THE HELIOGRAPH



CHRISTMAS POST

WESTERN POSTAL HISTORY MUSEUM

FALL 1989 ISSUE VOLUME 3, NO. 4

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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, if an itemized return is made, and are most gratefully received.

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VANISHING AMERICANA----- the Lamppost letter boxes

by
James H. Bruns, Curator,
National Philatelic Collection
Smithsonian Institution
and
Michael J.Lilly, Research
Assistant, U.S.Postal Service

Part II

1860 AND 1870 style Letter Boxes

To eliminate the need for making frequent collections, which was apparently one of the principal problems with the Potts type letter box, Postmaster General John Holt awarded a contract to John B. Murray for 1,600 lamp-post boxes. The contract, which was placed on April 16, 1860, not only called for Murray to produce and install suitable boxes for New York City, Brooklyn and Williamsburg, New York, but also to relocate hundreds of the old-style boxes (presumably those produced by Potts.) Murray's contract, in the amount of $13,000, covered two sizes of boxes. According to the terms of the contract, he was to furnish "300 cast-iron letter boxes of the medium size, the same as are now attached to the public lamp-posts in said city of New York, and to remove....to such other points in said city as the Postmaster General may direct, prior to May 15, 1860, at his own expense, the 200 similar letter-boxes now attached to said lamp-posts in said city of New York; and further, to make and attach to lamp-posts in said city, as the Postmaster general may direct, 1,100 boxes of the new larger size." The bigger boxes Murray provided measured 24 inches in height at the extreme outside.

By November 14, 1860, New York City Postmaster John A. Dix reported that "574 cast iron street letter boxes for the reception of letters ...(had)... been affixed to the lamp-posts." These were placed in every portion of the city below 55th Street, with letters collected four times daily. Additional boxes for other parts of the New York metropolitan area were to be added as the need arose.

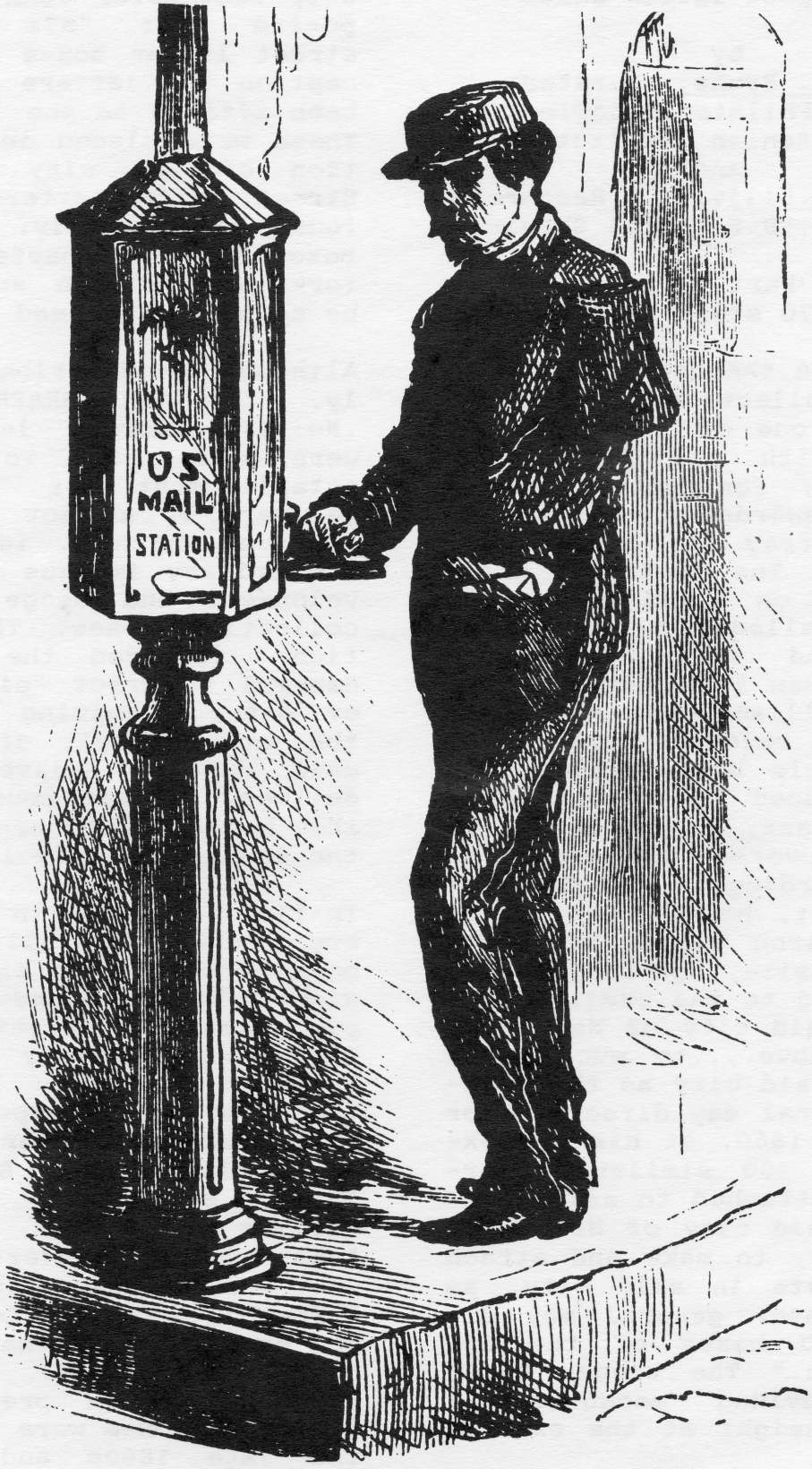
Although, as described previously, (See HELIOGRAPH, Vol.III, ,No. 1), numerous letter boxes were used prior to 1863, the establishment of Free City Delivery by an Act of Congress approved March 3, 1863 provided the primary impetus for the development and usage of street collection boxes. The legislation required the Postmaster General to erect "pillar boxes, or other receiving boxes, for the safe deposit of matter of mail and for delivery." Free delivery service began in 49 of the largest northern cities of the country on July 1, 1863.

In time, cities with Free Delivery began installing letter boxes probably of different designs. In Cleveland, for example, the first street collection box was reportedly erected on December 5, 1864. It was attached by wire clamps to a lamp-post near the corner of Ontario and Euclid Avenue. Eight months later, Baltimore's postmaster, William H. Purnell, installed "one hundred letter-post boxes ... at convenient points throughout the different wards and precincts" of that city.

It is not known precisely what styles of boxes were used during the late 1860s and mid-1870s

(cont).

Figure 1 - Illustration of presumed Murray Style letter box



COLLECTING LETTERS.

although illustrations of what resembles the description of the Murray style box appear in 1870 periodicals. No Murray style boxes appear to be known in collections today.

THE CENTENNIAL STYLE BOX

A special type of mailbox was utilized in conjunction with the 1876 Centennial Exposition. This style of box manufactured over a long period of time by several cast iron foundries, principal among which was the Orr and Painter Company of Reading, Pa., which furnished letterboxes to the Post Office Department from the late 1870s until July 1889.

The boxes at the Centennial Exposition differed slightly from those normally located along urban streets. The main difference centers around the inclusion of a multi-language instruction panel on the exhibition boxes for the many foreign visitors. None of the boxes used at the Centennial are known to have survived

However, interestingly enough, the Centennial style box is also known to have been used in New South Wales about the time of the Centennial Exposition. It was probably adopted in Australia after being observed in use at the Centennial Exposition in Philadelphia in 1876.

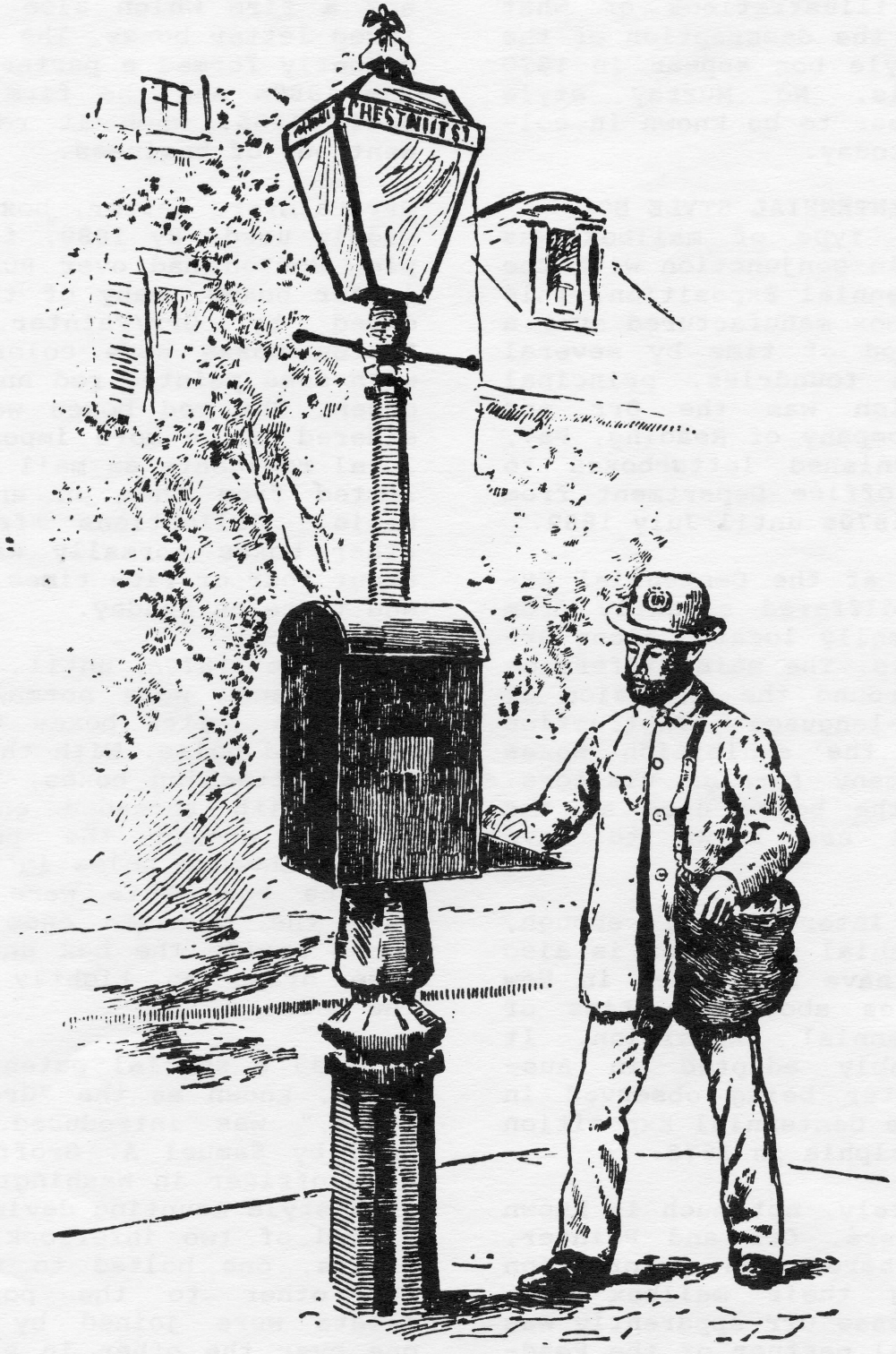
Unfortunately, not much is known about Messrs. Orr and Painter, nor is there much information concerning their mailbox contracts. Jesse Orr apparently was a principal partner of the Reading Stove Company of Reading, Pennsylvania, one of five major cast iron stove manufacturers in that section of Pennsylvania during the American Civil War and a firm which also manufactured letter boxes. The two apparently formed a partnership in the 1880s and the firm existed until 1935, when it reportedly went out of business.

Orr/Painter letter boxes were widely used. By 1889, for example, Boston had over 800 street letter boxes, many of them produced by Orr/Painter. These Boston boxes were color coded, with some painted red and others green. The red boxes were considered to be more important by local residents as mail was collected from them on an hourly basis. Collections from the other boxes normally were made about four or five times daily and twice on Sunday.

From the 1870s until July 5, 1893, bands were normally used to strap letter boxes to lamposts and poles. With this method of attaching boxes, two iron bands with threaded ends were wrapped around the post and passed through holes in the back of the box. Nuts were screwed onto the threaded ends of the bands inside the box until they were drawn up tightly against the pole.

In 1893 a special patented fastener, known as the "Groff Fastener," was introduced. Developed by Samuel A. Groff, a police officer in Washington,D.C., this style mounting device consisted of two interlocking iron cleats, one bolted to the box, the other to the post. The cleats were joined by sliding one over the other in a grooved socket. The mated cleats were fastened securely by a locking spring. This style of fastener was basically used until the mid-1950s. (continued.)

Figure 2- 1880's illustration of an Orr and Painter Style letter box



VANISHING AMERICANA -- continued

A scandal erupted over the improper connection which existed between Groff and August W. Machen, the General Superintendent of the Post Office Department's Free Delivery Service. Ultimately, Machen, Groff, and several others, were imprisoned for two years for their corrupt dealings.

THE DOREMUS STYLE BOX

On July 1, 1889 the firm of Maybury & Ellis of Detroit received a four year contract to produce a new style letter box, designed by Willard D. Doremus.

Orr and Painter obviously weren't pleased with the loss of the letter box contract. They protested the awarding of the contract, asking the Post Office Department to determine if perhaps it could buy boxes from them, as well as, Maybury & Ellis. Postmaster General John Wanamaker turned to the Assistant Attorney General for postal affairs, James M. Tyner, for an opinion. After examining the facts of the matter Tyner advised that the Post Office Department, through the Postmaster General, clearly had the right to issue a four year contract for letter boxes, but, citing from the advertisement under which the contract was let, his liberal interpretation of the terms of the agreement was that the Doremus box was the only one which could be purchased for use on city delivery services at that time.

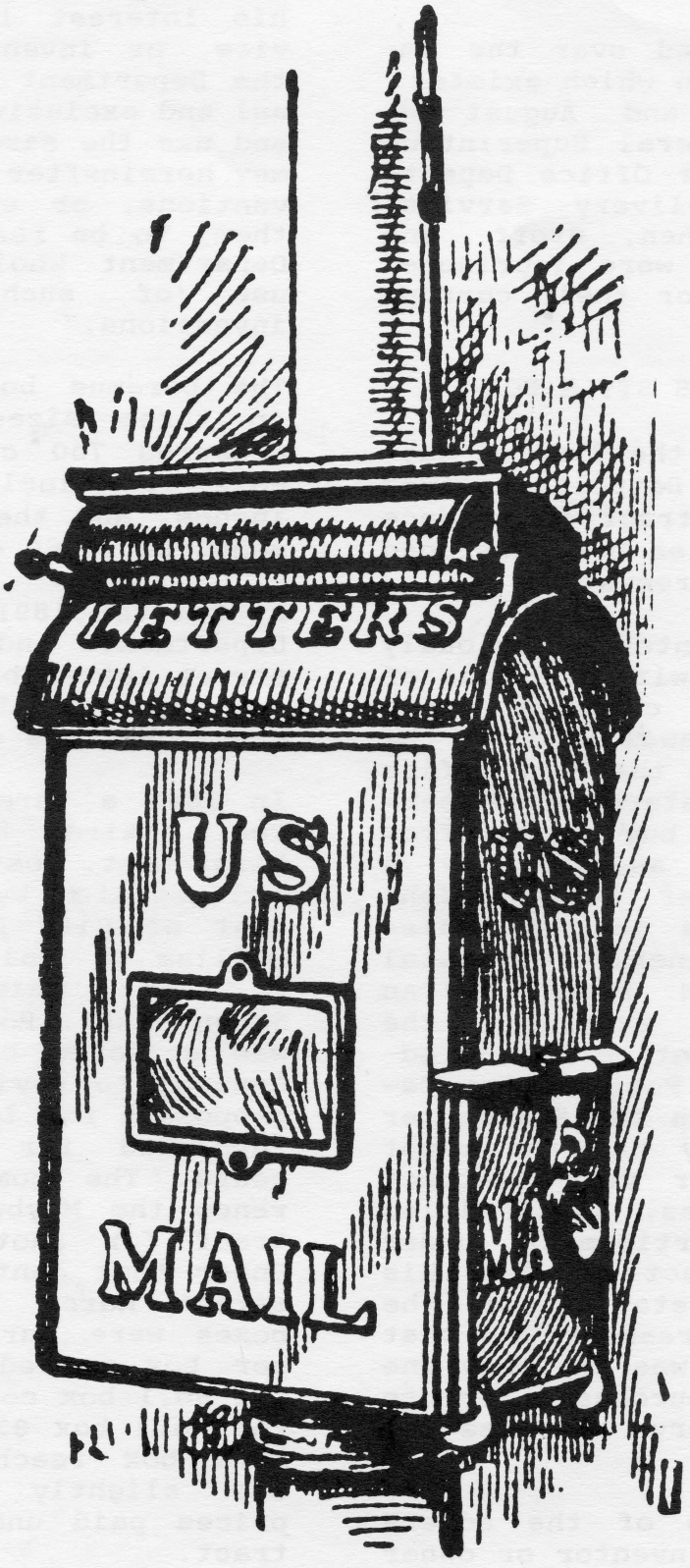
Under the terms of the advertisement: "The inventor or owner of any patentable device, or part of said box, whose device is accepted or adopted,, or his assignee, will also be required to assign to the United States his interest in said box, device, or invention.... so that the Department may have perpetual and exclusive right to adopt and use the same in all boxes it may hereinafter obtain; such inventions, or either or any of them, to be reassigned when the Department wholly abandons the use of such invention or inventions."

The Doremus box initially came in three sizes. The No.1 box measured 750 cubic inches, the No.2 size included 1,180 cubic inches, and the larger No.3 box measured 2,360 cubic inches.

By October 1891 the Post Office Department had placed 48,467 street letter boxes of the various types produced to date in use around the country.

In 1893 a three member committee, chaired by H.Clay Evans, First Asst. Postmaster General, and assisted by the Superintendent of City Delivery Service, William J. Pollack, and George F. Stone, chief clerk to the Second Asst. Postmaster General, was selected by the Postmaster General to review the merits of proposals for letter boxes to be furnished for the next four years. The committee opted to renew the Maybury & Ellis contract for another four years. Under that contract, which took effect March 3, 1893, 27,346 boxes were furnished. The cost per box varied with the size, the No.1 box costing $2.60 each, the No.2 box $3.25 each and the No.3 box reaching $7.25. This was slightly less than the prices paid under the old contract.

Figure 3- Turn of the century illustration of the Doremus style letter box



OH NO! NOT ANOTHER PIGEON POST?

by Charles F. Nettleship Jr.

Philatelists have long had an interest in pigeon mail. And the carrying of mail by pigeons has a long history. It seems safe to exclude the transport of messages in ancient Persia or Assyria through the air; it would have required far sturdier trained birds than we know of, to be capable of flying with a cuneiform-inscribed tablet tied to its neck or legs.

Postal historians uniformly credit Nurredin, Caliph of Baghdad in the 12th century A.D., as the initiator of pigeon mail. Whether examples from the flights of his era are still extant, I do not know. If so, they would be great forerunners for an exhibit. And philatelists do exhibit specimens of pigeon mail. Splendid collections of carrier pigeon mail from the Franco-Prussian War and the Siege of Paris in 1870-71 have been put together, supplemented by some usages during World Wars I and II.

Another well-known and avidly collected series is the Pigeon-Gram of Great Barrier Island and Auckland, New Zealand, established in 1897. This is of particular interest to philatelists because this operation became so formalized that in 1898 special adhesive stamps were created in behalf of the enterprise.

More recently, U.S.Navy personnel operated a pigeon post at the Sasebo naval base in Japan in 1951-52. This was needed to assist in the loading and discharging of cargo ships in the harbor. Messages written on small sheets on onion skin paper were inserted in tiny aluminum capsules and fastened to the legs of the pigeons. If anyone doubts that philatelists would be interested in obtaining examples of such messages, the June 10, 1989 Al Zimmerman Auction proves that a demand exists. Lot 647 was "U.S.Navy, Sasebo Pigeon Post, 4 x 4" Message with Pigeon Post Hdstp., Also two examples on U.S.Postal Stationery. Incl. Complete Write Up in Stamps Magazine, Aug.16, 1952, Rare and unusual, only 12 known (X-Photo), Est. $250-350."The hammer price was $475!

Just when it seemed that every circumstance for utilizing pigeons as transporters of mail had been presented to the philatelic public, along comes another candidate. In 1985 Anna Marie Hager published **"WINGED MAIL: FROM AVALON TO BUNKER HILL,"** better interpreted as "from Catalina Island to Los Angeles." In fairness to the philatelic press it should be stated that mention of this pigeon post was made in Linn's Stamp News by Fred Boughner in 1976. Hager's book is a delightful little volume with thirty-two pages of text and ten of illustrations, exquisitely printed, hardbound and with no apparent typos. For a trifle over one dollar a page, it may be possible to obtain a copy, of which only three hundred were published.

By the 1890's, Catalina Island, twenty-five miles off the Southern California coast, had been acknowledged as a superb resort. To many of its visitors, difficulty in communication with the mainland was its chief deficiency. When first popularized, the island had steamer contact from Avalon, its primary community, with mainland San Pedro only three times a week; ultimately the daily arrival of the boat in the morning and its departure in the afternoon

(continued)

improved the situation. Nethertheless emergencies did occur, and patrons,- including visiting businessmen, who required more frequent message delivery, were at a disadvantage.

With the advent of the 1894 season came announcement of a solution. Otto, Oswald and Lorenzo Zahn, three brothers, were commencing a carrier pigeon service from Catalina Island to their home on Bunker Hill, Los Angeles. From this reception point, as the birds arrived the messages were removed, the local ones were delivered and the distant addressees would be informed by telephone or telegraph, for which additional charges were made.

A Los Angeles newspaper contracted for daily messages, and the private notes could be sent at the same time for a reduced rate. If any patron wished to send a message at some non-scheduled departure time, higher rates on a per word basis would be charged, -but only during daylight hours, these being the limits of the pigeons' flying time. Regular rates were basically fifty cents per message of twenty-five words, plus one cent for each additional word. For non-scheduled departures, the rate was $1.00 plus one cent for each word over twenty-five. Considering the cost of training and feeding the birds, then transporting them in baskets by train and steamboat from Los Angeles to San Pedro to Avalon for the few months of the summer season , the price was reasonable and the income, divided among the three brothers must have been meagre. But the service was maintained by the Zahns until 1898. The most remarkable aspect was that throughout this period only two non-arrivals occurred.

Private messages were handwritten in duplicate on small sheets of paper. Originals were folded and tied or wrapped around the bird's legs, and for protective reasons birds were always dispatched in pairs. Duplicate messages were sent by the next steamer and compared with the checklist of arrivals. Travel by boat and rail was about three and one-half hours. The pigeons flew the shorter airline in from slightly less than one hour up to one and a half hours, depending upon wind and weather. It should be kept in mind that service was always one way: Avalon to Los Angeles.

In 1898 the Zahn brothers sold the carrier pigeon enterprise to G.H.Humphreys of Los Angeles. He carried on for several years until the service was no longer needed. Wireless telegraph had come into being and instantaneous two-way communication was possible.

Now it is appropriate to pose a question: who can present an example of a pigeon post message flown from Avalon to Los Angeles during either the Zahn or Humphreys regimes? THE HELIOGRAPH would like to carry a follow up story presenting an actual example for our readers.

PATENTS AND THE POST OFFICE, I

1903

THE PELLETREAU POSTAL ENVELOP

By Douglas A. Kelsey

Inventors used to be old fashioned creators. Today, they have been almost entirely supplanted by research and development departments with incredible budgets.

Inventors used to protect their inventions with a patent. Today "patent pending" is a corporate term meaning, "hands off until we get rid of some more stock."

To secure a patent from the U.S. Patent Office, an article must have NOVELTY, UTILITY, and INVENTION. In other words, is it NEW? Is it USEFUL? Is it the product of ordinary skill expected of one proficient in that art or is it the result of a sudden FLASH OF GENIUS? (A carpenter cannot get a patent on a chest of drawers because we expect a product like that from him.)

Thousands of patents were granted to inventors who wanted to improve the post office or mail delivery. Illustrated on the following pages is patent #723,911 awarded to Arthur Pelletreau in 1903. This patent discloses a postal envelope having the stamp printed on the face with extensions from the central design to the edges of the back flaps of the envelope.

The address is to be written across the face of the stamp and the flaps sealed. This was developed to eliminate the necessity of cancelling the stamp by the Post Office Department on the theory that opening the envelope would destroy it for purposes of re-use.

There have been many attempts to improve the envelope to provide more efficient mail service. Most often described is the Leeds patent envelope of the 1870's. The Pelletreau envelope seems to be an interesting idea whose time may yet come. Imagine the use these envelopes would get in the "junk" mail industry!

On second thought, he who builds a better mousetrap these days runs into material shortages, patent-infringement suits, work stoppages, collusive bidding, discount discrimination, take-over attempts ...and taxes. Oh well, it was a good idea at the time.

continued on page 10 and page 11.

* * * \

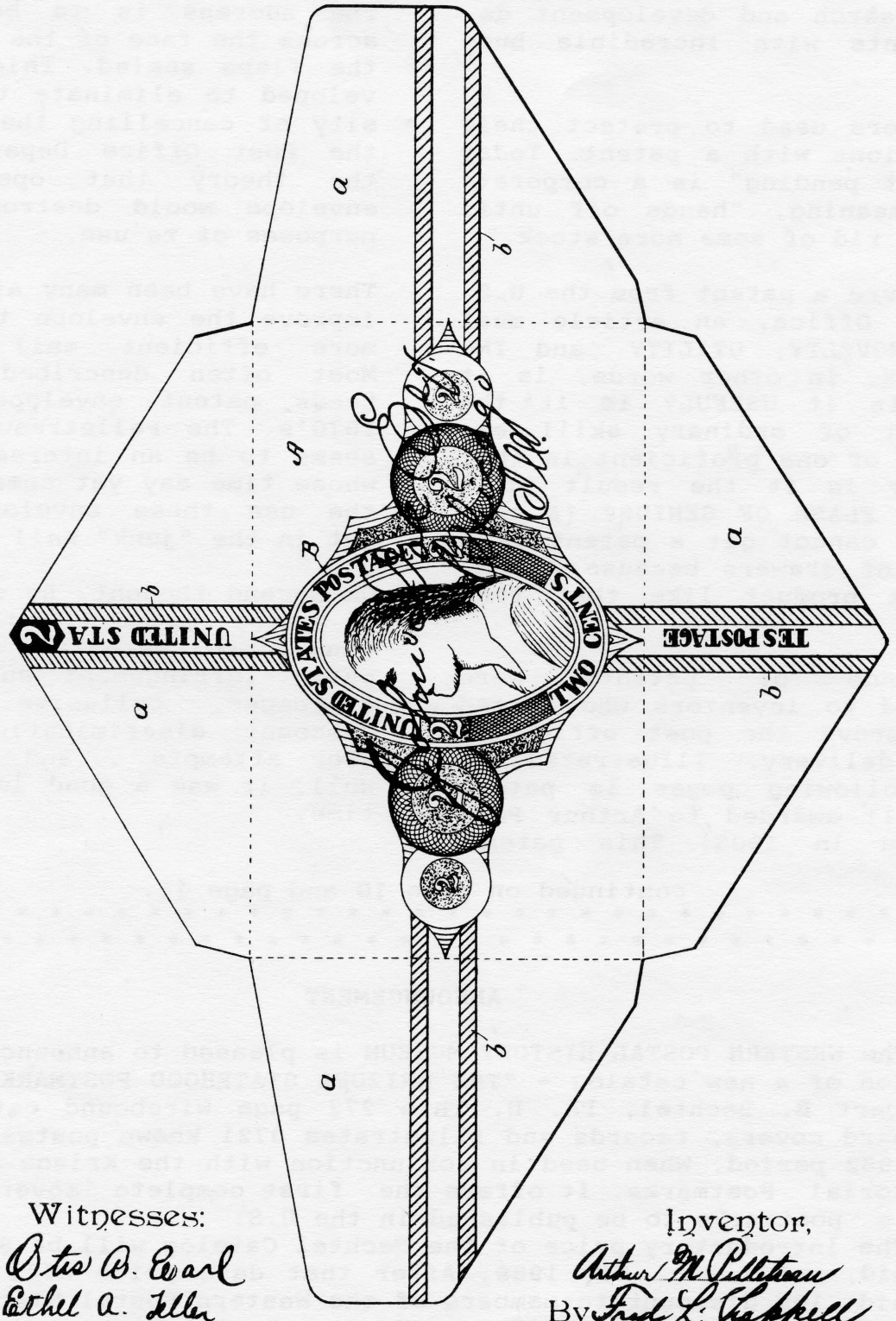
No. 723,911. PATENTED MAR. 31, 1903.

A. M. PELLETREAU.

POSTAL ENVELOP.

APPLICATION FILED MAR. 17, 1902.

NO MODEL.



Witnesses:
Otis A. Earl
Ethel A. Teller

Inventor,
Arthur M. Pelletreau
By Fred L. Chappell
Atty.

UNITED STATES PATENT OFFICE.

ARTHUR M. PELLETREAU, OF KALAMAZOO, MICHIGAN.

POSTAL ENVELOP.

SPECIFICATION forming part of Letters Patent No. 723,911, dated March 31, 1903.

Application filed March 17, 1902. Serial No. 98,611. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR M. PELLETREAU, a citizen of the United States, residing at the city of Kalamazoo, in the county of Kalamazoo and State of Michigan, have invented certain new and useful Improvements in Postal Envelops, of which the following is a specification.

This invention relates to improvements in envelops or postal wrappers.

As the postal system is conducted at present a large force of employees, at a large expense to the Government, are required to cancel the stamps.

The objects of this invention are to provide an improved postage envelop in the use of which the sender in writing the address will cancel the stamp or postage, and one in which the opening of the envelop or wrapper will also destroy the stamp or postage, thus doing away with cancellation of the stamp by the Post-Office Department and also preventing fraud.

Further objects will definitely appear in the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined and pointed out in the claims.

A structure embodying the features of my invention is fully illustrated in the accompanying drawing, forming a part of this specification, in which the figure illustrated is a detail plan view of an envelop-blank embodying the features of my invention.

Referring to the lettered parts of the drawing, A represents the body or face portion of the envelop, having flaps *a* to form the back portion and seal the same. Upon the face of the envelop is printed or otherwise produced a suitable stamp B. This stamp is preferably of a size that covers a considerable portion of the face of the envelop and is preferably placed thereon in a central position. Extensions *b* extend from the stamp across the flaps *a* and form a band when the envelop is folded across the back of the same, so that it is impossible to sever a flap in opening without destroying the stamp, thus preventing a fraudulent reuse of the envelop, in addition to the stamping of the sending and receiving dates on the envelop, as is now customary.

I prefer to print on the extensions *b* the words "United States postage" and a figure or words representing the value of the particular stamp, so that when the envelop is sealed these words and figures will appear on the back of the envelop and also the value thereof. This is not an essential, however, to procure a practical structure, and the extensions *b* may be in any form desired.

While I have illustrated the stamp in stereotyped form, it is apparent that any form may be used and also that it is not necessary that the stamp should cover as much of the face portion of the envelop as is illustrated, a very small stamp being all that is necessary in view of the extensions *b*.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a postal envelop, the combination of a front or body portion, having flaps to form the back portion and to seal the same; a stamp printed on the front portion with extensions therefrom across said flaps; characters on said extensions to represent the value of the postage, for the purpose specified.

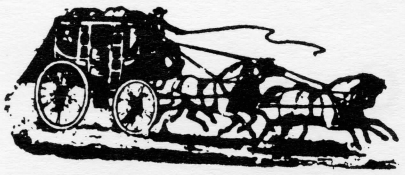
2. In a postal envelop, the combination of a front or body portion, having flaps to form the back portion and to seal the same; a stamp printed on the front portion with extensions therefrom across said flaps bearing matter indicating value, for the purpose specified.

3. A postal wrapper having a stamp printed on the writing-space thereof, with extensions to entirely encompass the wrapper whereby the stamp will be canceled and destroyed by use, said extensions bearing matter indicating value.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

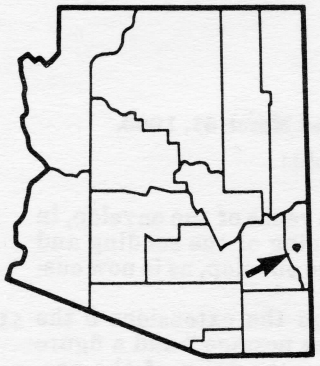
ARTHUR M. PELLETREAU. [L. S.]

Witnesses:
ETHEL A. TELLER,
OTIS A. EARL.



CLIFTON

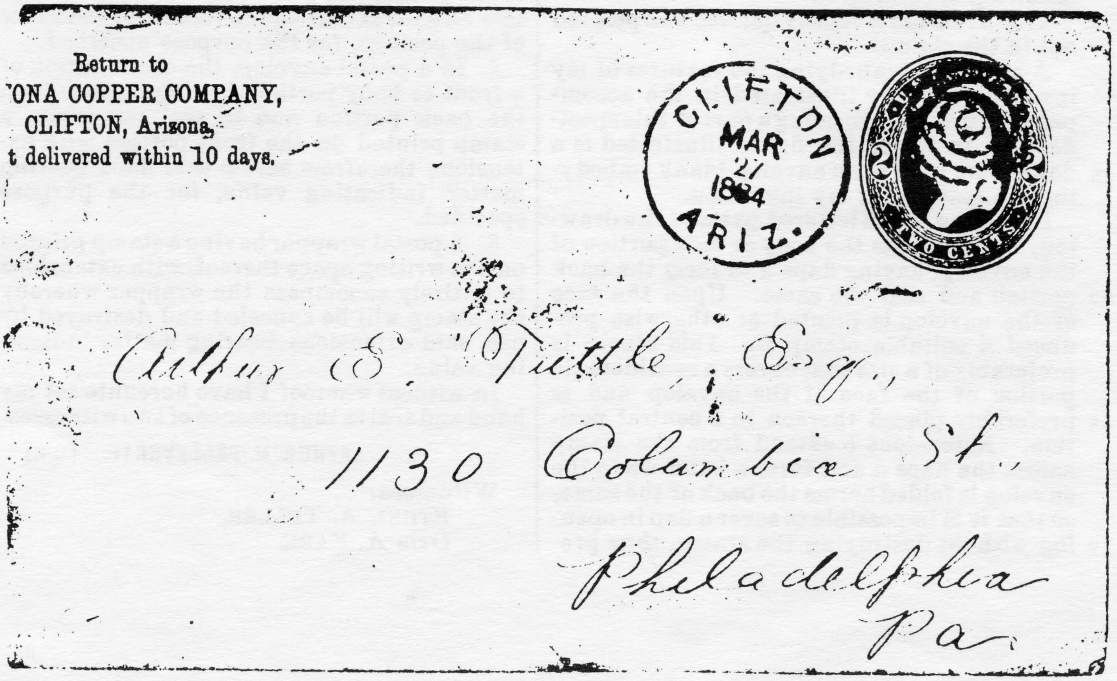
ARIZONA TERRITORIAL POST OFFICE



RICH COPPER CARBONATE ORES HAD BEEN OBSERVED IN THE CLIFTON AREA IN THE LATE 1860'S. FIRST CLAIMS WERE STAKED IN 1872, WHEN ISAAC STEVENS, BOB METCALF AND OTHERS VISITED THE AREA. BECAUSE THE NEAREST RAILROAD WAS 700 MILES NORTHEAST AT LA JUNTA, COLORADO, DEVELOPMENT DID NOT BEGIN UNTIL 1875. LEZINSKY BROTHERS OF LAS CRUCES, NEW MEXICO ACQUIRED THE BEST CLAIMS OF STEVENS AND METCALF AND BUILT A SMALL ADOBE FURNACE TO SMELT THE RICH ORE FROM THE LONGFELLOW MINE. THE FOLLOWING YEAR THEY BUILT A LARGER FURNACE AT CLIFTON, WHERE WATER FROM THE SAN FRANCISCO RIVER WAS AVAILABLE.

CLIFTON POST OFFICE IN CENTRAL GREENLEE COUNTY WAS OPENED MARCH 8, 1875, WITH CHARLES LEZINSKY AS POSTMASTER. ON JULY 1, 1875 R. C. KERENS BEGAN SERVICE UNDER CONTRACT 40116 BRINGING WEEKLY MAIL FROM TUCSON TO CLIFTON IN 84 HOURS. THE PAY WAS $2800 PER ANNUM. IN 1878, NEW CONTRACT 40113 COVERED THE SHORTENED SERVICE FROM TRES ALAMOS TO CLIFTON AT ANNUAL COST OF $2307.95. CONSTRUCTION OF THE ARIZONA AND NEW MEXICO RAILROAD FROM LORDSBURG, N. M., ON THE SOUTHERN PACIFIC, TO CLIFTON BEGAN JANUARY 28, 1883, BUT THE FIRST TRAIN REACHED CLIFTON ON APRIL 5, 1884. MAIL IN A CLOSED POUCH ON CONTRACT 39012 BEGAN APRIL 18, 1887, WITH SERVICE 6 TIMES PER WEEK.

FROM FEBRUARY 15, 1884 TO NOVEMBER 16, 1887 STAGE ROUTE 40164 CARRIED THE MAIL FROM CLIFTON TO SOLOMONSVILLE AT LEAST 3 AND LATER 2 TIMES PER WEEK. SEVERAL OTHER MAIL ROUTES TO SURROUNDING AREAS ORIGINATED IN CLIFTON.



COVER, COVER, WHO'S GOT MY COVER

Dr.Thomas K. Todsen in his fine NEW MEXICO TERRITORIAL CATALOG lists only two postmarks that might have been used from Fort Union, NMT on March 4, 1858. Type 2 is a 29 mm. circle (Fort Union, New Mex.) with usage shown from 3 Sep. '55 to 3 Aug. '58. Dave Beals in his article on western fort covers said there were six known covers of this type. Type 3 is a manuscript (#2), with earliest date 11 Dec.1856 and latest date 17 Mar.1858. Both of these types are listed as "8" in value - $750 to $1500. It is a very interesting question for the postal history experts exactly how much a contained letter of historic value adds to the value of such covers, or the absence decreases such value.

Fort Union in Mora County, New Mexico started in 1851 and was closed Feb. 27, 1891. The fort was located 24 miles northwest of Las Vegas on the mountain section of the old Santa Fe trail, about 9 miles from present day Watrous,N.M. Its main function was to guard the Santa Fe trail and deter the warlike Jicarilla Apache and Ute tribes. It was headquarters of the 9th Military Dept.for some years, and as such it had considerable commerce and was supply center for an extensive area.

The following letter, reported without correction, was purchased as a separate lot in a recent auction sale. The tragedy of its separation from the original cover is apparent from the historic nature of the letter. We just hope it was not taken out of its envelope in order to place the cover in a postal history exhibit - a rather common cause of separation. It would be most beneficial to history to achieve reconcilation of this lost letter and its cover from Fort Union, postmarked sometime on or after March 4, 1858, addressed to a man named FISHER.

* *

My Dear Father and Bro. Fort Union, N.M., March 4th, 1858

Your letters one written on the 8th Dec. and directed to Fort Stanton and two others, one written on the 23rd Dec. and the other on the 9th Jan. are now before me.

Those directed to Fort Union arrived two weeks ago but I was away on the plains escorting the mails. We have to escort every mail as far as the little Arkansas River a distance of about three hundred and fifty miles, about one half way from here to Fort Leavenworth and from there to St.Louis it is about 250 miles, two and a half or three days sail by steamer.

The distance from here to Fort Leavenworth is about 700 miles and to St.Louis 250, making 950 miles from here to St.Louis and about 25 days passage with the mail.

By your letters I notice that there is a doubt about obtaining my discharge and to my grief very much, but if it cannot be obtained as I said in my former letter there is one chance left for me yet and that is to be transfered to Carlisle Barracks and serve the remainder of my time there, which is three years from the 26th of May next.

And to do that all there is to be done is for you to apply to the Secretary of War and with the influence of Col.Churchill if he will use it, there is no doubt but they will grant it.

They are about to raise three or four Regiments and you might say that I would be a good hand to get recruits, etc.

I notice that you wish me to give you a description of the country. that is easily done for it is one vast plain from here to Fort Leavenworth, or nearly there, plenty of water but not the slightest

cont.

vegetation until you get to Council Grove, and that is about 150 or 200 miles from Leavenworth.

The mails leave here the 4th and the 18th of each month for the states and arrive from there about the same time. there is four mails constantly on the road from here to Leavenworh and returning.

There is one thing I wish you would do and that is to loan me one hundred dollars for I can speculate with that and make four times the amount before I leave for I am not going to draw my pay from this out. I am going to leave it in the hands of the government for a while.

There is not the slightest difficulty about my receiving it if you send me a check on some government treasury, a note on the treasury or any subtreasury in the U.S. is as good here as the cash. I will receive dollar for dollar. There is no discount or percentage on a treasury note. there is subtreasurys in every city in the Union.

And there is another thing when I cross the plains I can trade with the Indians for Buffalo robes, get them for a mere song and sell them in St.Louis or other places on the route for $10 at the least calculation and there is so much more if only I have a little loose change.

When a Soldier is discharged here or any where else he only gets his papers the amount dew him on his papers, his traveling expenses and when he gets to the States he gets them cashed at any Subtreasury but he gets rations from the place where he is discharged to the place where he enlisted.

If I am discharged here I get my papers made out with the amount due me and return to Mobile for there is where I enlisted, both rations and traveling expenses but the traveling expenses I do not get in cash, it is made out on my papers and whenever I get my papers cashed I receive the whole amt. The provisions is all that I have in leaving here.

If you will favor me with the loan of a hundred dollars or so I will warrant you that there will be nothing lost by it for I now begin to see the value and the convenience as well as the necessity of having a little money. I think that I am about done buying knicknacks and a lot of worthless trash that is of no value to me or anyone else for I have heard and had experience in my 6 or 7 years roaming, experience & observation is the best education in the whole world, or in other words education that a man will receive through observation if a man is observing in traveling through the world he will learn more than he would in going through all the Colleges in the Universe, but still though the theory is quite essential (and) without that a man is rough and coarse in his ways of doing business, but I am ready for any kind of business on the face of the earth and if I once get out of this scrape I think that I will show you and the whole world that I can get along without "soldiering."

The mail is expected in every moment and I will wait a little and see if there is any letters.

The mail has arrived and no letters and the mail leaves before another comes in. I think I will close this and send it and write again in answer to what may come in by the next mail and I expect some good news by the mail.

Write soon and remember me to all who may enquire after me. And from your affectionate Son.

W.J.Fisher, Co. H,
Regiment Mounted Riflemen

WOLF HOLE, ARIZONA

MONUMENT TO A QUIET MAN

by

Robert B. Bechtel

While I was finishing my article on the Arizona Statehood Post Offices for which we had no cancels, (See THE HELIOGRAPH, Vol. 3, No.,3), Lamar Peterson, a dealer in Utah advertised a cover from Wolf Hole. I sent in the successful bid and was able to eliminate Wolf Hole from the list of unknowns. Readers will also recall that Wolf Hole was mentioned in the report of the WPHM trip to the Arizona Strip. (See THE HELIOGRAPH, Vol.3, No.1).

Post Office records show that Dexter Mitchell Parker applied for a post office at Wolf Hole on April 10, 1918. Actually, he applied under the name Wolf Hole Lake, but the "lake" was crossed out, presumably by the Post Office Dept. which was ever seeking shorter names. It was natural for Parker to call it a lake because the area is a dry lake, similar to the one at Willcox, Az. which is covered with shallow water during summer and winter rains, but is usually dry at other times. Dexter Palmer was officially appointed on July 3, 1918, the post office commissioned on August 5, and possession taken on September 1, 1918, the date from which postmarks began. The post office was officially closed on April 30, 1927.

It is altogether fitting that the only cover reported at present from Wolf Hole is addressed to Mrs. Preston Nutter in Utah, wife of the cattleman who was the "baron" of the strip. The date is June 2, 1922 (See Figure 1). Wolf Hole was used as a breeding ground for Nutter's cattle and they were rounded up and shipped to Utah each spring. Preston Nutter's story fits the history of Mormon settlement exactly. In many ways the families who survived in the strip owe much of their survival to him. Their response was to mention him as little as possible in their own versions of the history of the area.

Preston Nutter was born in Virginia in 1850, lost both parents at the age of nine, ran away from foster parents two years later, and by the age of thirteen was headed west in a government wagon train. He spent some time at a business school in San Francisco. In 1873 he and a friend were pursuing news of a gold strike in Colorado and were part of a group being led by the alleged cannibal-killer Alfred Packer, lately in the Colorado newspapers. This was one of the worst Rocky Mountain winters on record and Nutter left the party at Montrose, Col., already convinced that Packer was a fraud. The surmise has been that those who remained with Packer became part of his diet.

Nutter stayed with the Indian Chief Ouray for the winter and when Packer came by in the Spring without his companions and with money in his pocket, Nutter made him lead the way to where his companions were last seen. It became evident that Packer was lying. When Packer was unsuccessfully tried for murder in 1883, Preston Nutter was the chief government witness.

While Nutter served a term in the Colorado legislature, his true calling was as a cattleman

cont.

and he began acquiring a herd as early as 1881. His principal property and operating base was in Utah.

It was not until 1893 that Nutter moved into the Arizona strip. The main problem was gaining control of the water. Nutter discovered that the cattlemen using the strip were doing so without legal titles. He moved in with his herd and met great opposition. Thus began the "battle for the strip" for which Preston Nutter is most famous. However, it was a battle waged by Nutter's gaining legal access to the waterholes. The second part of the strategy was to buy up his opposition even though he could have legally forced them off the land.

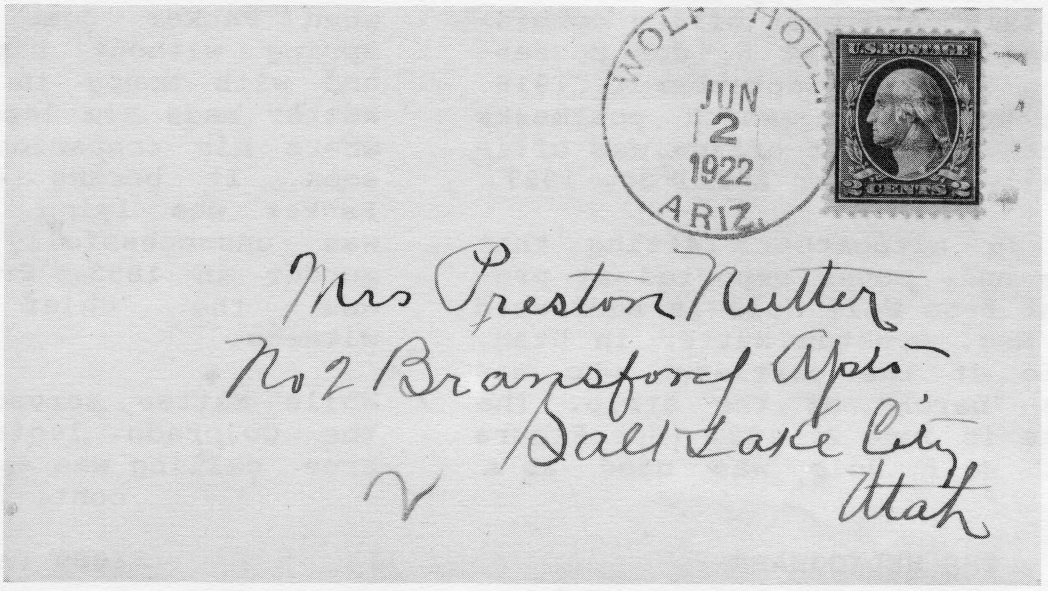
In 1897 he bought a small spring called Wolf Hole from M.W.Andrus for $500. By 1900 he owned nearly all the outfits on the strip and the battle was over.

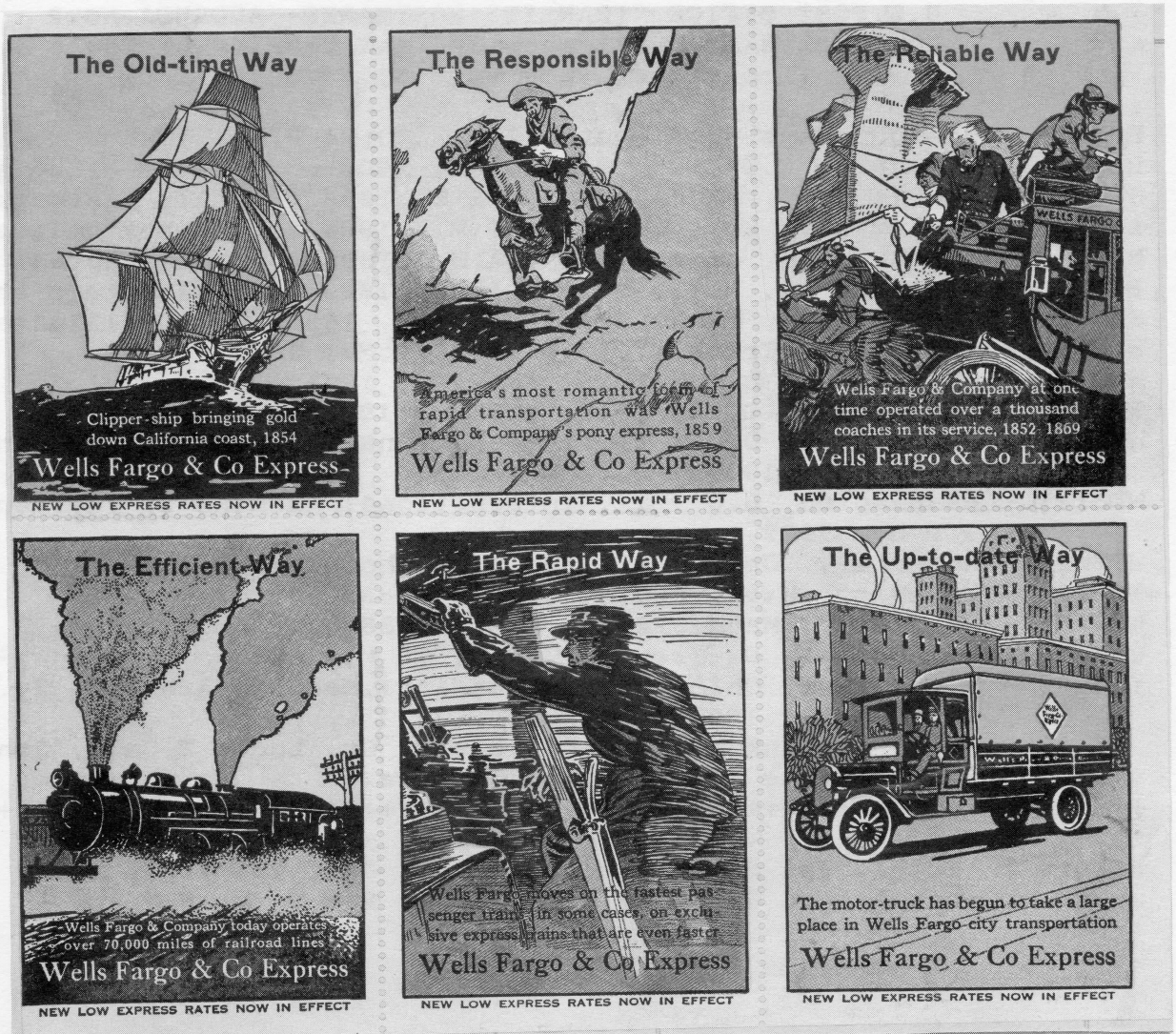
It is interesting to read local Mormon accounts of this period which cover up to the 1930's. Nutter is only incidentally mentioned as a person who made things difficult. Yet it is grudgingly admitted by Nellie Cox (See Footprints of the Arizona Strip, No date) that many families owed their lives to Nutter because they ate his beef when the food ran out.

By 1936 the number of taxpayers in Wolf Hole was seven. That was the year Preston Nutter died at his Nine Mile Ranch in Utah, prosperous, but relatively unknown. In 1974 only one abandoned building remained in Wolf Hole and it stands there today, a stark reminder of a more prosperous time. Sadly, it is only one of many abandoned buildings in the Arizona Strip as cattle ranching has lost its profitability in the area. But the quietness of the strip is a reminder of a truly quiet man who controlled it without the bluster and bloodshed so popular in our false concept of what the West was like.

Note- I am indebted to Virgina Price for her account of Preston Nutter as a basis for this article. (See Preston Nutter, Utah Cattleman, 1886-1936, Utah Historical Society Quarterly, Vol. 32, Summer, 1964.)

Figure 1





The New Wells Fargo Poster Stamps

This envelope contains 12 (2 sets) of the Express Poster Stamps recently issued by Wells Fargo & Company Express. They were designed exclusively for the occasion by well known artists.

The collecting of Poster stamps, and their general circulation on the backs of letters and express packages, has already become an extensive enthusiasm in Europe. In Germany, nearly all the large business firms issue Poster Stamps; millions are exchanged every week between friends.

Your friends will soon be interested in this novelty. They will be glad to see these typical express scenes engraved on stamps.

Try one on the back of your next letter. You will find that all students of American History and transportation matters will be especially interested.

Wells Fargo & Company

Express Carriers to All Parts of the World



The kind of stamp that Wells Fargo used to issue — Pony Express, 1859-60. Used on letters and packages in the days of the Early West. Now valued highly by collectors

U.S.POST OFFICE "TRANSIT" POSTMARKS- ADDENDA NO.2

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

(continued from Vol. 3, No.3)

BOS 16 - Boston, Mass. No. Postal Sta., 30, 4 P.M., 1923
HER 1 - Herkimer, N.Y., 29, 6.30 P.M., 1900
JTY 1 - Jewett City, Conn., 27.5, 12 M, 1893
LOU 3 - Louisville, Ky., 30.5, 11 P.M., 1904
NHT 4 - Northampton, Mass., 28, 9 A.M., 1890
PTG 1 - Plattsburgh, N.Y., 29, 11 A.M., 1889
SPD 11 - Springfield, Mass., 27.5, 5 P.M., 1890
WDC 13 - Wash. D.C. Transit, 23.5, 4.30 P.M., 1885
WDC 14 - Washington, D.C., 29.5, 12 P.M., 1891
WDC 15 - Washington, D.C., 29.5, 9 P.M., 1903
WDC 16 - Washington, D.C., 21, International Machine 1, T=(Transit), 1.30 A.M., 1907
WDC 17 - Washington, D.C., 21, International Machine 2, T=(Transit), 3 P.M., 1902
WTY 2 - Waterbury, Cn. , 28.5, No time shown, 1888
WHE 6 - Wheeling, W.Va., 27.5, 1 P.M., 1885
WOR 8 - Worcester, Mass., 29, 9 A.M., 1888
YSN 1 - Youngstown, O. Transit, 28.5, 12 M, 1905
YSN 2 - Youngstown, Ohio, 21.5, Transit-1,Machine-American Ty.42, 10.30 A.M., 1897

Notes

All postmarks in black unless otherwise noted. All diameters shown in millimeters.

The Editors thank Mario C. Barbiere, Dr. Louis T.Call, John Mason and Randy Stehle for their assistance.

++

Figure 1- Bethlehem, Pa. Transit, 4 P.M., Jan. 25, 1881. Early transit usage on postal card UX5 from Bath, Pa.to New York, N.Y.

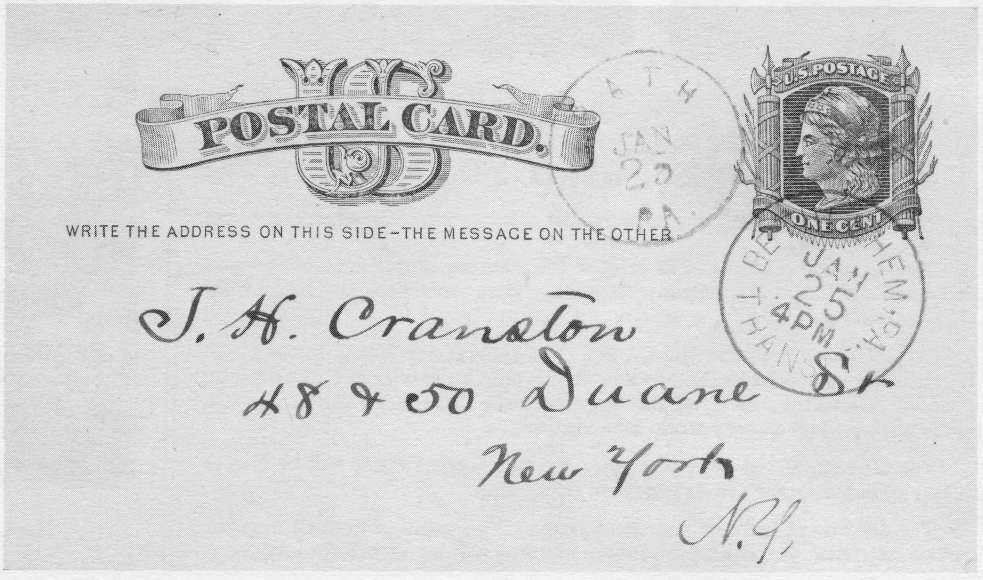
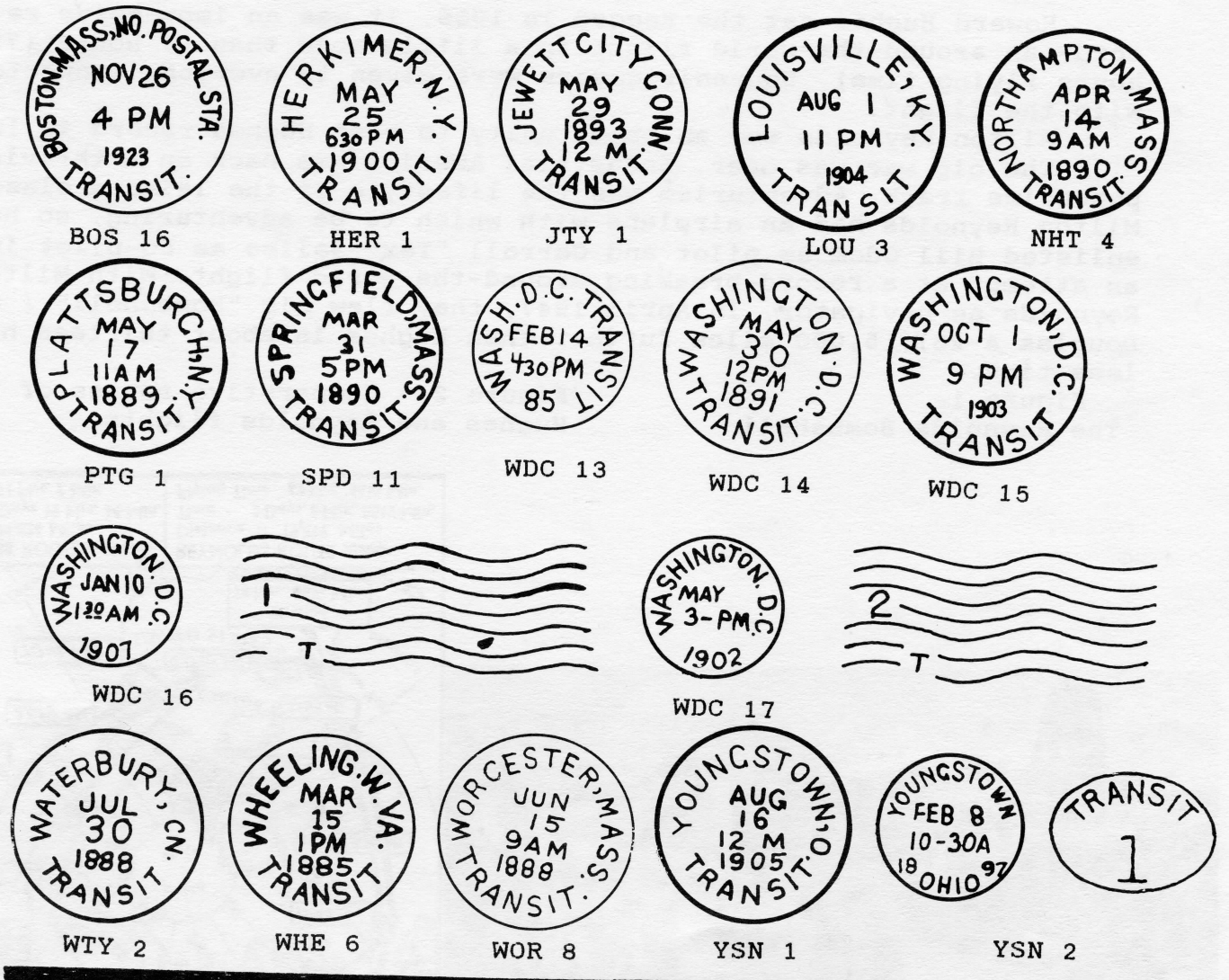


PLATE XV



A TRIBUTE

Francis McCarty Jennings, who passed away July 24, 1989, was a loyal supporter of the goals and ideals of the Western Postal History Museum. The staff and directors of the museum, and the Arizona Philatelic Rangers, join her husband, Clyde, in sorrow at her passing. She joined the Rangers in 1982, and in 1987 was one of the first to become a patron member of the WPHM. Her sincere interest in the museum was demonstrated by her instructions to Clyde that in lieu of flowers, memorial contributions be sent to the Western Postal History Museum to assist in continuing its programs. The many donations received are an outstanding testimony to the thoughtful and generous character of Fran Jennings. We shall all miss her very much.

THE SAGA OF THE REYNOLDS "BOMBSHELL"
by Douglas A. Kelsey

Howard Hughes set the record in 1938. It was an impressive record- an around-the-world flight in a little more than 91 hours (71 hours flying time). Souvenir covers were given to everyone connected with the flight.

Milton Reynolds saw an opportunity to best Hughes record in 1947.

The big war was over. Industrial America was back on a thriving peacetime track. Adventurism was the lifestyle of the leisure class. Milton Reynolds had an airplane with which to be adventuring, so he enlisted Bill Odom as pilot and Carroll "Tex" Sallee as co-pilot in an attempt at a record-breaking around-the-world flight. With Milton Reynolds as navigator, in April 1947, they flew his "Bombshell" (a Douglas A-26), 5,000 miles further than Hughes in about thirteen hours less time.

Figure 1-
The Reynolds Bombshell

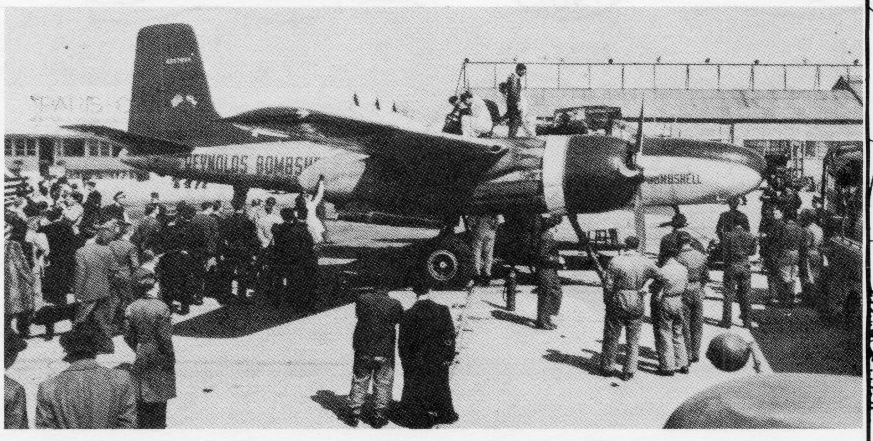
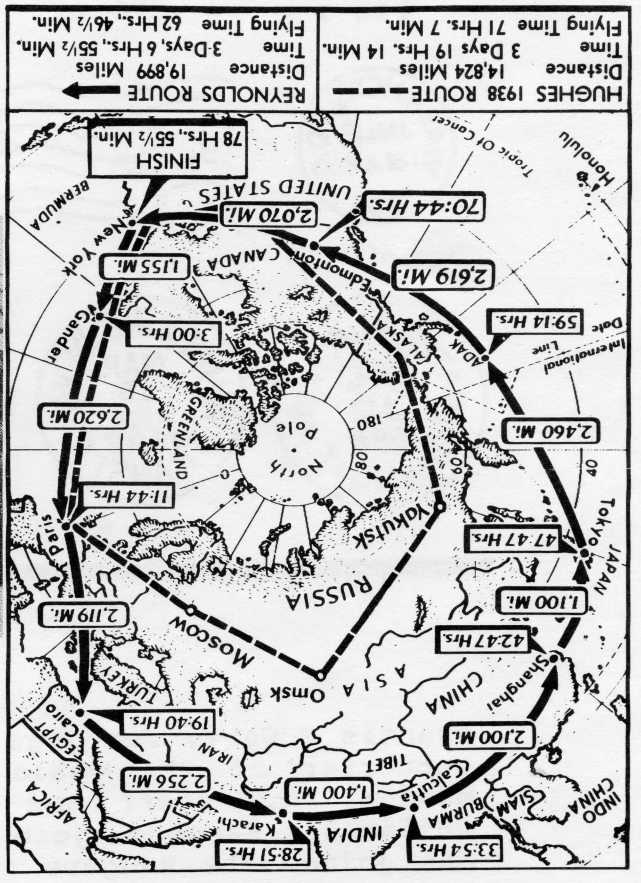


Figure 2 - Comparative routes of the Hughes and Reynolds flights.



Reynolds, like Hughes, wanted to mark the occasion with a special souvenir cover (Figure 3). On the reverse was the label shown.

He wrote the Post Office Department asking to carry "souvenir mail" on the flight. About 5,000 covers were prepared. Figure 4 shows the Post Office Department response to Reynold's request.



Figure 3 - Flown Reynolds cover inscribed by Milton Reynolds to the daughter of one of his financial supporters.

Label from reverse of Reynolds round-the-world cover.

> This stamped envelope was on board the Reynolds Bombshell plane, on its record breaking flight around the world, April 12th to 15th, 1947.
>
> *Time, 78 hours, 55½ minutes*
>
> MILTON REYNOLDS

Figure 4 - Post Office Department's answer to Reynold's request.

AIR POSTAL TRANSPORT
DIVISION OF AIR MAIL SERVICE

Post Office Department

SECOND ASSISTANT POSTMASTER GENERAL

Washington 25, D. C.

IN REPLYING
MENTION INITIALS AND DATE

AOD B H

March 26, 1947

Mr. Milton Reynolds
Reynolds Pen Company
Chicago, Illinois

Dear Mr. Reynolds:

I am in receipt of information from the President of your company that you intend to make a round-the-world flight beginning at New York, N. Y. about April 5, 1947, and that you would like to be advised concerning the possibilities of carrying souvenir mail on your plane around the world.

Since the passage of the Civil Aeronautics Act of 1938, the Post Office Department is without authority to authorize the carriage of mail by any aircraft or over any route unless there is in existence a certificate of public convenience and necessity authorizing the transportation of mail by an airline. However, there will be no objection to your arranging for the carriage of uncancelled souvenir covers aboard the plane on its trip around the world. These covers, upon the completion of the trip, should be deposited in the post office and will be carried by regular postal facilities to the addressees. You may have applied to the covers a cachet designed indicative of the occasion. The postal laws do not permit the cancellation and postmarking of the covers prior to the departure of the flight.

We would very much appreciate having one of these souvenir covers addressed to this office, and suggest that you also have one sent to the Postmaster General.

By copy of this letter we are advising the Honorable Albert Goldman, Postmaster, New York, N. Y., of your plans. I am quite sure that he will render all proper assistance in having your covers postmarked and sent forward to destination upon completion of the flight.

Very truly yours,

Robert S. Burgess

ROBERT S. BURGESS,
Deputy Second Assistant
Postmaster General.

THE SAGA OF THE REYNOLDS "BOMBSHELL"

Characteristically, the Post Office Department was trying to be helpful - in a governmental sort-of-way; but not without extracting a price - a souvenir cover. And don't forget the Postmaster General!

The flight was successful enough to allow the participants a congratulatory visit with President Truman (Figure 5), most likely indicating that the President also got a souvenir cover.

Evidently, nearly all the 5,000 souvenir covers were addressed to Reynolds, who gave some of them to friends. Apparently, he didn't dispose of all the covers because they are relatively scarce. What has happened to all the Reynolds "Bombshell" covers?

P.S.- Two months after the record flight on August 6, 1947, pilot Bill Odom flew the Reynolds "Bombshell" on a round-the-world solo record flight. Yes, he was carrying souvenir covers also.

Figure 5 - The "Bombshell" crew meets President Truman. Shown left to right- Sallee, Odom, Truman, Reynolds.



* *

COVER FOR THIS ISSUE

Courtesy Stanley Spurgiesz

This cover is a contender for the title of "Most Arizona Territorial Postmarks On One Cover." With a corner card of the Ash Creek Gold Mining and Milling Co., Mammoth, Arizona the letter contained was a notice of a 5 to 1 split in capital stock from $200,000 to $1,000,000. Mr.Edward Shearer's notice, postmarked Mammoth, Apr. 20, 1907 went to him at Tucson, with a Tucson machine receiving cancel 7.30 P.M. Apr., 20. Evidently he was not found, and on Apr.22nd, 4.30 P.M., we find a Tucson machine forwarding postmark. Received at Yuma, the search was not fruitful, and it was forwarded with Yuma, 7 A.M.,Apr. 30, 1906, (wrong year in hammer). Next stop was Wickenburgh-receiving mark May 3 ,7 A.M.,1907. Then on to Bouse, where it was postmarked May 4-P.M., 1907. The postmaster at Bouse denied Shearer was there, and on it went to Salome, received May 11th, P.M., 1907. No luck there either and, finally, it was received at Wickenburgh May 12th, 7 A.M., 1907. So, apparently after 8 postmarks from 6 post offices it caught up with Mr.Shearer. We hope his stock was highly profitable! (cont.)

FEATURE COVER FOR THIS ISSUE

A wandering 1907 Arizona Territorial Cover from Mammoth.

Figure 1 - Face of Cover

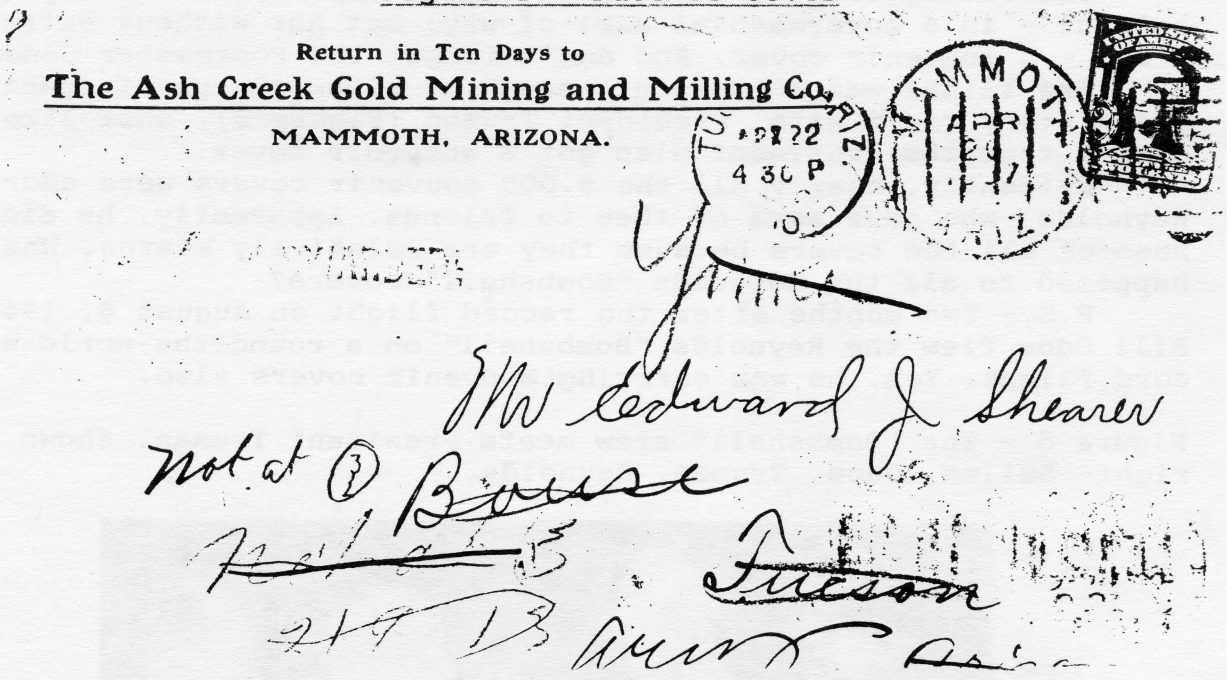
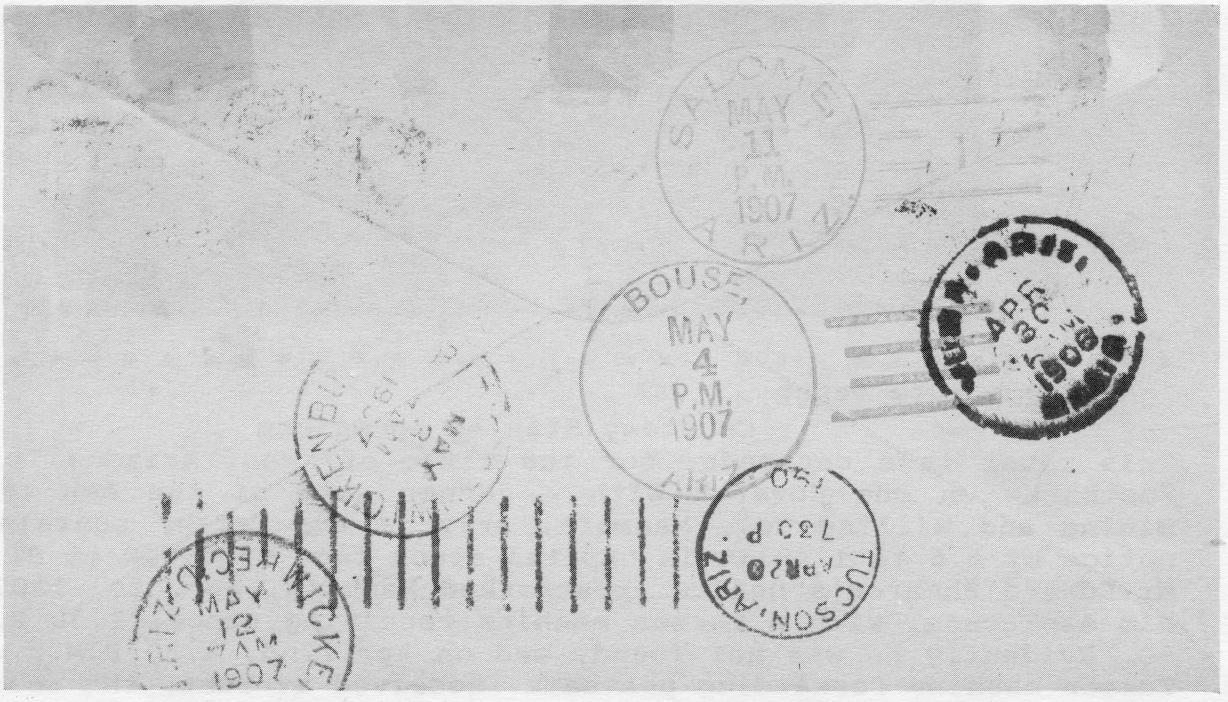


Figure 2 - Reverse of Cover



* *

ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912 - 1979

by William L. Alexander and John Cross

INSTALLMENT 3 ---------- PAGES 25 to 35

(Continued from Volume 3, No. 3)

Part II- Conveying the Mails (Cont.), Part III- Corrigenda - The Theobald ARIZONA TERRRITORIAL POST OFFICES AND POSTMASTERS

Part IV - Listing of Statehood Post Offices & Postmasters

Within a year after she was commissioned, the *Shenandoah* was ordered on a flight from Lakehurst to Seattle via Fort Worth and Los Angeles. Rear Admiral William A. Moffett, chief of the Navy Bureau of Aeronautics and aboard this flight as official observer, stated, "I consider this the most severe test an airship has ever been called upon to make. It will thoroughly demonstrate that an airship is practicable for all purposes, in peace time, as well as in war."[51]

One of the "purposes" that was being tested for the first time in the United States was the transport of mail by airship. After receiving permission from both the Post Office Department and the U.S. Navy, the American Air Mail Society dispatched a quantity of mail aboard the *Shenandoah*. These envelopes bore a special cachet, or labeling, which read "By Dirigible *Shenandoah*."[52]

One other passenger left Lakehurst on October 7, 1924, aboard the *Shenandoah*—Junius B. Wood, who was "Representing the Press."[53] The progress of this flight was followed with keen anticipation by the Arizona newspapers because the route of the *Shenandoah* included passage over the state. To the consternation of many Tucsonans, however, the airship originally was scheduled to be over the city at 4:30 a.m., well before sunrise. Events were to dictate otherwise.

Following the Southern Pacific Railway out of El Paso, Texas, the ship was slowed over New Mexico by snow on its envelope (surface). It arrived over Bowie, Arizona, at 3:07 a.m. on Friday, October 10. Just west of Tucson the schedule was disrupted again.

> 0412 [4:12 a.m.] circling over Cochise, New Mexico [sic: Cochise is in Arizona], standing by for daylight to break before attempting to take ship through Dragoon Pass. 0445 set course along Southern Pacific Railway for Benson, Arizona. 0606 over Vail, Arizona, ground speed 60 mph. 0632 passing over Tucson, Arizona—altitude 5800 feet. . . .[54]

Tucsonans, mostly clad in dressing gowns, turned out in large numbers to wave and shout as the ship cruised above the city. Whistles from the Southern Pacific shops and the Tucson Iron Works also greeted the *Shenandoah*.[55] All in all, the passage of the leviathan of the air was a joyous occasion.

The route from Tucson to Yuma becomes a matter of importance in the story; it appears to have been changed during the flight. An item in the October 11 *Arizona Daily Star*, datelined "aboard U.S. Shenandoah via Radio to El Paso, Texas, Oct. 9," states, "The course as charted by Lieutenant Commander Landsdowne is straight as the crow flies from Tucson to Yuma." Whether or not this was the officially planned route at some point is not known; recourse to the log establishes that this was not the line that was actually followed:

> . . . course being continued [from Tucson] along Southern Pacific Railway to Yuma, Arizona. 0706 over [Red] Rock, Arizona. 0752 over Casa Grande, Arizona—weather clear-hazy; wind S. 8-10 mph.

The log, perhaps pointedly, fails to mention that the *Shenandoah* missed grazing Picacho Peak by barely fifteen feet.[56]

> 0910 over Estralla, Arizona—altitude 5000 feet. 0945 over Gila Bend, Arizona. Small sand or dust storms are noticed to Northard [sic] near Gila River.

It was here in Gila Bend, on the morning of October 10, 1924 that the first and only mail delivery by (or from) a zeppelin in Arizona occurred. (57). It took a six year search to track down this one post card from the Gila Bend drop, but finally a description was obtained.

The face shows a colored view of "Main St. Looking North From 10th, Fort Worth, Texas." It was obviously purchased during the ten-hour lay-over in Ft. Worth, at which time "crew not on duty [as well as the passengers] disembarked."[58] The message reads, "Aboard U.S.S. Shenandoah 2500 feet Over Arizona, Oct. 10, 1924. Calm after a rough night but all well & best regards JBW." The card was cancelled the same day at the Gila Bend post office on its way into normal postal channels. It does not bear the cachet applied to the mail dispatched at Lakehurst.

Beyond the statement that there *was* such a drop mail delivery, we are left with conjecture only to answer questions arising from the deed. Unfortunately, the then-current postmaster of Gila Bend, Elfreda McIntyre, recalls no details about the occasion; nor could the whereabouts of Mr. Wood be traced for any length of time after the flight. The identity of the moving force behind the drop is not known with absolute certainty, but Junius B. Wood is most obviously the likely candidate. He was the only non-naval person aboard, and the only one aloft with the initials JBW. Additionally, mail dropped over Pecos, Texas, and Dayton, Ohio, on the return flight of the *Shanandoah* contained pieces "signed" by the same JBW.

What prompted the mail drop? Novelty? The perpetrator could have read of such incidents in Europe, or perhaps he heard of the practice from crew-member James M. Collier, aviation chief rigger. In 1921 Collier was a member of a crew that went to England to retrieve the Zeppelin ZR-2 as part of Germany's war reparations to the U.S. Could the rigger have learned of the drop mail practice there, and then told Wood of the procedure during the long flight of the *Shenandoah?*

Several lines of reasoning seem to indicate that the Gila Bend drop was conceived and executed rather hastily. The evidence above, if not just poor reporting, indicates that Gila Bend was not even on the original itinerary. Second, the message looks to have been penned hastily—aslant on the post card with a total disregard for the niceties of punctuation in which a reporter should not have been remiss. Third, many of the residents had turned out to watch the *Shenandoah* as it sailed above the city in a clear, bright sky and at an altitude considerably lower than on most of her journey. The physical conditions were ideal for any jettisoned article to be spotted and recovered. Lastly, most of the *typewritten* post cards dropped during the return flight bear an unofficial label that reads "Sky Mail from U.S.S. Shenandoah." It would seem that Wood was so enthusiastic about his first successful shot in the dark that he wanted to do it in style the next times around.

Other remaining mysteries are: how many pieces of mail were dropped and cancelled at Gila Bend on October 10; how were they wrapped and were there outside markings or tags with instructions?[59] The *Shenandoah* flew on, having played a unique role in the history of the air mail.

> 1320 over bed of Gila River, set course to follow Gila River to Yuma, Arizona; Wind SW 18-20 mph; ground speed 3 mph. 1400 [Mountain time] passed 2 miles North Yuma, Arizona . . . set course to follow Southern Pacific Railway to San Bernardino, Calif.[60]

The *Shenandoah* passed over Arizona for the second and last time on October 22, 1924, on her return flight from the West Coast to Lakehurst. Following the railway again, she crossed the Colorado River at Yuma and proceeded eastward. Reports of her progress preceded her as the stationmasters wired ahead. The dirigible sailed over Tucson at 9:41 on a dark evening with much less fanfare than on her previous visit. At Benson she headed southeastward to Bisbee and Naco, swung wide over the Mexican border and recrossed at Douglas.[61] Initially the aircrew was not certain whether they were over Bisbee or Douglas, so the ship radioed instructions to ground

stations to ask motorists to flash their lights on and off—slow in Bisbee and fast in Douglas. The message got through, but the flashes below were fast, slow and assorted speeds in between. "It was Bisbee, as was later ascertained, but not two persons in Bisbee agreed on what was slow."[62]

The career of the U.S.S. *Shenandoah* ended early on the morning of September 3, 1925, when she encountered a violent line squall near Ava, Ohio, and was torn apart; Lieutenant Commander Landsdowne and thirteen of the crew perished in her final descent.[63]

8. The Permanent Establishment of the Air Mail

THE GENESIS AND ONGOING DEVELOPMENT of the Contract Air Mail Routes (CAMs and AMs) since 1930 constitutes the most recent episode in the ongoing saga of air mail service in Arizona. And a most dynamic period it has been—new routes continually being allocated with additional communities securing air mail service; older routes being consolidated and revised; innovations being introduced, such as night flying (1932), the abortive experiment with flying post offices, and more rapid jet service. Because of the tremendous expansion in service, most domestic first-class mail now travels via air (unless surface transportation is faster).[64]

The first official subsidized, private carrier air mail flight from a community was obviously an important event. Unlike the earlier pioneer flights, these inaugural contract flights were, with few exceptions, but the first of a continuing, established service. A chronology of these maiden events, then, is a narrative of Arizona's progressive incorporation into a network of rapid global communication.

This section is not meant to present an exhaustive treatise on the detailed scheduling along each route on either a daily or yearly basis. That work has yet to be written. Details of the inaugural flights, such as the amount of mail flown, particulars of the cachets used on the envelopes and the names of the pilots involved—all of which are beyond the scope of this book—can be found in the *American Air Mail Catalogue*.[65]

Airport dedications *per se*, and their associated philatelic memorabilia, are also not closely relevant to our story. However, airport construction was and is a significant occurrence in the life of a community. The ever increasing size and sophistication of airplanes long ago precluded landings in pastures, athletic fields and city streets. The presence of an airport in a community was a matter of civic pride, an indication of a coming of age; an airport gave a town the potential for a place in the mainstream of national life, the potential for being placed on an air mail route. Nothing had so affected the hopes and aspirations of small and remote communities since the coming of the railroad, and the emotions engendered were much like those prompted by the arrival of the "iron horse." Unfortunately, the airport was necessary, but not in itself a sufficient basis for gaining air mail service. Some communities, unable to secure federal support, financed their own facilities; many of these then waited in vain.

The psychological stakes were high, and the efforts unabashedly aggressive. In 1930, Tucson enlisted the support and services of former postmaster general and Republican Party mover Frank H. Hitchcock to lobby in Washington for both a southern transcontinental air mail route and the inclusion of Tucson as a stop thereon.[66]

Firing "General" Hitchcock off to Washington was only the latest salvo in a campaign that began at least as early as 1927, when Tucson's new airport was dedicated by none other than Colonel Charles Lindbergh on September 23. That same month representations were made to the postmaster general and to W. Irving Glover, second assistant postmaster general, by dignitaries from Los Angeles, Phoenix, Tucson, El Paso and Dallas calling for a southern transcontinental air mail route. The interested parties pursued their vision, feeling "that the Southwest is populated by Americans just as deserving as are those in any other part of the country, and that they and the region in which they live should not be penalized by being compelled to get along with inferior facilities for transportation and communication."[67]

A southern transcontinental route had a number of points in its favor, especially in comparison with the existing more northerly route. These included lower elevations (less fuel and time would be spent to gain necessary altitude and the terrain was more conducive to emergency landings); lower latitude and, consequently, longer hours of daylight, safer flying conditions and less expenditure for lighting the route with beacons; superior weather conditions meant less hazardous flying and greater likelihood of keeping to schedules; and finally, a southern path brought with it Mexican connections—Nogales and El Paso were the main ports of entry for mail from Mexico. Nogales already had air mail service to Mexico and Central America.[68]

Postmaster Harry S. New, however, had other considerations "besides the desires of people along a local route to see the establishment of an air mail line." Basically it was a matter of economics. New did not feel there would be enough potential business through the Southwest to warrant the installation of such a route. Nor would it be fair to the capital investments along the existing San Francisco-Salt Lake City-Chicago and Los Angeles-Salt Lake City lines.[69]

By November 1, 1928, however, "the recent reduction in the air mail postage rate has materially increased the traffic on existing lines throughout the country and it is entirely probable that within a short time the Department will be justified in giving favorable consideration to a southern transcontinental air mail route."[70]

Matters accelerated dramatically in 1929. When Herbert Hoover took office, he appointed Walter F. Brown to the position of Postmaster General. Brown wanted to develop a system of competitive transcontinental airline routes; he soon had the necessary legislation passed that would give him latitude in establishing just such routes. He envisioned two new arteries: New York-Pittsburgh-St. Louis-Kansas City-Los Angeles; and Atlanta-Dallas-Ft. Worth-El Paso-Los Angeles. Even before bids for these routes were opened on August 25, 1930, the scramble for inclusion on the route had begun.

By at least October, 1928, Douglas, Arizona, was agitating not only for the southern route but also for the inclusion of their city thereon. Bisbee residents backed Douglas' entreaties as did the American residents and businessmen of the northern Sonora (Mexico) mining district. Yuma also thought itself worthy of consideration. By November 1929, Nogales too had put in its bid.[71] Of these three communities only Douglas was to realize her ambitions immediately, but not before a heated confrontation with Lordsburg, New Mexico.

In anticipation of the establishment of a southern transcontinental route, Douglas built in 1928 the first truly International Airport in conjunction with Agua Prieta, Sonora, Mexico. These sister cities constructed a common, border-straddling runway system whereby planes leaving the U.S. could literally taxi to Mexican customs. With considerable local expense and attention to detail, the airport was upgraded with respect to lighting and refueling facilities to meet the highest standards of the Department of Commerce.

The approved routing as of April, 1930, however, was via Lordsburg. Douglas was not on the most direct flight path and therefore would be bypassed. Assistant Secretary of Commerce for Aeronautics Clarence M. Young, who had authority for route approval, did concede that the final field report of the department's engineers had not yet been completed nor had the "exact direction of the route . . . been definitely determined in an official way." Nonetheless, the

prospects for Douglas being included were not at all favorable.[72]

On July 8, Douglas sent a delegation to Los Angeles in an attempt to persuade Young, who was visiting there, to alter his opinion. They presented their case, "we . . . hope . . . without too great a display of the intense anxiety we feel."[73] The committee argued the following points in Douglas' favor: the high standards of their international airport; their close connections with the burgeoning Mexican air mail service; the higher population and wealth of the area (compared to Lordsburg) to support the air mail; the potential loss of their current air passenger service, as that company would go where the mail route led; the route via Lordsburg would necessitate crossing mountains at Apache Pass and Dragoon (requiring extra fuel and time as well as greater risk)—via Douglas, there would not be a single mountain to traverse between El Paso and Tucson and therefore emergency landings would be possible anywhere. Additionally, the Lordsburg decision had been made before the engineers for the Department of Commerce had an opportunity to complete their survey of the route. All these considerations were felt to outweigh the extra mileage added to the route by a stop in Douglas, the current speed of airplanes rendering such distance negligible.[74]

Douglas also sent a representative to Washington to the August 14 interdepartmental committee meeting that would consider the report on the resurvey of the Douglas route (which had been prompted by the representations to Young in Los Angeles). The Douglas route would be more expensive and would require six more beacon lights than the Lordsburg route. "I am of the opinion from what developed today that compromise will be offered Douglas in way of a feeder line." However, through the offices of Representative Lewis W. Douglas, "the ear of the Hoover administration" was gained and the town of Douglas was officially placed on the southern transcontinental route on August 19, although it appears to have been on a probationary basis initially.[75]

The Southern Transcontinental route (CAM 33) was inaugurated in both directions, Atlanta-Dallas-Los Angeles, on October 15, 1930, with Arizona stops at Douglas, Tucson and Phoenix. Pilot Earle Ovington was a passenger aboard the first plane out of Los Angeles; he debarked at Tucson (10:28 a.m.) where he was met by Frank Hitchcock who, as postmaster general, had seen Ovington off on the first official U.S. air mail flight on September 25, 1911, in New York.[76] The route was not equipped for night flying at its inauguration, the first night air mail flight over this route transpiring only on June 15, 1932.

The Central Transcontinental air mail route (CAM 34) between Los Angeles and New York, with a stop at Winslow (and thence direct to L.A.), commenced operation on October 25, 1930. It was to have begun service on October 15, along with CAM 33, but the contractors were not prepared by that date. A spur of CAM 33 was inaugurated between Phoenix and San Diego on June 15, 1932. Despite the plans of the contractor, American Airways, to make a stop in Yuma, and notwithstanding protests on behalf of Yuma, El Centro (California) was designated as the intermediate stop on this route. Service on this spur was discontinued May 28, 1933.[77]

All air mail routes were suspended on February 19, 1934. When service was resumed, the previous routes underwent complete renumbering, again starting with No. 1. They were now designated simply as Air Mail routes (AMs). The new numbers bore no direct relation to the old, but the first 32 "Revised (AM) Routes" encompassed, in general, the same basic regional patterns as had the thirty-four "Original (CAM) Routes." Tucson was reconnected to the air mail network at 4:10 a.m. on May 13, 1934, with the arrival of an American Airlines plane from Ft. Worth along AM No. 4.[78] (AM 4 was the new designation for the western—Ft. Worth to Los Angeles—portion of old CAM 33. The initial contractor, Southern Air Fast Express, was superseded by American Airlines.)

Phoenix was joined to Las Vegas (via Boulder City) on November 1, 1938, when AM Route 38 commenced operations. Exactly nine years later Prescott was embraced as an intermediate stop on this route. The late 1930s also ushered in two new changes in the air mail service for Winslow. On September 5, 1937, it was linked to San Francisco via Las Vegas and Fresno (AM 37), while on April 3, 1938, AM 2 (old CAM 34) was revised so that air mail left Winslow for Boulder City, a new stop, and thence to Los Angeles (there was no longer a direct Winslow to Los Angeles connection).

Air mail route activity in Arizona in the 1940s was primarily a matter of revising and consolidating the existing trunk lines that bound the major cities to the continental network. Direct service between Tucson and San Diego commenced on November 22, 1942, as a spur of AM 4, Phoenix no longer serving as an intermediate point between the two cities. Revisions effective September 15, 1943, brought Winslow service to and from Oakland (via Boulder City and Fresno) and a duplicate service to Los Angeles via Boulder City; both of these additions were part of AM 37, although Winslow already had service to Los Angeles via Boulder City along AM Route 2. This latter route was amended on October 1, 1943, so that certain flights now connected Winslow to Los Angeles via Phoenix. The route through Winslow to the northeastern U.S. was the first direct connection Phoenix had had for over a year, the earlier inaugurated indirect link via Las Vegas (on AM 38) having been suspended "because of wartime equipment shortage[s]."[79]

The Post Office Department authorized several demonstration flights of a flying post office during September and October of 1946. The unique objective was to presort air mail in flight thus expediting handling at the destinations. It was the aerial equivalent of the railway post offices (RPOs). Only one flight, from Los Angeles to Boston on October 1, 1946, included a stop in Arizona—this at Tucson. The flying post office was never activated on a permanent basis.

After a lengthy series of negotiations, Yuma finally received air mail service—but for one day only on May 2, 1947. Even this concession was a delay from an earlier proposed date, August 15, 1946.[80] The extremely short-lived El Centro-Yuma corridor was an extension of A.M. 13. Grand Canyon also had a single day of air mail glory in 1947, on July 6. On that day only it was designated as a stop between Winslow and Boulder City on AM 2. Phoenix began direct service with Oakland and San Francisco on July 7, 1947, along route 4.

Late 1949 and the 1950s saw a new *intrastate* emphasis in the establishment of air mail routes and stops. Many of the smaller cities and communities were now being embraced in a local network that connected with the main transcontinental trunk lines. On December 20, 1949, AM Route 105 was inaugurated. This route, first with Bonanza Air Lines and then Hughes Air West as carrier, was eventually to serve nine Arizona communities. It initially began service by linking Phoenix, Prescott and Kingman with Las Vegas and other Nevada cities north of Reno. Because AM 105 duplicated, but extended, AM 38, the latter was effectively superseded and thus had its certificate cancelled. On July 15, 1952, an extension was added to AM 105 from Phoenix to San Diego and Los Angeles with a daily stop at Ajo and Yuma. A further segment was added on January 3, 1958, between Prescott and Salt Lake City; intermediate stops along this portion were later added at Page (April 26, 1959), Flagstaff (April 27, 1959), and Grand Canyon (May 1, 1959). Two extensions of AM 105 commenced service in the 1960s. Direct service was inaugurated between Grand Canyon and Las Vegas on April 1, 1966. On April 1, 1968, segments were added between Phoenix and Tucson and between Tucson and both San Diego (the old CAM 33 and AM 4 spur) and Los Angeles, both being direct flights.

On April 17, 1968, AM 105 was merged with AM 76 (primarily serving California) and AM 77 (primarily serving the Pacific Northwest). Air West, Inc., took over the three new routes which were now designated as AM 76. It actually seems to have been preordained that AM 105 and AM 76 would be consolidated. At one

point AM 76 was to have been expanded from San Diego through El Centro to Yuma, Ajo and Phoenix. But "service was postponed shortly before the inaugural flight and later cancelled. Covers which had already been cacheted have been stamped 'Void.'"[81] This segment was later inaugurated as part of AM 105. After the above route merger a new extension was added April 30, 1968, linking Tucson with the Mexican towns of La Paz, Mazatlán and Puerto Vallarta.

The other major intrastate route formed in the 1950s was AM No. 93. Although authorized by the Civil Aeronautics Board in 1948, the route was not inaugurated until June 1, 1950, when Frontier Airways, the largest feeder carrier in the United States, began service between Winslow and Phoenix via Flagstaff and Prescott, and between Phoenix and Douglas via Tucson and Nogales.[82] Bisbee was served by the same airport as Douglas.

It is ironic that Nogales was not afforded United States air mail service until twenty years after she had lost her campaign to be placed on the Southern Transcontinental Air Mail Route (CAM 33). Beginning on July 30, 1929, the citizens of Nogales could dispatch air mail to Mexico City and intermediate points aboard the planes of the Latin American Air Transport Company, which had its northern terminus at Nogales. The border city thus had the first official air mail service in Arizona, but not into the United States.[83]

On July 15, 1950, six weeks after the commencement of AM 93, Safford received air mail service for the first time as a stop on the El Paso-Las Cruces-Deming-Lordsburg-Safford-Phoenix segment. On October 15, 1950, Clifton and Morenci (both using the same airport) were included in this segment of AM 93 between Lordsburg and Safford.

The decade witnessed other changes as well. On the same day that AM 93 was inaugurated, Frontier Airlines also extended their AM 73 from Gallup, New Mexico, to Winslow; this affected a connecting link between 93 and 73 (serving the Rocky Mountains and northern plains states). Tucson received a second direct transcontinental link when it was made a stop on TWA's AM 2 between Phoenix and Albuquerque on December 1, 1956.[84] On December 1, 1957, Phoenix was made the intermediate stop between Denver and San Diego on an extension of Western Airlines' AM 35; Phoenix also became the pivot point on AM 35 service from Denver to Los Angeles on February 18, 1958. The first air mail flown in Arizona by prop-jet was on Western Airlines' Los Angeles to Phoenix run on October 10, 1959.

Before the decade of the 1950s was over, the worst tragedy in commercial aviation to that time occurred in Arizona skies. The catastrophe befell eastbound passengers over northern Arizona on June 30, 1956, at 11:31 a.m. A Trans World Airlines Super Constellation had departed Los Angeles at 10:01 a.m. en route to Kansas City with passengers and mail. Three minutes later, a United Airlines DC-7 left Los Angeles for New York via Chicago. The planes collided at approximately 21,000 feet over the eastern end of the Grand Canyon near the confluence of the Colorado and Little Colorado rivers. One hundred and twenty-eight passengers and crew members lost their lives; there were no survivors. The remnants of the sixty-six pounds of mail carried by the TWA plane were found July 3, 1956, but only 148 letters were salvaged.[84] These were forwarded in official Post Office envelopes the same day from Flagstaff, where a two-line cachet was applied to the crash covers: "DAMAGED IN HANDLING/IN THE POSTAL SERVICE." Fewer than a dozen covers are known to have reached collectors' hands. None of the 122 pounds of mail aboard the United Airlines plane was ever recovered.

Arizona air mail events of the 1960s appropriately began with the first dispatch of mail by pure jet via Boeing 720 Jetliner on September 1, 1960. The American Airlines flight (on AM 4) originated in Chicago with only Phoenix and Tucson on its itinerary before return to Chicago. Both Arizona cities were embraced by an extension of AM 29 on June 11, 1961. They were stops along the route from San Antonio and El Paso to Los Angeles. Aeronaves de Mexico (a "foreign flag carrier") began service from Tucson to Guadalajara and Mexico City on July 1, 1961.

In August, 1963, the Post Office Department requested the Civil Aeronautics Board for the first time to permit the carriage of air mail by an air taxi carrier. This type of carrier normally operates small aircraft of limited capacity connecting one or more smaller communities with local service and trunk airline routes at larger cities. These air taxis are an integral part of the air mail service and represent the next logical step beyond the trunkline and local service mail network. Functionally, they replace the diminished rail service. An Arizona airline was awarded the first such air taxi contract. AM Route No. 299 was inaugurated on September 22, 1964, by Apache Airlines between Phoenix-Tucson-Douglas, although the first dispatch was from Tucson to Douglas. No local mail is actually embarked at Phoenix for Tucson because of a restriction in the authority for this route.

Bonanza Air Lines became the first regional airline in the U.S. to introduce pure jet service in its system. On March 1, 1966, Bonanza used a Douglas DC-9 between Salt Lake City and Phoenix and between Reno, Las Vegas, and Phoenix (both on AM 105). The first air mail service by jet (Boeing 727) for Phoenix and Tucson began on April 30, 1967, on AM 73 by Frontier Airlines. Phoenix received non-stop service from Dallas by Delta Air Lines on AM Route No. 24, commencing on October 1, 1969.

The decade of the seventies witnessed several extensions of AM 76 (old AM 105, see above). The Mexican segment from Tucson established on April 30, 1968, was extended to Guadalajara on April 25, 1971. Lake Havasu City became a stop between Los Angeles and Las Vegas on July 1, 1972. Guaymas, Sonora, was finally linked with Tucson and Phoenix (authorized as co-terminals) by Hughes Air West on December 15, 1973; authorization had been given on March 10, 1971, but inauguration was delayed because of inadequate airport facilities. Arizona is now (1980) served by portions of AM Route Nos. 2, 4, 24, 29, 35, 73 and 76.[86]

Arizona Air Mail First Route Services Listed By Community

Under the name of each community are tabulated the following: date of the event; direction, first stop and ultimate destination (in parentheses) of first flights; number of the Contract Air Mail (CAM) or Air Mail (AM) Route providing the service.

AJO			
1952 - July 15	W	Yuma (San Diego, Los Angeles)	AM 105
	E	Phoenix	
BISBEE			
1950 - June 1	Served by the same airport as Douglas		(q.v.)
CLIFTON			
1950 - October 15	W	Safford (Phoenix)	AM 93
DOUGLAS			
1930 - October 15	W	Tucson (Los Angeles)	CAM 33
	E	El Paso (Atlanta)	(AM 4)
1950 - June 1	N	Nogales (Phoenix)	AM 93
1964 - September 22	W	Tucson	AM 299
FLAGSTAFF			
1950 - June 1	N	Winslow	AM 93
	S	Prescott (Phoenix)	
1959 - April 27	N	Page (Salt Lake City)	AM 105
	S	Prescott (Phoenix)	

GRAND CANYON

1947 - July 6	W	Boulder City (Los Angeles, (San Francisco)	AM 2 One day only
	E	Winslow (New York)	
1959 - May 1	N	Page (Salt Lake City)	AM 105
	S	Phoenix	
1966 - April 1	N	Las Vegas	AM 105

KINGMAN

1949 - December 20	N	Las Vegas (Reno)	AM 105
	S	Prescott (Phoenix)	

LAKE HAVASU CITY

1972 - July 1	W	(Los Angeles)	AM 76
	E	Las Vegas	

MORENCI

1950 - October 15	Served by the same airport as Clifton)		(q.v.)

NOGALES

1950 - June 1	N	Tucson (Phoenix)	AM 93
	S	Douglas	

PAGE

1959 - April 26	N	Cedar City (Salt Lake City)	AM 105
..... April 27	S	Phoenix	

PHOENIX

1930 - October 15	W	Los Angeles	CAM 33
	E	Tucson (Atlanta)	(AM 4)
1932 - June 15	W	El Centro (San Diego)	CAM 33 (AM 4)
1938 - November 1	N	Boulder City (Las Vegas)	AM 38
1943 - October 1	W	Los Angeles	AM 2
	E	Winslow (New York)	
1947 - July 7	N	Oakland (San Francisco)	AM 4
1949 - December 20	N	Prescott (Reno)	AM 105
1950 - June 1	N	Prescott (Winslow)	AM 93
	S	Tucson (Douglas)	
1950 - July 15	E	Safford (El Paso)	AM 93
1952 - July 15	W	Ajo (San Diego, Los Angeles)	AM 105
1957 - December 1	W	San Diego	AM 35
	E	Denver	
1958 - February 18	W	Los Angeles	AM 35
1961 - June 11	W	Los Angeles	AM 29
	E	Tucson (San Antonio)	
1964 - September 23	S	Tucson (Douglas)	AM 299
1968 - April 1	SE	Tucson	AM 105
1969 - October 1	E	Dallas	AM 24
1973 - December 15	S	Guaymas, Mexico	AM 76

PRESCOTT

1947 - November 1	N	Boulder City (Las Vegas)	AM 38
	S	Phoenix	
1949 - December 20	N	Kingman (Reno)	AM 105
	S	Phoenix	
1950 - June 1	N	Flagstaff (Winslow)	AM 93
	S	Phoenix	
1958 - January 3	N	Cedar City (Salt Lake City)	AM 105

SAFFORD

1950 - July 15	W	Phoenix	AM 93
	E	Lordsburg (El Paso)	

TUCSON

1930 - October 15	W	Phoenix (Los Angeles)	CAM 33
	E	Douglas (Atlanta)	(AM 4)
1942 - November 22	W	San Diego	AM 4
1950 - June 1	N	Phoenix	AM 93
	S	Nogales (Douglas)	
1956 - December 1	W	Phoenix (Los Angeles)	AM 2
	E	Albuquerque (Kansas City, Chicago)	
1961 - June 11	W	Phoenix (Los Angeles)	AM 29
	E	San Antonio	
1961 - July 1	S	Guadalajara, Mex. (Mexico City)	Foreign carrier
1964 - September 22	E	Douglas	AM 299
- September 23	N	Phoenix	
1968 - April 1	NW	Phoenix (Las Vegas; first flight was non-stop to Las Vegas)	AM 105
	W	Los Angeles & San Diego (2)	
1968 - April 30	S	La Paz, Mex. (Puerto Vallarta, Mex.)	AM 105 (FAM 50)
1971 - April 25	S	La Paz, Mex. (Guadlajara, Mex.)	AM 76
1973 - December 15	S	Guaymas, Mexico	AM 76

WINSLOW

1930 - October 25	W	Los Angeles	CAM 34
	E	Albuquerque (New York)	(AM 2)
1937 - September 5	W	Las Vegas (San Francisco)	AM 37
1938 - April 3	W	Boulder City (Los Angeles)	AM 2
1943 - September 15	W	Boulder City (Oakland)	AM 37
1943 - October 1	W	Phoenix (Los Angeles)	AM 2
1950 - June 1	E	Gallup	AM 73
1950 - June 1	S	Flagstaff (Phoenix)	AM 93

YUMA

1947 - May 2	W	El Centro (San Diego, Los Angeles)	AM 13 One day only
1952 - July 15	W	El Centro (San Diego, Los Angeles)	AM 105
	E	Ajo (Phoenix)	

FOOTNOTES

[1]John and Lillian Theobald, *Arizona Territorial Post Offices & Postmasters* (Phoenix: Arizona Historical Foundation, 1961), p. 17

[2]*Ibid.* Not detailed in Theobald and Theobald.

[3]One route (No. 153) had been planned between El Paso and Los Angeles via New Mexico and Arizona, but it was never initiated east of Calexico, California. From September 16 to October 10, 1958, a refurbished HPO Bus No. 1 made a special trip between Tipton, Missouri, and San Francisco for the Butterfield Overland Mail Centennial. The bus followed as closely as possible the original Butterfield mail stage route on the present highway network. HPO Bus No. 1 made twenty-one stops in Arizona over a four-day period. At each stop a special cancellation was applied to posted letters: October 2—San Simon, Bowie, Willcox, Benson, Vail, Tucson; October 3—Cortaro, Rillito, Marana, Red Rock, Picacho, Eloy, Casa Grande; October 4—Stanfield, Gila Bend; October 5—Sentinel, Aztec, Dateland, Tacna, Wellton, Yuma. (Data from *United States Highway Post Office Cover Catalog*, Mobile Post Office Society, 1974).

[4]Anonymous, "20th-Century Pony Express," *The Magazine Tucson*, vol. V, no. 3 (March, 1952), pp. 28-29; *Parade Magazine*, December 15, 1946; *Arizona Daily Star*, February 24, 1957.

[5]No author listed, "20th-Century Pony Express." This article states that at the end of the boom, "the Copper Creek office was closed down. That was the beginning of the Pony Express run over the Butte-to-Copper Creek route, which saved many miles over the alternate Butte-to-Mammoth-to-Copper Creek-and-return route." However, PO records do not indicate that the Copper Creek PO was ever closed between the two World Wars.

[6]*Ibid.*

[7]*Ibid:* where Whiting's initials are incorrectly given as "D.S."; see also *Arizona Daily Star*, April 29, 1940; Neal began riding the route in 1939, according to the author writing in *Parade Magazine*. There may well have been a contract between the POD and Neal prior to the one illustrated, or Neal may merely have been the rider for the previous holder of the Star Route contract. The February 24, 1957, *Arizona Daily Star* reprints a short, apparently inaccurate article from the *San Manuel Miner* in which it is stated that the last "pony express delivery" was made in 1942 by Ellis Mercer (a rider for contract holder Neal?).

[8]No author listed, "20th-Century Pony Express"; *Arizona Daily Star*, February 24, April 14, 1957; *Arizona Republic*, April 14, 1957.

[9]Ann & Myron Sutton, "Follow the Mail to Supai," *American Mercury*, vol. 82 (1956), pp. 48-50; James M. Chemi, "Carrying the Mail to Supai," *Arizona Highways*, vol. XXXIX, no. 7 (July, 1963), p. 40-43. (See color photographs by Elizabeth Griffith in a companion article to Chemi's.)

[10]Chemi, "Carrying the Mail to Supai."

[11]Postal Bulletin No. 5148, January 18, 1897.

[12]Location Report (Form 4901) from Acting PM Mrs. Viola Adams to POD, November 3, 1932; Location report (Form 4901-2-R2) from PM Reed Watahomigie to POD, received (in Washington, D.C.) June 3, 1946.

[13]Sutton & Sutton, "Follow the Mail to Supai."

[14]*Ibid.*

[15]Chemi, "Carrying the Mail to Supai." Peach Springs is the tribal headquarters for the Hualapai Indians, a distinct tribe from the 250-300-member Havasupai tribe.

[16]Carl H. Scheele, *A Short History of the Mail Service* (Washington, D.C.: Smithsonian Institution Press, 1970), p. 145.

[17]Chemi, "Carrying the Mail to Supai." The star route carrier left Supai by horse every Tuesday and Friday for the rim at 7 a.m., with the mail arriving at Peach Springs via truck about 3:30 p.m. Bud Delaney, current (1980) star route contractor, personal communication with J.K.C.; Chemi, "Mail Run to Shangri-La," *American Philatelist*, vol. 90, no. 2 (February, 1976), pp. 96-100.

[18]Chemi, "Mail Run to Shangri-La."

[19]Quoted in Chemi, "Carrying the Mail to Supai" and "Mail Run to Shangri-La."

[20]James M. Chemi, "Helicopter Delivers Mail to Indian Village," *Western Stamp Collector*, November 23, 1965. The covers were posted at Supai and then carried out of the canyon by the pack animal mail train.

[21]At Bisbee the mines and town so filled the narrow canyons of the Mule Mountains that the smelter, in need of expansion, was relocated to the flatlands. Douglas was the town that blossomed at the new smelter site.

[22]Examples of "short-lines" include the Prescott & Arizona Central RR between Prescott and Seligman (see Charles L. Towle, *Centennial Catalog of Arizona Railway Postal Markings*, Tucson: Western Postal History Museum, 1978) and the Arizona Southern RR operating between Silverbell and Red Rock on the main Southern Pacific line (see David F. Myrick, *Railroads of Arizona, Vol. 1: The Southern Roads*, Berkeley, California: Howell-North Books, 1978. p. 455) For more on the El Paso & Southwestern link between Fairbank and Tombstone, see Myrick, p. 394. Both the Maricopa & Phoenix RR (map segment 4A) and the Arizona & New Mexico RR (segment 8A) began as contract carriers before being furnished with RPOs. Reversion from RPOs to closed-pouch service occurred on the New Mexico & Arizona RR (1910, segments 2A-2B) and the Arizona & New Mexico RR (1921, segment 8A). See Towle, pp. 18 & 31.

[23]The essential difference between a Route Agent and the later RMS clerks is that the former possessed only local mail (that going to communities on or near the route) and mail collected en route. The Route Agent did not separate mail for connecting routes or for points beyond the terminal post office. In 1882 Route Agents were incorporated into the RPO clerk force (Carl H. Scheele, *A Short History of the Mail Service*). The only Route Agents that worked in Arizona were utilized on the Southern Pacific RR.

[24]That is, no more mail was being accepted because the mail bags had to be secured marked and delivered to the train.

[25]Towle, *Centennial Catalog*, p. 2.

[26]The major changes in railroad corporate names, the official designations for RPOs by lines serviced and the years they functioned are presented in tabular form at the end of this section. "Segments" as used in the text are keyed to the accompanying, innovative map reprinted with the kind permission of Charles L. Towle from his 1978 *Centennial Catalog of Arizona Railway Postal Markings* (map prepared by Richard Helbock).

[27]During 1879 and 1880 the railway-related post office "Terminus, Ariz." was in operation. This was *not* an RPO but rather a "portable" post office (probably housed in a construction car) that moved along at The Front, keeping pace with the tracklayers from Yuma eastward.

[28]Even though the name of the post office was spelled as one word from 1894-1950, AT & SF schedules list the station as "Ash Fork."

[29]The railroads often continued operations but hauled only freight, and this usually on irregular schedules. In at least some cases mail was still carried, but closed-pouch.

[30]David F. Myrick, *Railroads of Arizona, Vol. II: Phoenix and the Central Roads* (San Diego: Howell-North Books, 1980), p. 777.

[31]An engrossing historical narrative of the adversities and victories, distresses and defeats of the railroads together with "outline histories" of the various camps and communities they fostered, nurtured and served are superlatively set forth in a series of volumes by David F. Myrick, *Railroads of Arizona*. (Volume I, *The Southern Roads*, 1978, and Volume II, *The Central Roads*, 1980, and Volume III, *Clifton, Morenci and Metcalf Rails and Copper Mines*, 1984.) Charles L. Towle presents a succinct history of RPO routes and detailed information on the mail service chronology and RPO markings in *Centennial Catalog of Arizona Railway Postal Markings.*

[32]Even his lineage was a distinguished one: his great-grandfather, Commodore Matthew Calbraith Perry, opened Japan to the West; his great uncle was Commodore Oliver Hazard Perry of U.S. Navy fame; and his father had served in Arizona as a captain in the cavalry.

[33]*Arizona Democrat*, October 31, 1911; *Arizona Daily Star*, November 1, 1911.

[34]*Tucson Citizen*, October 30, 1911. After a heartbreaking series of mishaps, Fowler arrived at Jacksonville, Florida, on February 8, 1912—149 days after his original start.

[35]*Tucson Citizen*, November 1, 1911.

[36]*Arizona Democrat*, November 2, 1911. He actually landed in some lots in the rear (north) of Churchill School, commonly known in Phoenix as the "Circus Grounds" (*Arizona Gazette*, November 1, 1911) after permission to land at the fair grounds was refused (*Arizona Democrat*, November 2, 1911).

[37]*Arizona Daily Star*, November 2, 1911.

[38]*The Arizona Republican*, November 4, 1911.

[39]See Robert Schoendorf, "Some Notes on Rodgers' 1911 'Vin Fiz' Flight Across U.S.," *The Collectors Club Philatelist*, Vol. 60, No. 1 (January, 1981).

[40]Henry M. Goodkind, "The 1911 *Vin Fiz* Air Mail Stamp," *The Collectors Club Philatelist*, Vol. 48, Nos. 5 & 6 (September and November, 1969).

[41]Thomas J. O'Sullivan and Karl B. Weber, *History of the United States Pioneer and Government-Operated Air Mail Service 1910-1928* (Philadelphia: American Air Mail Society, 1973), p. 3.

[42]*Tucson Citizen*, October 26 and 30, 1915.

[43]Despite the lesser maneuverability of the plane around the track, Miss Stinson won the race by four lengths. It was rumored that Delno allowed her to win after being stricken with a fit of chivalry.

[44]*Tucson Citizen*, November 5, 1915.

[45]*Tucson Citizen*, October 27, 1915.

[46]"ARIZONA: 668001 Tucson. The postmaster at Tucson is authorized to dispatch mails by aeroplane from Nov. 1 to 6, 1915, inclusive, from the temporary station at the Southern Arizona Fair Grounds to the post office at Tucson, the mails to be carried by a sworn carrier and without additional expense to the Department." Postal Bulletin No. 10880 for November 1, 1915. The station was designated "U.S. Aero Postal Station." These route numbers for the pioneer flights were all of a series of 600,000 or more. Each state was assigned a specific number in this series. Thus the Arizona series was 668,000. When more than one route was assigned to a state, the numbers followed in consecutive order. This was to be the only such route in Arizona.

[47]O'Sullivan and Weber, *History of the United States . . . Air Mail Service*. Contrary to the precis of the usual activities of the pioneer pilots presented above, the ten covers seen by the authors have all been regularly issued U.S. postal stationery rather than souvenir cards. Cacheted covers commemorating the 50th anniversary of Katherine Stinson's flight were prepared by the Arizona Philatelic Rangers on November 4, 1965.

[48]Emphasis throughout this air mail section is upon flights wherein mail could be dispatched or received by residents of the state. There was one further pioneer flight of the mails over at least a portion of Arizona, this in 1918, but it was a "closed-pouch" affair. The story of the "Gila Bend Lockheed" is detailed by Ruth M. Reinhold in her book, *Sky Pioneering: Arizona in Aviation History*, Tucson: University of Arizona Press, 1982, pp. 139-143.

[49]The privately owned Goodyear blimps do not have a structural framework of any kind; its "bag" is expanded only from the internal pressure of the inflating helium gas. The word blimp is a contraction of the English classification for one type of "nonrigid" ship—a "Type B-limp."

[50]*Arizona Daily Star*, October 10, 1924.

[51]*Tucson Citizen*, October 7, 1924.

[52]While this was a "first" in the United States, zeppelins had been carrying mail in Europe since 1908. However, the rather elaborate docking facilities required by zeppelins were available at few places. Therefore, mail destined for other than regular European "ports" was delivered by the simple expedient of dropping it overboard.

[53]Log off the U.S.S. *Shenandoah*. Mr. Wood chronicled the flight in "Seeing America from the 'Shenandoah,'" *National Geographic Magazine*, Vol. 47, No. 1 (January, 1925).

[54]Log of the U.S.S. *Shenandoah*.

[55]*Tucson Citizen*, October 10, 1924.

[56]*Arizona Daily Star*, October 11, 1924.

[57]It was also the first such delivery in the entire United States.

[58]Log of the U.S.S. *Shanandoah*.

[59]The *American Air Mail Catalogue* states the quantity as "a small amount of mail."

[60]Log of the U.S.S. *Shanandoah*.

[61]*Tucson Citizen*, October 23, 1924.

[62]Wood, "Seeing America From the 'Shenandoah.'"

[63]*Tucson Citizen*, September 3, 1925.

[64]The domestic air mail category and its stamps were officially abolished in 1975.

[65]We wish to express our most hearfelt gratitude to the American Air Mail Society and to Joseph L. Eisendrath, editor-in-chief of the *American Air Mail Catalogue*, for their permission to use freely the data contained in their comprehensive publications.

[66]*Tucson Citizen*, June 12, 1930. Hitchcock, who served as postmaster general from 1909 to 1913, had an abiding interest in aviation, inaugurating the United States air mail service while in that position and then presiding as an officer in both state and national aeronautical associations. He also had a vested interest in Tucson, his adopted home, where his activities included ownership of the *Tucson Citizen*.

[67]Kirke T. Moore, Chairman, Aviation Committee, Tucson Chamber of Commerce, to Senator Henry F. Ashurst, January 2, 1928. A copy of this letter and all subsequent correspondence cited in this section are located in the files of the Western Postal History Museum, Tucson (hereafter WPHM).

[68]Years before, after intensive investigations, the army had chosen this southern route for its transcontinental flights. So also had the two earliest transcontinental fliers, Rodgers and Fowler, and the navy for the zeppelin *Shenandoah* (and the *Macon*).

[69]Postmaster General Harry S. New to Senator Henry F. Ashurst, January 16, 1928; Assistant Postmaster General to Representative Lewis W. Douglas, November 1, 1928, WPHM.

[70]Assistant Postmaster General to Representative Lewis W. Douglas, November 1, 1928, WPHM.

[71]John B. Crowell, President, Douglas Chamber of Commerce, to W. Irving Glover, October 10, 1928; Claude Farrow, Commander, American Legion Post No. 16, to Representative Lewis W. Douglas, March 22, 1929; H. H. Horton, Manager Moctezuma Copper Co., Nacozari, Sonora, Mexico, to Representative Lewis Douglas, December 20, 1929; W. H. Buehman, Secretary of Yuma Chamber of Commerce, to Representative Lewis Douglas, April 17, 1929; G. R. Michaels, Secretary of Nogales Chamber of Commerce, to Glover, November 24, 1929 (telegram), WPHM.

[72]Clarence M. Young, Assistant Secretary of Commerce for Aeronautics, to Representative Lewis W. Douglas, June 14, 1930, and June 17, 1930, WPHM. Interestingly, in light of later decisions, Young refers to routing via ". . . Phoenix, Yuma and San Diego."

[73]Douglas committee to Clarence M. Young, July 8, 1930; J. E. Gavin, Secretary to Senator Carl Hayden, to Representative Lewis W. Douglas, July 16, 1930 (telegram), WPHM.

[74]Douglas committee to Clarence M. Young, July 8, 1930; J. E. Gavin, Secretary to Senator Carl Hayden, to Representative Lewis W. Douglas, July 16, 1930 (telegram), WPHM.

[75]Gavin to Representative Douglas, August 4, 1940 (telegram); *Bisbee Ore*, August 20, 1930; "Postoffice authorities not disposed to state any specific amount mail poundage in order to retain mailstop however belive if creditable showing made that it will be possible to obtain extension of time at expiration of sixty day period." Telegram, E. J. Huxtable, PM Douglas, to Representative Lewis Douglas, October 9, 1930, WPHM.
[76]*Tucson Daily Citizen*, October 15, 1930.
[77]Everett B. Johnson, U.S. Commissioner, Yuma, to Col. B. F. Fly, December 27, 1931; Edward Mead, U.S. Department Interior, Bureau of Reclamation, to Representative Lewis W. Douglas, April 28, 1930, WPHM.
[78]*Arizona Daily Star*, May 22, 1960.
[79]*Tucson Daily Citizen*, September 29, 1943.
[80]*Philately*, Vol. IV, No. 5 (May 5, 1947), p. 137.
[81]Mimeographed Post Office Department message, enclosed with returned covers that had been submitted to be aboard the first flights.
[82]Casa Grande was originally intended to have been a scheduled stop on "segment 3" between Phoenix and Tucson. However, "Service at Casa Grande . . . will not be inaugurated at this time" (*Postal Bulletin 19334*, May 11, 1950).
[83]*Tucson Citizen*, July 30, 1929; *Arizona Daily Star*, July 30,1929.
[84]*Tucson Daily Citizen*, December 1, 1956.
[85]One pound of mail equals about 30 letters.
[86]To recapitulate the changes in air mail route numbering:
CAM 33 (west of Ft. Worth) became AM 4 in 1934.
CAM 34 became AM 4 in 1934.
AM 37 (see Winslow) was consolidated with AM 2 in 1946.
AM 38 was cancelled and superseded by AM 105 in 1949.
AM 93 was consolidated with AM 73 (Rocky Mountain Local Ssrvice Route) in 1953.
AM 105 was merged with, and became part of, AM 76 (Western Local Service Route) in 1968.
AM 24 was originally the eastern portion of CAM 33. It was extended to Phoenix on October 1, 1969.

PART III

CORRIGENDA

Arizona Territory Post Offices & Postmasters
by John and Lillian Theobald

Mrs. Lillian Theobald has requested that we publish the following additions and corrections to the book authored by her and her husband. We have not made a concerted effort specifically to amend the Theobald tome, but rather have noted those discrepancies discovered while rechecking such items as post offices they show as being open at statehood, but for which we found no record during the latter era. Unfortunately, a large number of their dates for the discontinuances of post offices probably remain incorrect (ca. one month too soon). Their apparent primary source, the Appointments Records, presents only the date of the order for closing, not the effective date as we have found in the Postal Bulletin. (See "U.S. Postal History: Primary Source, Secondary Sources, and Problems with Both" by Chester M. Smith, Jr., and Alan Patera. *The American Philatelist*, Jan. 1979, vol. 93, no. 1, pp. 19-26.) The Theobalds included the names of citizens who were either nominated or appointed postmasters, but who declined the position or had their order rescinded. Although we have additional names of people in these categories during territorial days, they are not included in this update.

These corrigenda are based on official postal publications that were not readily available at the time the Theobalds' book was published in 1961.

Artesia: Reestablished during territorial days. Add Aldo A. Allred Jan. 31, 1912 (appointment date; took possession April 1, 1912).

Ashfork: Post office name was only one word until 1950. Change Henry W. Kline to Henry W. Klein.

Bagdad: This PO was never open during the territorial era. The Postmaster Directory cards note that prospective PM Henry A. Geisendorfer "moved away. Office was never opened."

Bellvue: Proper spelling of office is "BELLEVUE." Change date for Charles Meyer from June 7, 1911, to Jan. 7, 1911 (correct appointment date).

Benson: Change James W. Montgomery to John W. Montgomery.

Big Bug: After *Discontinued* March 16, 1880, add *Mail to Red Rock.*
After *Discontinued* May 11, 1887, add *Mail to Prescott.*

Bisbee: Add "Station No. 1 (Brewery Gulch) Established May 1, 1907."

Blanchard: Delete "Alfred H. Glenn *1907"; he was not appointed until the name of the office was changed to Iron King on June 11, 1907.

Boyles: Delete *"No mail"* and add *"Mail to Clifton."*

Brownell: After *"Discontinued"* add *"Mail to Casa Grande."*

Calderwood: Change discontinuance date from Feb. 26, 1894 (date of order) to Mar. 15, 1894 (effective date).

Camp Huachuca: See at end of Corrigenda.

Camp Thomas: See at end of Corrigenda.

Canon Diablo: After *"Discontinued* July 31, 1909," add *"Order rescinded* July 31, 1909," i.e., the office was never closed. Change Edgar W. Brown to Edgar A. Brown.

Cashion: Change date for Fred I. Bush from Nov. 27, 1911, to Nov. 17, 1911 (Postal Bull. No. 9713).

Catalina: After *"Discontinued* May 24, 1881," add *"Mail to American Flag."*

Catoctin: Delete J. K. Truman; there is no official record that he ever served as PM or acting PM.

Cave Creek: Post office name was actually "Cavecreek" (one word) until changed to "Cave Creek" in 1962.

Cedar Springs (Navajo Co.): Charles Hubbell did not take possession of the office until July 5, 1910, thirteen weeks after his appointment.

Central: Change discontinuance date from Oct. 7 1890 (date of order, but incorrect year) to Oct. 31, 1891 (effective date).

Chaparal: Change Harmon B. Hanna to Harry B. Hanna.

Charmingdale: After *"Discontinued"* add *"Mail to Prescott."*

Cherry: Change date for Kate Allen from *1907 to Feb. 27, 1909 (appointment date; commissioned March 30).

Christmas: Change John S. Mellwaine to John S. McIlwaine.

Clarkville: Neither the establishment of this post office nor a commissioning date for Marion Clark is recorded in the Postal Bulletin. Office was undoubtedly never opened.

Commerce: Add *"Never in operation."*

Copper Center: There are no records for this office other than Blix's appointment date. Certainly never in operation.

Cordes: After *"Discontinued* Jan. 31, 1912," add *"Order rescinded* Feb. 18, 1912," i.e., the office was never closed.

Cornfields: Change date for Jim C. Karigan from April 1, 1910, to April 1, 1911.

Cottonwood (Yavapai Co.): After *"Discontinued"* add *"Mail to Prescott."*

Craig (Apache Co.): A post office district from CRAIG, YAVAPAI CO., i.e., an additional territorial office not included in Theobald. PM J. Ellis Wiltbank was appointed Jan. 24, 1911 (took possession March 24, 1911).

Craig (Yavapai Co.): Delete J. Ellis Wiltbank (see above). After *"Discontinued"* add *"Mail to Walnut Grove."*

Crittenden: Change discontinuance date from Feb. 10, 1901 (date of order) to Feb. 15, 1901 (effective date).

Crowley: After *"Discontinued* Aug. 15, 1908," add *"Mail to Globe."*

Dahl: Office never listed as established nor John A. White as commissioned in the Postal Bulletin; office not listed in United States Official Postal Guide (1905-07). Undoubtedly never opened.

Date Creek: After *"Discontinued* Oct. 18, 1880," add *"Mail to Antelope Valley."*

Descanso: Change discontinuance date from May 2, 1894 (date of order, but incorrect—actually March 2, 1894) to March 15, 1894 (effective date).

Dos Cabezas: Name actually "DOS CABEZOS"; not changed to Dos Cabezas until June 1, 1949.

Dudleyville: Change date of name change to Feldman from Nov. 22, 1911, to Dec. 30, 1911 (effective date).

Ellison: Change appointment date of Jesse W. Ellison from July 27, 1894, to July 24, 1897.

El Poso: After *"Discontinued"* add *"Mail to Tubac."*

Empire: After *"Discontinued"* add *"Mail to Pantano."*

Empire Ranch: After *"Discontinued"* add *"Mail to Charleston."*

Feldman: Change date for Hugh H. Ballinger (and effective date for office name change) from Nov. 22, 1911, to Dec. 30, 1911.

Fordville: After *"Discontinued"* add *"Mail to Mesaville."*

Fort Apache: Add Grace F. Gibbons ACT Feb. 1, 1911.

Fort Defiance: After *"Discontinued* Feb. 1, 1881," add *"Mail to Fort Wingate, N.M."*

Fort Huachuca: Change Louise Heinricks to Louise Heinrichs. See at end of Corrigenda.

Fort Thomas: See at end of Corringenda.

Franklin: Add James A. McGrath Sept. 20, 1910 (commissioned Nov. 5, 1910) and also James F. McGrath Dec. 22, 1911 (commissioned Jan. 12, 1912).

Gatewood: Change discontinuance date from Feb. 5, 1894 (date of order) to Feb. 15, 1894 (effective date).

Gila Bend: Change Daniel Murphy to Daniel Murphey.

Gisela: Change first discontinuance date from June 29, 1899 (date of order) to July 15, 1899 (effective date).

Gold Basin: Change Michael Scanlon to Michael Scanlan.

Goodwin (Graham Co.): After *"Discontinued"* add *"Mail to Camp Thomas."*

Greaterville: After *"Discontinued* Aug. 4, 1880," add *"Mail to Tucson."*

Hardshell: Add *"Order rescinded* July 27, 1901." Undoubtedly never in operation.

Harshaw: Add W. T. Lake ACT Feb. 10, 1885. Insert date for A. (Alexander) Baldwin as May 21, 1885 (commission date).

Hassayampa: Change date of discontinuance to 1884.

Higley: Change Lawrence H. Sarey to Lawrence H. Sorey.

Iron King: Change Samuel R. Trengrove to Samuel R. Trengove.

Iron Springs: Post office name was actually "Ironsprings" until changed to "Iron Springs" (two words) in 1950.

Joseph: Official records show that the three postmasters listed here were actually appointed to ST. JOSEPH. Delete entire listing for Joseph.

Junction: Change discontinuance date from April 21, 1899 (date of order) to May 15, 1899 (effective date).

Keams Canyon: Post office name was actually "Keams Canon" until changed to "Keams Canyon" in 1928.

Kirkland Valley: After *"Discontinued"* add *"Mail to Prescott."*

Langhorne: Delete W. A. Langorne; there is no official record that he ever served as postmaster or acting postmaster.

Lewis Springs: Change Harry W. Hasselgren to Henry W. Hasselgren.

Livingstone: Change Charles C. Griffen to Charles C. Griffin.

Lowell: This office was not discontinued; it was converted to the Lowell Station of Bisbee on July 1, 1907.

Mammoth: Change Edward C. Putnam to Edward E. Putnam.

Martinez: Delete *"Discontinued* March 23, 1906. *Mail to Congress Junction."* Add *"Name changed to Congress Junction* March 23, 1906."

Massicks: Change discontinuance date from March 6, 1899 (date of order) to April 1, 1899 (effective date).

Max: After *"Discontinued"* add *"Mail to Springerville."*

Meteor: Add George Hollinghead ACT Aug. 8, 1911 (appointment date).

Middlemarch: Change discontinuance date from Nov. 11, 1902 (date of order) to Nov. 22, 1902 (effective date).

Millville: After *"Discontinued"* add *"Mail to Charleston."*

Mingville: After *"Discontinued"* add *"Mail to Fort Grant."*

Mohawk: Between *"Discontinued* Oct. 15, 1902, *Papers to Chrystoval"* and the entry for Judson A. Moores add "See Chrystoval," an office 12 miles NW of the original Mohawk whose name was changed to Mohawk in 1905.

Monitor: Delete *"Discontinued* March 3, 1904," and *"Mail to Gila."* Add *"Name changed to Gila* March 3, 1904."

Montezuma (Pinal Co.):*No further record. Apparently never in operation.*

McCracken: Change John L. Witley to John L. Witney. Add *"Discontinued* Sept. 15, 1908. *Mail to Yucca."*

McNeal: Change date for Josephine A. Lane from Oct. 1, 1909, to Dec. 6, 1909 (see TRUITT below).

Nelson: Correct county designation, see under Nelson in the Statehood post office listings.

Nogales: Change date for Charles L. Fowler from Dec. 12, 1911, to oct. 20, 1911.

Norton's: Change discontinuance date from March 13, 1894 (date of order) to March 20, 1894 (effective date). Add *"Mail to Yuma."*

Oatman: Date for James H. Knight should be Oct. 6, 1908; this was also the date of the name change of the office from Vivian.

Oljato: This post office originally opened in San Juan Co., Utah, with John Wetherill as postmaster (commissioned May 20, 1908). The site of the office was moved 20 mi. south into Navajo Co., Arizona, on Jan. 31, 1911.

Overton (Maricopa Co.): Change Jeriah Woods to Jeriah Wood. After *"Discontinued"* add *"Mail to Gillette."*

Pantano: Change John O. Doughthety to John O. Dougherty. After *"Discontinued* Sept. 6, 1880," add *"Mail to Tully."* After *"Discontinued* Jan. 25, 1897. *Mail to Benson"* add *"Order of discontinuance rescinded* Feb. 9, 1897."

Patagonia: After *"Discontinued* Nov. 22, 1880," add *"Mail to Camp Huachuca."*

Picacho: After *"Discontinued* Sept. 17, 1881," add *"Mail to Florence."*

Pirtle: Add "Name changed to Pirtleville March 30, 1910."

Pirtleville: At beginning of listing add *"(See Pirtle)."*

Plomosa: After *"Discontinued"* add *"Mail to Ehrenberg."*

Portal: After *"Discontinued"* add *"Order of discontinuance rescinded* Aug. 31, 1910."

Prescott: The unidentified "pretty miss" in the photograph of the post office interior on p. 62 is Alice Day whose later married name was Gillis (information courtesy of Dr. A. W. Bork).

Queen: After *"Discontinued"* add *"Mail to Pinal."*

Redington: After *"Discontinued"* add *"Mail to Tres Alamos."*

Richinbar: Angus C. McDonald was appointed postmaster on July 118, 1907.

Rosemont: Leo T. J. Stone was appointed postmaster on March 18, 1909, but *declined* the appointment.

Rye: Change discontinuance date from Oct. 30, 1907, to Oct. 31, 1907.

St. Johns: Add Frank Galleges ACT Dec. 20, 1911.

St. Joseph (Navajo Co.): Delete *"Changed to Joseph* Oct. 31, 1898" (*q.v.*). Add all three postmasters listed for the Joseph post office.

St. Thomas: Add "Incorporated into Nevada Feb. 18, 1871."

Sayers: George Sayers did not actually take possession of this office until March 5, 1909.

Seymour: It is not at all certain that a post office was ever re-established at Seymour. There is no such notation, nor a commissioning date for Lillie Strickland, in the Postal Bulletin.

Skull Valley: After *"Discontinued* March 29, 1880," add *"Mail to Prescott."*

Snyder's Hole: After *"Discontinued"* add *"Mail to Chino."*

Sonoita: An attempt was made to open a post office here during territorial days when Mrs. Lona E. Mapes was appointed postmaster on March 28, 1911. However, she failed to qualify and her appointment was rescinded Jan. 15, 1912.

Sorenson (Yavapai Co.): Change date of discontinuance from June 6, 1904 (date of order) to June 30, 1904 (effective date).

Springerville: Change Gustave Becker to Gustav Becker.

Stockton: Change date for William H. Lake, and for post office establishment, from March 7, 1888, to March 17, 1888.

Stoddard: Change George W. Hull to George W. Hill.

Stone Cabin: After *"Discontinued"* add *"Mail to Tucson."*

Storm: Change date of discontinuance from Jan. 23, 1901 (date of order) to Feb. 9, 1901 (effective date).

Sultan: Change Harry La Montage to Harry La Montagne.

Sunrise (Apache Co.): A post office was to have been established here. Gabriel N. Weidemeyer was appointed on June 24, 1919, but was never commissioned because he failed to qualify. His appointment was rescinded Jan. 15, 1912.

Teviston: After *"Discontinued"* add "Mail to Tombstone." Change date of name change to Bowie from June 11, 1908, to March 18, 1911.

Toltec: A missing territorial post office was in operation, the one the Theobalds realized they had deleted, but only after publication. Insert the following listing between Tolfree and Tombstone:

TOLTEC Pinal
Julia S. Fishback June 24, 1892
Order rescinded Aug. 24, 1892
Never in operation
Charles Leazer May 19, 1910

Mrs. Gertrude A. White
(declined) Feb. 10, 1911
Discontinued April 30, 1911
Mail to Casa Grande

Tourist: Change date of discontinuance from April 12, 1899 (date of order) to April 29, 1899 (effective date).

Truitt: Delete *"Discontinued* Oct. 1, 1909. *Mail to McNeal."* Add *"Name changed to McNeal* Dec. 6, 1909"; Oct. 1 was the date of the order, Dec. 6 the effective date.

Tuba: Phoebe J. Stanton was appointed March 19, 1910 (and commissioned May 23, 1910

Tubac (Pre-territorial): Change Theodore Moohrman to Theodore Mohrman.

Tully: Change John O'Dougherty to John O. Dougherty. After *"Discontinued"* add *"Mail to Pantano."*

Turner (Maricopa Co.): After *"Discontinued"* add *"Mail to Globe."*

Verde: After *"Discontinued"* add *"Mail to Camp Verde."*

Vivian: The date for *"Changed to Oatman"* should be Oct. 6, 1908—not June 24, 1909.

Vulture: At head of listing add "(See Seymour)."

Walnut Grove: After *"Discontinued"* add *"Mail to Prescott."*

Weldon: The *rescinded* order was misinterpreted—it was not postmaster Storie's appointment that was rescinded but rather the *discontinuance order* (rescinded May 2, 1907; Postal Bulletin No. 8284). Thus, the post office was never closed, nor was PM Storie reappointed (delete "* 1901") as he continued on under his old appointment. Add appointment date for H. (Henry) A. Winch—Jan. 31, 1910.

Wenden: Change date for Otis E. Young, and date for post office name change, from Aug. 7, 1909 (date of order) to Oct. 1, 1909 (effective date). At head of listing add *"(See Wendendale)."*

Wendendale: The date for *"Changed to Wenden"* should be Oct. 1, 1909—not Aug. 7, 1909.

Wheatfield: After *"Discontinued"* add *"Mail to Stanton."*

Whipple: Delete *"Discontinued* May 24, 1898. *Mail to Prescott"* and add instead:
"Changed to WHIPPLE STATION—Prescott July 1, 1898" (effective date) and
"Changed to WHIPPLE BRANCH—Prescott July 1, 1908"

Whipsau: The only record the junior author found for this office is in the "Registers of Appointments." No mention was found in either post office establishment or commissioning of John G. Spangler in the "Postal Bulletin" or the "List of Post Offices in the United States with the Names of Postmasters Annexed." The senior author had a marginal note that the PO was discontinued in 1907, but this could not be verified. It is extremely probable that this post office was never in operation.

Wide Ruins (Apache Co.): There was an unsuccessful attempt to establish a territorial post office here. The particulars, with appointment dates, are:
Joseph F. Gillen May 11, 1910
(failed to qualify)
Wallace T. Saunders Jan. 27, 1911
(failed to qualify)
Order rescinded Feb. 19, 1912

Williamson Valley: After *"Discontinued* March 7, 1881," add *"Mail to Chino."*

Woodruff: After *"Discontinued"* add *"Mail to St. Joseph."*

Yampai: Add "Order rescinded June 8, 1901. Never in operation."

Yarnell: Change *"Mail to Congress"* to *"Mail to Congress Junction."*

Yuma: Correct the appointment date for Claus V. Meeden from Jan. 14, 1912, to July 14, 1912 (and therefore a statehood appointment).

Military records and other sources indicate that Camp Huachuca became Fort Huachuca on Feb. 9, 1882, and that Camp Thomas became Fort Thomas on Feb. 11, 1882. These dates are in contradistinction to the Theobalds' dates of conversion for Huachuca of Feb. 5, 1891, and for Thomas of Feb. 28, 1883. Additionally, Owen H. Kriege (*Arizona Territorial Postmark Catalog*, 1980, published by author) lists the following "earliest" postmarks, again earlier than the Theobalds' dates:

Fort Huachuca	May 30, 1883
Fort Thomas	Oct. 20, 1882

The following changes should therefore be made in Theobald and Theobald:

Camp Thomas: Change *"Changed to Fort Thomas"* date from Feb. 28, 1883, to Feb. 11, 1882.

Fort Thomas: Change date for William V. Wood from Feb. 28, 1883, to Feb. 11, 1882.

Camp Huachuca: Delete postmasters Vandever, Crovat, Porter and Clark. Change *"Changed to Fort Huachuca"* date from Feb. 5, 1891, to Feb. 9, 1882.

Fort Huachuca: Delete "Carrie A. Clark Feb. 3, 1891." Add:

Thomas J. Jeffords	Feb. 9, 1882
Charles Vandever	Jan. 18, 1884
Philip L. Crovat	Nov. 12, 1885
Maria Porter	June 17, 1887
Carrie A. Clark	Jan. 1, 1890

PART IV

ARIZONA STATEHOOD POST OFFICES AND POSTMASTERS.

Town Name --------- County
Type of Office
Postmasters in order.
Changes - Discontinuances
Notes concerning post office.

Note -*- Acting postmaster.

ADAMANA (1896) APACHE

Karl R.A.Stevenson	+Aug.17,1910
Chester B.Campbell	May 31,1913
Mrs.Anna Zimmerman	Dec.20,1917
Alta Owenby	Oct.9,1918*
William Nelson	Feb.1,1919*
Robert R.Alton	Jun.23,1919
Mrs.Mary D.Grigsby	July 19,1926
Orval C.Redding	Apr.30,1952
Gus C. Crider CIC	Jan.31,1969
Discontinued	Mar.21,1969

Mail to Holbrook.

Named for the first PM Adam Hanna

AGUA CALIENTE (1867) MARICOPA

Andrew Pancrazi	+Sep.24,1903
Alice B. Pancrazi	Sep.10,1914*
John B. Modesti	Nov.13,1914
Mrs.Sarah Birch	+Sep.21,1925
Phinoclade Modesti	Apr.29,1940
Mrs.Laura C.Stroud	Aug.15,1947
Mrs.Josephine Chudy	Jan.31,1951*
Ms.Mary C.Amavisca	Mar.15,1951
Mrs.Ida K.Backketter	July 31,1954
Discontinued	July 31,1960

Mail to Dateland

Named for the "warm water" springs.Once a prominent health resort for Anglos; the Indians had used the springs and the mud for medicinal purposes before the advent of the white man.

AGUA FRIA RB - PRESCOTT (1875) YAVAPAI

Reestablished	Feb.1,1969
Changed to CPO-Prescott	July 10,1976
Name changed to Prescott Valley	Dec.29,1979

AGUILA (1910) MARICOPA

Frank Sperger	June 4,1910
Elizabeth E. Jansen	May 14,1919
J.M.Jansen	May 4,1920*
William Williams	Oct.18,1920*
Frank Sperger	Feb.23,1921*
George A. Trissell	Sep.8,1921
Felix S.McConnell	May 1,1934*
Linden D.Frederickson	Feb.1,1935
Jonas O. Fessenden	Jan.20,1941

cont.

Mrs.Helen N.Perry	Apr.1,1943
Mrs.Virginia L.Rose	Aug.9,1956
Harry L. Duke	July 7,1967
Jack R.Spiva	Aug.2,1975
Tena Mae deWindt	Jan.21,1977

Named for the nearby peak Pico del Aquila. (Spanish- "Eagle's Beak")

AIR BASE BR-DOUGLAS COCHISE

Established	Oct.16,1942
Discontinued	Dec.15,1945

Located 8 miles north of Douglas at the Douglas Municipal Airport, this branch served the fourth Army Air Force retraining facility established in Arizona. The first group of pilot cadets arrived on November 4, 1942

AIR BASE BR.-KINGMAN MOHAVE

Established	Dec.23,1942
Discontinued	Feb.28,1946

AIR BASE BR.-TUCSON PIMA

Established Aug.1,1941

Changed to:
Davis-Monthan AFB-Tucson
Apr.1,1955

AIR FIELD BR. - YUMA YUMA

Established	Jan.2, 1943
Discontinued	Dec.22, 1945

AJO (1900) PIMA

Reestablished

Mrs.Gertrude S.Wright	Mar.5,1913
Manuel G. Levy	Aug.4,1913
Lee L.Scott	Oct.1,1915
Herman L. Snyder(D)	June 25,1931
Paul D.Snyder	Jan.16,1932
Fred W. Drake	Apr.1,1940*
Redmond J.Huddleston	Mar.16,1941
Robert B. Anderson	June 1,1942
Irvan W.Fleming	Sep.30,1955

City delivery established on May 16,1953, Formerly a Phelps Dodge company town with copper company supplying all facilities and services. Note-(D) Deceased before taking office.

Book Review

A LIST OF HANDBOOKS, PERIODICALS AND AUCTION CATALOGS IN THE BIERMAN PHILATELIC LIBRARY. First Revised Edition 1989, by Stanley M. Bierman, M.D... 8 1/2 x 11 format, i-xxvi+ 286 pages single-sided, hardbound, 28 pp. illustrations. $75 from Bierman Philatelic Library, 1078 Maybrook Drive, Beverly Hills, Ca. 90210

This revised edition of Dr. Bierman's philatelic literature holdings is a pleasing bibliographic volume published in a limited quantity of 250 copies. The contents are arranged logically, i.e. preface and notes about the library, Incunabula, Philatelic Bibliography, Almanacs & Directories, Philatelic Societies, Price Lists and Dealer Taped Interviews, Scott Catalogs, Exhibition Catalogues, Anthologies, U.S. Handbooks, Periodicals, Auction Catalogues, Great Britain and British Empire handbooks, catalogues and periodicals, Handbooks by Subject Matter, Foreign Classic Handbooks and Miscellaneous.

This book is an impressive production, neatly arranged and pleasantly presented using a computer and laser printer. The only criticisms of the book are the fact that all the pages are single-sided giving one over 300 blank pages which unnecessarily add to the bulk of the book. The 28 pages of illustrations are photocopies of the covers of important publications. The quality of the reproductions would indicate that they would have been better left out; or, for $75 retail, spend the extra few production dollars to have made half-tones.

The listings themselves are individually numbered -- totalling 3000+. Many listings are with editorial comments concerning acquisitions, important collections, etc. The value of this book is significant for two important reasons. First, this is the only philatelic library that I know about that has managed to computerize and list all its holdings. The other philatelic libraries are either in the process, or just beginning to computerize. This leads us to the second reason: Produced in the format, and the completeness that it has attained, this is an excellent comparative standard of what does exist in philatelic literature against which other libraries and individuals can measure the success of their acquisitioning.

The introductory 14 pages about the founding and development of the library are very interesting and often amusing. The story includes all the elements of a TV movie-of-the-week, especially some of the characters involved.

The price will, probably, prohibit most collectors from acquiring this important reference source. This is an unfortunate situation in a hobby where knowledge is king. This book tells you where to acquire your knowledge. I recommend it for all collectors of philatelic literature and philatelic resarchers.

DAK

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An "arvana camel" from Asia Minor, as drawn by Gwinn Harris Heap.

WPHM has been receiving mail orders for back issues of THE HELIOGRAPH, for which we are most grateful. However, for the information of those ordering, Vol.I,No.1 is now out of print and only a very few copies of Vol.I Nos. 2 and 3 remain. From Vol. 1, No.4 on, supplies are ample for the present. In this connection, WPHM has plans to bring out for ARIPEX '90 at Phoenix, April 20-22, a 40 page monograph on U.S. POST OFFICE "TRANSIT" POSTMARKS, which will contain all material previously published on this popular topic, so it will be totally available in the future.

The late schedule of ARIPEX '90 is due to APS Spring Meeting and will necessitate a slight change in normal HELIOGRAPH schedule. Present plans call for Western Postal History Museum to have a sales table, a membership/literature table and a Youth corner at ARIPEX '90. In addition we will have regular WPHM Luncheon at Noon Saturday April 21 open to members and the public. Reservation information will be in our next issue. Plans are to have a distinguished guest speaker, in addition to normal WPHM and Ranger functions.

* *

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