

THE HELIOGRAPH



WESTERN POSTAL HISTORY MUSEUM

SPRING 1988 ISSUE

VOLUME 2, NO. 2

THE HELIOGRAPH

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OUR FRONT COVER - Our front cover shows a typical action photograph of a stage coach on a mail route somewhere in the west. Such conveyances were used on hundreds of star routes in all western states and territories. From 1875 to 1883 the number of star routes in all states and territories had grown from 7,323 to 11,327 routes, and the mileage from 192,002 miles to 226, 865 miles. Our lead article by Jim Bruns explains one of the major problems involved with this service.

* * * * *

THE HELIOGRAPH

IMAGES OF A SCANDAL

The 19th Century Star Route Frauds

BY JAMES H. BRUNS

CURATOR, U.S. POSTAL HISTORY AND PHILATELY
National Philatelic Collection

"A man's conscience and his judgment is the same thing, and as the judgment, so also the conscience, may be erroneous," wrote Thomas Hobbes. Failings of conscience and judgment may well have afflicted Second Assistant Postmaster General Thomas J. Brady and former Senator Stephen W. Dorsey roughly a century ago, and their shortcomings resulted in one of the most infamous postal scandals of the late nineteenth century.

Brady's and Dorsey's conduct and subsequent trial were the subject of various cartoons which appeared in PUCK, a popular satirical magazine of the day. Whimsical illustrations from PUCK serve to illustrate this article.

As background, the term "Star Route" refers to a post office route over which mail is carried under a formal contract awarded to the lowest bidder tendering sufficient guaranty of faithful performance of the duty. While this definition is useful, it does not explain how the term "Star Route" was derived. It came from a shortcut used in recording the contracts for such routes. Contractors had to guarantee to transport mail with "celerity (swiftness), certainty and security." In keeping with this the bids originally were classified as "celerity, certainty and security" bids and presumably to avoid writing out these three words over and over again in the record books of the Post Office Department, the clerks in the Contract Division designated these contracts in the Postal

Route Registers by placing three stars (***) before the listing. Subsequently, because of this form of short hand they became known as "Star bids." By 1880 there were 9,225 Star Routes, operating over 215,480 miles.

The laws governing such routes required bidders to comply with several conditions, including posting a bond, assuring under oath that the service to be awarded could indeed be successfully provided, presenting at least two sureties with every proposal, and obtaining a certificate from a postmaster attesting to the value of the sureties.

The award was presented to the lowest bidder complying with the requirements of the overall contracting procedure. As might be expected, there was a great deal of interest in bidding for such routes. Shortly before the turn of the century, for example, this process was generating approximately 120,000 proposals and bonds annually.

The bid system wasn't perfect. A major problem was described in a contemporary Report of the Second Assistant Postmaster General as follows:

"Under the present system competition for (Star Route) service has become very close. Bids in large numbers on every route named in the advertisement issued each year by the Department are submitted by professional bidders (Presumably bidders such as Dorsey)-- so called to distinguish them from the local bidders -- who bid for but do not carry the mails, and who

cont.

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expect their profit in subletting, at rates yet lower, to others who not infrequently are the unsuccessful local bidder for the same routes."

Further, because a significant portion of the population following the American Civil War was highly mobile, the Post Office Department was given a great deal of latitude by Congress in governing contract mail service. Although well intentioned, much of the flexibility provided proved to be a misplaced trust. The limited oversight was, to a degree, based upon the assumption that postal employees, particularly the Second Assistant Postmaster General, would always act in the best interests of the public and the Post Office Department, an assumption not always true. Various forms of corruption occurred, including the awarding of contracts without competitive bidding, the letting of contracts to other than the lowest bidder, the presentation of contracts to carriers not having the required bond, and liberally increasing the amounts paid to contractors without reasonable cause.

In all fairness, there were cases where additional pay were justifiable. If the Post Office Department, for example, ordered a contractor to provide more frequent service, or perhaps faster service, thereby requiring the contractor to employ additional staff or animal stock, some increase in compensation was in order.

The test of this was the application of a rule of thumb known as payment by "exact Proportion." In 1881, the Post Office Department described "exact proportion" this way:

"Every practical business

man knows, that where a contractor was performing mail service on horseback once a week over a post road 100 miles long, he would not require twice the number of horses and men to perform service twice a week over the same route. Neither would he, if he was carrying the mail three times a week in stages, have to double his coaches, horses, equipment, and men to carry it six times a week. The 'exact proportion' therefore, which the law said should not be exceeded was the proportion which the cost of the original service bore to the cost to the contractor of performing the additional service or duties required."

Using this yardstick as a guide, "exact proportion" pay increases were not between the original pay and the pay as increased by the additional allowance for the additional service, but between the original contract price and "the additional duties" to be performed. In ignoring this guideline Brady left himself open to charges of malfeasance, if not criminal misconduct.

Appointed during the Grant administration in 1876, Thomas J. Brady allowed laxities in the guidelines governing the award of increases in compensations for Star Route contracts to be exploited.

During the first year of Brady's tenure liberal additional allowances were granted to contractors of 250 routes in Arkansas, California, Colorado, Kansas, Nebraska, Nevada, Missouri, and Oregon, and the Territories of Idaho, Dakota, Montana, Arizona, New Mexico, Washington, Wyoming and the Indian Territory to the tune of more than \$604,336. When the

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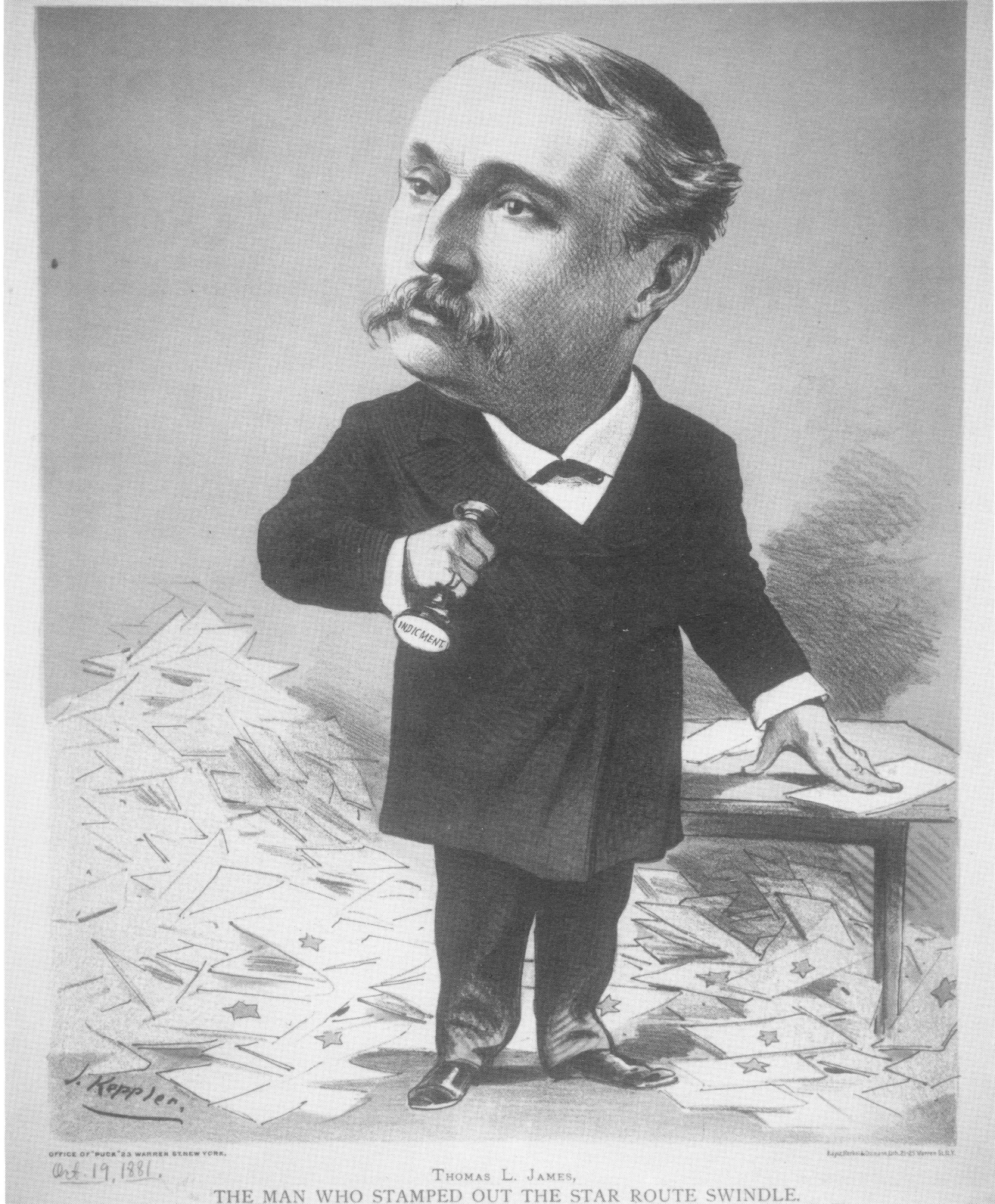
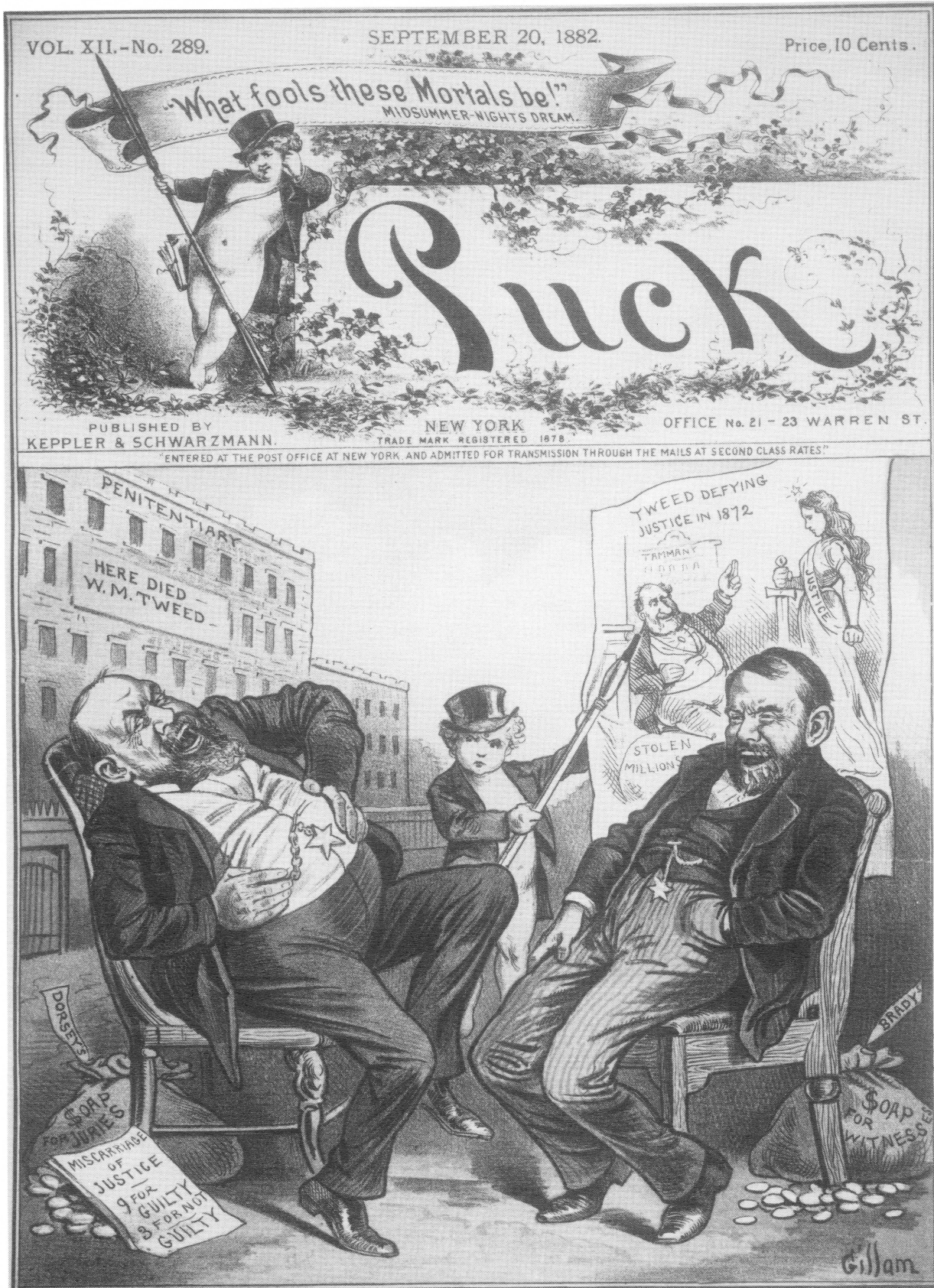


Fig. 1 - Thomas L. James, Postmaster General, 1881



THE MERRY STAR ROUTERS.

Puck:—He laughed too, and yet he died in the penitentiary!

Fig. 2 - PUCK caricature of Dorsey and Brady

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routes were originally awarded the cost was \$1,090,620. The increases meant that the amount of payments rose by slightly more than 58-percent in comparison with the amounts paid during the previous four years.

To pay for such increase, the Post Office Department needed more money, and its request for a Congressional deficiency appropriation immediately raised questions as to the possibility of Brady's misconduct.

A preliminary investigation was instituted and an adverse report concerning the deficiency appropriations request was submitted. However, thanks in large measure to an extensive lobbying campaign by various wealthy and influential Star Route contractors, a significant portion of the deficiency funding request was granted. This enabled contractors to draw immense sums for providing fraudulent and fictitious service.

With the inauguration of James A. Garfield in March 1881 Thomas L. James became Postmaster General. Aware of the allegations of fraud, Mr. James was determined to investigate the situation and move for indictments if any abuses were uncovered. James appointed a special agent, P.H. Woodward, who prepared an investigative report of 93 routes which showed evidence of receiving excessive increases.

An army of postal inspectors was directed to investigate these routes. At about the same time, Brady was asked to resign and his chief clerk was removed from office so that the investigations could proceed without giving any indication of being hampered.

When viewed as a whole and the 93 questionable routes were

grouped together, the average cost per mile, as awarded under terms of the original contracts let July 1, 1878, was \$42.63. However, by January 1, 1880 they had risen to \$161.46 per mile without conforming to the test of "exact proportion." Clearly, criminal prosecution appeared to be in order.

A major break came in June 1881 when Montfort C. Rerdell, a confidential clerk for ex-Senator Stephen W. Dorsey, came forward as a Government witness. A later legislative report cited Berdell as "an intimate acquaintance with a group of star-route contractors of whom his employed (Dorsey) was chief and whose operations extended over almost the entire West, and whose pay for mail service, as appeared from the records of the Post-Office Department, had been from time to time enormously increased."

During the investigation it was determined that Dorsey served either as the contract holder, or was a principal partner for 19 routes. Prior to Brady's assumption of the position as Second Assistant Postmaster General the total yearly emoluments for these routes was \$41,135. However, during Brady's administration the payments grew to \$448,671.

Individual examples of overpayments served as a basis for Dorsey's subsequent indictment, including such routes as the Vermillion to Sioux Falls run which was originally let at \$398 per annum for weekly service, but was increased during Brady's tenure to five trips a week at a cost of \$6,000. Then too, there was the route from Bismarck to Tongue River, which originally was let at \$2,350, but quickly wound up costing \$70,000 a year.

cont.

VOL. XIII. - No. 313.

MARCH 7, 1883.

Price, 10 Cents.

"What fools these Mortals be!"
MIDSUMMER-NIGHTS DREAM

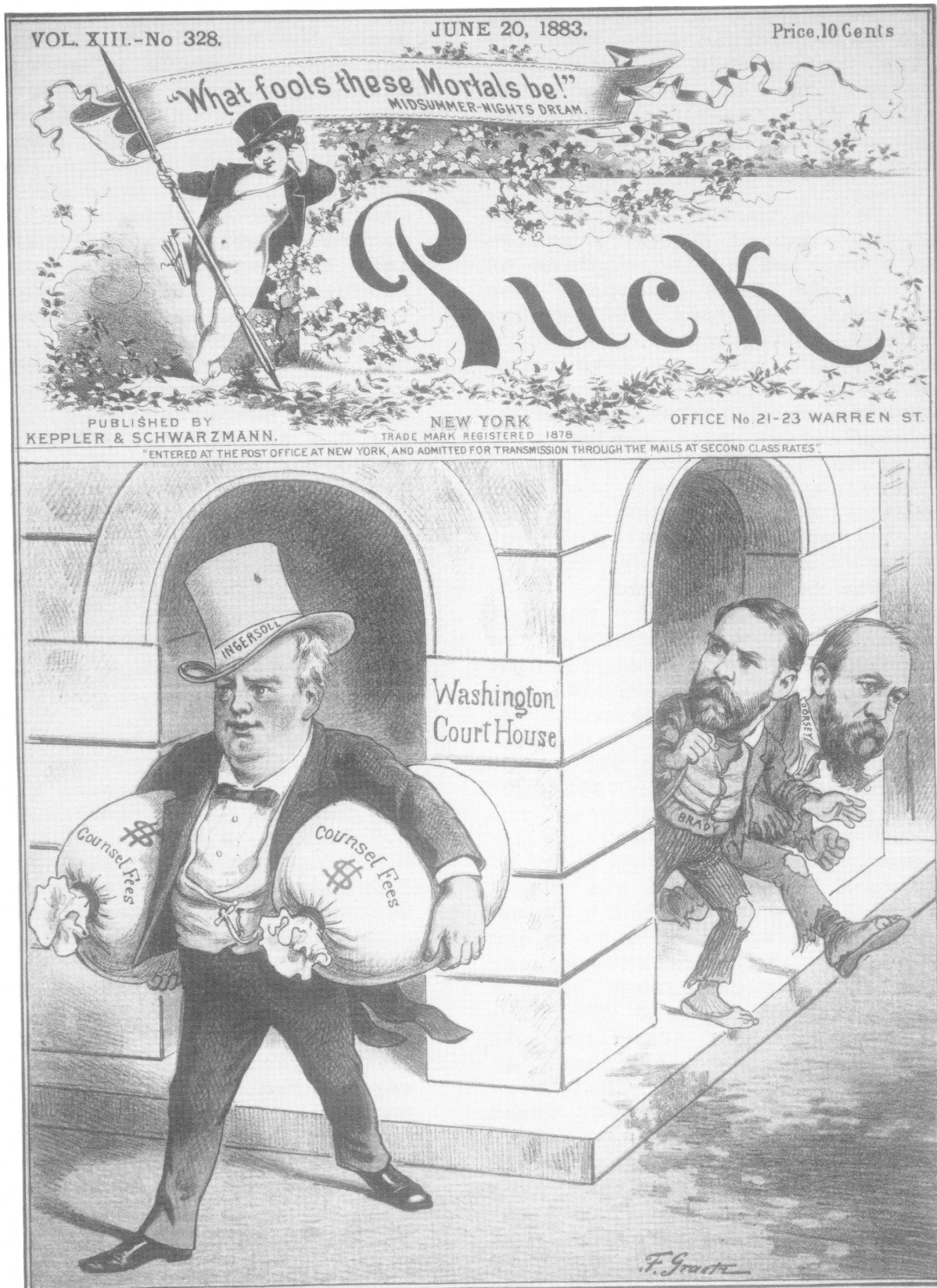
Puck

PUBLISHED BY
KEPPLER & SCHWARZMANN.
NEW YORK
TRADE MARK REGISTERED 1878
OFFICE No. 21 - 23 WARREN ST.
ENTERED AT THE POST OFFICE AT NEW YORK, AND ADMITTED FOR TRANSMISSION THROUGH THE MAILS AT SECOND CLASS RATES



THE HARDER HE PUMPS, THE DIRTIER HIS CASE GETS.

Fig. 3 - PUCK caricature of trial of Dorsey and Brady (Rerdel, government witness being pumped by Attorney Ingersoll).



THE RESULT OF THE STAR ROUTE TRIALS.

Fig. 4 - At left, Robert G. Ingersoll, counsel for Brady and Dorsey, shown at right.

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Dorsey controlled other western routes, including one from Saguache to Lake City, which was originally let for \$3,326, yet within a few months was run up to \$15,000: and another from Pueblo to Rosita, which originally cost \$388, but within a year was increased to \$7,700.

In one case it was discovered that one of Dorsey's routes hadn't carried a single piece of mail in 39 days, despite the fact that the Post Office Department was paying \$50,000 a year for the service. Investigators also learned that one of Dorsey's messengers was carrying the entire mail assigned to the route in his boot, a level of service which cost the government \$50,000 per annum. Clearly such expense did not justify the degree of service which was being provided.

Dorsey certainly was not alone. Many other contractors were involved. For example, the contract for weekly service between Phoenix and Prescott was held by someone else. This service was to have cost \$680, but was inflated to over \$32,000. This increase was justified on account of increased service. However, investigators found that when the contract was officially let, the mail was being carried at a speed of 1.08 miles per hour -- which is interesting since it is much slower than a horse can walk -- and that the increase in pay resulted in faster service, to the tune of 3.25 miles per hour. That certainly wasn't much more speed for the money!

All told, the overpayments for the various routes over which questionable or fraudulent service was being provided was projected to cost millions of dollars annually if left unchecked.

Ultimately, both were indicted -- Dorsey for conspiracy to defraud the government -- Brady for conspiracy and receiving a bribe while in service as Second Assistant Postmaster General. Their trials were conducted between June 1882 and June 1883, and although the legal proceedings were extremely nasty, the Government failed to secure convictions, despite the fact that an 1884 House of Representatives report concluded that "Frauds upon the (Post Office) to the extent proven could not have been committed without his knowledge, cooperation and assistance."

* * * * *

(Editor's Note)

Just from checking the 1883 U.S. Register for Star Routes in Arizona and six other western states and territories, one can get a vivid idea of how prevalent multiple lettings of star route contracts had become in the west-- just a short list gives an idea:

H.B.Lawton- 67 routes, (7#)
J.B.Colegrove- 49 routes (6#)
O.J.Salisbury- 32 routes (5#)
H.N.Warren- 30 routes (6#)
A.E.Boone- 26 routes (5#)
W.A.Stoddard- 24 routes (2*)
J.D.Emerson- 12 routes (2#)
V.H. Pease- 11 routes ((2#)
J.W.Dorsey- 5 routes (5#)

Note -#-Territories and states
-* - Territories

Obviously in this far-flung empty area, with limited transportation facilities, no one could properly supervise the service on so many routes, and the letting of these diverse star route contracts had to be political and inimical to the public good.

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THE PENNY POSTAL CARD OFTEN GOT ITS MAN by HERMAN HERST, Jr.

Today when a crime is committed, the press reports that a thirteen state alarm -- or even more -- has been sent out to capture the murderer.

That multiple state alarm did not do nearly as good a job as did the penny postal card in the last century.

Today, the culprit has fast motor cars, planes, motorcycles, and speedboats to put as many miles as possible between himself and the law. A century or so ago, all he had was his two feet and possibly a horse.

Roads were few, especially in the west, and the presence of a stranger traveling between towns was something to be noted, and commented upon. Towns were far apart, and a newcomer to a village was generally an object of suspicion to the local law official. The difficulty of making a getaway then was the same discouragement to crime that advanced criminal detection methods would be today.

The local sheriff in the last century had two allies on his side, the local printer, and Uncle Sam. Almost every town in "wild west" days had its saloon, its undertaker, its hotel -- and a print shop. When the United States issued its first postal card in 1873, it placed in the hands of the law a wonderful device for spreading the word when a criminal was wanted -- and for a charge of one cent in postage!

The surrounding territory could be flooded with cards, and since the wanted criminals often traveled only at night, when they were less likely to be seen on the roads, the postal card with their description was often delivered to the next town before they could get there.

The greatest users of this boon to law enforcement were the sheriffs of California. Within a few years of the first appearance of our first postal cards, lawmen were making wholesale use of them to catch murderers, horse thieves, confidence men, missing husbands and bank robbers.

The "western movies" on TV usually present a conventional view of the main street of the typical western town, with its false front buildings, but the print shop is generally visible. Even if the town were too small to boast a newspaper, the printer made a living of sorts doing off printing jobs, whether they be funeral notices, wedding invitations, or reward notices for citizens and the authority seeking justice.

What made the cards useful was the fact that they usually traveled faster than the criminal. In but a few days, they would reach towns two or three hundred miles distant, traveling by trains or stagecoaches, conveniences a wanted man might be reluctant to use.

When Ed Price and Mort Moffat broke jail at Modesto, California in 1884, the constable at nearby Hill's Ferry who had arrested them, had his cards printed in Modesto, and dropped them in the nearest mailbox. One was addressed to C. McClaverty, Sheriff, Oakland, Alameda County, California and the card did its job. A note at the bottom indicates that Moffat was captured. Moffat, according to the card, was a foot racer, but he could not beat the United States mails.

continued

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Not all of the persons sought were criminals. A.F. Burt "disappeared" from Kearney, Nebraska on Sunday evening August 16, 1885. He was "six feet tall, weight 180, red hair, full red beard, slightly gray, 50 years of age, wore a heavy dark coat, brown overalls and broad white hat." Why anyone would want to "disappear" wearing a heavy coat in Nebraska's August weather is left for us to guess, but it is apparent that Mr. Burt was a substantial citizen. The card reported that he was a Civil War veteran, a member of the G.A.R. (Sedgwick Post No.1) and a Freemason (Rob Morris Lodge No.46). The card, addressed to Theodore S. Parvin at Iowa City, Iowa (and then forwarded to Cedar Rapids) was sent out by R.E. French, the Worshipful Master of the Rob Morris Lodge.

Simon Silverman, a baker, of Schenectady, N.Y. may have had his own good reasons for deserting his wife and family when he took off on April 24, 1892, saying that he was going to Troy, N.Y. He left a destitute family behind, but William L. Campbell, the Chief of Police of Schenectady knew quite a bit about him. His family may have been left destitute, but he still carried a silver watch and a 14K or 18K square gold finger ring. Simon should not have been too difficult to spot, even in the populous east, with his bald head, being an inveterate cigarette smoker, a quick talker, who had to stop frequently for shortness of breath.

One can hardly blame W.R. MacDowell, tall and slim, 26 years old, for breaking out of the San Bernardino County Jail on February 28, 1884. After all, had he remained, he would have been in the uncomfortable position of swinging from a rope at the aforesaid institution. Sheriff B. J. Burkhart was so incensed at MacDowell's abuse of his hospitality that he offered a \$500 reward for his return, and on the card, he plainly states that he would rather have MacDowell's dead body returned than his living image, which was more or less an invitation to anyone along the way to make MacDowell's return somewhat less risky. (Fig.1)

Detective agencies also used the penny postal card. Since by the nature of their business, they were not empowered to share in any reward, they declined to accept "collect" telegrams, and they made the task of apprehension doubly difficult by requiring that anyone locating James T. Martin, wanted for forgery, deliver his body to the office of Porter's National Detective Agency, in Nashville, Tenn. One can easily imagine what might face a good citizen, seeking to do the right thing, in convincing Mr. Martin to turn himself in to the Agency. The card is dated Feb. 17, 1888. (See Figure 2)

continued

\$500 REWARD

San Bernardino, Cal., Feb. 28th, 1884.

The above reward will be paid for the body of

W. R. McDOWELL,

Either dead or alive, who is under sentence of death, and who escaped from jail on the night of February 27th, 1884. He is tall, slim built, red hair and moustache, sandy complexion and 26 years old.

J. B. BURKHART,
Sheriff of San Bernardino County, Cal.

ARREST AND TELEGRAPH

Figure 1

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Figure 2

Porter's National Detective Agency.
Nashville, Tenn., Feb. 17, 1888.

\$100.00 REWARD.

Arrest for Forgery.
JAMES T. MARTIN.

James T. Martin is about 35 years of age; height 5 feet 8 inches high; weight 125 to 130 pounds; black hair, slightly graying; wears side whiskers and moustache, same color as hair; (chin) wears only moustache, but may be clean-shaven now; black or dark brown eyes. His left foot has been operated on by surgeon and shows a slight limp. He goes moderately well dressed; has always worn a dark suit; is married in middle; wears heavy boots and almost invariably has pants on. He is an inveterate smoker, constantly has pipe in his mouth. He has quick movements generally. Plays poker and takes a drink occasionally. He is an experienced lumberman, having been in that business in this city for years, and will likely be found about lumber offices and yards. He once traveled for a paint house. He left this city Dec. 22d, 1887. The above reward is offered for his delivery in this city.

R. M. PORTER, Gen. Supt.
Nashville, Tenn.

Telegrams must be prepaid, as we have no interest in the reward.
In case of doubt send photograph for identification.

Just how good a swimmer was Richard Alsop? We may never know, unless perchance there is something in the papers about his plunge into San Francisco Bay on October 7, 1879. Alsop, wanted for embezzlement, a felony, had been captured in Peru, on the request of the United States government, and was being returned to this country on the S.S. "VALPARAISO". Once inside the Golden Gate, he jumped overboard, leaving a note that he was committing suicide. His story was not believed, for a sailmaker's raft was noted to be missing at the same time. There was a strong ebb tide running, but Alsop was known to be an expert swimmer, so John Kirkpatrick, San Francisco's Chief of Police, decided to resort to postal cards. (See Figure 3)

Figure 3

\$250 REWARD!

The undersigned offers the above reward for the arrest and delivery to him of **JAMES RICHARD ALSOP**, charged with embezzlement felony, and described as follows:

Native of Memphis, Tenn.; age, 28; height, 5 feet 9 inches; weight, 150; complexion, pale; medium build; features, long and thin; eyes, gray; eyebrows, light; nose, long; teeth, regular; chin, round; carriage, erect; occupation, bookkeeper.

Said Alsop was surrendered by the Peruvian Government on the request of the U. S. Government, and being on board the ship Valparaiso, entering the harbor of San Francisco, threw himself overboard about 9:00 P. M. October 7th, 1879, near Lime Point, leaving a letter saying he had committed suicide.

A sailmaker's bench is missing from the ship, and it is suspected that Alsop may have used it as a raft. He is an expert swimmer, and although there was a strong ebb tide running, it is possible he may have reached the land.

JOHN KIRKPATRICK, Chief of Police.
San Francisco, October 11th, 1879.

Today's penologists are of course quite unaware of the part that the lowly one cent postal card once played in the preservation of law and order, especially in bringing wanted criminals to justice. Perhaps the "thirteen state alarm" we hear of today is the better method. Today's sheriff would look askance at one of his deputies heading for the local print shop, saying over his shoulder as he ran-

"I'll be back in a jiffy, Sheriff, I just want to get out a four-teen cent postal card on the guy who broke jail this morning."

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U.S. POST OFFICE "TRANSIT" POSTMARKS (continued from Vol. II, No.1)

by Charles F. Nettleship Jr. and Charles L. Towle

Key To Post Office Transit Postmarks Shown On Plate VI and VII

MIL 2 - Milwaukee, Wis., 27.5, 1894, 8.30 P.M.
MIL 3 - Milwaukee, Wis., 27.5, 1897, 3.30 P.M.
MIL 4 - Milwaukee, Wis., 29.5, 1902, 1 P.M.
MON 1 - Monterey, Va., 30.5, 1899, No Time
MOR 1 - Morristown, N.J., 28, 1890, 6 P.M.
NWK 1 - Newark, N.J., 24.5, 1892, 2 P.M.
NWK 2 - Newark, N.J., 27, 1897, 3 P.M.
NWK 3 - Newark, N.J., 27.5, 1898, 1.30 P.M.
NWK 4 - Newark, N.J., 27, 1898, 1 P.M.
NWK 5 - Newark, N.J., 30.5, 1901, 3 P.M.
NWK 6 - Newark, N.J., 30.5, 1905, 4.30 P.M.
NWK 7 - Newark, N.J., 29.5, 1905, 10 A.M.
NWK 8 - Newark, N.J., 29.5, 1905, 4.30 P.M.
NWO 1 - Newark, Ohio, 28.5, 1886, 7 P.M.
NEH 1 - New Haven, Ct., 29.5, 1885, 10 P.M.
NEH 2 - New Haven, Conn., 27.5, 1892, 2.30 P.M.
NEH 3 - New Haven, Conn., 29.5, N.Y.D., 2 P.M.
NHM 1 - New Haven, Mich., 28.5, 1897, 9 A.M.
NEO 1 - New Orleans, La., 29, 1902, 12 Noon
NEO 2 - New Orleans, La., 30.5, 1906, 9 P.M.
NPT 1 - Newport, N.H., 28.5, 1883, 6 A.M.
NEW 1 - New York, 24.5, 1879, 6 P.M.
NEW 2 - New York, 25, 1879, 5 P.M.
NEW 3 - New York, 24.5, 1881, 12 Midnight
NEW 4 - New York, 25, 1881, 11 P.M.
NEW 5 - New York, 23.5, 1881, 10.30 A.M.
NEW 6 - New York, 24.5, 1884, 9.30 A.M.
NEW 7 - New York, 24.5, 1888, 5.30 P.M.
NEW 8 - New York, 25.5, 1885, 8 P.M.
NEW 9 - New York, 26, 1885, 4.00 P.M.
NEW 10 - New York, 25.5, 1886, 10.30 P.M.
NEW 11 - New York, 25.5, 1887, 7.30 P.M.
NEW 12 - New York, 25.5, 1887, 8 A.M.
NEWF 1 - N Y . Foreign Transit, 24.5, 1889, Station E
NEWF 2 - N Y . Foreign Transit, 24.5, 1893, Station F
NEW 13 - New York, N.Y., 20.5, 1900, 10 P.M. (7 lines)
(Time-Cummins machine, "T" for transit)
NEW 14 - New York, N.Y., 20.5, 1904, 2.30 P.M.
(International Machine Type S-42. Dial only)
NOM 1 - Nome, Alaska, 31, 1909, 3.30 P.M. (See Figure 1)
NHT 1 - Northampton, Mass., 28.5, NYD, 11 A.M.
NOR 1 - Norwalk, Ohio, 26.5, N.Y.D., 11 A.M.
NOR 2 - Norwalk, O., 28.5, 1889, 8 A.M.
NOR 3 - Norwalk, O., 27, 1890, 5 P.M.
OAK 1 - Oakland, Cal., 30.5, 1907, 3.30 P.M.
* * * * *

Notice

All postmarks in black unless otherwise shown. All diameters shown in millimeters.
N.Y.D.= No year date shown in postmark.

The authors would like to take this opportunity to thank the marking collectors who have graciously furnished examples for this series - Dr.Louis Call Jr., John Mason, Ray Rotteck, Randy Stehle and H.W.Reed.

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PLATE VI



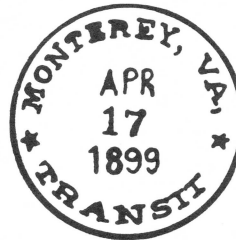
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MIL 3



MIL 4



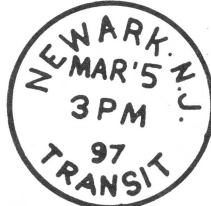
MON 1



MOR 1



NWK 1



NWK 2



NWK 3



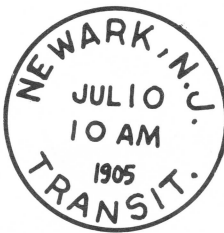
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NWK 5



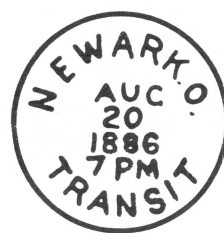
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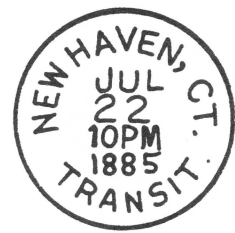
NWK 7



NWK 8



NWO 1



NEH 1



NEH 2



NEH 3



NHM 1



NEO 1



NEO 2



NPT 1



NEW 1



NEW 2



NEW 3



NEW 4



NEW 5



NEW 6



NEW 7



NEW 8



NEW 9

THE HELIOGRAPH

PLATE VII



NEW 10



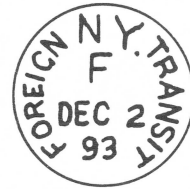
NEW 11



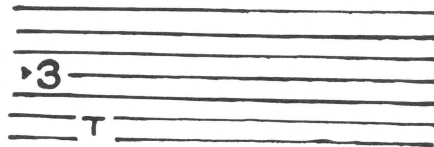
NEW 12



NEWF 1



NEWF 2



NEW 13



NEW 14



NOM 1



NHT 1



NOR 1



NOR 2

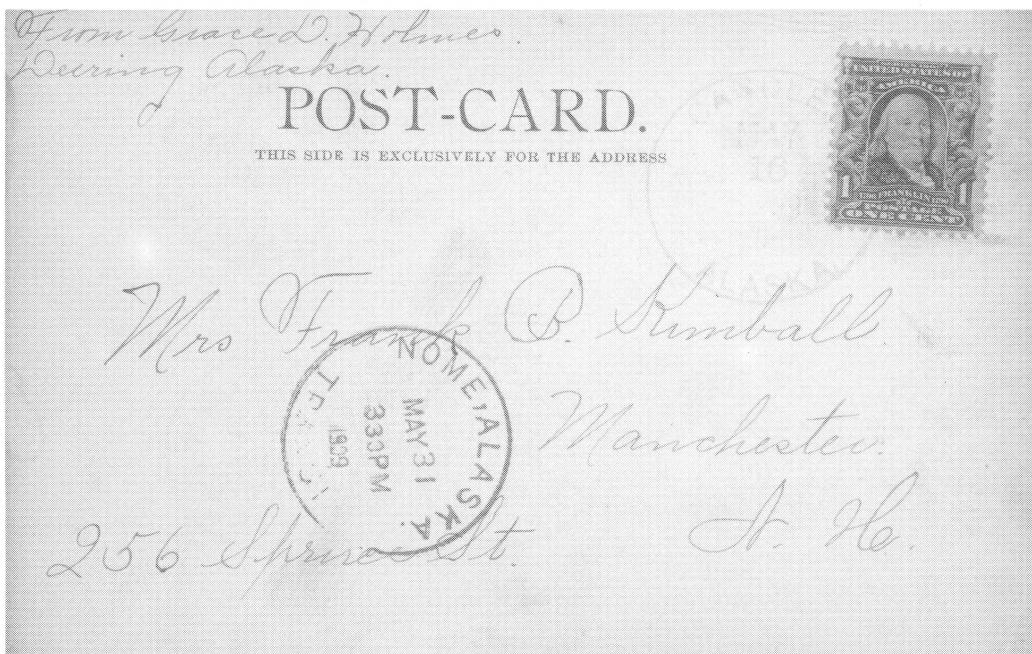


NOR 3

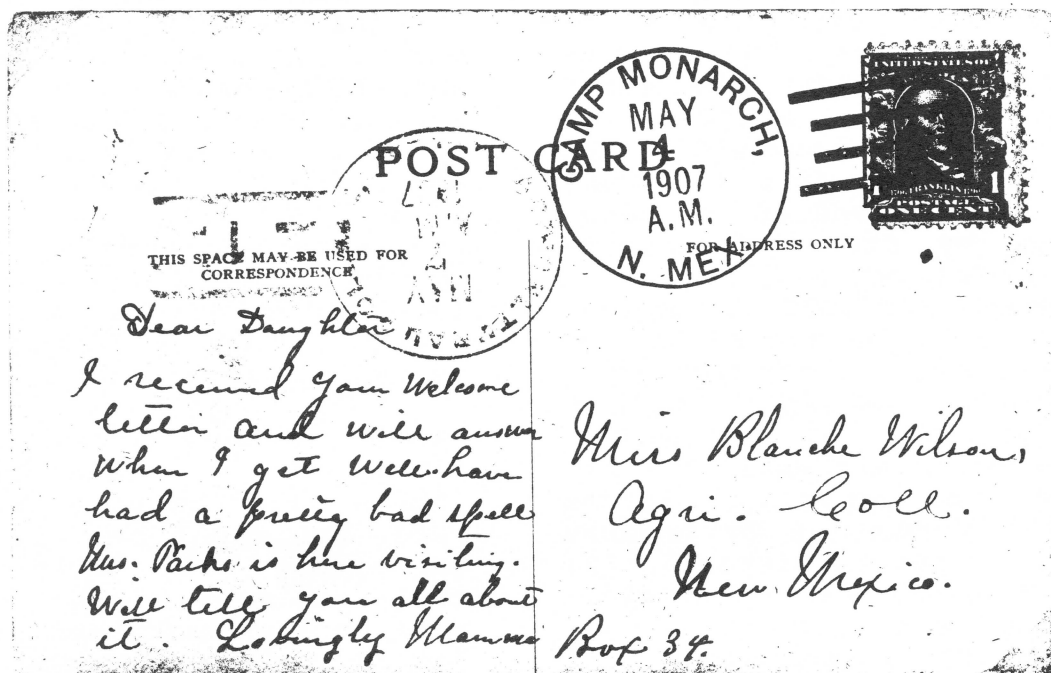


OAK 1

FIGURE 1 - Post Card with blue Candle, Alaska May 16, 1909 and black Nome Transit, (NOM 1), May 31, 1909. Message on card written at Kugnil River, April 27, 1909. Manuscript corner card Deering, Alaska. Writes of leaving Nome for Seattle on first boat June 1. However in 1909, ice conditions in Bering Sea were very severe and boats did not reach Nome until several weeks later. Probably moved out on S.S. OLYMPIAN of the Alaska Steamship Co., which was slightly damaged by ice.



THE HELIOGRAPH
NEW MEXICO TERRITORY
DISCONTINUED POSTOFFICES



CAMP MONARCH was a small mining town at the site of what is now the Royal John mine on the west slope of the Black Range in Grant County. The postoffice was authorized 11 Jan 1907 and discontinued on 15 May 1908, Wallace Perry being the only postmaster. One postmark type is known, the above being one of two regular cancels recorded. The Royal John was worked briefly in 1962 but all buildings are now falling apart.



CAMP MONARCH

Submitted by Dr. Thomas K. Todsen,
 Associate Editor, Las Cruces, N.M.

THE HELIOGRAPH

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1

PAPER TRACES

[illegible]

SUGGESTION: DON'T OVERLOOK THE PULP PAPER CATALOGS

by Brooke Harlowe and
Charles F. Nettleship Jr.

As a fitting philatelic farewell for that day, one evening in October 1987 I decided to scan "just one more" catalog. It was a newsprint specimen and shouldn't take long, I thought. It didn't, until at the very end of the cover offerings by State, I encountered the following:

"VERMONT PAT 1862. ST. JOHNS-
BURY, VT. 7/15* dr red pmk on vf
bi/clr PAT cvr w/encl; forming
of regt & the issuing of Enfield
Rifles (26) (P) 75.00"

The photo was small but reassuring. The important factors were: (1) Vermont (my primary interest in postal history), (2) it was a Civil War patriotic, - and I had none from St. Johnsbury; and (3) the enclosure.

My bid proved adequate and I opened the shipment hoping for the best. It was. The cover was clean, the # 26 well tied, the red postmark clear and complete, and the patriotic design a fine Walcott #2873.

The unedited letter read as follows- "Camp Baxter, July 12
Dear Friend Arianna,

I received your letter last night, was very glad to hear that you was getting better. I am sorry that you was sick the fourth of July. We had a grand time here on the fourth. I sent you a paper with an account of the fourth of July in it. Did you see it? I wish you could see this regiment. We received our arms today, which were Enfield rifles, splendid guns. We shall do dreadfull work down South. We expected to go this week but shall not go until next week

(2)

now. the captain says we shall go, in a few days. I hope we shall. I have stayed here long enough in this place where there is nothing but mountains and trees and once in a while you will find a house, or a shanty. I think it is a disgrace to the vicinity of Epping that the secessionists have the power of Epping. I wish I was at home. I would help tare his flag down, and drive him out of the place. I have just writen home, but did not write any news as there is nothing new. I hope the next time I write there will be something new. I think and hope you will hear from me in

(3)

Washington week after next then I can write something interesting. I like the boys here first rate. Sunday. I have been cooking today and yesterday but shall not stay in the cook room more than a day or two longer. I had the offer of head cook, of our company but refused. I had rather be in the ranks. We have had two meetings here today and have another this evening. I understand that they are forming a 3d Regiment in N.H., do you know anything about it? I suppose that rifle company at Exeter will go now if that is true.

(4)

I should like to join a regiment in my own state if it had been so that I could but I did not think there would be another regiment formed in N.H.

The boys are saying that this will be the last Sabbath that they shall spend in St. Johnsbury. There were about fifty ladies here today, some were crying and seemed to feel very bad to part with their Brothers and sons and husbands &c. I would like to see the

folks at home to be sure but as it is impossible I dont think much about it. I hope we shall go soon.

Hoping to hear from you before I go, I remain

Your very true friend.

B.B.Robinson

I will write to you soon if I am not here."

The first line in the letter (Camp Baxter July 12) posed two questions: first, where was Camp Baxter, and second, what was the correct year date? Standard reference sources, such as Esther Swift's splendid VERMONT PLACE-NAMES, and recourse to knowledgable Vermont friends, provided nothing about the location of Camp Baxter. Therefore I turned that inquiry over to Miss Harlowe, a qualified student of Civil War history.

A study of recruit Robinson's letter gave insight to the year, and this was nailed down later by Miss Harlowe's report. In the first place, the use of Scott #26 seemed a bit late for July 1862, then the context of the letter indicated an earlier state of the war than well into its second year. Assuming 1861 as the correct year, a calendar shows the letter was started on Thursday (July 11) but interrupted and completed on Sunday (July 14). Since the postmark is a clear July 15, it was highly probable that Camp Baxter was in

or near St. Johnsbury.

Much of Miss Harlowe's information was derived from Volume 1 of VERMONT IN THE CIVIL WAR by G.G.Benedict, The Free Press Association, Burlington, Vt. 1886, and may be summarized as follows, (underlined portions are particularly applicable to the soldier's letter):

The twenty companies of the Second and Third Regiments were formed from men selected by Adjutant and Inspector General Baxter.

The Third Regiment gathered at Camp Baxter on the grounds of the Caledonia County Agricultural Society in St. Johnsbury, the camp name designated in honor of the Adjutant and Inspector General.

The Third Regiment went into camp beginning on June 7, 1861 and was completed on July 3, 1851.

Tents and camp gear were distributed the first week in July, and "Enfield rifled muskets ... a little later" (July 12 in the letter.)

The regiment of 882 officers and men was mustered into service on July 16, received orders on the 16th to report to General Banks at Baltimore, and on July 24th Pvt. Robinson was finally on his way in a troop train of 22 cars. Now he could write Arianna again because he was "not here" at Camp Baxter.




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00000000000000000000000000000000f
NON-STOP AIR MAIL PICK-UP AND
DELIVERY SERVICE
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This article is written as an explanation of the feature cover in the winter issue of THE HELIOGRAPH (Pg. 29, Vol.II, No.1)

The planes used were Stinson Reliant SR-30C, single-engined passenger planes, which had been converted and equipped for pick-up operation. The planes had a two man crew, a pilot and a skymail clerk, or Flight Mechanic, as they came to be known.

The feature cover, of the winter issue, was carried on AM Route 49-A in May 1945, which operated from Pittsburgh, PA to Huntington, WV via Charleston and Elkins, a flight of 316 miles serving 23 cities and towns. It flew westward in the morning and eastward in the afternoon.

A power-driven unit was substituted for the hand-operated pick-up winch in the plane and a new shock device made heavier loads possible. The delivery method was also improved. Instead of trailing from the plane at the end of the transfer rope, the delivery container was now attached to a retractable boom just above the pick-up hook, and deliveries were made by the pilot by tripping an electrically-controlled release.

This route continued in operation until July 1949.

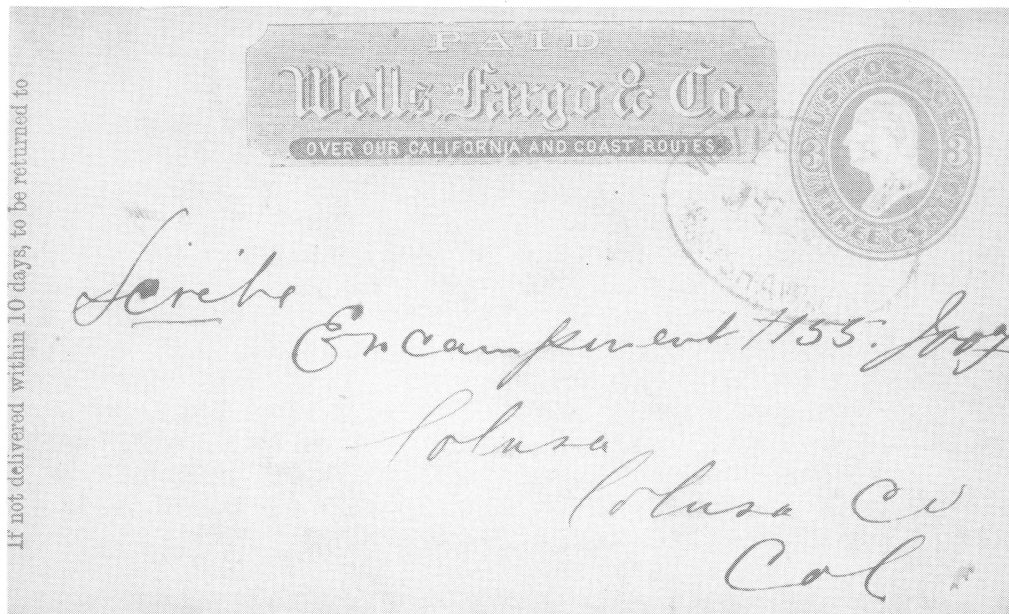
References:

Page 18

THE HELIOGRAPH

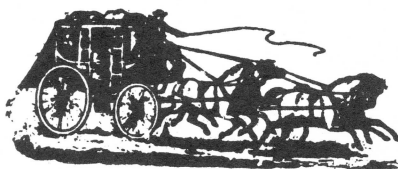
OUR FEATURE COVER OF THIS ISSUE

WELLS, FARGO & Co. - HARSHAW, A.T.



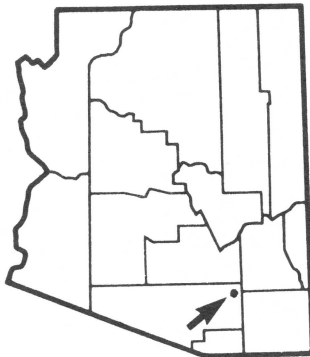
Our cover this issue is the first reporting of the Wells, Fargo & Co. Express marking for the mining settlement of Harshaw, Santa Cruz County, Arizona Territory. Although the Wells Fargo office at Harshaw is reported in several listings, this is the first cover to surface. Harshaw was settled in 1875 and named after the first settler, David Tecumseh Harshaw. The mines were located on the east side of the Patagonia Mountains on Harshaw Creek. Post office was established April 29, 1880 with Dan Gillete as postmaster. The small town had 27 postmasters in 23 years until mail was discontinued and moved to Patagonia. Two agents were listed for Wells Fargo office - W.F.Mills, 1880-1881, and M.D.Katz, 1881-1883. Katz had also been a merchant and Wells Fargo agent at San Bernardino, CA in 1858. The marking illustrated is similar to Leutzingner Type 12-2, is in black, and dated June 22, 1881, to Colusa, CA.





REDINGTON

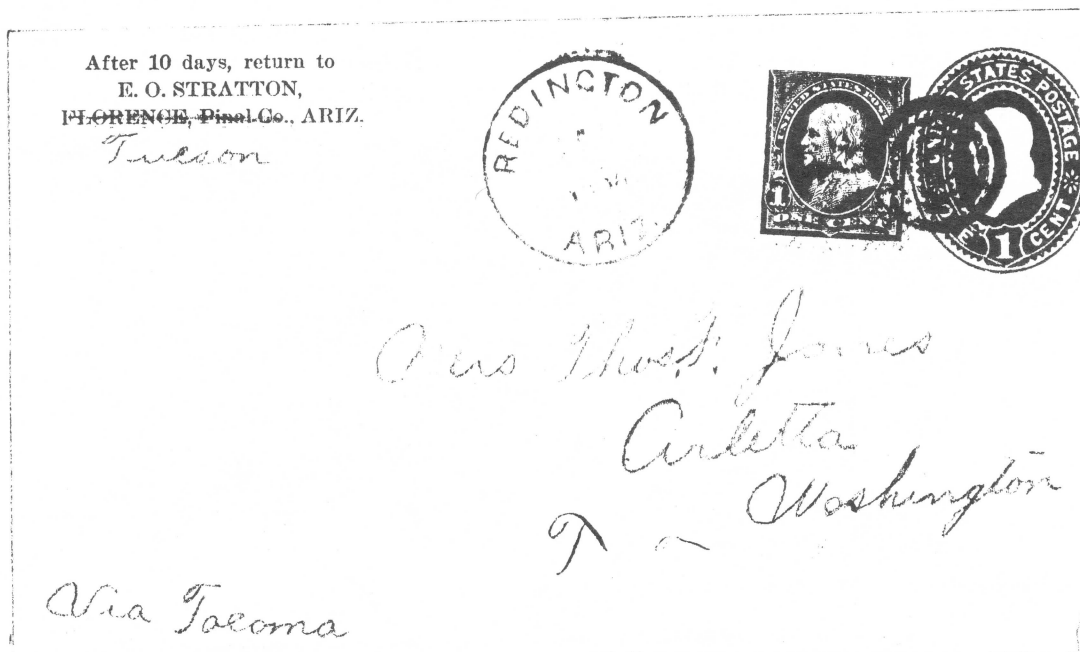
ARIZONA TERRITORIAL POST OFFICE



THIS POST OFFICE IN THE EXTREME NORTHWESTERN CORNER OF PIMA COUNTY ON THE SAN PEDRO RIVER APPROXIMATELY 30 MILES NORTH OF PRESENT-DAY BENSON WAS ESTABLISHED OCTOBER 7, 1879, WITH HENRY T. REDFIELD AS POSTMASTER. THE ORIGINAL OFFICE WAS AT THE REDFIELD RANCH HEADQUARTERS, WHICH HAD BEEN ESTABLISHED IN 1875 ABOUT 6 MILES SOUTH OF THE PRESENT COMMUNITY. THE OFFICE WAS DISCONTINUED ON JULY 12, 1880, THE MAIL GOING TO "TRES ANIMOS", BUT WAS REESTABLISHED ON JANUARY 4, 1881, WITH CHARLES C. CONRAD AS POSTMASTER. THE OFFICE WAS DISCONTINUED ON DECEMBER 31, 1940.

RECORDS OF MID-1883 SHOW REDINGTON WAS SERVED BY ROUTE 40107, WHICH WENT ALONG THE SAN PEDRO RIVER FROM BENSON TO RIVERSIDE IN 3 DAYS. ON AUGUST 13, 1886 THIS BECAME ROUTE 40124, AND THE TRIP WAS MADE TWICE A WEEK IN 35 HOURS EACH WAY. ROUTE 68104 WENT FROM BENSON TO MAMMOTH VIA REDINGTON IN 1892. THIS HAD BECOME ROUTE 68154 IN SEPTEMBER OF 1901.

POSTAL RECORDS OF 1877 SHOW BLOCK AND MOYNIHAN RECEIVED \$1450 PER ANNUM FOR ROUTE 40107. FROM FEBRUARY 17, 1879 THROUGH 1882. A. L. SEELEY HELD THE CONTRACT. HE RECEIVED ANNUAL COMPENSATION OF OVER \$32,000 DURING TWO OF THOSE YEARS OF POSTAL SCANDALS, WHEN THE BASE CONTRACT FOR THE ROUTE WAS \$4999 PER ANNUM. DURING FISCAL YEARS 1884-6, JAMES B. COLEGROVE RECEIVED \$1990 PER ANNUM FOR THIS ROUTE. DURING 1887-9, V. H. PEASE OPERATED ROUTE 40124 FOR \$2320 PER ANNUM.



THE PHILATELIC TRUCK VISITS ARIZONA

By Robert B. Bechtel

When postal authorities decided to send the philatelic truck on a nationwide tour, it was just prior to the outbreak of World War II and that event, philatelically and otherwise, eclipsed most people's memory of the truck coming through town. The itinerary of the truck brought it through Arizona just prior to the bombing of Pearl Harbor.

Philatelic Truck Visits to Arizona - 1941

Benson - November 29

Casa Grande - December 3

Gila Bend - December 5

Tucson - November 30 - December 2

Phoenix - December 4

Yuma - December 6, 7, 8

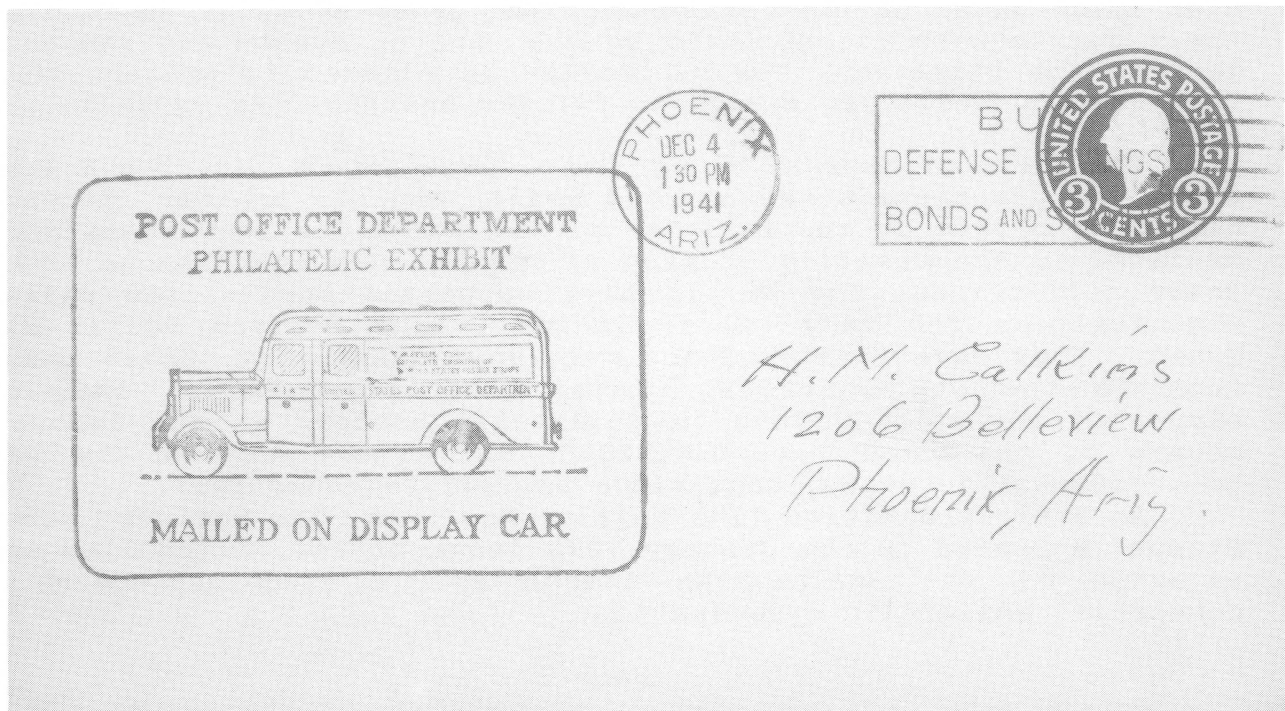
The only recorded cover to date comes from Phoenix and has the proper date with the standard cachet, a line drawing of the truck which acts to certify that the envelope was mailed "on the display car." This particular cover was mailed to H.M.Calkins, a collector in Phoenix and contained the souvenir sheet picturing the White House that is now classified in Scott's Specialized Catalog as being a fore-runner of the souvenir cards (page 580).

The mystery is why there are not more covers known. Certainly a number of people in Tucson and Phoenix must have heard about, and came to see the truck as it stopped at their city. And it is even possible that stops may have been made briefly at some unscheduled towns.

In any case, the stopover at Yuma brought with it the news of Pearl Harbor on Sunday, December Seventh, and even though the truck continued into California, the wartime conditions prevailing must have reduced interest so that few covers were originated from that state.

The standard reference on the philatelic truck and its travels is THE PHILATELIC TRUCK, by James H. Bruns, published by the Bureau Issues Association in 1982.

The author would like to hear from any readers who own, or have heard of, other examples of philatelic truck covers from Arizona. There have to be more.



THE HELIOGRAPH



LEXINGTON, KY., Oct. 13, 1851. - Unusual printed FREE, POST OFFICE BUSINESS on stampless cover to New York City notifying the addressee of undelivered mail at Lexington post office. Signed by G.R.Trotter, {Postmaster. Not listed in Atkins or Alexander.

RAYMOND WEILL'S ADDRESS TO THE ARIZONA PHILATELIC RANGERS

At the Ranger's Dinner at Phoenix ARIPEX '88 on Jan. 23, 1988, the scheduled talk by Raymond Weill had to be cancelled due to the high noise level of the restaurant. The group of about 50 Rangers and their guests were disappointed by the turn of events and, in order to correct the situation, THE HELIOGRAPH is pleased to present the talk that Raymond Weill had scheduled for the meeting. See opposite page.

The firm of Raymond H. Weill Co. was founded in New Orleans in 1932, The proprietors are Raymond Weill, and his brother, Roger. They have been buyers of the rarities of the world for many years and have assisted in the creation of many of the world's most famous stamp and cover collections. The Weills have supported specialized philatelic organizations for many years, including the Western Postal History Museum. They have furnished the outstanding Ashbrook, Chase and Perry Cups to the U.S.Philatelic Classics Society. One of the longest supported advertising runs in philatelic history is the famous back covers of the U.S.P.C.S. CHRONICLE, which have carried the Weill's advertisement in every issue since No. 46, December 1963.

An article entitled "The Weills Deal In The World's Rarest Of Stamps" appeared in the January 1973 issue of the SMITHSONIAN monthly magazine of the Smithsonian Associates, a singular honor for a commercial philatelic organization.

THE HELIOGRAPH

A few weeks ago in Orlando at the annual FLOREX Stamp Show, John Birkinbine attended the awards dinner where I was the speaker and was subjected to the typical 15-minute talk that we all expect. But this one was slightly different. The Master of Ceremonies devised a captive audience scheme. Clyde Jennings was the MC and remembered that after the dinner had satisfied most people's appetites, many of them remembered an appointment or phone call that could not wait and sneaked off with regrets for not being able to listen to the much-awaited speaker.

What did Clyde do? Immediately after everyone was seated and before the fried chicken and green peas were served, he pulled a fast one. He said the first order of business is our speaker for the evening. No one left!

I promise you patient philatelists I will (a) be brief and (b) talk to you on the same subject I spoke of in Orlando. John said he thought the duplicating subject would interest you, and he is one of the few who is here tonight and also was at FLOREX. Clyde escaped this by being at the judges' dinner.

John thought you would want me to tell you something about what might be called the Birkinbine-Weill system of stamp dealing.

Both of us, John and my brother, Roger, and I, the Weill Brothers, are stamp collectors acting out the role of stamp dealers. We deal in stamps for two principal reasons -- (a) we love them and (b) we love to eat.

I am not sure which comes first. Eating is not by election -- it

is done largely to satisfy the body's compulsive hunger for fuel -- called food. But -- stamps! To us a rare stamp is much like a charming woman or a fine Impressionist painting -- there is an elective, strong drive to enjoy their company.

Over many years, Roger and I have built for clients some of the great stamp collections in this country -- and one or more abroad. In every case, the client followed our advice as to the type and quality of material that went into the property -- so much so that we felt these collections were a part of us, almost as if they were our very own.

Meanwhile, we were acquiring stamps that went into what we call "our reserve stock" -- things that were not needed by a particular client and which because of their nature we could not bear to part with -- at least we held on to such pieces as long as possible. Some are still in reserve stock after many years.

The outstanding item of this nature is the One Penny Mauritius cover, once described as "the most important single item in Philately."

The word "rare" is a magical one to us -- and "rarest" even more so. Another, the Livingston CSA pair on cover -- was bought about two years ago, and still is "reserve."

We have always felt doubly blessed. We love stamps and are with our beloved stamps every day. As collectors or dealers, you, friends, may too be doubly blessed.

HERRING, SARDINES AND ICE WORMS!



Message to Miss Nannie Pierce, Neosho, Mo., is headed "Little Port Walter, Alaska, June 12, 1920," and reads "Regards to all. Would you like a few for dinner, they are certainly wonderful stuff. You had better let me send you a few nice ones. Write me at the above address. Tell me all the news. Love to all. Walt." The message at upper left concerns a search for his diploma.

[illegible]

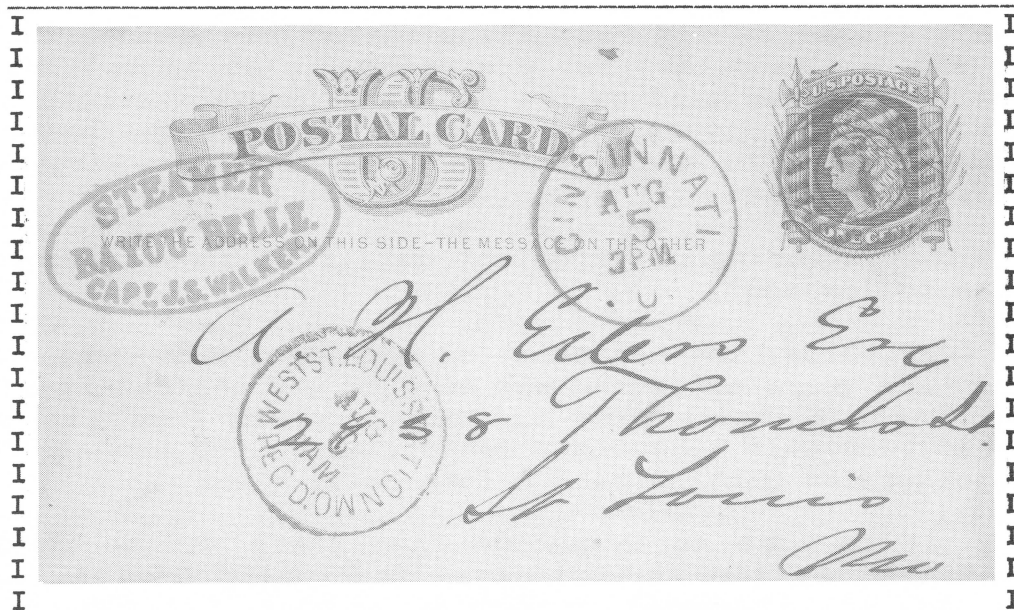
THE HELIOGRAPH

THE ANALYSIS OF A FAKE

by
Douglas A. Kelsey

There comes a time when every postal historian must crack open a book to learn more about a particular cover. The value of reference sources can best be described as "being able to pay for themselves." This is no more evident than in the following analysis.

The subject for scrutiny is the illustrated postal card which was purchased from the October 16, 1987 Earl P.L. Apfelbaum, Inc., auction of the Charles A. Fricke collection.



FACTS: U.S. postal card issue of 1875 (Scott #UX5) with a Cincinnati postmark of August 5, (1881) addressed to St. Louis with a West St. Louis rec'd. marking of August 6. The Cincinnati postmark of August 5 is duplexed with a barred "7" killer. There is a blue oval purser's marking of the Steamer Bayou Belle, Capt. J.S. Walker on the address side.

The message side of the card is the printed letterhead of Strobridge Lithographing Co. in Cincinnati with a short manuscript message to the addressee, dated August 5, 1881, and a St. Louis receiving mark.

PERCEPTION: This card appears as if it were mailed in Cincinnati where it was placed upon the Bayou Belle to travel down the Ohio River to the Mississippi River, then north to St. Louis, where it was received.

This is where the value of reference sources is so important - from which we gather this:

PERTINENT DATA: From WAY'S PACKET DIRECTORY, by Frederick Way, page 39, listing #0463 (which is only Bayou Belle listed), the Bayou cont.

THE HELIOGRAPH

Belle was a stern wheeler built at Murrysaville, Va. (now West Virginia), "and completed at Wheeling, 1855. 168 tons. Built for a Capt. Walker and went to New Orleans. In 1858 (it was) running New Orleans-Opelousas, Capt. John Lyons. Snagged and lost on Cahaba River, Ala., Oct. 1860." Note that the boat was lost fifteen years before this postal card was issued.

From Dr. James Milgram's VESSEL-NAMED MARKINGS ON INLAND AND OCEAN WATERWAYS, 1810-1890, it is learned that two Bayou Belle markings are listed -- one as it appears on this card, and a second type with Capt. Walker's name removed. Illustrated in Milgram's book is a cover, with a type one marking and a pen-cancelled three cent stamp, addressed to New Orleans. The marking is in red (not blue as is the case with the subject card) and the year is given as 1855.

The second type of Bayou Belle marking is the same, except the captain's name is removed. Illustrated in the book is a cover dated 1858 and the handstamp is, presumably, also in red. Milgram says the first version was used on the Red River and the second type on the Red and Mississippi Rivers. The question of where the boat was in service is significant in that it wasn't on the Ohio River, or the Upper Mississippi River.

The gathering of important data from these resources can result in the following:

CONCLUSION: The handstamp of the Bayou Belle was applied at least twenty-one years after she was snagged and lost and twenty-three years after Capt. Walker's name had been removed from the handstamp, when she had been sold to another owner, (Capt. John Lyons). This data makes this otherwise genuine card a fake item.

It is also worth noting that there was no reason why a card originating at the Strobridge Lithographing Co. in Cincinnati would have been mailed aboard an Ohio River boat, let alone one that passed Cincinnati only once on its way down the river in 1855, after being built. Whoever applied the attractive handstamp should have learned that the Ohio & Mississippi R.R. had the contract at the time for adequate overnight mail service from Cincinnati to St. Louis, and in addition that no riverboat ever existed to this day, that could make a one day trip from Cincinnati to St. Louis, a distance of 785 miles!

It is probable that this handstamp is one of the fakes made from the group of old or reproduced handstamps existing somewhere in the hands of those that are using them improperly, but once were in the possession of collector J. Hubert Scruggs.

NOTICE - Plan now to attend ARIPEX '89 at Tucson Community Center, January 13, 14 and 15, 1989. Show will feature the national meeting of the U.S. Philatelic Classic Society, and the Spring Meeting of the United Postal Stationery Society. An all-day Postal History Seminar will be sponsored by Western Postal History Museum on Thursday January 12th. Contact Western Postal History Museum for seminar information and Show Chairman Betsy Towle, 4621 E. Don Jose Dr., Tucson, AZ 85718 for Show Information and copy of prospectus.

AN EARLY MARE ISLAND LETTER

Most Easterners hold the belief that the San Francisco Navy Yard is adjacent to, or in the metropolis of that name. They seldom realize that Mare Island is located more than 30 miles from the Golden Gate, far across San Pablo Bay on an island, (actually now a peninsula), located on the west bank of the Napa River, across from the city of Vallejo.

In the late 1830's, Gen. Mariano C. Vallejo took a trip to his 97,000 acre Rancho Suscol, then a wilderness, and decided that it should be the capital of California. After several futile attempts and a change of country, the seat of the state government was established at Vallejo in January 1853, but on Feb. 4 the wandering legislature moved out and finally ended up in Sacramento. But due to developments across the river, the town of Vallejo continued to grow and prosper.

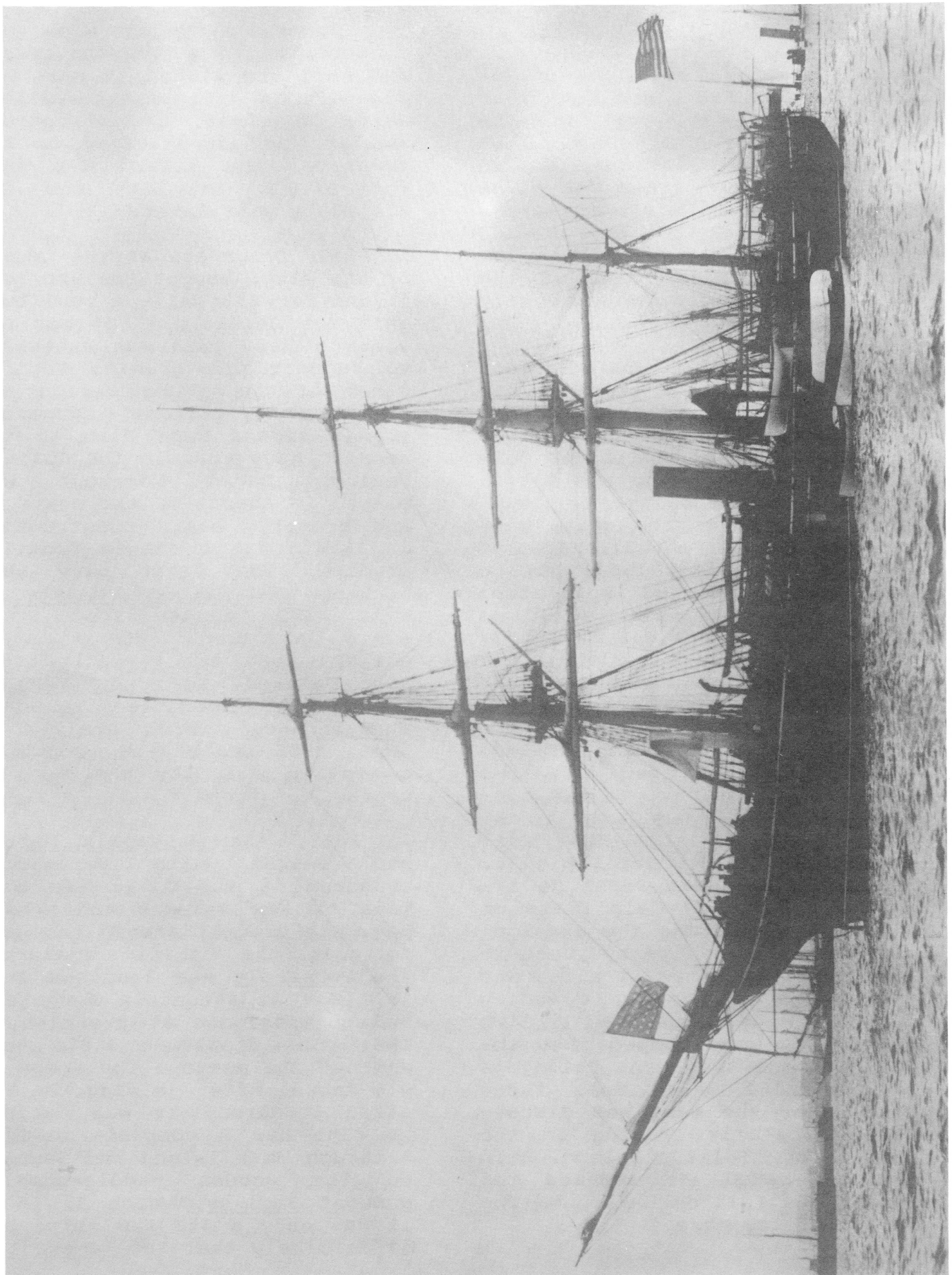
The location across the river, Mare Island, has had a rather interesting history. It was discovered by the "San Carlos", the first Spanish ship to sail through the Golden Gate in 1775, and Capt. Don Juan Perez de Ayala christened it Isla Plana or Flat Island. During the development of Vallejo a ferry, used to cross the Carquinez Straits, was caught and capsized in a sudden gale. It was loaded with live stock that were dumped into the water, among them Gen. Vallejo's prized white mare. Some three days later the mare was discovered peacefully grazing on the grass of Flat Island. In gratitude, Vallejo renamed the island, La Isla de La Yegua (The island of the mare.)

The General's young wife was fond of the view from the island and said she wished it were her island. The flamboyant Vallejo said, "My Dear, it is yours", and it was acknowledged as her property. The island was sold for \$7,000 in 1850 and for \$12,000 a year later.

In 1853, Congress, at the urging of the Navy, bought the 990 acre island for \$83,491 - a real bargain for California. It was obvious a navy yard was necessary to support the growing Pacific fleet of the young nation and obviate the tedious, dangerous voyage around Cape Horn to the nearest navy yard in the Gulf of Mexico. David Farragut was placed in charge of the new yard and promptly began construction in 1854, with a single floating drydock. The first navy ship docking was the St. Mary's in Feb. 1855, a 149 foot steam sloop of war. Other early callers were the Massachusetts, John Hancock, Savannah, Vincennes and the venerable 3 gun-deck Independence, which arrived in Sept. 1855 and stayed around as a station ship for the next 57 years.

In 1867, the Pensacola, which had fought with Farragut's squadron in the Civil War battles of New Orleans and Mobile Bay, was brought around the Horn to join the Pacific Squadron. The Pensacola was launched Aug. 15, 1859 at Pensacola Navy Yard and commissioned at Brooklyn in 1861. She displaced 3,000 tons and had the awesome top speed of 9.5 knots. After joining the Pacific Squadron, it was decided to give her a complete re-fit. Although Mare Island had launched the wooden paddle-wheeled gunboat Saginaw, March 3, 1859, it was only a 453 ton ship, and it is likely that the Pensacola
cont.

THE HELIOGRAPH
THE FLAGSHIP PENSACOLA



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was the first major ship-of-war to undergo heavy repairs at Mare Island. After recommissioning, the Pensacola rejoined the Pacific Squadron as flagship and saw service on both oceans for many years, being one of the first Navy ships to sail around the world from west to east, using the Suez Canal. She finally returned to the Pacific Squadron, and was later used as a receiving ship at Yerba Buena Island, where she was finally burned and sunk in May 1912.

Our letter from the Flagship Pensacola at Navy Yard, Mare Island was written by "Cousin Albert" to Hon. E.W. Denver at Washington, D.C. General Denver had formerly been Governor of Kansas Territory, U.S. Commissioner of Indian Affairs, and had served in both the Mexican and Civil Wars.

As there was no post office at Mare Island, the letter was mailed from Vallejo, across the river by rowboat. It is marked 'Per Steamer', and probably moved via Panama City, Chagres and New York. The enclosed letter reads as follows:

Feb. 2, 1868

"My Dear Cousin,

Your very welcome letter of the 15th has come to hand and I hasten to reply - Esther has been in California three months, and so far likes the country very much. Unfortunately I was only with her a week after she arrived before I had to go on a cruise to the coast of Mexico, from which I did not return until the 5th of Jan. - but she found quite a number of very kind folks in San Francisco so that she got along as well as could be expected during my absence. The Cosmopolitan Hotel, where we board while in the

city is very good House, quite as good as any in the East and not so expensive.

For the past two weeks we have been here on the Island, visiting Captain Franklin of the Navy. The ship is here undergoing repairs and it would be very inconvenient for Esther to remain in the City, while I came up here. I suppose we will be detained here about two weeks more, when we will return to the Cosmopolitan Hotel. I expect to remain on this coast until about October - then I hope to be ordered East. Esther will remain in California and go home with me. I will have of course to make a short cruise either to the Sandwich Islands, or Victoria, possibly to both places, before I am ordered home.

I was glad to hear that the Gen'l is doing a good business - I have not heard from August for some time, but hope to get a letter by the next steamer. He had been court martialed for disrespect to Gen'l Ord when I last heard from him. I do not know what it resulted in, but I think nothing serious, perhaps a reprimand.

I have not heard from Sophia for months, in fact I cannot get her to answer my letters, and have suspended writing to her. Fred writes me that there is something wrong with her child's head, it is much too large in proportion to the body. It will probably result fatally, indeed it would be much better if it did than that the child should grow up an idiot. Sophia seems to be very singularly constituted, she seems to think that everyone fails to do her justice and has a great taste for the melancholy, though Fred and August say she is much more cheerful since her marriage than she was before, not withstanding
cont.

THE HELIOGRAPH

the trouble she has had with her child.

I did not have the pleasure of seeing your friend Nismander though he called on my wife while I was down the coast, with a Mrs. McMillen. Mrs. Nismander was unable to call in consequence of an approaching event. When we return to the City we will go and see the Nismanders (I believe that is the name but am not sure). My wife sends her love to you and the Gen'l and says that she wrote to you just before leaving for California, but that she will write you another letter soon. She hopes, however, that you will not wait for the second letter, but write at once.

When we go East we will certainly pay you a visit, no matter where you are, in Wilmington or Washington. I hope the next time you will not have to leave so soon as you did in Washington. I believe I really have nothing more to write. Hoping that you will excuse this miserable scrawl

and not forget to write to me soon. I will say Good-bye to you for a time. Esther joins me in sending much love to you and the Gen'l."

your Cousin,
Albert

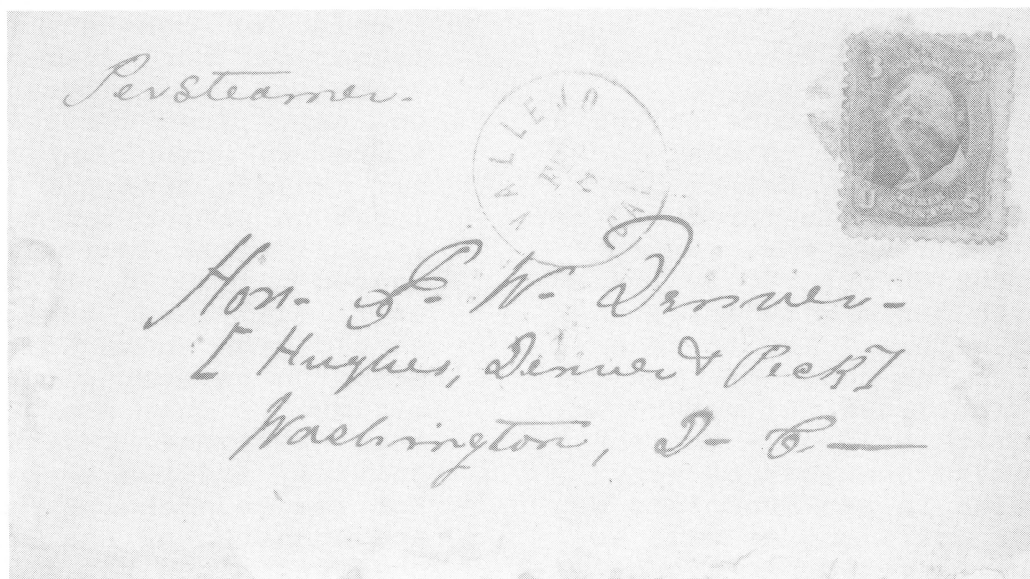
P.S.-Address is heretofore.

References:

CALIFORNIA - A Guide To The Golden State. Federal Writers Project, American Guide Series Hastings House, New York, 1947.

Sidewheelers To Nuclear Power
A pictorial essay covering 123 years at the Mare Island Naval Shipyard--Sue Lemmon & E.D. Wichels, Leeward Publications, Annapolis, Md. 1977

USPCS CHRONICLE Feb. 1988.
Vol. 40, No. 1, Whole No.
Pages 28, 29 show pictures of Gen'l. J.W. Denver, and his wife Louise C.



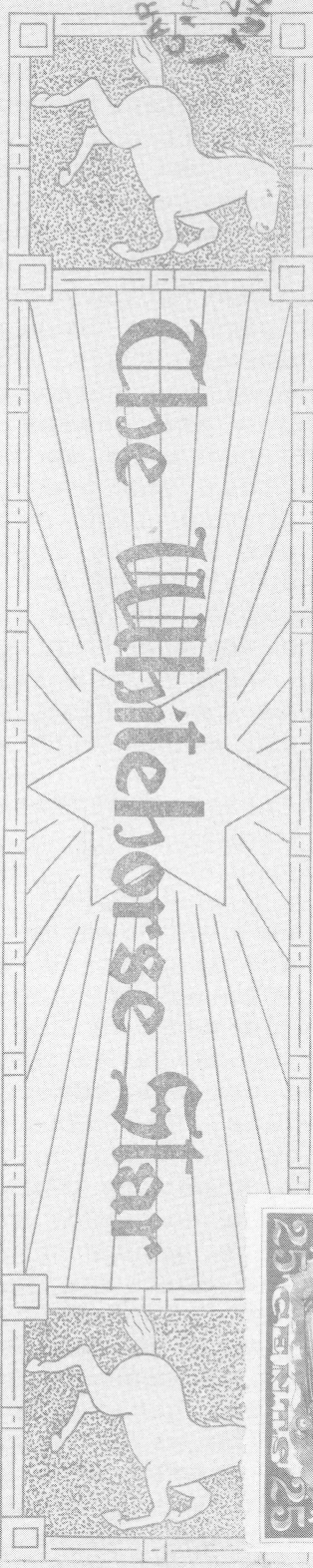
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First Flight of Airship "Queen of the Yukon" from White Horse to Carcross, Apr. 13, 1928, on newspaper, THE WHITEHORSE STAR. Ties Canadian Semi-official Air Mail Stamp of Yukon Airways & Exploration Co. Ltd. (Moffat Collection)

Matthew Watson,
Carcross, Yukon, Canada

Queen of the Yukon first flight to Carcross, Yukon





The Whitehorse Star

TWENTY-EIGHTH YEAR

WHITEHORSE, YUKON, APRIL 13, 1928

NUMBER FORTY-SIX

Carcross and Atlin Have First Visit From Airship!

Queen of the Yukon First Plane to Visit Important Northern Towns

To the Yukon Airways and Exploration Company Limited goes the credit of introducing commercial flying into Yukon.

The company was organized early in 1927, and in October of the same year the first plane, the Queen of the Yukon, was brought in.

The Queen flew from the factory to Vancouver. From Vancouver to Skagway she came on the Canadian Pacific Steamship Princess Alice, and

and then only to be forced down the second time after being in the air about fifteen minutes.

Fortunately the plane sustained no serious damage.

She was taken to Mayo by team, and in March the engine was thoroughly overhauled under the supervision of Capt. T. G. Stephens.

On Monday, April 2nd, she made the flight from Mayo to

the town passes, particularly during the summer season, thousands of tourists, big game hunters, prospectors and miners.

Since the days of the famous gold rush Atlin, British Columbia, has been an important mining centre. During the past few years mining operations have become increasingly active. The Atlin district is one of Canada's beauty spots, and here the

Whitehorse Star, carried by air to Carcross and Atlin on the first flight to these towns of the first plane operating in this great northern section—the Queen of the Yukon.

This copy made the trip by air and bears the stamp of the offices through which it passed.

Every copy making the flight bears the stamp and sticker of the Yukon Airways and Exploration Company.

THE HELIOGRAPH

BOOK REVIEW

SOMEWHERE IN TIME, THE KANSAS TERRITORY, 1854-1861, by Wallace A. Martin, 1987, La Posta Publications, P.O.Box 135, Lake Oswego, OR 97034, \$26.00 postpaid.

This 169 page reference book is a significant compilation of the known Kansas Territory covers, post office and postmaster information, and historical notes on counties and towns. The listings are arranged by county; but, thankfully, there is an alphabetical index of towns which makes pertinent information easy to find. The format is neat, well organized and easy to follow. Within each county is a list of postal information about the towns, name changes, philatelic information, illustrations of recorded covers from the county and some historical pictures to help explain the story. The book has an introduction, index and bibliography.

One of the first things to attract the reader are the many useful maps which are essential in this type of publication. The maps, however, do not make up for the poor quality of the illustrations. It is obvious that the use of multi-generation photocopies makes the illustrated covers look ugly. Even the photographs from the Kansas State Historical Society look poor. The only other criticism of this work is the misspelling of the name of one of the sources -Richard C. Frajola.

In spite of the insignificant criticisms, this book is a valuable addition to the body of postal history literature in a limited collecting area. Hopefully, this useful resource book will attract others into this collecting field. If Dorothy and Toto were collectors I'm sure they, along with me, would recommend this book.

DAK

TALES OF THE CAMEL CORPS

As our readers now know, the Federal Government imported two shiploads of camels into the country at Indianola, Texas in the 1850's. Strangely, there was a little-known third source for a few of the camels used in the west.

A short-lived organization known as the California & Utah Camel Association was incorporated in May 1859, with its headquarters at Downieville, Cal. Its object was "The introduction and employment of Camels on the Pacific Coast."

The schooner CAROLINE E. FOOTE arrived in San Francisco July 25, 1860 with a cargo of fifteen Mongolian Bactrian camels, the sole survivors of a group of 35 which had left the Amur River in Manchuria, China. The boat was caught in the ice in the River Amur and most of the camels died due to the intense cold in Asia.

A San Francisco newspaper reported - "The camel is the last institution necessary, before the advent of the Pacific Railroad, to bind the uninhabitable frontiers of the continent into contact and annihilate the wilderness that separates the new from the old West."

The camels were in charge of Otto Eshe, a merchant, and were to be sold in San Francisco. For many months the camels were exhibited around the Bay region, first under the auspices of the German Benevolent Society of San Francisco and, afterwards, at the Bay District Agricultural Fair in October 1860.

continued

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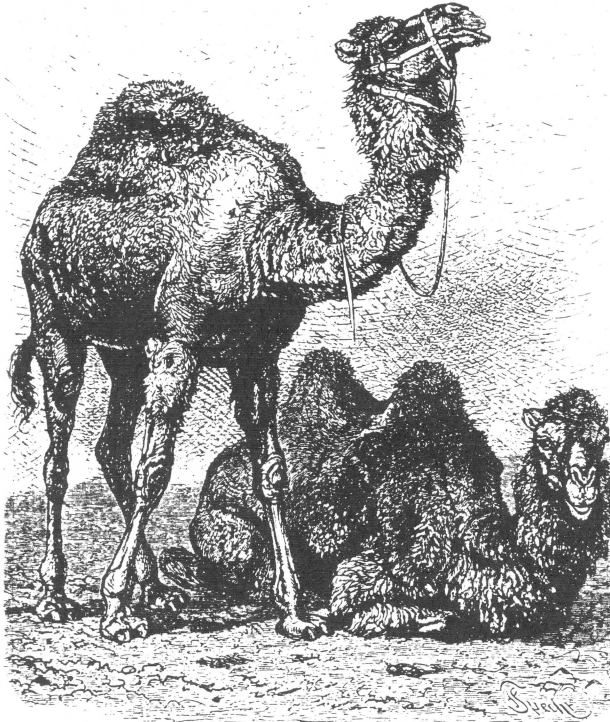
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ORIGINAL DROVER

Hadji Ali
(Hi Jolly)



AN ARABIAN CAMEL (LEFT) STANDS NEXT TO AN ASIAN CAMEL (RIGHT).
THE BETTMANN ARCHIVE, NEW YORK CITY



DROVER - ISSUE I-2
Charles F. Nettleship Jr.



TALES OF THE CAMEL CORPS - cont.

On October 10, 1860 the poor animals were put up for auction by the firm of Poultere, De Ro, and Eldredge in San Francisco. Highest bid received was \$475 as against a minimum of \$1,200 per camel. The camels were withdrawn and sold separately. On the basis of two reports it is believed

that the camels were purchased by a freight-hauling company in Nevada.
- From Uncle Sam's Camels - The Journal of May Humphreys Stacey, supplemented by Report of Edward Fitzgerald Beale (1857-58). Edited by Lewis Burt Lesley, M.A. Rio Grande Press, Glorieta, N.M., 1970

DROVER - THIS ISSUE
Dr. Robert Bechtel

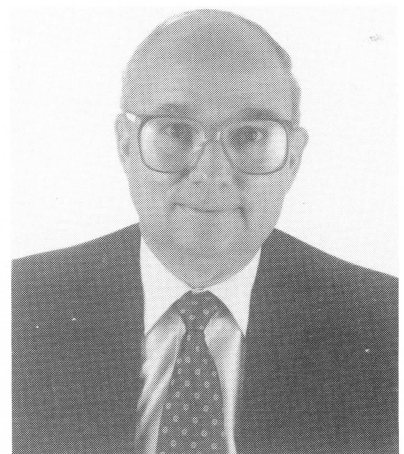




ILLUSTRATION - VINCENT ZENONE, 1966; ADAPTED FROM "LA FAMILLE," MARIE LAURENCIN, 1908

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