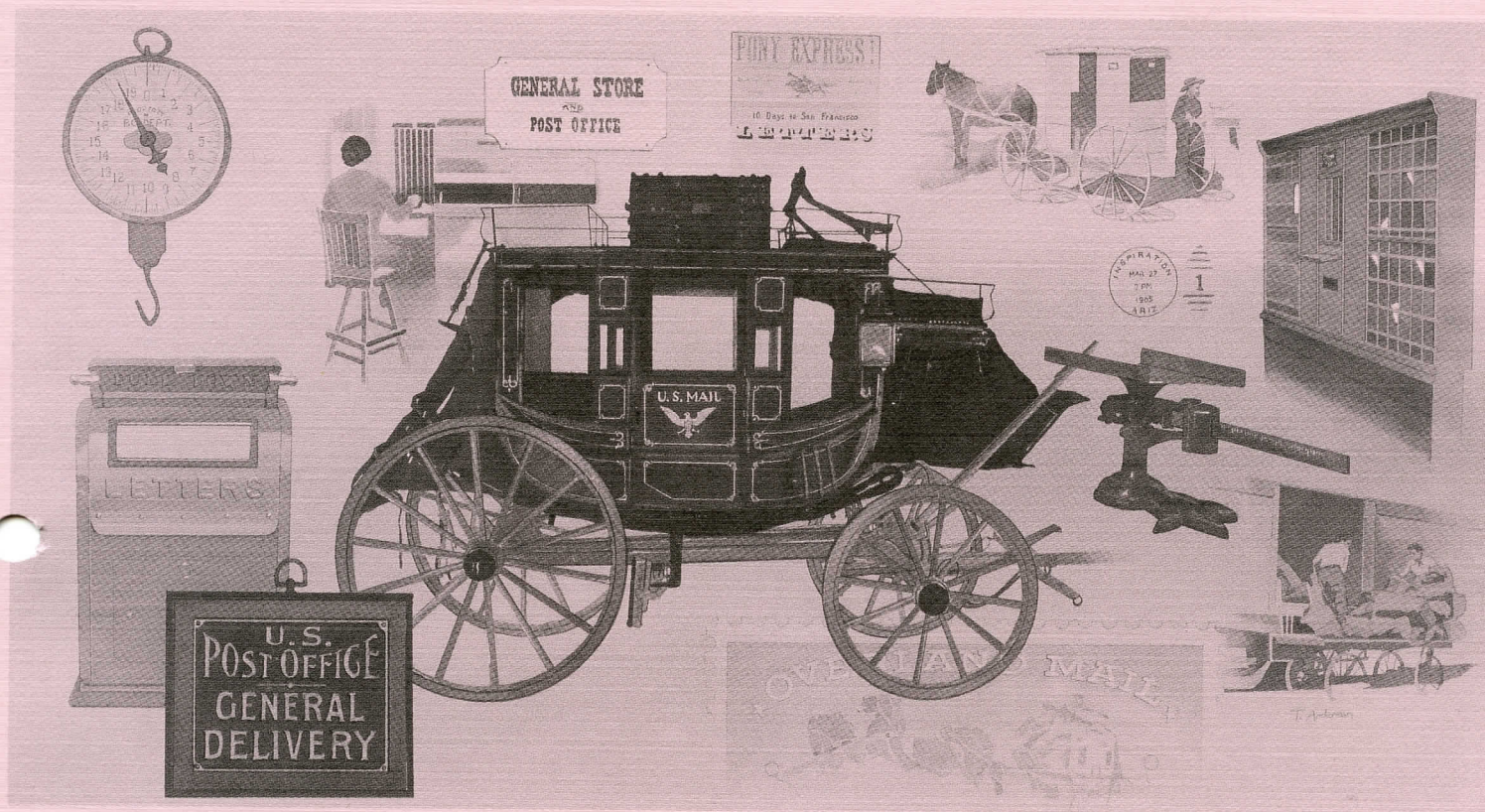


THE HELIOGRAPH



The Postal History Foundation

FALL 1992 ISSUE VOLUME 6, NO. 4

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The Drama of Spooner, Wickliffe and the End of the Private Posts

by D. A. Kelsey

Judge, plaintiff and defendant all agree that the following crime took place on or about March 9, 1976, in the town of Pittsburg, Kansas, near the Missouri-Oklahoma border: Mrs. Joyce Holland, secretary to Dr. D.M. Holsinger of Pittsburg, had turned over 488 letters to Alternate Systems Inc., a private mail-delivery service, of which Robert Eugene Black, the accused, was founder and president. The letters were meant to be delivered to the addressees. Mrs. Holland was presented with a receipt for \$14.64. One of the letters, containing a medical bill, was addressed and subsequently delivered to Dave Eichhorn of 540 E. 24th Street in Pittsburg. The letter was not placed in Eichhorn's mailbox, which is the exclusive province of the U.S. Postal Service, but rather hung in a plastic bag on the doorknob.

In so hanging, Black fell afoul of tradition, the law, the U.S. Attorney for the District of Kansas and the vested interests of 700,000 postal employees. No one, says a federal statute dating from 1792, shall compete with the Postal Service in the delivery of first class mail. Dr. Holsinger, who saved 10 cents a letter by patronizing Black, might have wished it otherwise, but on June 28, 1976, Alternate Systems and its president were found guilty as charged.

Black faced a maximum \$500 fine and six months in jail for each plastic bag affixed illegally to the doorknobs of Pittsburg. By itself, the Holsinger mailing might have cost Black 244 years behind bars. Black appealed the conviction—the first constitutional challenge of the Private Express Statutes since 1846.

* * * * *

Lysander Spooner was an enterprising New England lawyer who tackled the government's policy of high postage rates with his own innovative, independent, and private postal service. He deliberately challenged the government's fundamental right to monopolize the mails by organizing, in 1844, his own postal service offering the carriage of mail at drastically reduced rates.

Spooner's challenge arose after a September, 1843, letter from Postmaster General Charles A. Wickliffe to all postal agents, contractors and postmasters. The letter is significant because it expresses Wickliffe's frustration, not only with the competitive private posts, but with his own postal employees' inability (or reluctance) to stem the proliferation of the outlaw services.

AMERICAN Post Office.

 **The AMERICAN LETTER MAIL COMPANY, have established Post Offices in New-York, Philadelphia, Baltimore and Boston, and will transmit letters daily from each city to the others: twice a day between New-York and Philadelphia.**

Postage 6 1-4 cents for each half oz. letter, payable always in advance.

Stamps, twenty for a dollar.

The Company design to make their Establishment a permanent one.

They will carry only Letters.

Their purpose is to carry Letters by the most rapid conveyances, and at the cheapest rates, and to extend their operations, as fast as patronage may justify, over the principal routes of the country, so as to give the most extensive facilities for correspondence that can be afforded at an uniform rate of postage.

The Company design also, (if sustained by the public,) thoroughly to agitate the question, and test the constitutional right, of free competition in the business of carrying letters. The grounds on which they assert this right, are published, and for sale, [at the offices,] in pamphlet form.

Letters containing money will not be received.

Until further notice, letters, on arriving at their destination, unless promptly called for, will be delivered by carriers, or deposited for delivery in the Government Post Office.

The Mails for Philadelphia, will be closed at 1-2 past 8 A. M., and 1-4 past 1 P. M. Those for Boston at 1-2 past 3 P. M.

Mails will commence running from New-York, to Boston and Philadelphia, on Tuesday, the 23d. inst. P. M.; from Boston on Wednesday, from Baltimore on Thursday.

Office in New-York, 56 Wall-st.; Philadelphia, 109 Chesnut-st.; Boston, 12 State-st.; Baltimore, under the Museum Buildings, Culvert-st.

Refer, in New-York, to Josiah Howe, Esq., 58 Merchant's Exchange, Silas Jones, Esq., 60 Wall-st., P. M. Irving, Esq., 15 1-2 Wall-st. If the Public approve the enterprize, they are requested to give it their support from the outset.

LYSANDER SPOONER.

NEW-YORK, JANUARY 20, 1844.

TRIBUNE JOB PRINTING ESTABLISHMENT 160 NASSAU, AND 7 SPRUCE-ST — J. A. FRAETAS, PRINTER.

POST OFFICE DEPARTMENT

September 1, 1843

Sir:

The many complaints and numerous official reports made by the Agents of the Department and Postmasters, of the continued violation of the Post Office laws by persons carrying, for pay, letters, newspapers, and mail matter over and upon mail roads, and often in the vehicle employed by the Department to transport the mail, and the reduction in the revenue, owing, in no small degree, to the existence and increase of this abuse, have suggested the propriety of addressing you this letter. It is hoped, when your attention is called to the law, and the nature of your obligation to the Department, that you will exercise the power you have, not only to protect the Department against the inroads upon its rights, but to give a vigilant attention to the fulfilment of your engagements, as a contractor for carrying the mail.

The power to establish a Post Office, and to carry a mail, is granted, by the Constitution, to the Congress of the United States. This grant of power is full, and consequently exclusive. No State can establish a Post Office, or run a mail line, neither can any citizen do so.

Congress, by the act of 1825, section 19, has expressly declared "that no stage or other vehicle, which regularly performs trips on a post road, or on a road parallel to it, shall convey letters; nor shall any packet-boat, or other vessel, which regularly plies on a water declared to be a post road," convey letters, "except such as relate to some part of the cargo. For a violation of this provision, the owner of the carriage, or other vehicle or vessel, shall incur the penalty of fifty dollars," &c.

The 3d section of the act of 1827 declares "that no person, other than the Postmaster General, or his authorized agents, shall set up any foot or horse post, for the conveyance of letters and packets, upon any post road, which is or may be established as such by law." The person so offending, shall, upon conviction, be fined fifty dollars.

The 30th section of the act of 1825, provides that "the Postmaster General, in any contract he may enter into for the conveyance of the mail, may authorize the person with whom such contract is to be made, to carry newspapers, magazines, and pamphlets, other than those conveyed in the mail: *Provided*, that no preference shall be given to the publisher of one newspaper over that of another, in the same place."

The 24th section of the same act provides that any person "who shall procure and advise, or assist, in the doing or perpetration of any of the *acts* or crimes by this act forbidden, shall be subject to the same penalties

and punishments as the persons are subject to, who shall actually do or perpetrate any of the said acts or crimes," &c.

These are the provisions of law which pertain to the subject; from which it clearly appears that it is unlawful for any person to run a post, no matter that it be called an "Express," or "Agency," either by land, by horse, or foot, in stage or railroad car, or by water in a steamboat or other vessel, for the conveyance of mail matter. 2d, That it is equally unlawful whether such person shall run his own vehicle, steamboat, railroad car, or shall obtain the privilege to run the post or express in the stage, car, or steamboat of another, more especially if that other is a mail contractor. The person who is engaged in this business—he who aids, assists, or employs such person, the owner of the vehicle, are all equally guilty of a violation of law.

It is no part of my business to defend and justify the propriety of the acts of Congress, made to protect the revenue of the Department. If such task, however, were imposed upon me, as an Executive officer, it would not be one of difficult performance.

In vain would the Government hope to derive a revenue for its support from an impost upon foreign merchandise, without laws to prohibit and punish smuggling. The smuggler receives no sympathy when he is detected, because he is engaged in cheating the Government out of its just due, and defrauding the honest importer.

It has been the policy of the United States to place the Post Office Department upon its own resources—to require it to raise, by postage, the means to defray its expenses. To do this, a rate of postage upon letters and newspapers has been fixed by law, and the Postmaster General is required to see this law executed. If violated, like him at the head of the customs, he is bound to have prosecuted its violators. In what differs the turpitude of the act (except in amount) of him who cheats, by violating the revenue law, the Government out of its just dues, by smuggling, and of him who cheats the same Government out of its postage, by a willful violation of the Post Office law? In the one case, the honest importer is defrauded; in the other, he who faithfully pays his postage and obeys the law is injured, the Department deprived of its revenue, and unable to extend its useful operations with the growing wants of the community.

In aid of these general remarks, and beside calling to your notice the laws above referred to, I beg leave to refer you to the stipulations of your bond to this Department, by which it will be seen, that you have covenanted not to transport any person or persons engaged in carrying mail matter out of the mail.

When complaints have been made to some contractors of a violation of law in the above particulars, but little heed has been given, and the answer

most generally returned, is, that they do not *know* of such violation. A little attention and wholesome instruction to your agents, would enable you to detect these violators.

That these agents or expresses carry matter daily, which, by law, should go in the mail, I presume there can exist no doubt. Under what terms they pass and repass over your road, is unknown to me. You have a right to inquire. May I not hope for your united effort to protect the revenue of the Department?

A practice has grown up of sending newspapers in the cars and steamboats employed to transport the mail. This is a right claimed by some editors: others have addressed letters to their subscribers, and invited them to receive their papers in this way, in preference to the mail. This is a subject which has given rise to no small portion of abusive denunciation of the head of this Department.

This right is claimed for the cheap or penny papers, as they are called. The laws of Congress have made no distinction between newspapers. The postage is imposed upon all newspapers without regard to their size or price, and all alike must share the same fate in the mail.

It is true the act of 1825 has authorized the Postmaster General, *in making contracts for the transportation of the mail*, to authorize the contractor, under certain conditions, to carry newspapers out of the mail. Without such privilege, no such right exists, and the contractor who carries them, violates his contract with the Department.

This privilege, when granted, should constitute an ingredient in the contract.

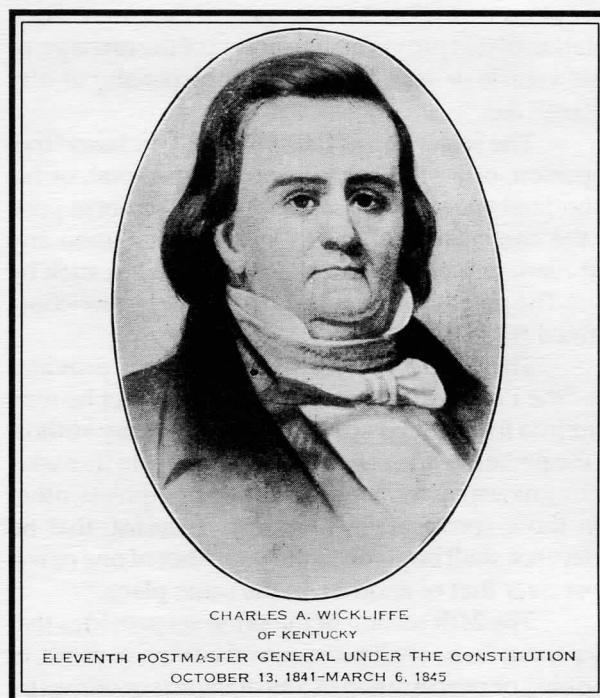
That such a privilege, upon many of the railroad and steamboat routes, and indeed upon other routes, would be advantageous alike to the publisher and the public, is conceded; but it must be granted upon application, and specific terms. If, therefore, any publisher wishes to convey newspapers over your line, out of the mail, he should make application to you, state the name and number of papers, daily, or otherwise, and, upon your report and application to this Department, the terms upon which it can be done, will be made known; which terms will be equally applicable to all papers.

You are requested to report to this Department, when known to you or your agent, monthly, the name and number of newspapers which are daily transported over your line, by your agents, out of the mail, and between what places.

I am, respectfully, yours,
C.A. WICKLIFFE,
Postmaster General.

The public was fed up with paying almost as much money to send a single sheet of paper from Boston to Albany, for instance, as it cost to send a barrel of flour the same distance. Ingenious means were devised to circumvent the postal system: Passengers on trains, stages, and boats hand carried scores of letters without charge; merchants cooperated and hired private messengers to carry their packets, parcels, and letters; citizens were organizing powerful lobbying groups; pamphleteers were grinding out fiery "reduced postage" campaign literature.

"To show that the present system is oppressive, the following facts are stated:—The cost of freighting one hundred pounds of merchandise from Albany to this county, by teams on a common road, in winter, is 37 1/2 cents: the postage on a quadruple letter from the same place weighing one ounce, is 40 cents. The cost of transporting one ton of merchandise (2000 pounds) from the city of New York to this county, being 250 miles is \$5; and of that sum about \$2 is paid for canal tolls. The postage on eight letters, weighing 8 ounces total, is \$6." —*Citizens of the County of Herkimer, NY in a petition to the Postmaster General, January, 1841.*



Into this environment stepped Lysander Spooner who ran an advertisement on page one of the *New York Daily Tribune*.

With this announcement, Spooner set out deliberately to challenge the Postmaster General and to prove his case that the Constitution did not say that private citizens couldn't carry and deliver the mail—that the Constitution was permissive, not exclusive. This announcement also proved to be a declaration of war on the government which was now faced with the unpleasant task of defending what it believed to be its exclusive domain.

The public overwhelmingly supported this new venture. The government, seeing the success of the endeavor, retaliated when one of Spooner's agents was convicted and fined for transporting letters in a railroad car over a post road of the United States.

Spooner fought back in the U.S. District Court where it was decided that owners of conveyances were not liable, under law, if a letter carrier hauled letters aboard a train or steamboat unbeknown to the owner. This verdict was sustained in the U.S. Circuit Court which added the opinion that the United States' right to monopolize the transportation of mail was doubtful, thereby supporting Spooner's activities.

Spooner, his private enterprise sanctified by the court, continued to do business openly, inviting prosecution to further test the constitutionality of the laws. He even generously offered to Postmaster General Wickliffe to admit all facts necessary to establish his guilt. This offer, however, was coupled with a condition that he was to be permitted to pursue his business unmolested until the Supreme Court of the United States had decided his acts were illegal.

A defiant Wickliffe could not consent to such an arrangement and declined Spooner's conditions. Instead, he gave orders and took the necessary steps to have him and his agents arrested.

***The Baltimore Sun* chronicles the infancy of The American Letter Mail Company**

Jan. 19, 1844: AN OPPOSITION POST OFFICE— We learn from the *Philadelphia Enquirer* that a company has been formed, and is now going into operation, for the transmission of letters at a cheap rate of postage throughout the United States. It is proposed that the highest rate for single letters, not weighing more than half an ounce, shall be six and a quarter cents to any part of the country, while envelopes will be sold at a lower rate—twenty or more for a dollar. The persons engaged in this enterprise, contend that the laws of Congress prohibiting private mails, are unconstitutional, and they are anxious to have them tested on this point, as speedily as possible. An office is to be opened in Baltimore in a few days.

Jan. 26, 1844: THE OPPOSITION POST OFFICE— We learn that the agents of the new private post office establishment between this city and Boston, have been stopped by the railroad companies along the route, and prohibited from carrying any mailable matter. The Post Office Department holds a tight rein over all the companies that carry the mail, and we suppose the question will now be whether these companies have the power, under their charter, of excluding a passenger on such grounds.

Feb. 1, 1844: THE PRIVATE POST OFFICE— We learn a gentleman supposed to be the travelling agent of the American Mail Company, was treated rather unceremoniously by the Philadelphia railroad company on Tuesday evening. Having purchased his ticket at the Pratt street depot he proceeded with valise in hand to take his seat in the cars, when an agent of the company took possession of his valise and handing it over to the conductor of the train, requested him to deliver it to the president of the company in Philadelphia. We suppose this will lead to a settlement of the question whether a rail-road company possesses the power of examining the baggage of its passengers.

Feb. 2, 1844: THE AMERICAN MAIL COMPANY— We learn that the agent of this company, whose valise was taken from him by the railroad company in this city, on Tuesday evening last, recovered it again on his arrival in Philadelphia. Before leaving the depot in that city, he informed them that if it was not sent to him the next morning by 9 o'clock, he would institute proceedings against the company, and it was accordingly sent unopened. Mr. Spooner, projector of the company, has published a card, denying that his agents have been prohibited from carrying the letter bags of the company over the Camden and Amboy railroad.

Undoubtedly frustrated, Wickliffe wrote to Congress requesting extensive penalties for private local post operators since "the government will have to expend, in the trial of a single case, twice the amount of the penalty recovered. . . and in the case of Spooner, may still pursue his purpose while his case is being tried, [and] make enough money to meet the penalty of fifty violations." Of course the government had to win convictions before penalties could be levied.

The court battle between the government and Spooner was continued without success for the government. Realizing the hopelessness of the situation, Postmaster General Wickliffe, went to Congress to ask for solutions:

The laws heretofore enacted to restrain the establishment of private mails or posts, have been found inadequate to deter the lawless and irresponsible from openly or covertly embarking in the business of transporting letters over and upon mail-routes.

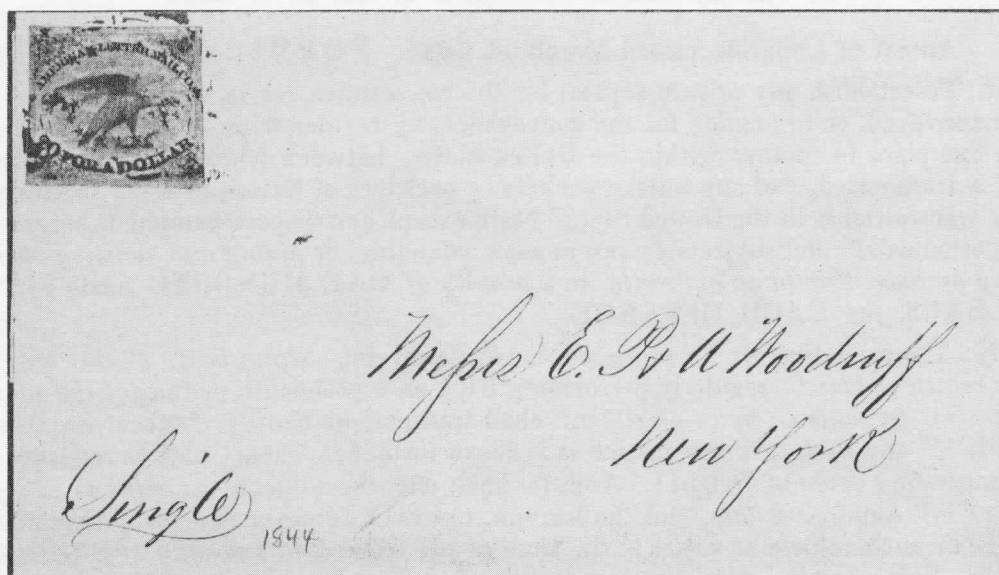
The extent of loss to the revenue of the department arising from this cause alone, cannot be accurately stated. An estimate of the amount, approximating to probable certainty, may be made by reference to the great reduction of the income of those offices upon, and adjacent to, the lines of railroad connecting the important commercial cities and towns of the United States.

Prosecutions have been instituted against many of these violators of existing law. In some of the courts of the United States, they have been discharged by the judges, mainly upon the ground assumed in the opinion of the court, that the evidence did not bring the offence[sic] charged within the provisions of the acts of Congress; or that the law itself did not prohibit the transportation of mail-matter over mail-routes by individuals, in the mode which these depredators have adopted.

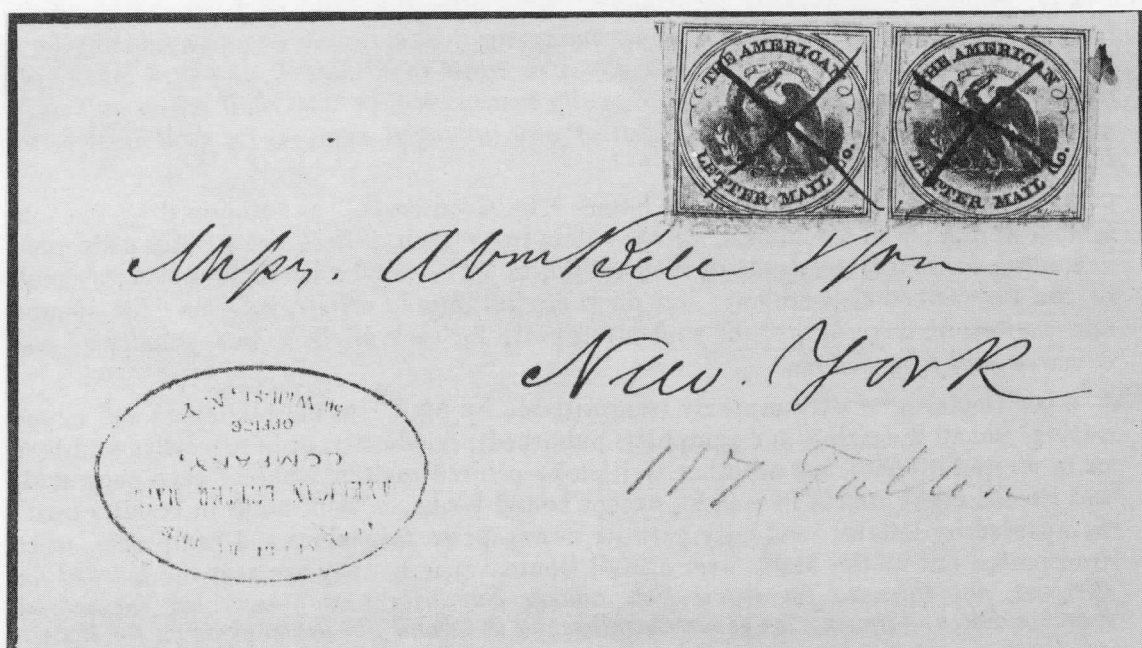
I cannot concur in the opinion I have heard often expressed, that the only remedy for this evil is a



As an independent mail company with post offices in New York, Boston, Philadelphia, Baltimore, and other places, the American Letter Mail Co. issued its own postage stamps. Illustrated above is "Twenty for a dollar" black on wove paper complete sheet of 20 stamps.



February 22, 1844, Boston to New York in the fifth week of the company's operation.



Above, a pair of American Letter Mail stamps on cover addressed to New York City with receiving handstamp of the company in red and pencilled address added by the local post.

PUBLIC NOTICE.

An act of Congress, passed March 3d, 1845, FORBIDS;

1st. To establish any private express for the conveyance, or in any manner to cause to be conveyed, or to provide for the conveyance, by regular trips or at stated periods, from one place to another within the United States, between which the United States' Mail is transported, "of any letters, packets or packages of letters, or other matter properly transmittable in the United States' Mail, except newspapers, pamphlets, magazines and periodicals:" and subjects EVERY PERSON offending, or *aiding and assisting therein in any manner directly or indirectly*, to a *penalty of ONE HUNDRED AND FIFTY DOLLARS, for EACH OFFENCE.*

2 ly. FORBIDS that any "*Stage-coach, Railroad car, Steam boat, Packet boat, or other vehicle or vessel,*" regularly performing trips on a post-route, or "*any of the owners, managers, servants or crews of either,*" shall transport or convey, "otherwise than in the Mail," any such mailable matter as is above forbidden, except such as relates to the accompanying cargo or freight: And, for each offence, subjects the OWNERS to a *penalty of one hundred dollars*, and the DRIVER, CAPTAIN, CONDUCTOR, or *person having charge* of such vehicle or vessel at the time of the offence, to a *penalty of fifty dollars.*

3 ly. Subjects "the OWNER OR OWNERS" of any such vehicle or vessel which, with the knowledge of any owner or with the *knowledge or connivance* of the driver, conductor, captain or *person having charge of it*, conveys or transports any person acting as a private express, and actually in possession of forbidden mailable matter, *for each offence, to a penalty of one hundred and fifty dollars.*

4 ly. Subjects "*all persons whatsoever,*" who, after the 30th of June, 1845, *shall transmit by any private express or other means by such act declared unlawful*, any forbidden mailable matter, or who shall place, or cause to be placed, any such matter at a place for the purpose of being thus illegally transported, or who shall deliver any such matter, for transmission, to any agent of any unlawful express, for each offence, to the *penalty of fifty dollars.*

5 ly. Permits the conveyance of letters "by steamboats," as authorized by the 6th section of the act of 3d March, 1825; PROVIDED such letters are strictly delivered, according to the requirements of that section, to a Postmaster or other authorized agent of the Post Office Department; but *for a neglect thus to deliver*, subjects "the owners and persons having charge" of such steamboat, for each offence, to a *penalty of one hundred and fifty dollars.*

6 ly. Declares "matter properly transmittable by Mail" to be, all letters and newspapers, and all magazines and pamphlets published periodically, or in successive numbers or in a regular series, and all other written or printed matter, whereof each copy shall not exceed eight ounces in weight, except bound books, or bank notes in bundles unaccompanied by letters: and only permits newspapers, magazines and pamphlets, to be transported out of the Mail, over a Mail Route, where they are sent *not marked or directed, not intended for distribution among Subscribers or others, but for sale as merchandise, and transported as merchandise, and to a bona fide dealer or agent for the sale of them.*

C. JOHNSON,

Postmaster General.

Post Office Department,

June 30, 1845.

The order by Wickliffe's successor, Cave Johnson, compelling Spooner to cease operation

reduction of postage. There is no rate of reduction which prudent legislation can at this time make, that will prevent successful competition in the business of carrying letters, by individuals, over post roads. If we take the system as a whole, the government has conveyed, and will convey, letters as cheap as it can be done by individuals. But if private mails are permitted to occupy the most productive routes, it is conceded that individuals can transport letters cheaper on these routes than the department.

After a long and bitter battle—a battle that was being fought and won in the public arena by the private mail companies—Wickliffe finally changed his defiant attitude and conceded to the public outcry for lower postage in 1844 when he wrote his annual report to President Tyler:

Public opinion seems to demand a reduction in the rates of letter postage. But, so far as I have been enabled to understand that public opinion, it is based upon the necessity and propriety of adhering to this vital principle, and sustained by the argument that a reduction of postage would be followed by an increase of mail-matter, producing an amount sufficient to sustain the department in all of its legitimate expenditures.

If the department is to be continued under the control of the general government, as it should, I cannot imagine any mode by which its expenses can be met, more equitable, more just, than by the collection of as much postage, and no more, upon the matter which passes through the mail, as will be equal to the demands of the service.

Postage rates were reduced, effective July, 1845, from the oppressive 12 1/2 cents up to 25 cents per letter to a more reasonable 5 cents

per half ounce letter sent less than 300 miles. Rates were also lowered for newspapers.

Spooner was not defeated by these developments. He lowered his own rates to compete favorably with the government. He even developed a special lightweight paper that allowed a correspondent to use as many as six sheets and still be able to mail it at the half ounce rate. Spooner would not give up. His hold on the government's conscience was powerful. Continued rounds of litigation were fought until Congress surrendered in 1851, reducing postage rates even further; and passing a law to protect the government's monopoly, thereby forcing Spooner out



of business.

After his defeat at the hands of the Congress, Spooner became active in the anti-slavery movement, the Liberal Party, and legal issues. This earlier-day Ralph Nader died in Boston on March 14, 1887.

Postmaster General Wickliffe's term of office is remembered for his efforts to improve postal contracts, restrict the franking privilege, secure cheaper postage rates, and prohibit private expresses.

* * * * *

Returning to the 1976 Pittsburg, Kansas courtroom where Robert Black faced 244 years in prison for acting in a similar entrepreneurial manner as his predecessor, Spooner, the judge mercifully pronounced a light punishment equal to only one count of the felony. Like Spooner, Mr. Black abandoned the first class mail business. When the case was appealed, the Supreme Court refused to render an opinion on this case.

A Great Page in Aviation

**Unqualified Success of Four Day
Through-Service Trial Gains
Praise of Nation.
Air Mail Service Beats Army
Flight Record.**

More than the mystery of night on the broad plain silenced a small huddled group of watchers of the sky; black shadows they were with a long black hangar back of them silhouetted against a glow that marked the great city near by.

Not a word was exchanged. The tension of expectation taxed patience. For what do these watchers wait? For two new stars! Impossible. The star points have hung in their appointed places for ages, all named and accounted by man, and yet

"There she comes!"

The shout broke the tension. Every person on the field strained his eyes to the east. Two new stars to be sure. The North star was never so welcome to a Phoenician sailor of old as these. No friendly lighthouse gleam could inspire greater joy. Swiftly they move through the night

sky. Now they are over the field. The distant hum of the airplane motor can now be heard hitting steadily and surely.

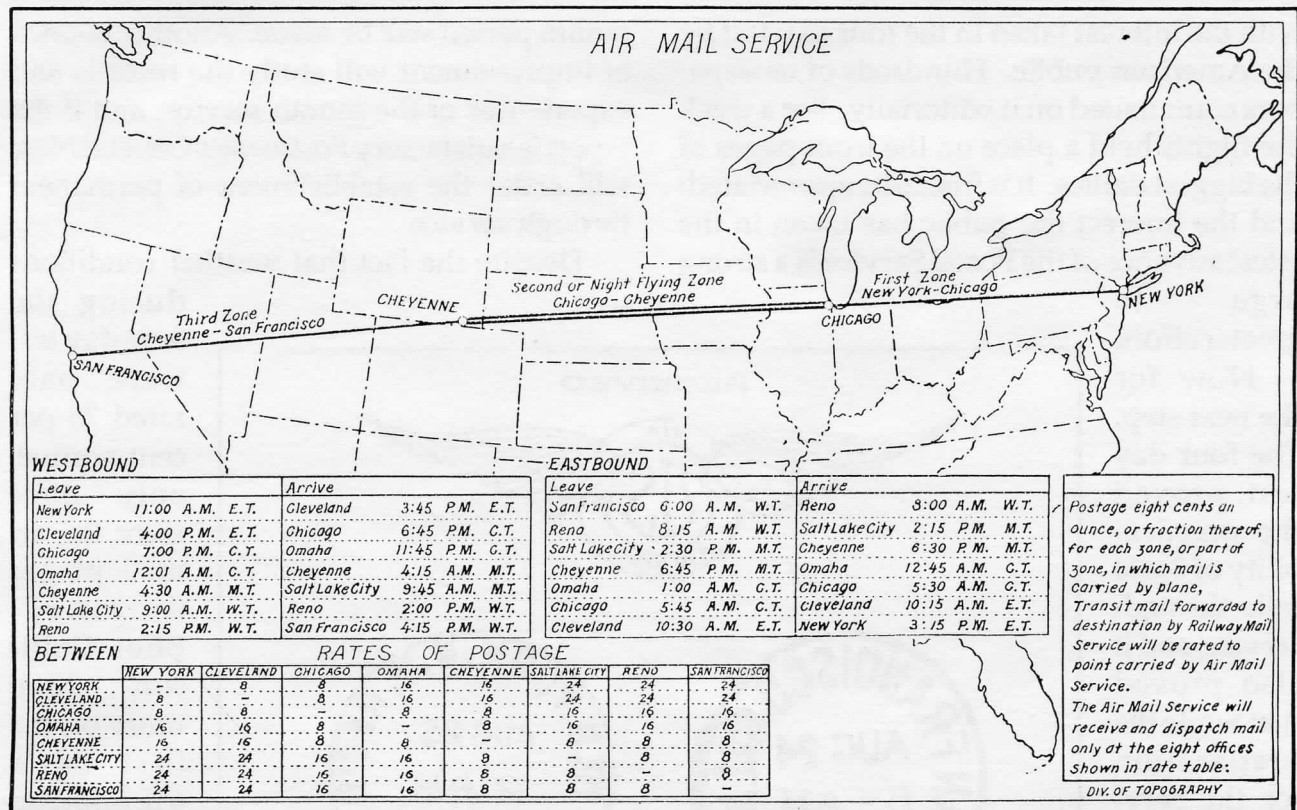
Perfect landing! New York mail in Omaha in less than 12 hours. Before the ship can taxi to the relay plane waiting in the mystic night sunshine of the great flood light, mechanics swarm around it. the workers carrying mail bags from one plane to the other which strains like a thing alive against the wooden blocks before the wheels. The master mechanic is

scarcely out of the pilot's seat before Pilot D.C. Smith hops in. The mail bags are in—the cover bolted.

Pilot Smith waves his hand. Out come the wheel blocks. The steady cough of the motor changes to fury. He's off! Two minutes! That's speed. Into the west goes a single red light smaller and smaller, the Cheyenne mail plane's tail light. The watchers, among them Col. Paul Henderson, Second Assistant Postmaster General, who has worked, worried, and hoped for this moment for more than a year, and C.F. Egge, superintendent of air mail, inde-



Supertintendent C.F. Egge, of the Division of Air Mail, who was directly in charge of the five-day through-service experiment.



fatigable in writing one of the finest pages in aviation, peer now to the west, for in the direction of the disappearing red light twin red and green lights are expected.

A thrill is reserved for the wise men of the twentieth century. Just as the red light is about to melt out two bright beams shine through the heavens. The plane from Cheyenne flashes a greeting to his fellow pilot with his emergency searchlights. A few moments more and two oceans 3,000 miles apart were joined within 12 hours as the mail from San Francisco was taken off and relayed into another waiting plane to be shot off to Chicago through the night heavens over the Light Line of many beacons.

The thing is done! The great continent of North America spanned 16 times by airplane in the short space of 4 days. Eight times were by through service flying day and night—eight times by the regular advancing service maintained for the last two years. The through service, involving the longest regular night flights ever undertaken in the world, was

almost 100 per cent perfect in performance, proving two things: first, that the men of the Air Mail Service from the newest apprentice mechanic to the oldest pilot are made of the same stuff that won the war; second, that through cross-continent air mail service is practicable.

While satisfactory completion of the four day test flight was the brightest star of the Post Office Department's latest venture, another notable accomplishment was achieved. Air mail planes set up a new cross-continent flying record, beating the Army record made by Kelly and MacReady in their nonstop flight from San Diego, California. On Thursday, September 23, Pilot Collins brought his plane to the Hazelhurst, NY hangar at 11:14 a.m., delivering the mail 26 hours and 14 minutes after it left San Francisco. This flight was 36 minutes less than the flying time of Kelly and MacReady.

Accustomed to giving service and having it received daily without very much praise, the whole Postal Service is deeply gratified

with the interest taken in the four day test by the American public. Hundreds of newspapers commented on it editorially. For a week the flights held a place on the front pages of the biggest dailies. It is fine to be appreciated; and the interest the public has taken in the latest advance of the Postal Service is a strong urge to greater effort.

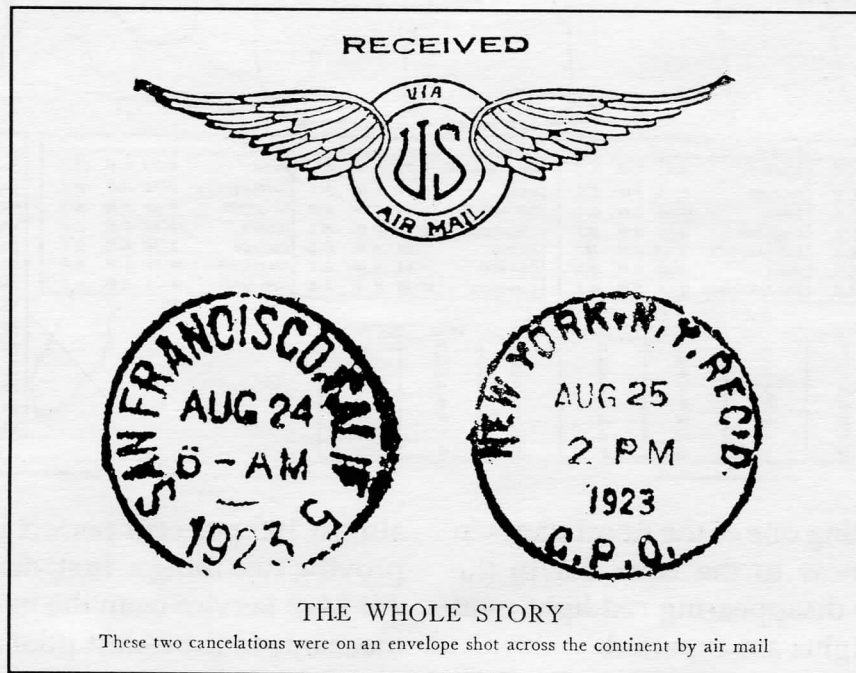
Now for the next step. The four day test proved the practicability of 3,000 mile through service, and it also proved that while the preparation for the service, the lights and field equipment, built up during a period of 16 months

was broadly satisfactory, there were many details to be smoothed out. When a pilot flies a new ship he instructs the mechanics to take the "bugs" out of it; that is, the minor defects that show up. Air mail experts are now taking the "bugs" out of the new service. At a date to be announce a new trial extending over a

month period will be made. Another council of improvement will study the records and experiences of the month service, and if the report is satisfactory Postmaster General New will order the establishment of permanent through service.

Despite the fact that weather conditions

during the four day test were only rated 75 per cent normal, only once were the air mail planes detained. Pilot Collison three times on the first day's trip from San Francisco tried to pierce a fog bank that held stubbornly over



Cheyenne. He was forced to return to Laramie, Wyo., and wait for the fog to lift. This, however, was the only forced landing made during the test. Jack Knight, flying from Omaha to Cheyenne Tuesday night, ran through almost impossible conditions, compelling him to speed less than 300 feet from



Some of the men who did the job; R.G. Page, A.M. Boonstra, and E.M. Collison, pilots of the air mail. In a little more than four days air pilots relayed mail between the Pacific and Atlantic 16 times.

the ground much of the way, but he reached Cheyenne successfully.

Hangars on the Maywood Field, Chicago, Illinois, are in the midst of a broad field far from any houses or stores. For the benefit of the employees a lunch room has been established.

"Will the lunch room be open during the through service test?" inquired a visitor at the

Maywood Field from the Post Office Department.

"This lunch room," replied the proprietress in a positive tone, "will stay open all night, if it is needed. We will do everything possible to help the pilots make that test successful."

That was the keynote of the spirit of every member of the Air Mail Service, and that spirit is the stuff success is made of.

PRESS PRAISES NEW SERVICE

This is what the American press says of the new through service by air mail between New York and San Francisco:

"Postmaster General New's announcement that an attempt will be made to establish a 28-hour air mail service from coast to coast will be received with general approval."

—*The Troy Times*.

"It is even possible that the 28-hour schedule may be reduced in time to a 24-hour schedule or less. When that is done, the pioneers who fought their way West in prairie schooners may awake for a moment and marvel at the progress of man."

—*Dallas Journal*.

"The importance of the experiment will be in demonstrating the degree of reliability and safety in night flying on schedule." —*Springfield, (Mass.) Republican*.

"Announcement that eight new airplanes have been added to the aerial postal service with the intention of establishing night flying to perfect an all weather 28-hour transcontinental mail delivery should be good news to Americans." —*Chicago Tribune*.

"More fascinating than fiction is the story of this first attempt to illuminate the highways of the heavens." —*Detroit Free Press*.

(Reprinted from the *United States Official Postal Guide Monthly Supplement*, September, 1923)

Beginnings of Western Mail

by Mike Foster

From the beginnings of the western migration of the 19th century, delivery of western mail was a problem for the United States. The troubles began in earnest after the annexation of California in 1848 and its admission to the Union on September 9, 1850.

The average US citizen of the 1840s had a deeper concern and interest in postal policy than we do in the 1990s. Post Office Department issues grabbed headlines and stirred public debate on a scale not seen today.

The mails were the only means of communication at the time and they were the binding link which held a growing nation together. Indeed, in most places around the country, the local post office was the only evidence of a central government.

Thus the Post Office Department became a government agency at the very heart of political debate. Postal issues were drawn quickly into the growing conflict between the Northern and Southern states in these pre-Civil War times.

Paradoxically, it was the great importance of postal policy which began the transfer of power over postal operations from Congress to the Postmaster General, a presidential appointee at the time. By law, the Postmaster General was to enact policy and maintain service as dictated by Congress.

By the 1840s, the Postmasters General

did not feel compelled to follow these laws for two basic reasons: First, Congressional directives were politically motivated and caused the post office to run tremendous deficits; and, second, the Senate was controlled by the South and the House of Representatives was controlled by the North, thus dooming all postal bills to eternal debate, allowing the Postmaster General to run the office as he saw fit.

The early centers of commerce in California, San Francisco and Sacramento, were nearly 3000 miles from the capital in Washington, D.C. In 1850, mail was delivered once a month by ocean steamer, a ninety-six day journey from New York to San Francisco, around the perilous Cape Horn.

*Western citizens were not
enchanted with postal policies
which virtually ignored their
existence.*

Western citizens were not enchanted with these postal policies which virtually ignored their existence. In early 1855, Congressman McDougall and Senator Gwin of California proposed a bill for daily overland mail and weekly express.

While their bill was being introduced, a dramatic change in mail delivery took place. A railroad was completed across the Isthmus of Panama and mail followed the new route beginning in January 1855. Service was improved to twice monthly, taking twenty-two days to deliver to San Francisco, with an additional day to Sacramento.

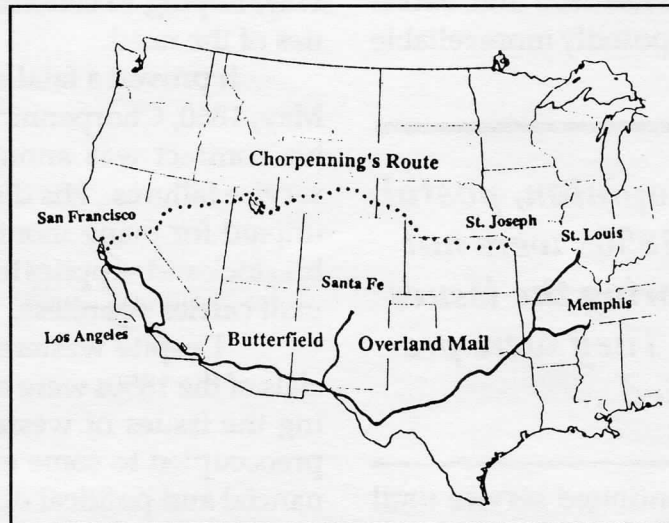
Though this seemed reasonable and frequent to eastern postal authorities, the impertinent settlers of the west, who psychologically and materially were dependent on the east, demanded a direct route overland to meet their needs.

The political viewpoint of McDougall and Gwin was aligned with western statesmen (there weren't many) and eastern expansionists who argued that postal service was a guarantor of the civilization, a necessity for emigrants on the open trails.

In their minds, the Post Office Department could and must be an agent in encouraging settlement, functioning as a vanguard of the railroad. It would not run coast-to-coast until May 10, 1869.

Mind you, the Post Office Department had not completely ignored the needs of the west. In 1849 a post office branch was established at the northeast corner of Washington and Stockton Streets in San Francisco with Col. J.W. Geary officiating as postmaster. Another office opened that same year in Sacramento but was closed in January of 1850 because the post office had failed to make arrangements to pay the clerks. A few weeks later, this oversight corrected, the office reopened.

In 1851 the postal authorities experimented with the concept of overland mail. For the grand sum of \$14,000 per year a Major George Chorpenning, Jr., Indian fighter and trail blazer, contracted to carry mail between Sacramento and Salt Lake City on a monthly basis.



The first cross country overland mail, seventy-five pounds of east-bound envelopes, departed Sacramento on May 1, 1851 via mule train over the Sierras. It arrived fifty-three days later in Salt Lake City. A thirteen day delay was the result of unexpected spring

snows in the Sierras and a stop Chorpenning made at Carson Valley, where he staked out a quarter section of land for a mail station.

From Salt Lake City the mail was carried via freight wagons to St. Louis, Missouri, a service previously established.

Subsequent runs through the summer went well despite occasional sightings of Pah Ute Indian war parties. Then, in November 1851, Absolom Woodward, Chorpenning's partner, was killed enroute to Salt Lake City by Indians. The mail he carried was lost.

This began a series of misfortunes for Chorpenning. Continued harassment by Indians and foul weather forced him to change the route taken several times, resulting in erratic delivery times. By late 1852, Postmaster General Hubbard, completely confused and annoyed by the irregularities, canceled the contract.

Chorpenning, a spirited entrepreneur, dashed off to Washington, convinced the new Postmaster General Campbell to reestablish

his contract, with pay increased to \$30,000 per year and the delivery point changed to Los Angeles.

The new route avoided the Sierra Mountain range's harsh and unpredictable weather. From Los Angeles the mail was transported by steamships to San Francisco and Sacramento, a longer but supposedly more reliable route.

Despite western opinion, postal officials of the 1850s were not deliberately ignoring the issues of western mail. They were pre-occupied...

Chorpenning continued service until 1858, repeatedly suffering misfortune at the hands of raiding Indians who reduced his stock and slowed travel.

This determined but undependable method of overland mail delivery, coupled with a steamship service that only served San Francisco directly, disgusted Northern Californians. The populous mining districts, in order to link with either service, had their mail carried first by horse, then by river boat to San Francisco, via steamer to Southern California, where it was either placed on a steamer headed for Panama or given to an agent of Chorpenning's for delivery via Salt Lake City overland. This was at least a thirty day journey, often sixty days or more to eastern addresses.

Finally, in 1858, the postal authorities agreed to do something about this awkward situation. Public bids were taken for a semi-monthly run of twenty days, once again to Los Angeles. Chorpenning came in with the low bid and was awarded a contract, first at \$65,000 per year but later increased to \$130,000 when the post office decided to opt for weekly service.

Unfortunately for Major Chorpenning, Post Office Department policy was as erratic as his delivery times. In July of 1859, the POD reduced service to semi-monthly and signed a new contract for \$80,000 per annum. Chorpenning continued his weekly service anyway, hoping to convince the postal authorities of the need.

It proved a fatal miscalculation and by May, 1860, Chorpenning was bankrupt, and his contract was annulled due to repeated service failures. His disgruntled employees, unpaid for many months, made off with all his stock and supplies leaving the determined mail carrier penniless.

Despite western opinion, postal officials of the 1850s were not deliberately ignoring the issues of western mail. They were preoccupied to some extent with a major financial and political dilemma, one which, to the modern ear, must sound very familiar.

Should the government subsidize the Post Office Department and run it as a government institution or should it be run as a business, staying in the black? This argument postulated a more specific question; should inter-city letters have a different rate than intra-city letters? Further, should mail be charged entirely by weight and distance (as freight would be) thus complicating the postal rate structure beyond human comprehension.

Should the government subsidize the Post Office Department and run it as a government institution or should it be run as a business, staying in the black?

It was pointed out to Congress in 1845 that the ordinary charge for transporting a barrel of flour from Detroit to Buffalo was at the time, the same as the charge for carrying, in the same conveyance, a letter weighing half an ounce, ten cents!

With pressures like these being applied to the postal rate structure, it was understandable that the POD did not wish to subsidize western expansionism by creating an expensive western distribution system. However, the Post Office Department was controlled by Congress, a congress that was decidedly expansionist. Between 1845 and 1860, over 100,000 miles of post roads were added and the number of post offices doubled. Under the weight of such expansion, improved service was not a top priority.

The California, the first mail steamer arriving in San Francisco in 1847, was abandoned at the docks by her crew, who went off seeking gold.

Indeed, the postal authorities had enough trouble just trying to establish a western mail service at all. One of the first steamers hired to transport mails to Texas, the *New York*, sank with all hands including special agent Daniel J. Toler, who had been sent to Texas to reorganize the newly acquired Texas mail system.

The *California*, the first mail steamer arriving in San Francisco in 1847, was abandoned at the docks by her crew, who went off seeking gold. No eastern bound mail was dispatched until months later when the crew of the steamship *Oregon* was forcibly retained as the mail was loaded.

A more successful western mail delivery service began in 1858. It was the Overland Mail Service of John Butterfield. It ran from St. Louis, Missouri to San Francisco via the southern route of Little Rock, Arkansas, Preston, Texas, El Paso, Texas, Sante Fe, New Mexico, Yuma, Arizona, to Los Angeles.

In Los Angeles the line split proceeding through Fresno via the central valley and to San Jose via the Mission trail which followed the coastal valleys, both eventually arriving in San Francisco. The route had been chosen by President Buchanan's Southern Democratic cabinet and forced upon Butterfield. It included nearly 900 miles of unnecessary postal road.

This service regularly delivered mail from St. Louis to San Francisco in thirty-eight days, with once a week service. Still, this service was not considered satisfactory, especially by Northern statesmen. They feared that Southern interests could control the development of the west if main communication lines were all through the South.

This control issue centered around the free distribution of mail. Southern slave states had passed legislation which permitted state authorities to censor the mails. All abolitionist literature was forbidden. If mail routes to the west were only maintained via southern routes, western news would begin to take on a southern slant. The Westerners mail interest was improved mail service.

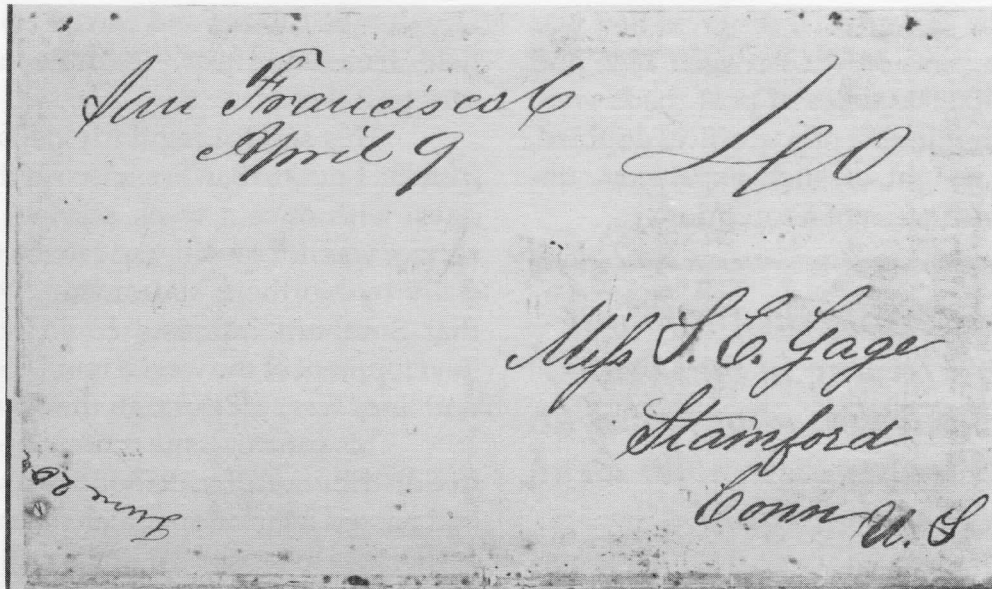
By March of 1861, the combined interests of West and North passed legislation which stipulated that mail on the southern route would transfer to the central route on July 1, 1861 (see map). The amount awarded (again to Butterfield) was \$4 million per year with thrice weekly service to Denver and Salt Lake City—neither on the main route—and transcontinental mail six times a week, to be carried in twenty-nine days time eight months of the year, and twenty-three days time four months (summer) of the year.

This proved a wiser decision than any could have imagined at the time. The Civil War began on April 12, 1861 and mail service between the Northern and Southern states was halted for the next four years.

THE EMBRYO METROPOLIS
by Thomas J. Alexander

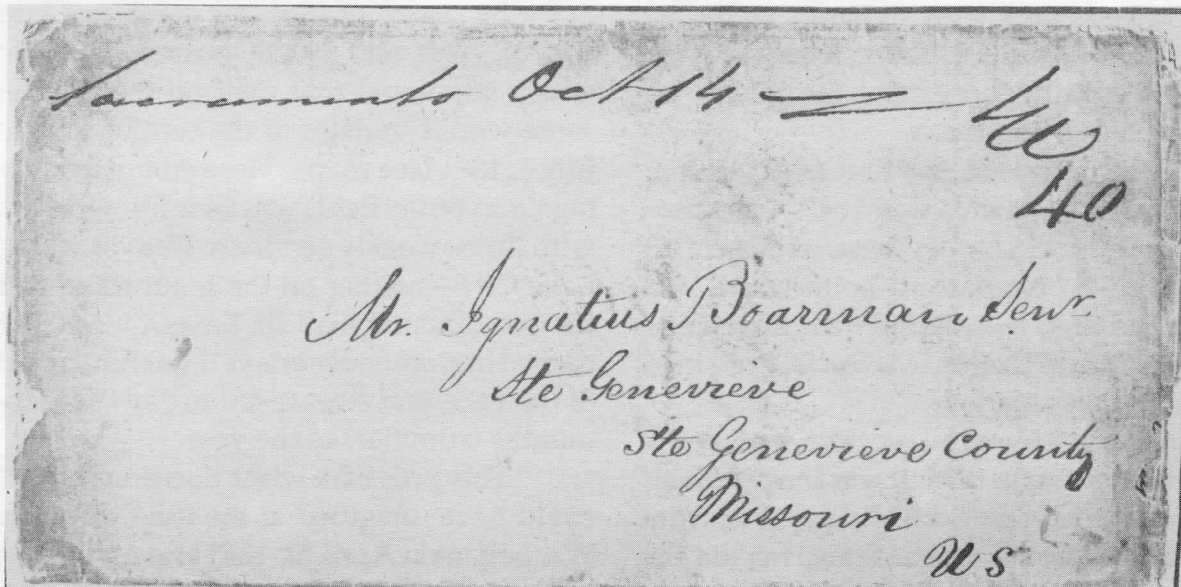
CALIFORNIA

San Francisco, California, 1849



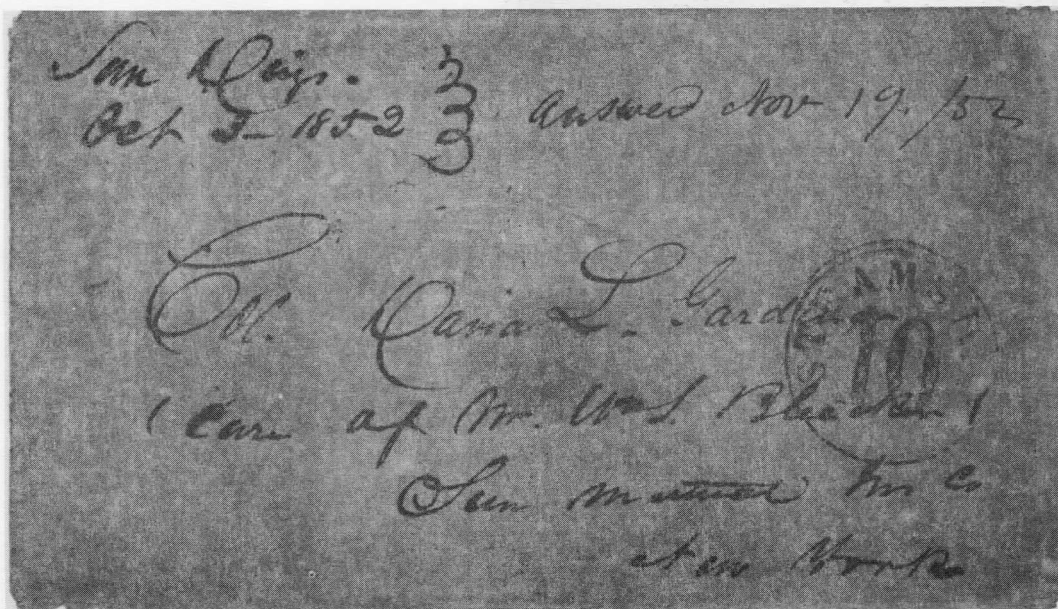
Carried on the first trip of the U.S. Mail Steamer "Oregon" from San Francisco to Panama. Dated "South Saleda bay April 5th 1849." The letter was written by a participant in the gold rush.

Sacramento, California, 1849



The post office in Sacramento was established in July, 1849. The letter is from a man who has just arrived over the California Trail. He says: "We will leave here tomorrow for the Gold Diggins on the American fork of the Sacramento for the purpose of looking for a place to work our machine. From what I can learn the miners are making from 16 to 20¢ per day..."

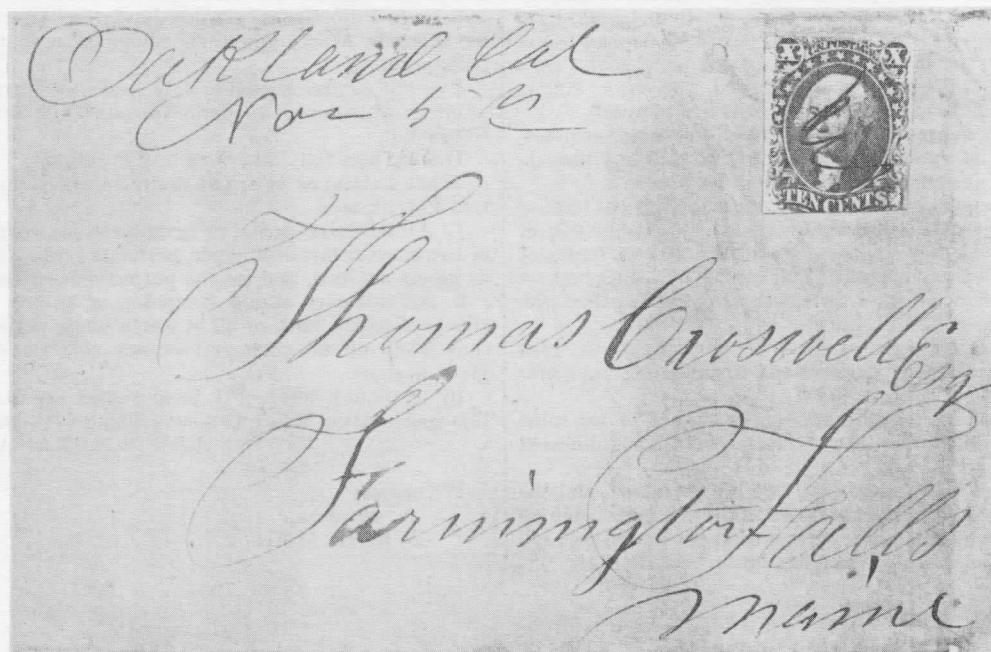
San Diego, California, 1852



The postmaster at San Diego, after applying his manuscript townmark, handed this cover to the captain of a steamer on its way to Panama. Dated the day after the Pacific Mail Steamer "Tennessee" sailed from San Francisco, it is probable that this is the ship that picked it up, since a postmaster had no authority to turn mail over to a contract steamer.

There was apparently no route agent aboard the "Tennessee." If there was, both he and the San Diego postmaster failed to rate the cover. On its arrival at New York city it was rated with the STEAMSHIP/10 handstamp.

Oakland, California, 1856



The first town plan for Oakland was prepared in 1852. A post office was established there on March 2, 1855. This early letter was mailed at Oakland on November 5, 1856. The 10¢ stamp is Type II.

PATENTS AND THE POST OFFICE

United States Patent Office.

LEWIS ABRAHAM, OF NEW YORK, N. Y.

Letters Patent No. 102,200, dated April 26, 1870.

IMPROVEMENT IN REVENUE AND POSTAL STAMPS.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that I, LEWIS ABRAHAM, of the city, county, and State of New York, have invented certain new and useful Improvements in Revenue and Postal Stamps, of which the following is a full, clear, and exact description, reference being had to the drawings that accompany this specification, making a part thereof.

The intention of my device is to provide a stamp that cannot be used but once, as it is so made that any attempt to take it off or disengage it from an instrument or package to which it has been once affixed will cause fracture or totally destroy it. This is effected by making the stamp of two or more layers, the lower one, by preference, of a weak and fragile nature. These layers are perforated with certain designs, so arranged that when they are laid one on top of another the varied perforations combined make up a given design, and, when required, the whole stamp, when combined, may be completely perforated.

By preference, the upper layer, for some purposes, should be somewhat transparent, so that any inscription or design placed inside may be visible.

It is evident that if any effort is made to remove a stamp of this description by steam, dampness, or any liquid, the combined layers will have a tendency to peel off and separate, and cannot be readjusted.

Referring to the drawings that accompany this specification—

Figure 1 represents the lower surface of a fifty-cent stamp, with four perforations representing rays of a sun.

Figure 2 represents the upper surface of the same stamp, with other perforations representing different rays of a sun.

Figure 3 represents the two layers joined, and the combined perforations complete the representation of a sun, which, it will be seen, is semi-perforated through divers parts of the whole stamp.

The inequalities formed by these perforations make the stamp adhere firmer than if the stamp had a smooth under surface, and the inequalities of the upper surface cause any cancellation-ink to penetrate into and between each layer, so that any attempt to expunge the same by moisture, acid, or other means will cause the laminae to separate and fracture each angle and indentation made by the perforation and combination of the layers.

Any desired inscription or ornamentation can be placed either on the lower, upper, or between the layers, partially on each, if desirable, so that in conjunction they will make any required device or description, as is illustrated on the drawings by the words "U. S. Int. Rev., Fifty Cents," arranged in letters alternately on separate layers, and then combined, making the inscription.

I do not confine myself to any special design shape of either the stamp, its perforations, or the inscriptions; but,

Having now fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

1. An adhesive postal or revenue stamp composed of two or more layers of paper, perforated substantially as herein set forth and for the purposes described.

2. An adhesive stamp composed of two or more sheets of paper, both or all of which are so perforated that when united, such perforations shall constitute given designs.

In testimony whereof I have signed my name to this specification before two subscribing witnesses.

LEWIS ABRAHAM.

Witnesses:

A. POLLOK,
WM. H. MCCABE.

L. Abraham,

Revenue Stamp.

No. 102,200.

Patented Apr. 26. 1870.

Fig 1



Fig 2.

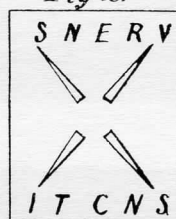


Fig 3

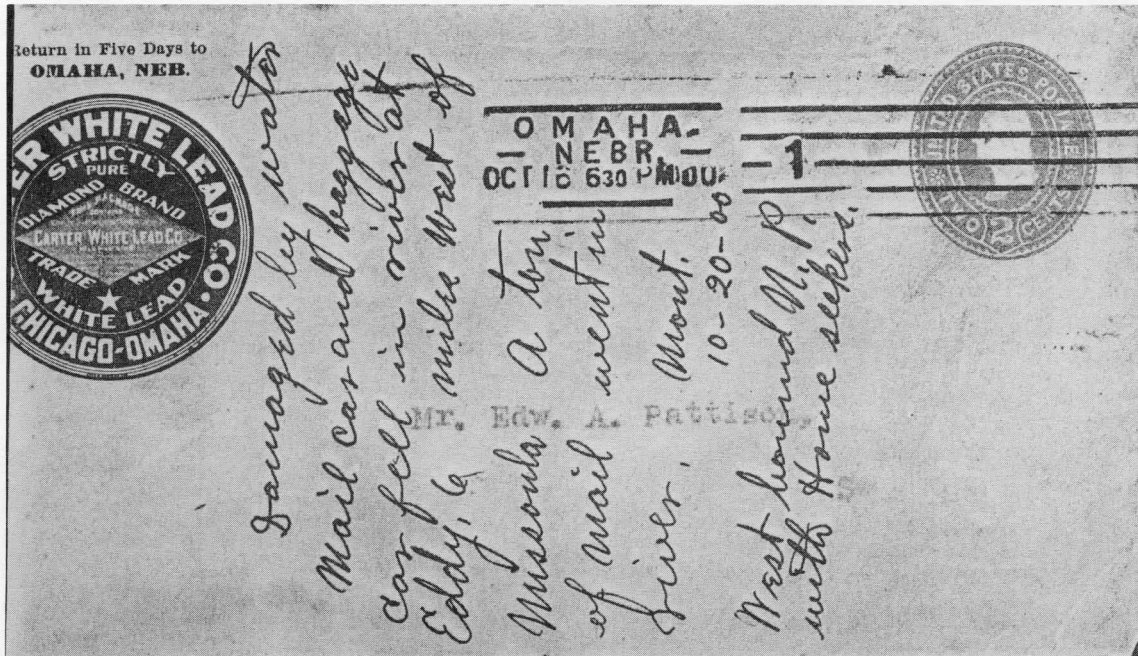


Witnesses
J. Pollok
Wm. H. Labe

Lewis Abraham
Inventor

Interrupted Mail

A photo collection of mail that didn't quite make it to its destination in the regular manner.



This cover has hand inscribed, "Damaged by water. Mail car and baggage car fell in river at Eddy, 6 miles west of Missoula. A ton of mail went in river. Mont. 10-20-00. West bound N(orthern) P(acific) with House seekers."

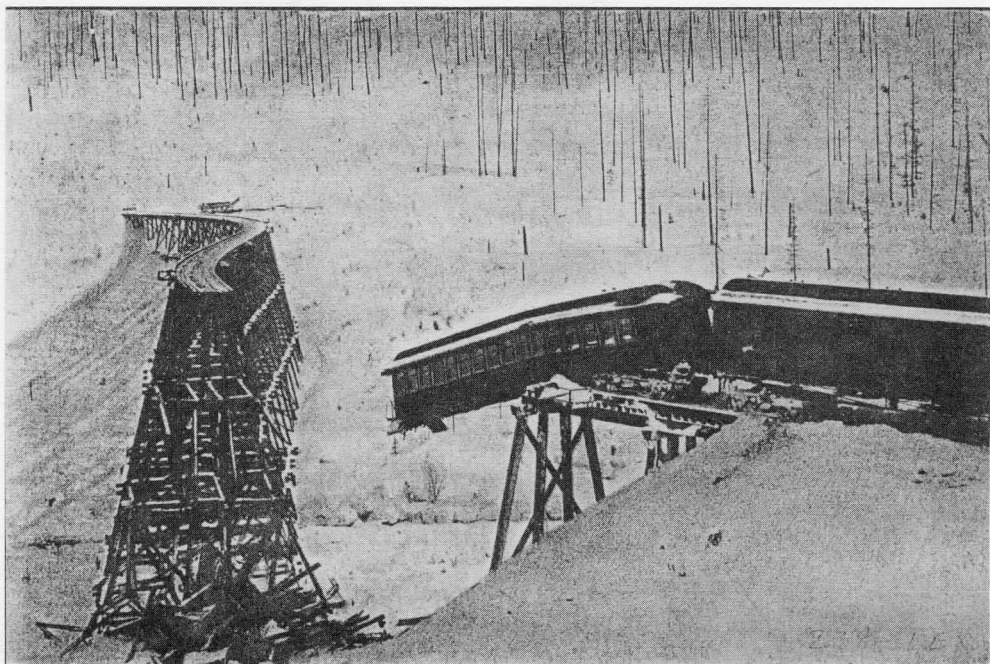
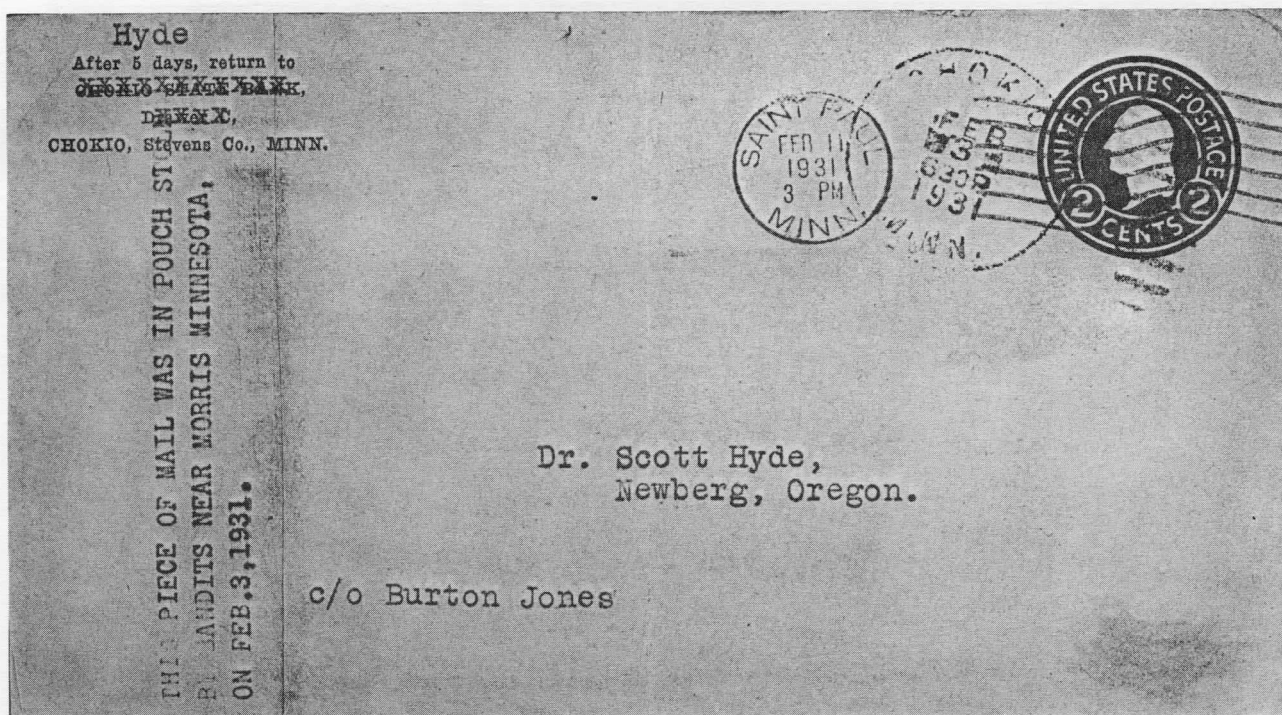
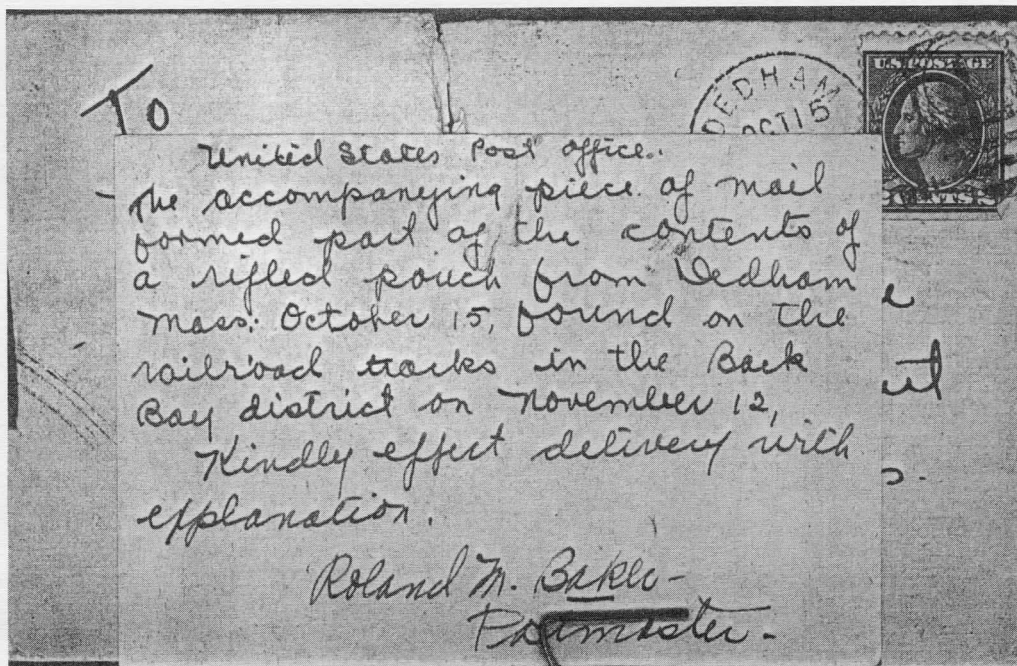
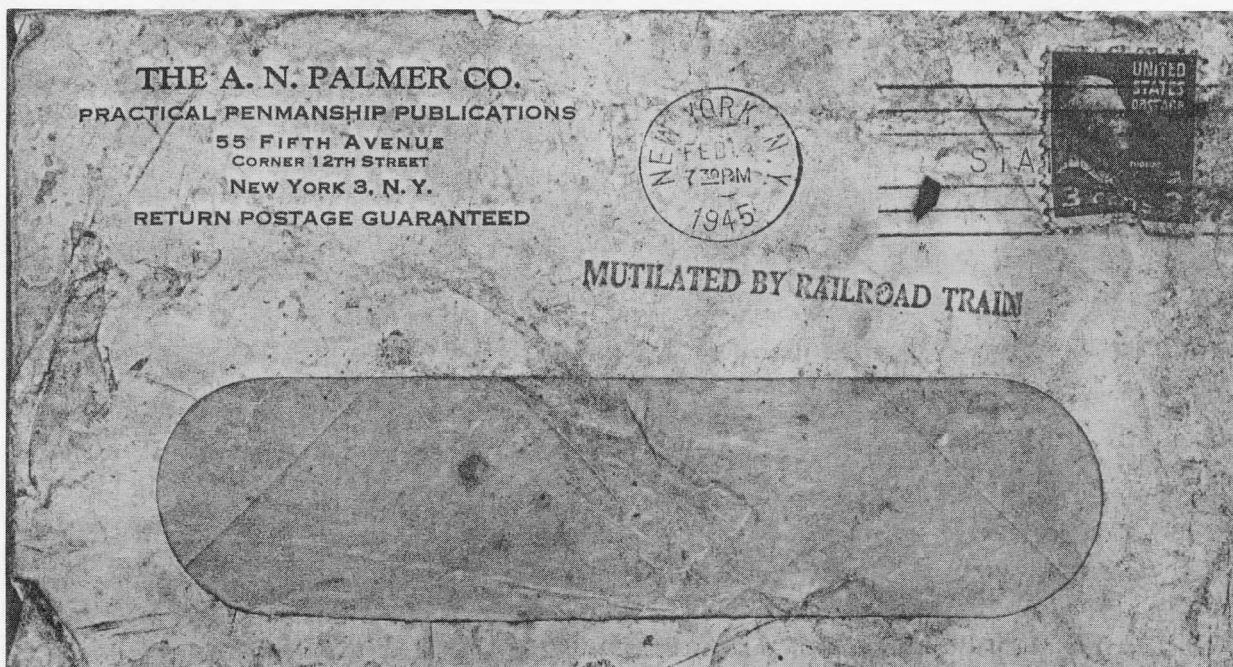
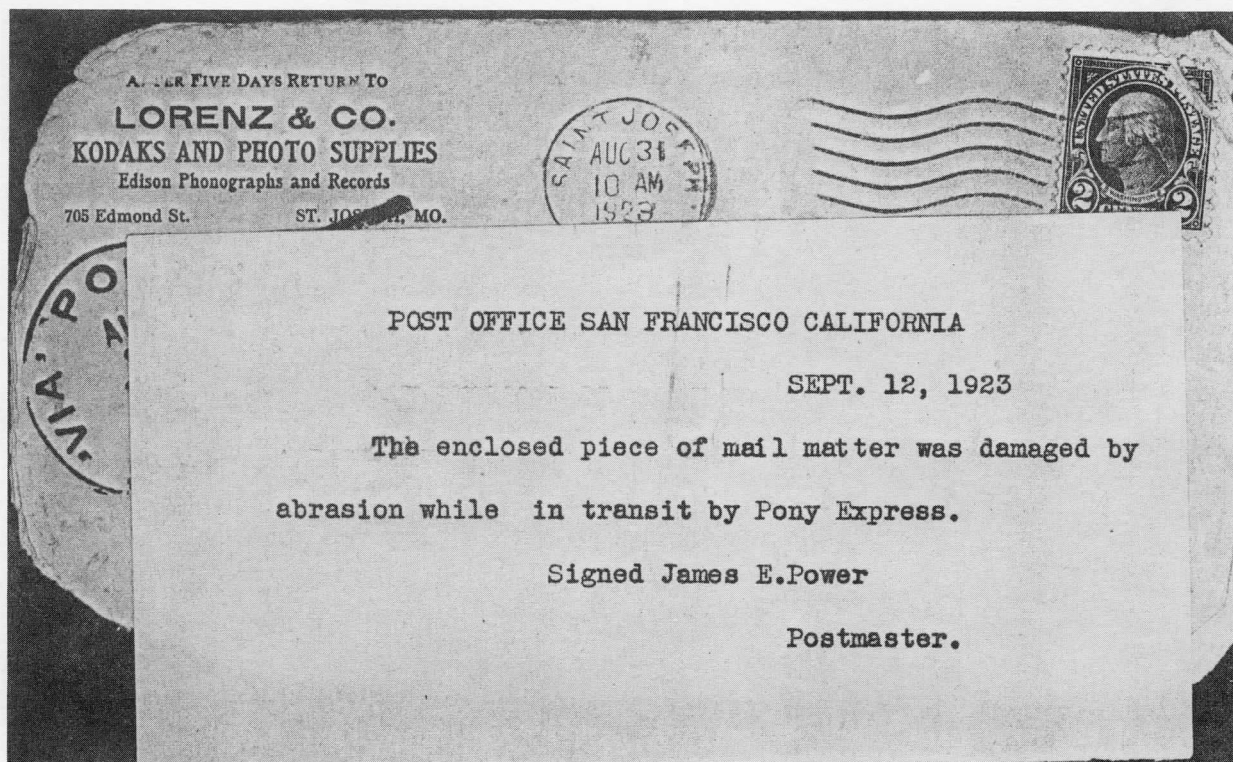


Photo of accident.



"THIS PIECE OF MAIL WAS IN POUCH STOLEN BY BANDITS NEAR MORRIS MINNESOTA, ON FEB. 3, 1931."





ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(Continued from The Heliograph #23)

VICKSBURG (1906)

Ernest C. Fuller
Robert H. Fuller
Mrs. Leaota V. Rea
Daniel L. Collins
Joseph B. Smarr
William H. Survant
Clarence H. Waters
George M. Banzhoff
Mrs. Catalina P. Relf
Arthur C. Edwards
Walter M. Kennedy
Discontinued

YUMA

Apr 30, 1910
Mar 9, 1912
Apr 1, 1914
Dec 3, 1916
Jan 5, 1922
Jun 15, 1924
Jul 17, 1931
Jun 30, 1945
Jun 21, 1951
Mar 31, 1953
Sep 30, 1954
Sep 30, 1960
Mail to Salome

Located on the Ashfork & Phoenix RR.

Mrs. Taylor was secretary of the Waddell Ranch Co. The first PO was in the company store where incoming mail was placed in a cardboard box from which recipients sorted out their own mail.

The surrounding farms grow cotton, vegetables and citrus. (Kay Rosson, personal communication to junior author.)

WAGONER (1893)

Horace W. Cole
John H. Crose
Mrs. Nel S. Cooper
Robert L. Williams
Discontinued

YAVAPAI

Dec 8, 1909
Jul 1, 1948*
Dec 18, 1948
Oct 30, 1968*
Nov 30, 1969
Mail to Kirkland

The name was derived from the nickname of Victor Satterdahl, store owner and first PM.

VINCENT AFB BR—Yuma

Formerly Yuma Contract Sta. #2
Name changed
Name changed to Marine Corps Aux.
Air Station BR—Yuma

YUMA

Jul 1, 1957
Aug 1, 1959

Named for the family of the first PM, first settlers in the area.

WA-KOTA

Louis G. Ochsenreiter
No further records

YAVAPAI

Sep 25, 1913

Not listed in the contemporary Postal Guides. Probably never opened.

WALKER (1879)

Chauncey C. Stukey
Alvin Stukey
William B. Shanks
Mrs. Edna L. Stukey
Mrs. Grace McSwiggin

YAVAPAI

May 26, 1909
Dec 31, 1916
Aug 1, 1918
Feb 1, 1923
May 18, 1925

WADDELL

Mrs. Lola M. Taylor
Mrs. Bertha Bernice Boggs
Mrs. Kay B. Rosson

MARICOPA

Jun 9, 1937
Nov 30, 1953
Jul 1, 1973

W

Discontinued

	Aug 2, 1930
	<i>Mail to Prescott</i>
Mrs. Mary A. McCormick	Mar 18, 1931
Louis A. Burress, Sr.	Dec 7, 1932
Mrs. Florence Mae Lacy	Jan 21, 1937
Mrs. Katherine H. Dahlin	Feb 3, 1939
<i>Discontinued</i>	Sep 30, 1940
	<i>Mail to Prescott</i>

Mining here was prosperous for many years. Then the mining ceased and some 2,700 residents left. Today it is a haven for summer residents.

WALNUT GROVE (1874)

Thomas J. Cox
Discontinued

YAVAPAI

Sep 9, 1908
Apr 30, 1915
Mail to Kirkland

The name may have come from Walnut Canyon, two miles to the south, where many walnut trees grow. It is related that nearby Walnut Dam was built by Alexander O. Brodie (later governor of Arizona). The dam burst and seventy lives were lost.

WARREN (1907)

James A. Greer	Jan 7, 1910
Jeannette Haney	Sep 16, 1913*
James M. Byrns	Feb 19, 1914
Chaterine T. Dupen	Apr 1, 1922
Rose E. Gillaspy	Dec 16, 1926*
Miss Ruth L. Streett	Mar 10, 1927
<i>Changed to Warren Sta.—Bisbee</i>	Oct 1, 1968

Named for George Warren, an early prospector in the area. City delivery established Apr 7, 1958.

WASHINGTON STA—Phoenix

Established

MARICOPA

Apr 27, 1977

WEBB (1910)

Robert M. Tyler	Jan 1, 1910
Thomas S. Bowen	Dec 31, 1913
Alva S. Porter	Dec 22, 1922
<i>Discontinued</i>	Aug 5, 1938
	<i>Mail to Elfrida</i>

The first PM, Robert M. Tyler, named this place in honor of his father-in-law, J.D. Webb.

WELDON (1904)

Henry A. Winch
Discontinued

PIMA

Apr 30, 1910
May 15, 1912
Mail to Quijotoa

Named for the local Weldon Mine. The former site of Weldon is now called San Antone. It is used by a few Papago families in the wintertime.

WELLTON (1904)

Robert Gael	Mar 4, 1908
George J. Schultheis	Mar 11, 1915
William J. Lindow	Mar 1, 1921*
Robert Gael	Jul 1, 1921
Fred M. Hughes	Jan 1, 1926
Mrs. Madeline L. Hughes	May 20, 1927
Mrs. Madeline L. Spain NCM	Feb 4, 1928
Mrs. Robert Welch	Oct 12, 1933*
Lawrence C. Spain	Feb 24, 1934
Mrs. Isabelle L. Spain	Dec 28, 1942
Mrs. Bertha Grasham	Dec 1, 1944*
Mrs. Esther Eshelman	Apr 1, 1945
Mrs. Dorothy E. O'Brien	Feb 27, 1969

Name derives from the deep wells in this area.

WENDEN (1909)

Mark E. Josephi	Mar 1, 1911
Melville M. Briggs	May 31, 1913
Mary C. Lightbody	May 1, 1918
J. Edward Matteson	Jan 1, 1920
Keith W. Archley	Jul 1, 1944
Lester C. Huthmacher	Sep 30, 1945*
Mrs. Alice I. Fees	Jun 15, 1946
Mrs. Hazel E. Bliss	Jun 1, 1947*
Bertram I. Bliss	Nov 30, 1947
Mrs. Hazel E. Bliss	Dec 3'1, 1948
John R. Wood	Mar 31, 1952
Tupper Jones	Feb 15, 1963
Mrs. Irene V. Parkerson	Dec 29, 1972

Named by PM Otis E. Young who came from Wenden, Pennsylvania.

WEST SEDONA RB—Sedona YAVAPAI

Established Feb 15, 1971
Changed to CPO—Sedona Jul 10, 1976

WHIPPLE STA—Prescott*Formerly Whipple**Changed to Whipple Sta—Prescott*

May 24, 1898

Changed to Whipple BR—Prescott

Jul 1, 1909

Changed to Whipple Sta—Prescott

Jul 1, 1957

The Whipple PO (established 1887) was not discontinued on May 24, 1898 as mentioned in Theobald; rather it became a station of Prescott on that date.

It is located in Fort Whipple, named for Lt. A.W. Whipple, Topographer, Engineer Corps. who first surveyed the area.

WHITE HILLS (1892)

Issac W. Mouat

*Discontinued*MOHAVE

Apr 26, 1904

Aug 15, 1914

Mail to Chloride

Silver strikes made this a prosperous town in 1893. Today it is deserted.

WHITE MOUNTAIN LAKE RB—Show Low*Established**Changed to CPO—Show Low*NAVAJO

Jul 1, 1969

Jul 10, 1976

WHITERIVER (1896)

James C. Freeman

George T. Grayard

William A. Lee

Charles G. Montgomery

Minnie K. Guenther

Charles W. Montgomery

Mrs. Neva O. Kirk

Mrs. Eula G. Montgomery

Mrs. Juanita I. McEwen

Marguerita Lovell Connolly

Don Stanley LeBaron

Mrs. Ara O. Sparks

Phyllis J. Sumner

NAVAJO

Jun 16, 1911

Mar 13, 1915

May 1, 1919

Apr 6, 1931

May 1, 1940*

Jan 12, 1941

Aug 10, 1941*

Nov 1, 1942*

Sep 12, 1943*

Jun 1, 1944*

Jun 1, 1947

Apr 25, 1962

Oct 11, 1974

Headquarters for the Fort Apache Indian Reservation. Formerly spelled as two words.

WHITEWATER (1907)

Peter A. Dillman

Discontinued

Peter A. Dillman

*Discontinued*COCHISE

Feb 6, 1911

Dec 31, 1913

Mail to McNeal

Mar 21, 1914

Aug 31, 1918

Mail to Elfrida

Because of the plentiful supply of water this place was selected by Douglas as the site for a smelter.

WHITING

Mrs. Mabel Whiting Shumway

COCONINO

Sep 22, 1944

Order rescinded Dec 19, 1944 because Mrs. Shumway declined the appointment. PO never opened.

WHY RB—Ajo*Established**Changed to CPO—Ajo*PIMA

Sep 1, 1966

Jul 10, 1976

Although tales abound as to the derivation of the site name, it is likely that Why takes its name from the junction there of Arizona Highways 85 and 86 which sweep around some isolated hills to join in a "Y." Many winter visitors flock here for the mild climate and the warm welcome they receive from the few permanent inhabitants.

WICKENBURG (1865)

John Witherlay

Bertha M. Rees

John Witherlay

Mrs. Mattie J. Howell

Katherine F. Upton

Burl A. Willmoth

Burl Fox

George C. Wentworth

Miles T. Preston

MARICOPA

Feb 4, 1911

Mar 10, 1914

Nov 1, 1919*

Apr 21, 1920

May 1, 1925

May 1, 1926

Dec 31, 1934

Mar 30, 1940

Mar 31, 1955

In the 19th century this area was frequently attacked by Indians. The most noted was the Wickenburg Massacre in which a stageload of travelers was brutally murdered.

An appointment date only is given for PM Rees as no commissioning date could be found. Upon expiration of her first commission she was reappointed, being commissioned Dec 2, 1918.

WIDE RUINS

Mrs. Dora W. Balcomb

*Discontinued**Reopened as RB—Chambers**Changed to CPO—Chambers*APACHE

Apr 9, 1934

Mar 31, 1938

Mail to Chambers

Jul 1, 1962

Located here are the remains of a prehistoric "palace" at least 400' square. The PO is located on the Navajo Indian Reservation.

There was an aborted effort to establish a post office here during late territorial days. Both Joseph E. Gillen (appt. May 11, 1910) and Wallace T. Sanders (appt. Jan 27, 1911) failed to qualify for the position of PM. The order creating a PO at Wide Ruins was therefore rescinded on Feb 19, 1912 with the PO never having been in operation.

WIKIEUP

William F. Buchanan

Mrs. Ida M. Cornwall

William F. Buchanan

Robert M. Carpenter

Mrs. Alice S. Carpenter

Harry R. Phillips

Mrs. Alice S. Carpenter

J. Caleb Boyett

Mrs. Buelah M. Medlin

Leonard J. Stephens

Mrs. Jessie H. Isham

Mrs. Elsie M. Wheadon

Mrs. Florence M. Wells

MOHAVE

May 27, 1921

Nov 26, 1921

May 24, 1922

Jun 12, 1929

Nov 8, 1935

Jun 18, 1937

Nov 16, 1939

May 14, 1940

Oct 16, 1943

Aug 31, 1947

Feb 14, 1949

Oct 15, 1951

May 8, 1964

This is the Indian word for brush shelters. Two other names were originally proposed for this PO, Neal and Owens (as the previous PO [1899-1914] was named).

WILLCOX (1880)

Kasper Hauser

Alberta M. Fulghum

Ruby E. Fulghum

Henry C. Lowdermild

Harry O. Parks

Ethel R. Morgan

Chester A. Williamson

Lee B. McAleb

Dick Groves

Stark E. Stephenson

COCHISE

Mar 11, 1903

Apr 4, 1914

Oct 1, 1915*

Jan 7, 1916

Oct 1, 1923

Feb 21, 1927*

Mar 31, 1927

Jul 1, 1936

Aug 25, 1955

Jun 30, 1972

Howard Kendall OIC

Mrs. Lillian C. Smith

May 12, 1978

Mar 23, 1979

The original spelling of the PO name, Wilcox (with one "L") was an error that was officially corrected on Nov 23, 1889. However, some PO records still show the incorrect name. City delivery established Jan 7, 1961.

WILLIAMS (1881)

Frederick W. Smith

Johnnie S. Campbell

Lenora Adams

Lawrence S. Williams

Frank O. Polson

Warren O. Perkins

Jesse L. Boyce

Herman J. Kielhorn

James Kennedy, Jr.

George E. Niedner, Jr. OIC

Richard K. Smith

COCONINO

Mar 25, 1903

Aug 28, 1913

Nov 6, 1914*

Jan 29, 1915

Sep 1, 1921

Jun 30, 1931

Jul 31, 1933

Aug 31, 1944

Jun 8, 1962

Jun 28, 1974

Sep 14, 1974

PO is located at the base of Bill Williams Mountain. Old Bill Williams was an early trapper and prospector in the region.

PM Jesse L. Boyce seems to have been pressed into service as, originally, Acting PM against his better judgment. He was "capable and efficient" but "handicapped by a lack of Postal Service experience and lack of detailed knowledge of the Department's regulations." (PO Inspector J. H. Casey to Inspector in Charge, San Francisco, Calif.; letter of March 27, 1934). When one of Boyce's clerks, a widow with arthritis and with too little service time to draw an adequate pension, was being considered for an early discharge under the POD's new economizing procedures he got his dander up. Praising the clerk's faultless handling of postal savings funds, registry and daily reports, Jesse Boyce wrote the First Asst. Postmaster General, "Remove me if you will but retain Regular Clerk (Gertrude L.) Perkins for the good of the service." (Letter of May 15, 1934.)

City delivery established Feb 1, 1950.

WILLIAMS AFB BR—Chandler*Established**Changed to Williams Air Force Base*MARICOPA

May 1, 1953

Apr 1, 1955

The base was initially opened in Dec, 1941. Named for Lt. Charles L. Williams, an Arizona aviator who died in 1927 when his plane crashed near Oahu, Hawaii.

WILLIAMS CAMP

Mrs. Lillian Williams
Discontinued

GILA

Dec 24, 1927
Jun 30, 1928
Mail to Miami

Mrs. Alice Mistler was appointed the first PM here Sep 20, 1927, but she was never commissioned and never put the PO in operation.

WINDOW ROCK

Formerly Navajo Agency

William H. Daley Aug 1, 1936
Mrs. Edith E. Barnhill Nov 30, 1947
Mrs. Anna R. Bohanan May 5, 1959*
Mrs. Ellen K. Hubbard Jul 20, 1961*
Ruby Foster Oct 30, 1963*
Harold L. McDonald Jul 17, 1964
Jerry P. Yazzie Sep 8, 1967
Dorothy English OIC Jan 14, 1977
Mrs. Florence V. Hendren OIC May 5, 1977
Esther C. Rodriguez OIC Sep 7, 1977
Mrs. Dorothy E. Tinnin OIC Nov 30, 1977
Mrs. Florence V. Hendren Mar 25, 1978
Mrs. Margaret J. Sheka OIC Jul 13, 1979

Capital of the Navajo Indian Reservation.

There is a great window (arch) in the sandstone bluffs north of the PO.

WINKELMAN (1905)

Mrs. Esther A. Snider Nov 13, 1911
Solomaon H. Snider Apr 7, 1915
Elizabeth E. Mount Jan 1, 1919*
Charles E. Hand May 20, 1920
Mrs. Mary W. Hand Aug 16, 1929
Mrs. Iva Hedworth Sep 1, 1944
Mrs. Martha H. Russell Mar 31, 1960*
Mrs. Frances L. Roberts Aug 3, 1962
Mrs. Augra E. Porter Jun 30, 1976

Named for Pete Winkelman, an early settler and cattleman.

WINONA

Mrs. Myrtle Adams
Discontinued

COCONINO

Aug 14, 1924
Aug 15, 1943
Mail to Flagstaff

An Indian word for "first born child."

One of the first tourist camps in the country was established by Billy Adams on the old Santa Fe Trail here. Incidentally, the children once attended school in the summertime because of the extremely heavy and continuous snowfall in the winter. When the highway was moved the place became a ghost town.

WINSLOW (1882)

Julia Mahoney
William J. Daze
John H. Gibson
Julia Mahoney
Alfred R. Kleindienst
George T. Stevens
Mrs. Mary G. Ferguson
Thomas S. Heflin
Edward J. Ferguson, Jr.
David E. Mills
Rufus S. Hayes OIC
Miles W. Payne
Harry L. Duke OIC
Ramon C. Diaz OIC
Ambrose R. Lucero OIC
Edward G. Capps

NAVAJO

May 25, 1898
Apr 24, 1916
Jul 1, 1918
Dec 4, 1922*
Mar 28, 1923
Jun 30, 1936
Jun 30, 1951
Jun 30, 1966*
Jan 3, 1967*
Feb 14, 1969
Dec 8, 1972
Dec 7, 1973
Feb 24, 1978
May 31, 1978
Aug 11, 1978
Feb 10, 1979

Thought to be named for Tom Winslow, an early prospector who claimed the honor.

WINTERSBURG

Marc L. Kentch
Ernest B. Dipple
Discontinued

MARICOPA

Feb 21, 1931
Jan 4, 1941
Jun 20, 1941
Mail to Arlington

Named for the local E. H. Winters Ranch.

The POD disallowed the proposed name of Tonopah for this PO because it would be confused with Tonopah, Nevada. Yet in 1934 allowed a PO at Tonopah, Ariz. (ca. 9 mi. NW of Wintersburg).

WITTMANN

Formerly Nadaburg

John P. Berry
Emory C. Berry
Mrs. Laura A. Wynnigear
Emory C. Berry
Mrs. Hortense Ann Towne
Discontinued

MARICOPA

Feb 1, 1929
Dec 25, 1930*
Jan 21, 1931*
Apr 22, 1931
Feb 1, 1942
Aug 31, 1943
Mail to Morristown

Mrs. Leona Danger	Mar 1, 1947
Mrs. Leona D. Wells NCM	Nov 27, 1949
Mrs. Julia P. Pate	Nov 2, 1951*
Clyde E. Moore	Jul 30, 1952
Mrs. Marie J. Ginther	Oct 31, 1955
Mrs. Louise A. Peck	Dec 28, 1956
Mrs. Alice K. Schutte	Oct 30, 1970

Named in honor of the man who financed the building of the Walnut Grove Dam.

WOLF HOLE

Dexter Mitchell Parker
Discontinued

MOHAVE

Oct 1, 1918
Apr 30, 1927
Mail to St. George, Utah

Major John Wesley Powell translated the Indian word "coyote" as "wolf" when he named the spring here in the early days.

WOODRUFF (1880)

Joseph Fish	Jan 8, 1912
Albert Hatch	Jan 31, 1916
Mrs. Lovina E. Gardner	Jun 1, 1927
Mrs. Lovina E. Larson NCM	Mar 16, 1932
Mrs. Eunice D. Heward	Sep 30, 1950
Mrs. Elda B. Lewis	Oct 31, 1969

Named by early Mormon settlers for President of the Mormon church, William Woodruff.

WOOLAROC

Willard L. Mabra
Discontinued

GREENLEE

Nov 15, 1927
Jun 14, 1930
Mail to Clifton

Named by Frank Phillips for his estate in northern Oklahoma which had woods, lakes and rocks. This was also the name of his airplane which won the Dole prize for the flight from Honolulu to San Francisco.

The originally proposed name was Eagle, presumably because it was on Eagle Creek.

WRIGHTSTOWN

Frederick Charles Wright
Discontinued

PIMA

Apr 1, 1914
Oct 15, 1921
Mail to Tucson

PO was located on the ranch of the PM.

Y**YARNELL**

Formerly Peeples Valley

Mrs. Hortense A. Towne	Dec 1, 1933
Hugo R. Wagner	Feb 11, 1936
Eliel G. Sharpnack	Apr 9, 1941
Mrs. Anna E. Strahan	Feb 6, 1943
Mrs. Anna E. Loudermilk NCM	Sep 5, 1954

William R. Rowley	Mar 30, 1962
Mrs. Yoland D. Wagner CIC	Oct 11, 1974
Clyde L. North	Feb 3, 1975

Named for the Yarnell family, early settlers. The earliest PO at this site was also called Yarnell (1892-1911).

YAVA

William W. Davis
Discontinued

William W. Davis
Mrs. Alice Reagan
Mrs. Lillian B. Satathite
Discontinued

YAVAPAI

Aug 28, 1916
Nov 15, 1919
Mail to Hillside
Jul 4, 1924
Sep 17, 1926
Jul 1, 1928
Feb 28, 1954
Mail to Hillside

Name derived from the first four letters of the county name, Yavapai.

YORK (1882)

Mrs. Lottie Ruley
Walter O. Hutchens
John A. Link
John J. Brown
Discontinued

GREENLEE

Jul 3, 1911
Jul 18, 1912
Nov 26, 1915
Oct 1, 1919
Feb 28, 1920
Mail to Duncan

Named for the nearby George R. York ranch.

York was ambushed and killed when tracking Indians who had attacked his ranch in 1882.

YOUNG (1890)

Ola Young	Aug 30, 1890
Mrs. Phileta Estelle Cochran	Jan 31, 1940
Mrs. Alice T. Cochran	Jul 12, 1961
Mrs. Alice T. Folks NC	Jul 8, 1963
Mrs. Patsy R. Smith	Jun 13, 1969

GILA

The record for the longest tenured postmaster in Arizona is held by the late Miss Ola Young. According to the *Arizona Republic* (Feb 11, 1940), her service of forty-nine years and seven months "ranks second in the history of the (former) post office department." This must be an allusion to postmasters only for others have served the department longer, although not in the single capacity of postmaster. (See under Nogales for John Summey and under Benson for Leonard Redfield.) And at the Young post office "Miss Ola's" term of service was matched by that of her helpmate and older sister Elizabeth, known to everyone as Miss Betty.

YOUNGSBERG

Rolla W. Walling
George U. Young
Discontinued

PINAL

Aug 10, 1920
Jan 26, 1921
Oct 30, 1926
Mail to Mesa

Named for PM Young, Secretary for Arizona Territory (1909-1910).

The Goldfield PO was located here (1893-1898).

The office was closed because PM Young had abandoned the office.

YOUNGTOWN

Formerly Marinette

Mrs. Isabell G. Monreal
Changed to Ind. BR—Phoenix
Reestablished as Independent PO
Mrs. Isabell G. Montreal
Oswald P. Monreal CIC
John J. Walsh CIC
Wilbur V. Cook

MARICOPA

Jun 1, 1957
Oct 15, 1960
Oct 2, 1961*
Dec 30, 1965
Jan 14, 1966
Mar 31, 1967

In 1955 a real estate development was begun here for approximately 1,000 retired persons. The population has about doubled since then. City delivery established Oct 2, 1961.

YUCCA (1905)

Louis Janc
Herman T. Janc
Andrew L. Alger
Mrs. Alice I. Sutton
Mrs. Evelyn L. Smith
Mrs. Evelyn L. Tate NCM
Mrs. Isable R. Carmody

MOHAVE

Sep 9, 1905
Jan 29, 1937
Feb 4, 1937
Mar 1, 1946*
Aug 31, 1946
Aug 11, 1951
Sep 6, 1968

There is a particularly fine group of yucca in this area. The yucca is the State flower of New Mexico.

YUMA (1866)

Claus V. Meeden
Gus Livingston
Ange T. Pancrazi
Donald McIntyre
Joseph M. Balsz
Mrs. Eleanor McCoy
Clarence J. Decorse
Harry L. Powell

YUMA

Jun 14, 1912
Nov 7, 1913*
Dec 23, 1913
Mar 7, 1922
Sep 18, 1934
Apr 30, 1944
Feb 7, 1964
Jan 31, 1972

Historians differ as to the derivation of this name. Some feel that it may be from the Yuma Indian tribe in this area.

No book about Arizona would be complete without the old story beloved by military men in early Yuma: a soldier died and, of course, went to Hell, but he had to return to Yuma for his blankets. (This story is by permission of *Arizona Place Names* by Dr. Byrd Granger.)

Yuma is the county seat.

City delivery established Jun 22, 1914. Rural Free Delivery began Oct 17, 1906. PO formerly known as Colorado City (1857-1863), Arizona (1858-1863), Yuma (1866-1869), and Arizona City (1869-1873).

YUMA PROVING GROUND BR—**Yuma**

Established

YUMA

Mar 16, 1966

Z**ZENIFF**

John Albert Bowler
Mrs. Eva L. Carson
Mrs. Aurelia Baca
Discontinued

NAVAJO

Oct 6, 1922
Dec 31, 1925*
Nov 3, 1926
Jul 15, 1933
Mail to Holbrook

The Mormon settlers named this place for a character in the Book of Mormon.



Top left—Joseph M. Ronstadt, Tucson



Top right—Eugene Larrieu (center) of Turner.

Bottom right—The oldest and youngest Pony Express riders. B.S. Whiting (left) and Leonard Redfield aiding in celebrating Pony Express day in Tucson.





Dane S. Claussen Named Editor of *The Heliograph*

Dane S. Claussen of Milwaukee, Wis., has been named Editor of *The Heliograph*, quarterly publication of the Postal History Foundation, Tucson, Ariz. (formerly the Western Postal History Museum).

Claussen is a Mergers & Acquisitions Associate for W.B. Grimes & Co., a media brokerage and appraisal company. Founded in 1959, Grimes is headquartered in Clarksburg, Md. He also is President & Principal of American Newspaper Consultants, Ltd. It is engaged in consulting, executive search, brokerage free lance journalistic and public relations writing, and providing management services to newspapers; for example, Claussen is currently acting Association Publisher of the *Shepherd Express*, southeastern Wisconsin's largest weekly newspaper.

Previous to joining W.B. Grimes & Co., Claussen was Publisher & Editor of *The Daily Reporter*, a Milwaukee-based daily business newspaper that specializes in legal and construction news. Previous to that, he was Executive Editor of both *Stamp Collector* and *The Stamp Wholesaler* newspapers (Albany, Ore.) for Capital Cities/ABC. He now is a free lance writer for the two newspapers.

He holds a B.S. degree in journalism from the University of Oregon and an M.B.A. in finance and labor relations from The University of Chicago.

Claussen has won numerous national and international medals over the past 13 years of his philatelic writing and editing, and he has occasionally served as an apprentice philatelic literature judge. He is President of the International Philatelic Press Club, a Council Member of the APS Writers Unit #30, and a member of The American Philatelic Society's Postal History Committee and Youth Activities Committee. Claussen is a member of numerous other philatelic organizations, including the Royal Philatelic Society (London), Philatelic Foundation, Collectors Club of New York, Association Internationale des Journalistes Philateliques (AIJP), Chicago Philatelic Society, American Topical Association, US Philatelic Classics Society, Bureau Issues Association and many others.



**Charles Francis Nettleship, Jr.
1902-1992**

This issue of *The Heliograph* is dedicated to the
memory of Charles Francis Nettleship, Jr.
whose wit, generosity, philatelic knowledge
and sage advice enriched our lives.

He can best be described
by all who knew him as
"an honorable gentle man."