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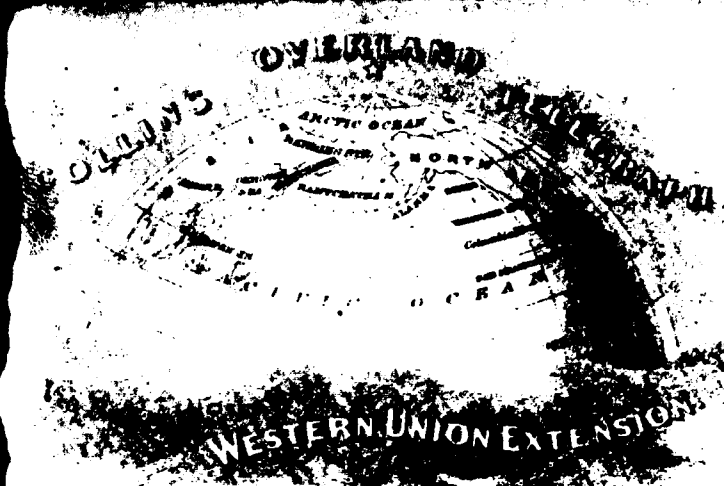
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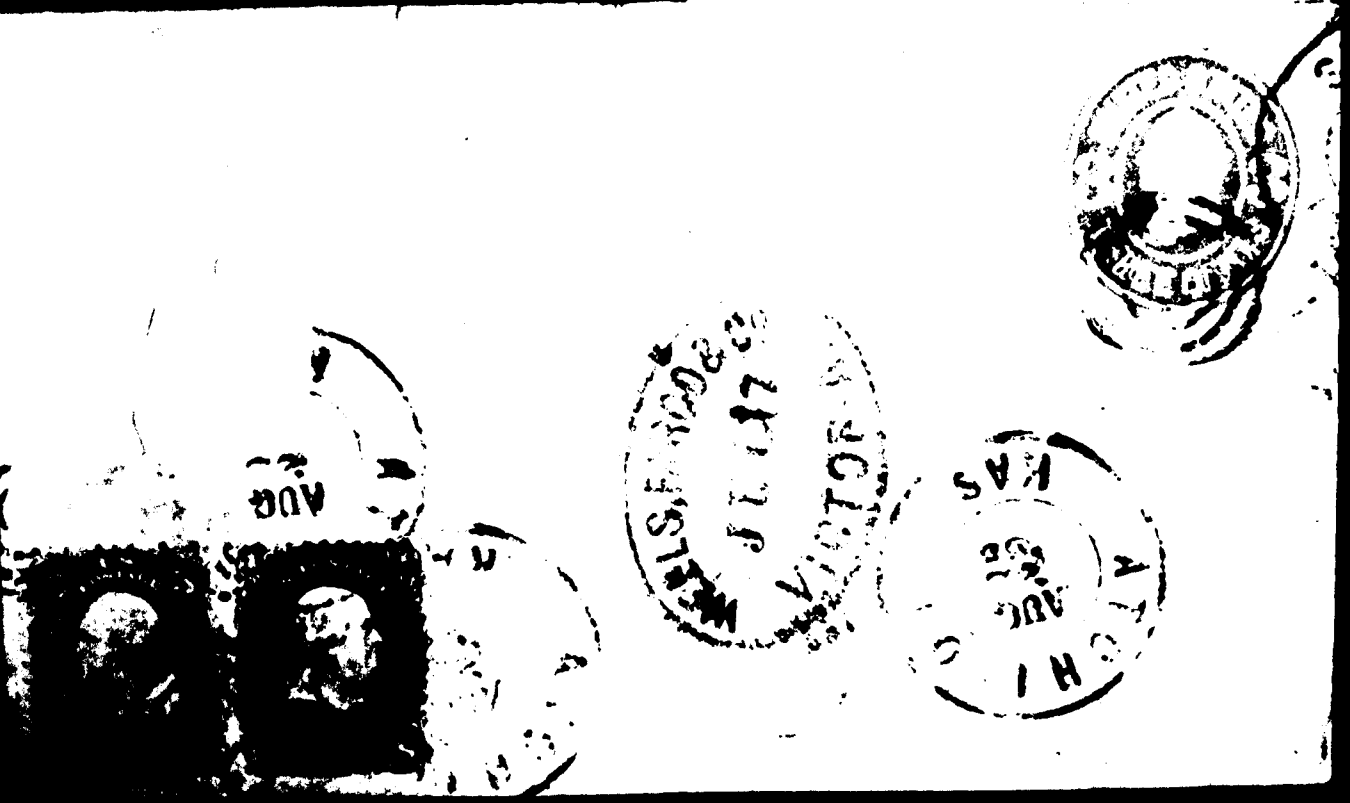


Via
Mails

Miss Mattie E May
West Chester
Chester Co
Pennsylvania



U.S.



MATTIE MAY, COLLINS, AND DIETZ & NELSON:
HISTORY IS A MANY-SPLINTERED THING

By Robert Dalton Harris

"COLLINS OVERLAND TELEGRAPH/Via Behring Strait/WESTERN UNION EXTENSION." Via Behring Strait! What is this? One of the telegraph caricatures? An artifact of some hair-brained telegraphic scheme? Nothing of the sort.

Correspondents. Martha E. May was the only daughter of Addison and Elizabeth May, of West Chester, Pennsylvania. Mattie married Joseph Trimble Rothrock in May --the 27th -- 1869.(1)

Joseph Trimble Rothrock fought at Antietam, and was wounded at Fredericksburg. He recovered to graduate from the Harvard Lawrence Scientific School in 1864.(2) And during the summer of 1865, Rothrock was classifying the fauna of British Columbia as the botanist on Kennicott's team in the field with the Collins Overland Telegraph Expedition.(3)

Though my envelope is without enclosure, this connection between Mattie and Rothrock and of Rothrock with the Collins Expedition is too good for me to presume otherwise than that the envelope bore a letter from Rothrock to his wife-to be. So let it be.

Collins Versus Field. In 1856 President Pierce appointed Peter MacDonough Collins as U.S. commercial agent to Siberia. En route to his post, Collins observed that but 39 miles of water, the Bering Strait, separated Paris from New York.(4) And Collins thought, given the difficulties besetting submarine telegraphy, that Europe might be more accessible via British and Russian America than by the Atlantic. But at the same time Cyrus Field had pushed a short submarine cable under the Gulf of St. Lawrence to establish a telegraph outpost on the eastern Newfoundland shore. From there, Field was confidently contemplating the 2,000 wet Atlantic miles to Europe.(5)

Cyrus Field successfully laid his cable in 1858, but it worked so fitfully and lasted so short a time, that rumors could circulate that it hadn't worked at all. The cable celebrations had been wild; disaffection just as extreme. Professional engineers and the common folk alike despaired that a permanent telegraph link should ever cross the Atlantic to Europe.(6) Enter Collins, appropriately encouraged to pursue his own plan.

Now, Russia was already building her own telegraph towards the Asian shore, but she would have to assent not only to a connection to come down from the Strait, but also to construction through her piece of America. Then too, Britain would have to similarly permit and support a line through British Columbia. From there, some connection would have to be made to the U.S. telegraphic systems. A lot to be done, but Collins was a resourceful man: by March 9, 1864, with the requisite Russian and British grants apocket, Collins proposed to sell these concessions

to Western Union Telegraph for \$100,000 and a paid up 10%, plus an option on another 10%, of stock especially to be issued for the construction of the Collins Overland Extension.(7)

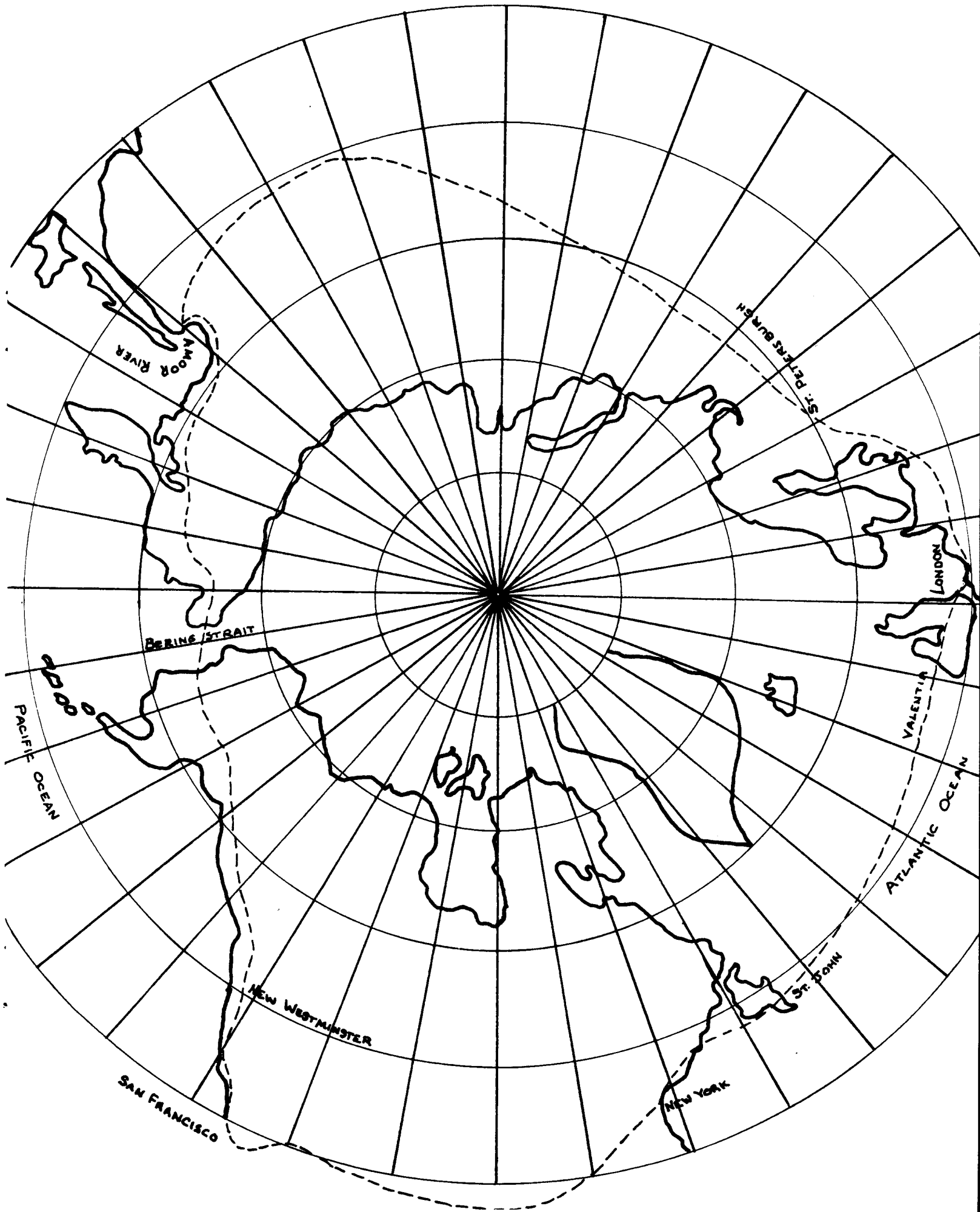
Western Union was certainly not unaware of the dollar potential of telegraphic trade to Europe, nor without envy that Cyrus Field's Atlantic Telegraph might be the outfit to capitalize on this potential. Western Union was doing all they could to tie up the land distribution of the European telegraphic trade should Field ever be successful, but naturally would feel much better if they could have the European market all to themselves. Collins was on. And Western Union floated \$10 million in special Extension Stock to finance the venture.

Meanwhile, and even as Antietam was being enacted the bloodiest day of the Civil War, Cyrus Field was patching together governmental and private support in Britain and the United States for another attempt. However, not until 1865 was the stronger and better cable coiled into the mammoth "Great Eastern" hulk. One end was dropped at Ireland near Valentia Bay on July 23, 1865, and the "Great Eastern" made for the Atlantic's opposite shore. Plagued by possible sabotage, the expedition nonetheless had successfully lain 1,200 miles when the cable snapped and settled in two and one-half miles of water. The crew heroically grappled for the cable and even caught it, but the ropes on hand could not raise the weight. Field's expedition had to resign their attempt for the season, and the cable to the sea.

As much as Field was apparently handicapped by the Civil War, Western Union seemed to thrive. Once they signed with Collins, they bought their way to a controlling interest in the Trans-Continental telegraph through to San Francisco, and then bank-rolled a line up the Pacific Coast into British Columbia at New Westminster. By fall, 1864, the coastal segment was complete to Portland.

Meanwhile, Collins had petitioned the U.S. Congress for aid in surveying, and a contract for the carriage of governmental messages. William H. Seward then addressed the Senate on Collins behalf, heavily favoring the enterprise, and on July 1, 1864, President Lincoln signed a bill granting the necessary right-of-way, pledging a naval vessel to aid in the survey, and contracting to protect and use the wires of the Collins Overland Extension.

One of the governmental concessions must have been the release of Colonel Charles S. Bulkley from his superintendency of Military Telegraphs in the Department of the Gulf. Bulkley dispatched for San Francisco in December 1864 to take the position of engineer-in-chief for the Expedition and to join other components already assembling there. Under Bulkley was Robert Kennicott, assigned to head the exploring and scientific investigations on the behalf of the Smithsonian and Chicago Academy. Kennicott, and his hand picked team, including Joseph Trimble Rothrock, arrived in San Francisco late in April 1865. Western Union's fleet of vessels and army of men then took to the field throughout the summer, and we can imagine that they anxiously awaited and eagerly received the news of Field's failure that year.(8)



Of course, the Expedition was not without its own problems and near-problems -- they barely missed intersecting with the predatory Confederate "Shenandoah" laying waste to the New Bedford whaling fleet -- but when winter fell in 1865, the Collins Overland Extension was completed at least the 450 miles into British Columbia to Fort St. James so that Western Union's Rochester headquarters was keyed to the "front" by wire. With such a start, the wintering Extension teams probably had more reason to hope for success than had their counterparts in Field's camp. Nevertheless, when the presidents of the two ventures met in London, WUT's ruminated that he "would give \$50,000 to know if you(Field's) are ever going to succeed." "I hope you will," he said, "but I would like to know for certain before we spend any more in Russia." (9)

On July 27, 1866, the Atlantic Telegraph Company landed a fully operative trans-Atlantic cable at Newfoundland, and by the time it was opened to public traffic on August 26, 1866, the previous year's cable had been grappled to the surface and spliced. Suddenly the United States had two operational links under the Atlantic to Europe, and the Russian-American project seemed irrelevant. As soon as the news of Field's triumph reached the field parties in British Columbia, Russian America, and Russia, the Collins Overland Extension project collapsed. (10)

Bolstered by the data gathered by Kennicott and his team, Seward pushed for the purchase of Alaska. And when the Alcan Highway was finally constructed in the early 1940's, much of the old Telegraph Trail was used. But the Collins Overland Extension was itself never completed, and the United States was able to tie itself to Western Europe in the 1860's without crossing Asia.

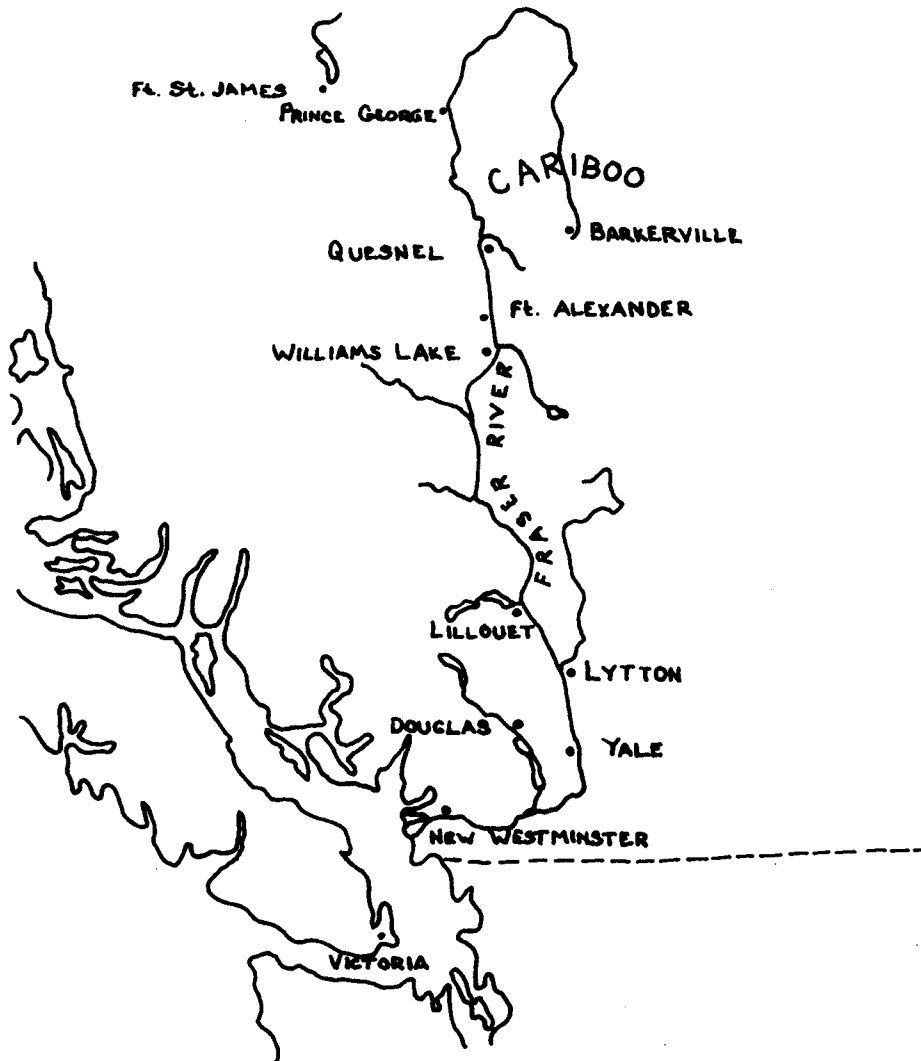
Barnard To D&N To W&F To Uncle Sam. Without doubt, he who butchered that dog-leg from the paste-up side of my Rothrock-May envelope also made off with some interesting postal history. But perhaps I should be thankful -- this vandalism permits me a broader range through British Columbia, Vancouver Island, and United States postal history than I might otherwise be allowed by an intact cover.

From what I can immediately see, I surmise that Dietz & Nelson's British Columbia and Victoria Express carried the Rothrock-May letter into Wells Fargo's Victoria office before July 17, 1865. Somewhere along the line the paste-up envelope was added with at least 10¢ U.S. postage. Yes, 10¢ -- there's the 3¢ envelope, the 1¢ adhesive, a 3¢ adhesive, and then, its traces barely visible, another 3¢ adhesive which was once the vertical brother of the stamp still remaining. The letter subsequently arrived at the Atchison post office August 22, 1865, and from there completed its postal journey in Uncle Sam's mail bags. So much we can see. What is missing? What additional postal treasures may once have graced this cover?

On July 25, 1865, from Victoria, Expedition Chief Bulkley wrote that Joseph Trimble Rothrock, "...when last heard from (was) above Fprt Alexander ..." This would have placed Rothrock "flora-ging" in the Cariboo about the time that he wrote his letter to Miss May. Now Rothrock might have had his letter bootlegged all the way to the Collins Overland Extension offices at New Westminster. Indeed, with special dispensation that might have been

accorded the prominent expedition members, he could have telegraphed it as far. But, too, Rothrock might have committed his letter to the expresses from the beginning. And that wouldn't have been Dietz & Nelson.

By special arrangement with Barnard's Express, Dietz & Nelson operated on the steamboats between Victoria and New Westminster, and from there only penetrated far enough into British Columbia to meet the Barnard lines connecting Lillouet and Yale with the Cariboo gold fields.(11) So, if Rothrock availed himself of the expresses at hand, Barnard would have franked his letter before Dietz & Nelson.



In any case, British Columbian adhesives would have entered the scene.

The British Columbia postal act effective June 20, 1864, compelled prepayment of colonial postage on all expressed letters. (12) The rates were a flat 6p between offices in the colony, and a 3p intercolonial rate presumably intended to subsidize the mail

steamers plying between New Westminster and Victoria. Stamps appropriate to these rates were not to be available until November 1, 1865, so the British Columbia postal people, without surcharging, provisionally promoted to 3p the 2 and 1/2 p adhesive that the two colonies had shared since 1860. Vancouver Island subsequently ceased using the stamp October 26, 1864, and was then without postage stamps to pay her own postage until the distinctive Vancouver Island stamps were distributed early in September 1865.

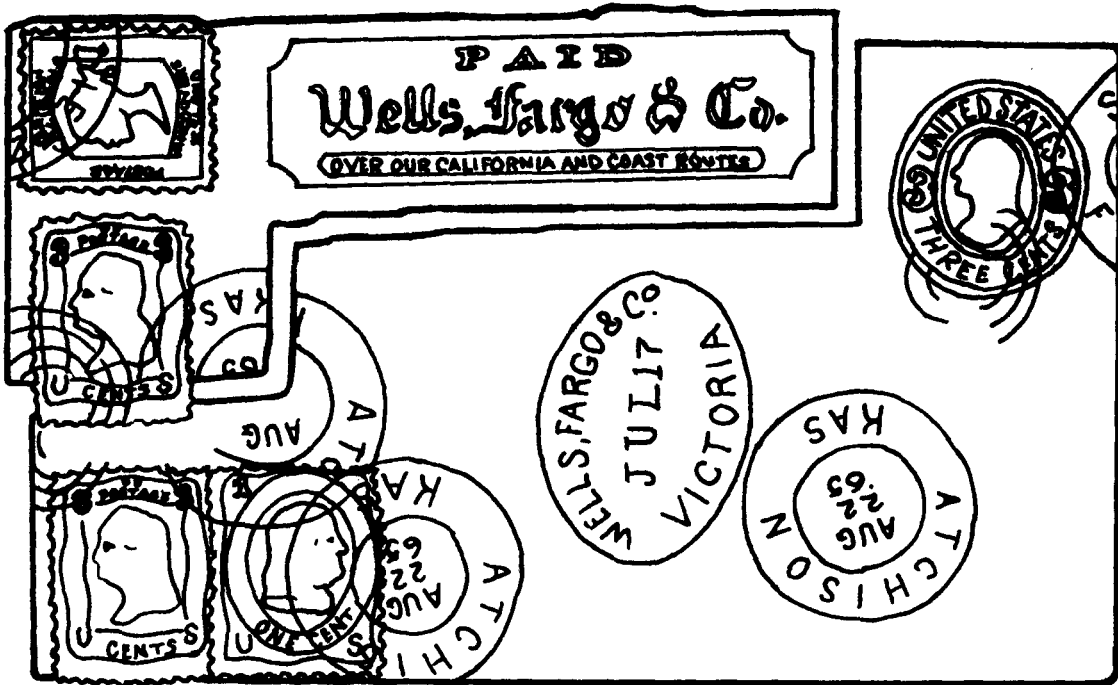
Now, during this period of our interest, Vancouver Island and British Columbia had no regular system between themselves of postal accounting. At times, the other colony's rates could be prepaid, at other times not. Each colony generally retained whatever intercolonial postage was collected. Vancouver Island normally taxed, as did British Columbia, all express letters within her area, but strangely excluded doing so on foreign letters either to or from British Columbia.(13)

So, with this much information, I may say that in colonial adhesives, the Rothrock letter would have carried either a single or a triplet of the 2 and 1/2p stamp per half ounce. It, or they, would have gotten the letter through both colonies to the threshold of U.S. postal territory.

By pasting the U.S. Nesbitt on the back of the Rothrock-May letter, one of the British Columbia expressmen, acting as agent for Wells Fargo, had anticipated U.S. postal law. This statute required expressmen to use stamped envelopes to prepay what would have been the U.S. postage had the letter entered the regular mails.(14) Adhesives were verboten for this purpose, but their use seems to have been condoned. Anyway, the obliging B.C. expressmen, or Wells Fargo themselves, would have added sufficient adhesives to make up the correct U.S. rate. But 10¢? Effective just July 1, 1863, 3¢ would carry a letter anywhere within the U.S. Presumably then, Wells Fargo would have had only to place 3¢ in U.S. postage to earn their franchise. Yes. But in August 1864, a Postal Order specified a uniform U.S. rate of 10¢ to any country with which the United States had not concluded postal arrangements.(15) Both British Columbia and Vancouver Island were outside the pale until 1870, and so, in compliance, Wells Fargo was obliged to pay 10¢ in U.S. postage on the letters they conveyed into the United States from these colonies.

So I can see the picture. British Columbia adhesives for any colonial or intercolonial postage. And perhaps a Barnard label or frank if Rothrock didn't bootleg his letter. Then 10¢ in U.S. postage probably to carry the letter down to San Francisco and thence overland to Atchison. At Atchison, Uncle Sam took over, probably content to serve for the postage that Wells Fargo had already paid.

As I said, I would range more broadly in postal history because of that damnable philatelic butcher. Yes, so I can see the picture. And I can see that a great deal may have been lost in that dogleg chunk. But I'm not a masochist, so I had Susan draw the minimum.



Reconstruction Illustrated by Susan Harris

Footnotes:

- (1) Wiley, Samuel T., Biographical and Portrait Cyclopedia of Chester County, Pennsylvania, Philadelphia, 1893. p. 534.
- (2) Ibid., pp. 446-50.
- (3) James, James Alton, The First Scientific Exploration of Russian America and the Purchase of Alaska. Evanston, 1942. pp. 13-15 and pp 137ff ("The Journal of Henry Martyn Bannister, March 21, 1865 - January 20, 1867.") Shows Rothrock to be in British Columbia by June 1, 1865, notwithstanding the report by Wiley, p. 449, that Rothrock was in that colony in 1866.
- (4) Deppermann, W.H. "Two Cents an Acre." North American Review. Vol. 245 (Spring/Summer, 1938). p. 127. Deppermann stretches some facts here, notably his account of Kennicott's death, but these points cited check against other sources.
- (5) Field, Henry M., History of the Atlantic Telegraph. New York, 1866. pp. 50-62. Henry M. Field, brother to Cyrus, herein gives an intimate account of the Atlantic cable attempts up to the 1865 failure.
- (6) Thompson, Robert Luther, Wiring a Continent: The History of the Telegraphic Industry in the U.S. 1832-1866. Princeton, 1947. pp. 433-4. A reference source of the first wire!
- (7) Palmer, O.H., Statement of the Origin, Organization and Progress of the Russian-American Telegraph Western Union Extension, Collin's Overland Line, via Behring Strait and Asiatic Russia to Europe. (Selected documents and rosy pronouncements prior to the successful Atlantic cable of 1866.) Rochester, 1866. pp. 5&6.

- (7 cont.) Thompson, p. 398. Reveals that Collins had approached WUT as early as 1861, but the Civil War and the infancy of Collin's own efforts mitigated against any WUT support.
- (8) Depperman, p. 126 implies the whole organization left San Francisco on July 8 in one fell swoop but James, pp. 152 & 15 reveals a major party left May 17, while Kennicott tarried until July 12 because of a heart disorder.
- (9) Parkerm, Jane M., "The Russian or Collin's Telegraph: A Defeated Success," Overland Monthly (ne series), XII, p. 17.
- (10) The collapse of the Russian-American project was protracted both by delays in getting the news into the field, and by lingering hopes that something of the scheme might be salvaged. All in all, this might be the most interesting phase of this venture's history, but it is far too extensive and complicated to do more than allude to it here.
- (11) Hitt, Henry C. and Gerald E. Wellburn. "Barnard's Cariboo Express." Stamp Specialist, Vol. 14(1945), p. 6.
- (12) Deauville, Alfred Stanley, The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-71. Victoria, 1928. pp. 113-4.
- (13) Ibid., p. 186. The Victoria postmaster in a letter dated November 7, 1864, stated bluntly, "No Vancouver Island Colonial postage has ever been collected on foreign letters either to or from British Columbia."
- (14) Simpson, Tracy W. United States Postal Markings and Related Mail Services 1851 to 1861. Berkeley, 1959. p. 129.
- (15) Baker, H.J. & J.D., "The Extra 5¢ to California & Oregon." Stamps, October 3, 1964. p. 13.

[Editor's Note: Bob's original manuscript includes some 40 foot-notes. In the interests of space efficiency, second reference notes have been deleted except where they are content notes. Any reader seeking a citation for a point not noted is requested to contact either Mr. Harris or the editor.]

WESTERN HISTORY BOOK BUFFS should enjoy the listings of OLD AUTHORS FARM, Morrisburg, Ontario, Canada. Write Borden Clarke and ask for List #236. The prices are most reasonable, and his list is like a casual browse through a friendly bookstore.

Example: Item 181K Wyoming. Ellis. 1888 1st. 350pp ... \$3
 Item 942 American Airmail Catalog. 1947 600pp
 2000 illus. prices \$4
 Item 813 Frank Munsey Magazine. Bound for 1896.
 endless originals 750pp.250 plates \$5
 Item 319 New York State Towns. Lamb, 500pp illus,
 maps \$2.50

Lots of Western Americana and Canadiana. List is free.

THE POST OFFICES OF WYOMING: PART V, NIOBRARA COUNTY

By Daniel Y. Meschter and Ruth Dolezal

Niobrara County was erected on February 14, 1911, one of the seven counties created by the 1911 Wyoming Legislature. It includes part of what originally had been Laramie County between Platte and Goshen counties on the south and Weston County on the north, but was not taken directly from Laramie County. Rather, it was partitioned from Converse County, which previously had been organized out of the same part of Laramie County, and an adjacent part of Albany County to the west.

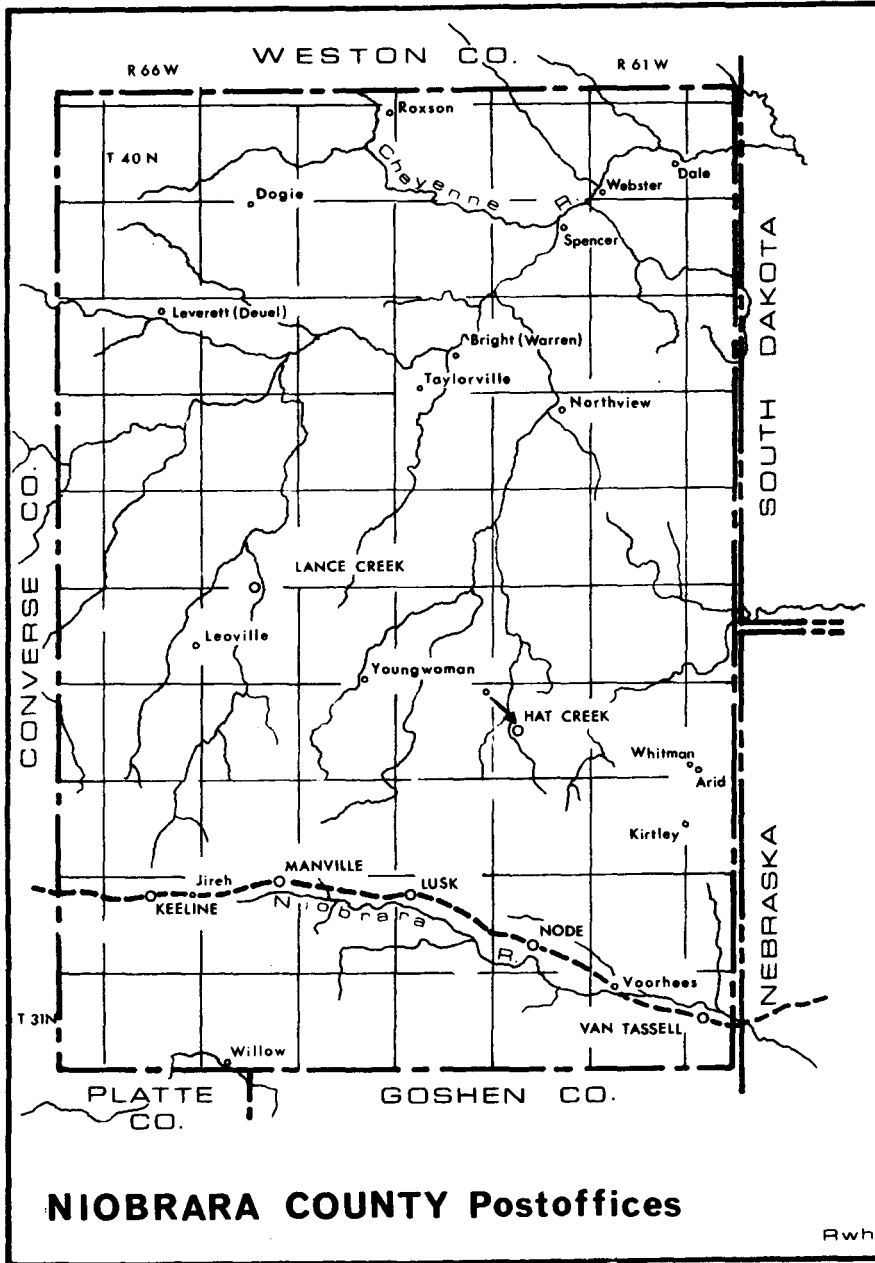
The name was derived from the river called Ni Bthatha, or perhaps Ni-obthatha-ke, which meant "water spreading, or flat, broad river" in the Ponca-Omaha tongue. The Niobrara River drains the southern part of the county. Its valley furnished the route for the Wyoming Central Railroad (now the Chicago and Northwestern) which came to Lusk in 1886. The northern part of the county is drained by the Cheyenne River and its tributaries, which include such famous names as Hat Creek and Lance Creek.

Niobrara County is a land of wide rolling prairies with no outstanding geographic feature. Seemingly with little to commend it to the casual visitor, it is rich in cattle, dinosaurs, oil, irrigated farms, and history.

The earliest postal history is identified with the Cheyenne and Black Hills stage route which passed northerly from Raw Hide Buttes in Goshen County, through Running Water stage station at the crossing of the Niobrara River. After crossing the river, the route progressed to a stage station and post office at Hat Creek, then north toward Stockade in Weston County. Newton post office probably was located nearby before Frank Lusk's sale of land a mile east of Running Water to the railroad assured the permanence of the town named after him. Vorhees, quite obviously, was named for Luke Vorhees, one of the organizers and superintendent of the Cheyenne and Black Hills Stage Company during its early years of operation.

The railroad stimulated homesteading and nurtured settlements along the Niobrara River Valley. One of the most interesting of these was Jireh, which was established by pious homesteaders who forbade smoking, drinking, and dancing -- an almost unbelievable propriety for Wyoming -- and who supported Jireh College during its short life. Jireh has long since returned to the bare prairie from which it sprang, college and all.

Among its other claims to fame, fabulous deposits of dinosaur fossils were discovered in the northern part of the county in 1889. Specimens from here are among the finest examples known of some of



the earliest and most fearsome of these giant reptiles. In a more practical vein, oil and gas were discovered in 1917 along Lance Creek. The oil field around Lance Creek post office was Wyoming's leading producer during World War II.

Of the total of 30 post offices identified in Niobrara County, including two name changes, six are still operating. Nearly all, except Lance Creek and the towns along the railroad, were established to serve farms and ranches.

WYOMING POST OFFICES NIOBRARA COUNTY			
Post Office	Established	Discontinued	Notes
Arid	27 Mar 1912	15 Jul 1916	Changed fr. Nebr. M. to Harrison, Nebr
Bartlett	29 Apr 1892	3 Apr 1893	Mail to Lusk
Bright	2 Jan 1933	28 Feb 1959	Mail to Hat Creek
Clare	23 Feb 1887	3 Oct 1890	Mail to Hat Creek
Dale	7 Mar 1905	15 Sep 1910	Mail to Spencer
Deuel	21 Mar 1918	7 Dec 1923	N. ch. to Leverett
Dogie	12 Feb 1929	31 May 1939	Mail to Leverett
Hat Creek	2 Feb 1877	2 Dec 1878	
	6 Jan 1879	31 May 1923	Mail to Lusk
	23 Jan 1924	10 Dec 1971	Mail to Lusk
Jireh	17 Sep 1908	31 Oct 1943	Mail to Keeline
Keeline	7 Nov 1908	Operating	
Kirtley	10 Apr 1895	31 Mar 1950	Mail to Lusk
Lance Creek	19 Nov 1919	Operating	
Leoville	14 Oct 1916	30 Jun 1921	M. to Lost Spring
Leverett	7 Dec 1923	16 Jun 1942	M. to Lance Creek
Lusk	15 Feb 1884	Operating	
Manville	8 Feb 1887	Operating	
Newton	21 Apr 1881	12 Oct 1882	M. to Raw Hide Buttes
Node	17 Mar 1910	Operating	
Northview	16 Apr 1903	31 Jul 1906	Mail to Warren
Roxson	5 Feb 1921	30 Sep 1936	Mail to Newcastle
Spencer	18 Sep 1906	31 Oct 1944	M. to Edgemont, SD
Taylorville	27 Mar 1906	23 Nov 1910	Mail to Warren
Van Tassell	9 Apr 1910	Operating	
Voorhees	16 Dec 1885	1 Dec 1892	Mail to Lusk
	18 Feb 1893	23 Sep 1898	Mail to Lusk
Warren	30 Jan 1900	2 Jan 1933	N. ch. to Bright
Webster	17 Jan 1900	31 Oct 1901	M. to Edgemont, SD
Whitman	27 Feb 1923	31 Oct 1953	M. to Harrison, Nebr
Willard	25 Aug 1892	2 Oct 1893	Mail to Lusk
Willow	19 Nov 1904	31 Mar 1932	Mail to Flattop
Youngwoman	28 Sep 1917	15 Sep 1925	Mail to Lusk

*** **

ARIZONA TERRITORIAL POSTMARKS [Continued from 4/5]

By Dr. Sheldon H. Dike

Town type	Val. No.	Postmark Code	Earliest Date	Owner	Latest Date	Owner	Killer	Notes
GILA BEND (Cont'd.)								
	3.	5	C1bN1BBR26 $\frac{1}{2}$	26 July 93	SHD			
	4.	5	M	9 Sept 98	NLP			
	5.	3	C1bT1B27 $\frac{1}{2}$? May 00	NLP	5 Dec 09	?	Grid
	6.	4	C	26 Mar 11	HHL			
GILLETT								
	1.	6-5	C1aN1RRB28	? Nov 79v	?	2 Mar 85p	NLP	
	2.	6	OV22eS1B29x40	26 May 86v	?	4 June 86	*	1
GISELA								
	1.	5	C1bN1B27 $\frac{1}{2}$	13 Apr 06	HHL			2
	2.	5	C?	21 Jan 09	HHL	17 Feb 10	JOT	
GLEESON								
	1.	4	A	18 June 04	?			
	2.	4	C	17 Aug 08m	HHL	11 Sept 11p	?	
	3.	4	C1bN1B27	29 June 11	NLP			
GLENDALE								
	1.	4	C1bT1B28 $\frac{1}{2}$	23 Mar 04	HRF			Grid
	2.	4	C	18 Sept 08	JOT	10 Feb 12	?	
GLOBE								
	1.	5	C1bA1BBR25 $\frac{1}{2}$	12 Feb (78)	HHL	17 Sept ?b	NLP	
	2.	4	C1bN1B24 $\frac{1}{2}$	23 Dec 80	*	9 Feb ?	NLP	
	3.	5	C1e2S1B29 $\frac{1}{2}$	19 May 81	HHL	18 June 81r	NLP	Star in circle
	4.	3	C1e2, 9S1RBB27	29 June 81p	HHL	14 Feb 85r	HHL	Target
	5.	5	EX	16 Mar ?	?	22 Mar ?r	?	
	6.	4	REG	14 May 83p	HHL	24 Aug 83p	NLP	
	7.	5	C41b10N1B29 $\frac{1}{2}$	18 July 85p	HHL			
	8.	4	C1bN1B25 $\frac{1}{2}$	7 Apr 86	SHD	6 Jan 87	NLP	
	9.	5	OC31b11N1RRB31	30 Aug 86	HHL			2
	10.	5	OC31b11N1RRB31	14 July 87p	?			2
	11.	4	C1bN1B27	19 Sept 88	*	20 Feb 90	?	
	12.	4	OC31b11N1RRB33	13 Aug 90	NLP			3
	13.	2	C1bN1B27	22 Oct 90	SHD	26 Oct 94	?	4
	14.	2	C1bT1B27	8 July 95	HHL	19 Oct SHD		1
	15.	4	C1bN1B27	19 Oct 97	HHL	11 Dec 97	SHD	1
	16.	3-2	C1bT1B27 $\frac{1}{2}$	17 May 99	SHD	5 Feb 01	HRF	Grid 4
	17.	1	C1bT1B29	18 Mar 03	?	6 Dec 08	?	Grid
	18.	2	REG	14 Nov 06m	NLP			
	19.	1	C1b'T6B22 $\frac{1}{2}$	19 July 07	SHD	18 Oct 07	JOT	Vertical lines
	20.	2	C1b'T6B22 $\frac{1}{2}$	3 Jan 08	HHL			Vertical lines
	21.	2	C1b'T6B22 $\frac{1}{2}$	13 Feb 09	JOT	11 Mar 09	JOT	Vertical lines
	22.	2	C1b'(REC'D)T1B28 $\frac{1}{2}$	31 Dec 07	SHD			
	23.	1	C1bT7B25	24 May 09	HHL	5 Feb 11	*	
	24.	1	SL	22 Nov 10	JOT	14 Jan 11	?	Horizontal lines

Notes:

1. Latest listed is on piece.
2. Earliest listed is backstamp receiving mark.
3. Earliest listed is backstamp transit mark.
4. Earliest listed is on piece.

ARIZONA TERRITORIAL POSTMARKS

Town	type	Val.	Earliest	Latest	Owner	Owner	Killer	Notes
No.	No.	Postmark Code	Date	Date				
GOLDFIELD								
1.	6	C1bN1BBR27	1 Mar 95		JOT			
2.	6	C1bN1B27	6 Nov 97		JOT			
GOLDROAD								
1.	5	B	25 Mar 08	19 June 09	NLP	NLP		
2.	5	C	? Aug 11		HHL			
GOODWIN								
1.	6	C1bN1BBR27	26 Dec 96	27 Jan 98	JOT	HHL		
2.	6	B	1 Apr 10		JOT			
GRAND CANYON								
1.	2	C1bN1B27	9 Feb 03	27 Aug 04	HHL	SHD		
2.	2	C1b(REC'D)T1B29 $\frac{1}{2}$	14 Sept 04	24 June 05	SHD	NLP		
3.	2	A	23 July 05	18 May 06	JOT	SHD		
4.	1	B	14 Mar 06	4 Sept 08	JOT	SHD		
5.	1	C1bT1B29 $\frac{1}{2}$	6 Oct 08	22 Jan 12	SHD	SHD	Grid	
GRANDVIEW								
1.	4	A	24 Apr 04	21 Aug 08	JOT	?		
GRANT								
1.	8	C1jA1BBR25	2 Oct (72?)	11 Oct (72?)	HHL	HHL		
2.	8	C1bA1BBR?	16 July ?		*			1
GREATERVILLE								
1.	6	C1eS1B?	15 Aug 83		*			1
2.	6	C31bN1RRB33	18 June 86	15 July 89p	?	JOT		
GREER								
1.	7-5	C1bN1B27 $\frac{1}{2}$	18 Jan 99	6 Sept 07	SHD	?		
GROOM CREEK								
1.	5	C1bN1B27	11 May 04	25 Oct 07	JOT	?		
2.	4	C	12 July 09	23 Dec 11	HHL	?		
GUTHRIE								
1.	5	C	5 Aug 11		HHL			
HACKBERRY								
1.	5	C21e13S1B32	4 July 83		HHL		Target	
2.	5	C1eN1B26 $\frac{1}{2}$	18 Mar 86	15 Feb 88	?	?		2
3.	4	C1bN1B27	11 Nov 96	25 June 02	?	?		
4.	4	C1bN1B27 $\frac{1}{2}$	9 July 99		HHL			
5.	4	A	6 May 05		HHL			
6.	2	C	28 Sept 07	27 Oct 10	NLP	?		
HAMBURG								
1.	5	C?	14 Mar 11		HHL			
HARDYVILLE								
1.	9	M	24 Sept 66	12 May 67	SHD	DLJ		
2.	7	C1bA1BBR24	23 Sept 72	1 Apr (78?)	HHL	SHD		
HARQUA HALA								
1.	6	C1bS1B28 $\frac{1}{2}$	3 Sept 95		?			
2.	6	C1bN1B27 $\frac{1}{2}$	31 May 98		?			

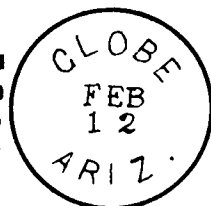
Notes:

1. Earliest listed is on piece. Listing taken from photo.
2. Latest listed is on stamp off cover.

ARIZONA TERRITORIAL POSTMARKS



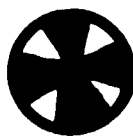
2



1



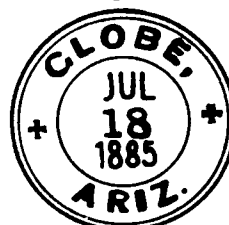
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GLOBE, ARIZONA,

MAY 14 1883

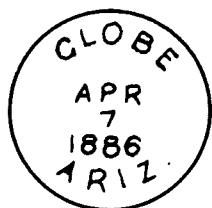
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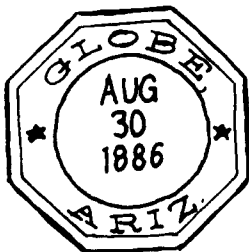
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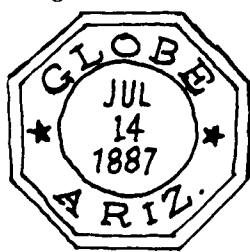
5



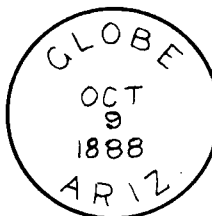
8



9



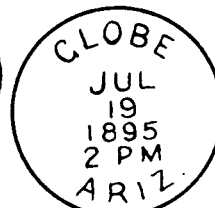
10



11



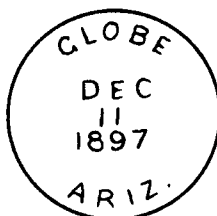
13



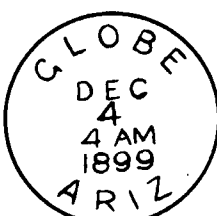
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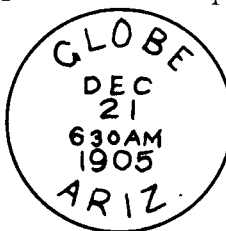
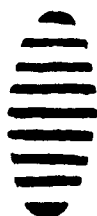
12



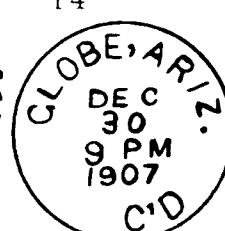
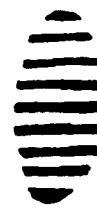
15



16

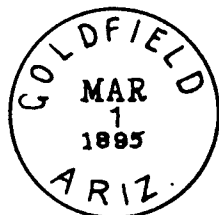


17



14

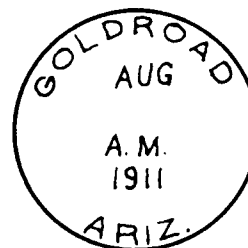
22



1



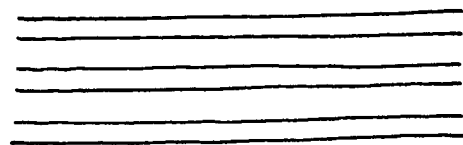
19



GLOBE, ARIZ.

DEC 14-10

7-30 PM



24



2



1



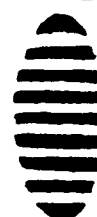
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2



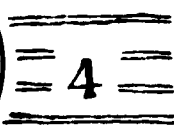
5



1



3



1



16

1



4



ARIZONA TERRITORIAL POSTMARKS

Town	type	Val.	Earliest	Latest	Owner	Owner	Killer	Notes
No.	No.	Postmark Code	Date	Date				
HARQUA HALA (Cont'd.)								
3.	5	C1bN1B27 $\frac{1}{2}$	26 June 00		HHL			
4.	5	C	17 Apr 09	28 June 09	HHL	NLP		
HARRINGTON								
1.	3	A	10 Apr 07	31 Oct 10	?		?	
2.	4	C	24 Mar 11	25 Sept 11	NLP	HHL		
HARRISBURG								
1.	7	M	25 Feb 89		SHD			
2.	5	C1bN1BBR27	18 July 01		?			
HARSHAW								
1.	3	C1b1S1BbB27 $\frac{1}{2}$	13 July 80	8 Feb (84?)	NLP	HHL	Target	
2.	4	C1bN1B27	6 Oct 84	30 Mar 88	*	*		
HAYDEN (Maricopa Co.)								
1.	6	C41bN1B27	25 Apr 85	18 July 85	HHL	HHL	Round grid	
HAYDEN (Gila Co.)								
1.	4	C	15 Oct 11		NLP			
HAYDEN'S FERRY								
1.	7	C1bA1BBR23 $\frac{1}{2}$	8 July ?		HHL			1
HAYNES								
1.	5	C	18 Dec 08		?			
HEBER								
1.	5	C1bN1BBR26 $\frac{1}{2}$	1 Oct 01		JOT			
HECLA								
1.	7	C1bN1BBR27 $\frac{1}{2}$	24 Aug 94		SHD			
HELVETIA								
1.	4	C1bN1B28	24 Apr 00	30 Aug 01	HHL	NLP		
2.	4	C	6 Aug 10		?			
HEREFORD								
1.	4	A	13 June 06	21 Jan 07	NLP	NLP		
2.	5	C	5 Jan 09		SHD			
HIGLEY								
1.	5	C	12 Apr 11		NLP			
HILLSIDE								
1.	4	C1bN1B27	4 Sept 00	10 Oct 04	?	HHL		2
2.	5	B	18 Jan 09	18 Feb 09	HHL	JOT		
HOLBROOK								
1.	5	M	25 Oct 82		HHL			
2.	4	C41bN1B27	24 Jan 83	17 Sept 83	HHL	JOT		
3.	5	C21bN1B33	22 June 84	26 June 84	?	SHD	Wheel of fortune	
4.	5	C21eN1RRB30	18 Dec 84		SHD			
5.	5	C1bN1BBR26 $\frac{1}{2}$? May 85	20 Dec 85	SHD	SHD		
6.	4	C1bN1BBR26	13 Oct 88	27 Mar 91	NLP	HHL		
7.	4	C1b'(REC'D)T1B27 $\frac{1}{2}$? ? (90?)		?			
8.	3	C1bT1B28	6 Aug 92	5 Apr 94	JOT	?		

Notes:

1. Earliest listed is with 3-cent '74 stamped envelope.
2. Also with roman date in later years.

TERRITORIAL POSTMASTERS OF NEW MEXICO, Part IV: JAMES
FIELDING HINKLE

By Thomas K. Todsen

It has long been recognized that the position of postmaster is often related to the practice of politics. Many postmasters do in fact owe their tenure to political affiliation or activity. This was as true in the Territory of New Mexico as it was elsewhere in the United States. And here, as elsewhere, there were those who were particularly adept at the political art. Perhaps the most sterling example among New Mexico territorial postmasters was the subject of this article, since he rose in time to become governor of the state.

James Fielding Hinkle was born 20 October 1864 (1862?) in Franklin County, Missouri, near St. Louis. He was the son of Miles Parsons Hinkle, a farmer, and his wife Sarah (Sappington) Hinkle. He attended public schools in Missouri, and went on to the University of Missouri. Shortly after leaving the University, he went on to Texas and began working for the Champion Cattle Company as a cowpuncher. In 1885 he moved to New Mexico with the Penasco Cattle Company, a subsidiary of the Champion firm, with headquarters in Lower Penasco. Here, Hinkle was appointed postmaster 26 April 1886. He held the position until 19 March 1887. James Hinkle soon acquired his own ranch, the C A Bar, which he continued to operate throughout most of his life. He also became manager and part owner of the Penasco Cattle Company, and remained affiliated with that organization until 1901. Hinkle managed the South Springs Cattle Company for six years prior to 1901. On December 14, 1892, he married Miss Lillie F. Roberts, who was related to the pioneer Cox family of southern New Mexico. The Hinkles were to have four children: Rolla R., Clarence, Vera, and Lillian.

In 1901 the family moved to Roswell where Mr. Hinkle entered the life insurance and real estate business. In this latter endeavour he became associated with J. J. Hagerman, for whom Hinkle located and assembled the 231,000 acre Hagerman Ranch. He organized the Pecos Valley Lumber Company, and remained its president until his death. Hinkle was also president of the Roswell Building and Loan Association, at the time the largest such organization in the state, and one of the original stockholders of the First National Bank of Roswell in 1890. He later became the bank's executive vice president in 1915, and president in 1934.

Hinkle's political activities were equally varied, though he remained always a staunch Democrat. He was elected to the Lincoln County Board of Commissioners in 1891 and re-elected in 1893, serving as board chairman during his second term. In 1894 he was elected Lincoln County Treasurer. He was elected representative to the Territorial Legislature in 1892, and re-elected

in 1894. In 1901, Hinkle was elected to the Territorial Senate. He served on the Territorial Tax Board (Board of Equalization) from 1901 to 1911, acting as its president the last four years. In April 1904, he began a two year term as Mayor of Roswell. He was elected to the first State Senate in 1912, and twice re-elected to that position. Elected Governor in November 1922 by the greatest majority in any state election up to that time, Hinkle served from 1 January 1923 to 1 January 1925.

In politics, Hinkle professed to be a simple cowboy, and many of his biographies indicate that he spent most of his time in the saddle for his first 20 years in New Mexico. Consideration of

all of the ties shows fallacy of Despite stretching it would was a dri- who belie- This is the fact bonded in- reduced Hinkle's nor. He great joi- Mrs. Hin- of the in Roswell. Sons of Revolution and was its 1924. He Exalted No. 949 of and Pro- of Elks in served a Deputy. In the 33rd a member of A.F. & A.M. R.A.M., and Temple of Shrine. He



J. F. Hinkle

Commander of Rio Hondo Commandery No. 6, K.T., and Knight Commander of the Court of Honor. Hinkle was very active in the Roswell Chamber of Commerce, and the Roswell Country Club.

above activi- the obvious such statements. this political of the truth, appear that he ving individual ved in honesty. reflected in that the state debtedness was \$1,725,000 in term as gover- was also a ner. Mr. and kle were pillars Methodist Church He organized the the American in New Mexico, president in was the First Ruler of Lodge the Benevolent tective Order Roswell, and term a District Masonry, he held degree and was Roswell Lodge Roswell Chapter Ballut Abyad the Mystic also was Eminent

James Fielding Hinkle died in 1951, and is buried in Roswell.

EDITOR'S COMMENTS

Our fourth volume comes to an end. This has been a truly rewarding volume from your editor's viewpoint. Subscriptions have increased substantially during the past year. Contributions of high-quality postal history articles have flowed in at a regular rate insuring a bimonthly publication schedule. And perhaps best of all, we were able to present major articles by ten different authors.

La Posta appears to be maturing. No doubt, we have a long way yet to go, but it is certainly true that we have come along way from our earliest efforts. Now is a good time to take a look at what we failed to accomplish during the past year, and what we hope to accomplish during the next year. Short-comings should be labeled "Old Business", for there is anticipation that these may be accomplished in the year to come. A membership list was promised early on, but response was not over-whelming and the project was never completed. It still seems like a good idea, but the necessary information will probably have to be acquired through a direct mail questionnaire sent to all subscribers. Are there any volunteers to take on the job?

A second short-coming was the failure to reach 100 subscribers. As reported last time, we have 80 subscribers, and that is impressive, but it would seem that a goal of 100 is something we could attain in the next year. It should be mentioned too that 11 of our subscribers are institutions of various kinds. They are certainly welcome as subscribers, but they are passive, as opposed to active, participants in postal history research.

Plans for the future are considerable. I would like to mention just two. A monograph series containing longer studies, listings, or compilations is one of the things being considered. With 80 paid subscribers, La Posta breaks even (barely), but if subscriptions increase costs will increase only slightly, and we can put the surplus into expanded publication offerings. With a little luck, and a slight increase in the number of subscribers, we might be able to publish our first monograph next year. Obviously, any such publication would be sent to subscribers as a normal benefit of membership in the M&DWPERS at no additional charge.

A second possible avenue of expansion, or increase in benefits, involves the publication of maps. Maps provide a valuable tool in postal history research, and a well designed map is a finished research project in itself. It may be possible for La Posta to offer Map Supplements of both original and reprinted historic maps as a normal benefit of membership if subscriptions increase beyond the break-even point. There are numerous exciting possibilities here.

And now for the commercial. Please take a moment today to send in your check for Volume 5. If you can, become a SUSTAINING SUBSCRIBER, and increase our chances of success during the coming year. La Posta belongs to you! It can be as worthwhile as you make it.

RICHARD W. HELBOCK, 1635 MARIPOSA DRIVE, LAS CRUCES, NM 88001