*Discontinued***YAVAPAI**

Dec 4, 1894

Jul 31, 1915

Mail to Hot Springs

This was a camp for the nearby Columbia mine.

COMMERCE STA.—Phoenix*Formerly Jefferson St. Sta.**Name changed***MARICOPA**

Feb 16, 1951

CONCHO (1890)

Benito Baca

Tobias Younis

Rosalio B. Candelaria

Gregario O. Barreras

Tully H. Thomas

Mrs. Merle O. Thomas

Kenneth O. Harris

A.C. Ruebush

Mrs. Delora W. Shreeve

APACHE

Apr 1, 1909

Mar 31, 1915

May 30, 1921

May 17, 1945

Nov 21, 1949

Feb 12, 1953

Feb 18, 1957

Nov 1, 1957

Jan 18, 1975

Name is Spanish for "shell." Located in a shell-like basin.

CONGRESS (1889)

Charles A. Randall

John Connery

*Discontinued***YAVAPAI**

Jun 17, 1911

Mar 1, 1919

Aug 31, 1938

Mail to Congress Junction

Harry I. Cannon

Nov 1, 1938

Percy R. Myers

Sep 30, 1950*

Albert J. Austin

Jun 30, 1951

Mrs. Corrine E. Clifford

Jun 28, 1956

Dorothy J. Ferris OIC

Jan 16, 1975

Mrs. Martha L. McMillin

Feb 7, 1975

Named for the nearby Congress Mine that once employed about 500 miners.

CONGRESS JUNCTION (1906)**YAVAPAI**

Oliver L. Greer

Jun 12, 1906

John Luke

May 14, 1913

Frank E. Williams

Sep 30, 1914

Darlene Sweeten

Jun 6, 1924

DeLos Harbison

Jun 30, 1925

Mrs. Abbie Fritz

Dec 3, 1929

Charles H. Adams

Feb 16, 1933*

Harry I. Cannon

Jul 1, 1934

Name changed to CONGRESS

Nov 1, 1938

CONSTELLATION(1901)

John Miller

Dec 1, 1909

Powhatan S. Wren, Jr.

Sep 30, 1912

Mrs. William L. Brown

Nov 1, 1913

Mrs. Susie E. Broan

Apr 1, 1915

Walter C. Diltthey

Apr 23, 1921

Mrs. Ruth Dougherty

Jun 5, 1923

Charles S. Doane

Dec 7, 1928

Discontinued

Jan 31, 1939

Mail to Wickenburg

This was the camp for the Constellation mine.

CONTINENTAL

Foster T. Parker

May 26, 1917

Joseph P. Brackett

Apr 2, 1918

Henry Counts

Mar 26, 1919

Laura M. Martinez

Apr 4, 1921

Mrs. Lillian E. Jackson

Jul 24, 1925

Mrs. Dora B. Roberson

Nov 1, 1925*

Mrs. Katie Anna Martin

Dec 20, 1926

Mrs. Lee E. Bull

Apr 1, 1927*

Frank Owen, Sr.

Sep 2, 1927*

Mrs. Florence P. Issacks

Apr 20, 1928

Discontinued

Feb 28, 1929

Mail to Twin Buttes

Named for the Continental Rubber Co. which planned experimental growth of the guayale plant from which guayale rubber is made. The attempt was unsuccessful.

COOLEY

James C. Webster

Mar 3, 1919

Hugo E. Jensen

Jul 1, 1920*

Harry E. Jenkins

Sep 25, 1920

Name changed to McNARY

Jan 1, 1924

Coryden E. Cooley was a scout here for General George Crook in Territorial days.

COOLIDGE

Mrs. Dora H. Nutt	Jul 21, 1926
John B. Boone	Jun 30, 1935
Ancel E. Taylor	Aug 1, 1949*
Fred E. Morris	Oct 31, 1950
Jack Meeker	Feb 17, 1959
Lentzel V. Cowan	OIC Aug 31, 1978
Earnest D. Smith	Apr 6, 1979

This community was developed when the Coolidge Dam was under construction, water then being made available for irrigation.

Rural Free Delivery established June 16, 1927. City delivery service began November 16, 1948.

COOLIDGE DAM

Welford C. Rupkey	Jun 23, 1928
Mrs. Kate A. Rupkey	May 1, 1940
Loyde C. Edmonson	Mar 24, 1944*
Mrs. Velma Edmonson	Oct 25, 1944*
Mrs. Aleta J. Tyra	Oct 31, 1946
Mrs. Rubye E. Sanders	Jan 25, 1950
Bernard B. Gould	Jun 30, 1953
Charlie M. Evans	Oct 26, 1954
<i>Discontinued</i>	Jan 31, 1956
	<i>Mail to Globe</i>

Located on the San Carlos Indian Reservation. Named for President Calvin Coolidge and formally dedicated by him on March 4, 1930.

The dam was unique in that it was the first and largest egg-shaped multiple dome ever built. It towers 260' above bedrock.

COPPER CREEK (1907)

Belle Sibley	May 15, 1907
Charles S. Gelser	May 16, 1912
<i>Discontinued</i>	Jul 31, 1914
	<i>Mail to Mammoth</i>
Gilbert O. Tew	Apr 11, 1916
<i>PO moved 1 1/2 miles into Pinal County in May, 1916.</i>	
Martin E. Tew	Jan 1, 1926
Walter C. Anderson	Dec 31, 1940
Charles B. Hall	May 26, 1941
Lynford F. Barton	May 1, 1942
<i>Discontinued</i>	Aug 31, 1942
	<i>Mail to Mammoth</i>

See the story of the pony express mail in the section on "Relictual Modes of Mail Transport."

PINALCOPPER HILL (1908)

Charlotte R. Myers
William J. Bendall
Edward J.L. Farrell
Mrs. Edith C. Farrell
William H. Dunham
Charles J.W. Nugent
Arden L. Moore
Benjamin L. Jones
Floyd R. Nugent
Ferris E. Asbell
Louis M. Mounce
Mrs. Martha E. Nugent
<i>Discontinued</i>

GILA

Jan 1, 1910
Jun 9, 1912
Jun 19, 1913
Sep 6, 1914
Jul 1, 1915
Jul 18, 1917
Nov 21, 1921
Jan 28, 1926
Nov 24, 1926
Apr 5, 1929
Dec 26, 1929
Jan 1, 1931
Feb 15, 1933
<i>Mail to Globe</i>

Only scattered ruins are left on this once prosperous mining camp.

COPPER QUEEN STA.— Bisbee

Established

Located in old Bisbee PO building.

COCHISE

Oct 1, 1968

CORDES (1886)

Charles H. Cordes
Henry E. Cordes
<i>Discontinued</i>

YAVAPAI

Jun 1, 1909
Feb 1, 1940
Nov 15, 1944
<i>Mail to Mayer</i>

The order discontinuing Cordes as of January 31, 1912 (see Theobald) was rescinded February 18, 1912 and the PO remained open.

The Cordeses were a pioneering merchantile family, each generation handing down the store and postmastership to the next— John H., first (territorial) PM, to his son Charles H. to his son Henry E. Mrs. Edna E. Cordes, PM at Bumble Bee, was a sister-in-law to PM Henry E. Cordes.

CORK

Mrs. Mary Stapley
<i>Discontinued</i>

GRAHAM

Dec 15, 1916
Nov 30, 1918
<i>Mail to Glenbar</i>

The contractor who built this branch of the Arizona Eastern RR, William Garland, was born in Cork, Ireland, and named the settlement for his birthplace.

CORNFIELDS (1911)

Jim C. Karigan
 Harry W. Wetsel
Discontinued
 William M. Black
 Mrs. Anna M. Gradall
 Mrs. Dolpha E. Wheeler
Discontinued

APACHE

Apr 15, 1911
 Apr 21, 1915
 Jan 31, 1918
Mail to Ganado
 Sep 16, 1922
 Jun 16, 1924
 Oct 8, 1928
 Apr 15, 1934
Mail to Ganado

Located on the Navajo Indian Reservation. The Navajo corn fields abound here.

PM Karigan was appointed in 1911, not 1910 as stated in Theobald.

CORNVILLE (1885)

Charles S. Chick
 Mrs. Jessie M. Chick
 Mrs. Mary K. Cornelison
 Mrs. Mary K. Booth NC
 Mrs. Carrie E. Hill

YAVAPAI

Jan 8, 1909
 Dec 26, 1931
 Sep 30, 1961
 Mar 5, 1970
 Oct 24, 1975

The PO name sent to Washington was Coaneville for a pioneer family named Coane. However for some reason, probably poor writing, the name assigned by the PO was Cornville.

The dates for both Charles and Jessie Chick are probably appointment dates.

CORONADO

Samuel F. Lanford
Discontinued

GREENLEE

Jan 28, 1913
 Nov 30, 1914
Mail to Metcalf

Named for the Spanish explorer who is said to have passed through this area on his quest for the Seven Golden Cities of Cibola. His route is now known as the Coronado Trail.

CORONADO STA.—Tucson

*Formerly E. Broadway Sta.
 Name changed*

PIMA

Feb 24, 1970

CORTARO

Richard C. Hunter
 Ernest E. Fruits
 Mrs. Roxy Poulter

PIMA

Oct 2, 1920
 Jul 11, 1922
 Apr 25, 1923

Demetrio Gil	Apr 13, 1925
William R. Trolinger	Sep 5, 1925
Thomas W. Cooke	Jul 19, 1926
Mrs. Dorothy C. Reitzel	Feb 15, 1946
Mrs. Bette A. O'Brien	Jul 31, 1948
Mrs. Jessie A. Powers	Dec 31, 1953
Mrs. Madesta C. Conklin	Jan 30, 1958
Mary L. Merriman	Sep 28, 1973
Mrs. Mary L. Simmons	Mar 2, 1976

This name (Cortaro) comes from the Spanish word *cortar* meaning "to cut."

The local Cortaro Farms were thick with mesquite and ironwood which were cut for firewood.

PM Conklin received a Presidential certificate of merit in 1964 in the PO beautification competition for the best PO outside and inside. Postmasters Mrs. Bettye A. O'Brien and Mrs. Jessie Ayers Powers were sisters.

CORWIN

Archibald W. Roberts
Discontinued

PIMA

Jan 27, 1913
 Dec 15, 1915
Mail to Sahuarita

COSPER

Lu Ella Cosper

GREENLEE

Aug 6, 1914

This PO was probably never in operation. John H.T. Cosper was a friendly cattleman whose ranch was the scene of many parties and dances, some lasting for days and nights.

COTTONWOOD (1879)

Alonzo Mason
 Mrs. May M. Mason
 Alonzo Mason
 Jeremiah A. McGimsey
 Mrs. Bessie L. Thompson
 Charles C. Stemmer
 Mrs. Mamie C. Howard
 Mrs. Mamie C. Mattos
 Alvin E. Beckham
 Edward C. Rutter
 Donald E. Schmidt

YAVAPAI

Jun 29, 1907
 Mar 16, 1914
 Dec 31, 1916
 Oct 1, 1919
 May 25, 1920
 Jan 1, 1924
 Feb 28, 1953
 Mar 30, 1971
 Dec 27, 1974
 Nov 5, 1976
 Aug 13, 1977

There was a circle of sixteen large cottonwood trees here when the settlers arrived. City delivery established September 8, 1979.

COURTLAND (1909)

Lutie A. Brown
Carrie L. Williams
Leota E. Perkins
Ralph E. Morrison
Fannie R. Locking
Mrs. Mary L. Price
Mrs. Anna J. Emmons
Mrs. Gladys Ballard
Mrs. Elizabeth Sullivan
Mrs. Allie M. Wanner
Discontinued

COCHISE

Dec 1, 1911
Feb 1, 1914
Sep 2, 1914*
Jan 7, 1915
Mar 31, 1916
Sep 20, 1920
Apr 1, 1922
Jul 1, 1923
Apr 1, 1926
Apr 25, 1940
Sep 30, 1942
Mail to Elfrida

Courtland Young was brother to one of the owners of a local mining company. Only two dilapidated buildings remain on this site.



The post office at Courtland, Arizona, circa 1940.

CRAIG (1911)

J. Ellis W. Wiltbank
Discontinued

APACHE

Mar 24, 1911
Sep 30, 1912
Mail to St. Johns

Named for Dr. Craig who had a summer camp here.
PM Wiltbank was appointed to a new Craig PO in Apache County and not to Craig PO in Yavapai County as listed in Theobald.

CRATER

Dorothy E. Hogue
Discontinued

This short lived PO was near Meteor Crater. (See Meteor).

CRAYCROFT RS—Tucson PIMA

Established Apr 16, 1950
Discontinued Oct 31, 1956

CROWN KING (1888)

Harlan H. Perkins
Eli S. Perkins
Benjamin F. Sommer
Robert S. Patterson
J. Hugh Nelson
Mrs. Vivian F. Nelson
Discontinued

Reopened as RB-Mayer
Changed to CPO

YAVAPAI

Jan 29, 1908
Jul 3, 1914
Mar 1, 1919
Mar 13, 1925
Mar 31, 1940
Oct 13, 1943
May 15, 1954
Mail to Cleator
Jan 1, 1964
Jul 10, 1976

Named for the Crown King mine, very active in the 1880s.

CYCLOPIC (1905)

Stanley C. Bagg
Discontinued

MOHAVE

Oct 26, 1914
Feb 15, 1917
Mail to Chloride

Named for the local Cyclopic Man.
There was an aborted attempt to open a PO here in territorial days (1905).

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