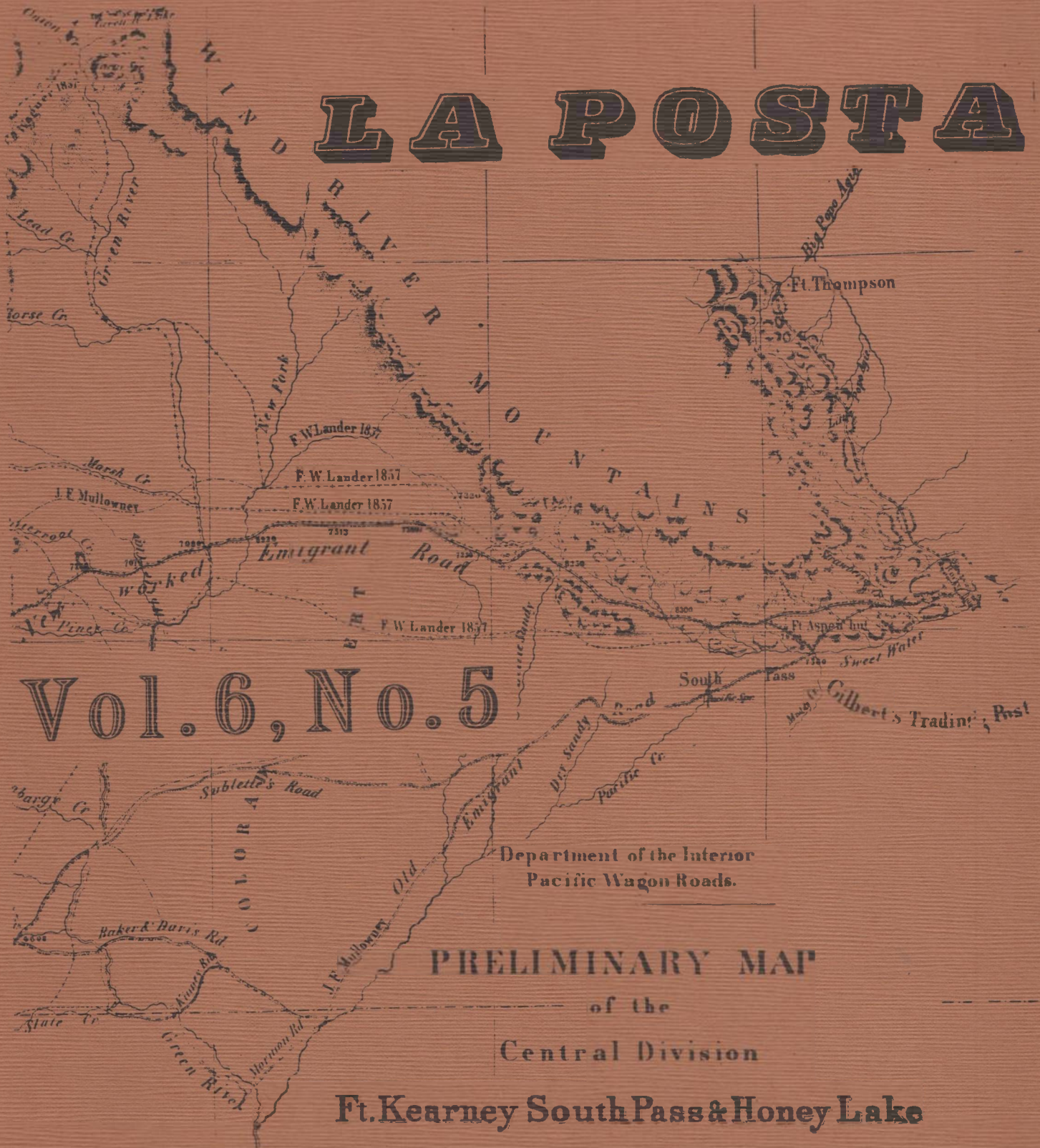


# LA POSTA



Vol. 6, No. 5

PRELIMINARY MAP

of the

Central Division

Ft. Kearney South Pass & Honey Lake

WAGON-ROAD

Surveyed and worked under the Direction of  
F. W. LANDER, Sup!

by  
W. H. WAGNER, Eng!

1857-58.



# LA POSTA

Whole Number  
35

August 1975

POSTAL HISTORY JOURNAL - MOUNTAIN & DESERT WEST Vol. 6, No. 5

## SUSTAINING SUBSCRIBERS

Mr. William H. Bauer	Mr. Charles F. Nettleship, Jr.
Mr. Elmer J. Binker, Jr.	Mr. Frank B. Norris
Mr. Joseph M. Del Grosso, Jr.	Mr. Lawrence W. Pawley
Dr. Sheldon H. Dike	Mr. N. Leonard Persson
Mr. Robert P. Doddridge	Mr. Ernest S. Peyton
	Mr. Robert Potts
Mr. E. B. T. Glass	Dr. Joseph F. Rorke
H and H Marketing	Mr. Arthur E. Rupert
Dr. Robert Dalton Harris	Col. Fred F. Seifert
Mrs. Marion Herlihy	Mr. Daniel R. Siegle
Dr. Walter Jacobus	Mr. Donald T. Smith
Mr. Charles W. Jones	Mr. Daniel A. Stone
Dr. Owen H. Kriege	Mr. Glenn F. Terry
Mr. Richard Lis	Mr. Charles L. Towle
McBride Stamp Auctions, Inc.	Dr. Samuel Wagonfeld
Mr. Daniel Y. Meschter	Western Postal History Museum
Mr. Robert F. Miller	Mr. Charles A. Whittlesey
Mr. Donald T. Morisch	Mr. John H. Willard
	Mr. Otto C. Yag

## IN THIS ISSUE

	Page
THE POSTOFFICES OF WYOMING: PART XIII, FREMONT COUNTY By Daniel Y. Meschter . . . . .	2
EDITOR'S NOTES . . . . .	9
POSTAL CODE OF THE UNITED MEXICAN STATES, CHAPTER VI, POSTAL SERVICE BY RAILROAD AND ABOARD SHIPS By Mary Rodriguez Ramczyk and Thomas K. Todsen . . . . .	10
NEW MEXICO POSTOFFICES: PART IV, LUNA COUNTY By Richard W. Helbock and Ruth Dolezal . . . . .	14
THE ARIZONA TERRITORIAL POSTMARK CATALOG: PART XI By Sheldon H. Dike . . . . .	17

LA POSTA is the research journal of the Mountain & Desert West Postal History Research Society. It is published on an irregular basis with six issues per volume. The subscription rate is \$5 per volume, and single copies are available at \$1 each. For additional information, or to place a subscription, write:  
THOMAS K. TODSEN, CO-EDITOR, 2000 Rose Lane, Las Cruces, NM 88001



## THE POSTOFFICES OF WYOMING: PART XIII, FREMONT COUNTY

By Daniel Y. Meschter

Fremont County was erected by the Wyoming Legislature on March 5, 1884 and was organized on May 6, 1884. It was taken from the northern part of Sweetwater County and stretched to the Montana border until Big Horn County was partitioned from its north half in 1890. In 1911, a small part remaining north of the Owl Creek Mountains was put into Hot Springs County and in 1921 the part southwest of the Wind River Mountains was organized into Sublette County.

Probably no other Wyoming county is the equal of Fremont County for diversity of geography, history, economy, and social development.

The east half of the county is a vast rolling prairie bounded on the north by the Owl Creek Mountains and on the south by Green Mountain. The narrow northwest end embraces the headwaters of the Wind River - a green, well-timbered valley confined between the Shoshone Mountains on the north and the Wind River Mountains, Wyoming's highest, on the south.

South Pass, in the southwest corner of the county, and the Sweetwater River, which leads up to the pass from the great Platte River road at Independence Rock, made the Oregon and Mormon Trails possible. The route along the rivers was unmistakable and the pass itself is a broad sweep of high prairie easy for wagons to cross.

Gold was found near South Pass in 1867 and towns, with Fremont County's earliest postoffices, grew up around the mines at South Pass City, Atlantic City, and Miner's Delight. This center of population justified the creation of Carter County by the Dakota Legislature in 1867 with its seat at South Pass City. South Pass City was also the home of Esther Hobart Morris whose efforts, some say, influenced the first Wyoming Legislature to enact women's legislation from which Wyoming proudly takes the title of "The Equality State".

Indians were a menace at first and Camp Stambaugh was built for defense. However, a treaty made at Fort Bridger in 1868 set aside a reservation for the Shoshone Indians, led by their great Chief Washakie, along the Wind River. It is possible that Little Wind River postoffice was at the first Indian agency. The Northern Arapahoes moved onto the reservation a little later and agencies were established at Shoshone and Arapahoe. Contact with the outside world from Fort Washakie in the middle of the reservation was by way of the Rawlins to Fort Washakie wagon road and telegraph line built in the early 1880's.

Gold and copper mining really never did amount to much; but there were a few postoffices at mining camps other than at South Pass. Lewiston was one and, further north, Glance, Depass, and Birdseye were in the Owl Creek Mountains. Lost Cabin got its name from the legend of a lost gold mine.

Oil is deeply rooted in the Fremont County legend. An oil spring near Dallas was known to the early mountain men as early as 1833 and drilling in 1883 made it Wyoming's first oil field. Other oil camps are at Sand Draw and Derby.

The greatest mineral discovery in Wyoming was in 1953 when a Riverton businessman found uranium at the grass roots near the Gas Hills. Other important mines near Jeffrey City were found the same year.

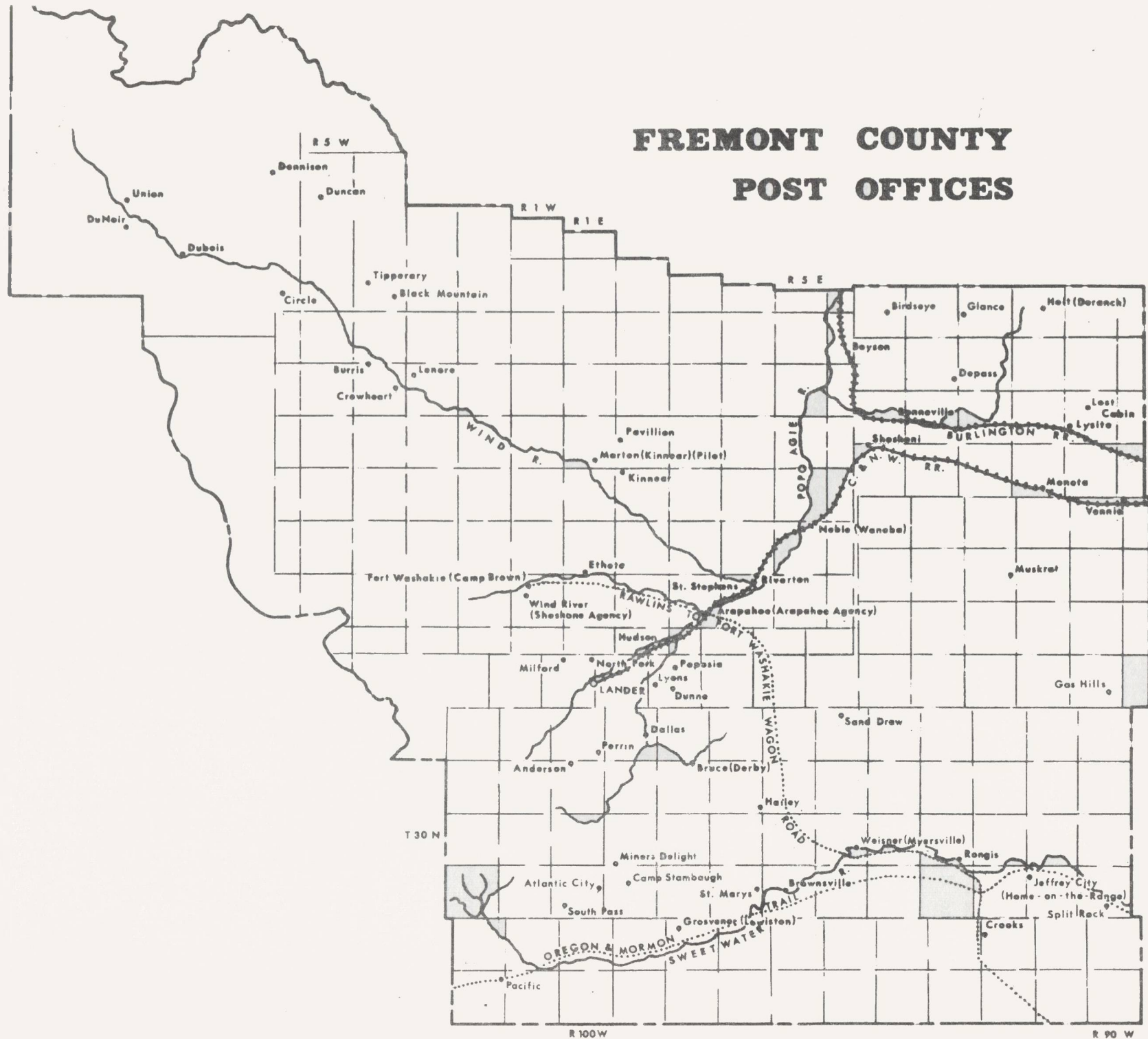
Mining near South Pass, unimportant as it was, stimulated agriculture and the settlement of fertile lands along the Sweetwater, Popo Agie (Poposia), and Wind Rivers. Much of the county is rich grazing land and it has had its quota of ranch postoffices. In more recent times, reclamation has opened arid lands along the Wind River around Pavillion, Morton, and Kinnear to irrigation.

The railroads came to Fremont County in 1906 when the Chicago and Northwestern tracks were extended from Casper to Lander. In 1913, the Burlington tracks were pushed south from Montana through Wind River Canyon north of Shoshoni and east toward Casper. Towns and cattle pens grew up along the railroads and ranch postoffices tended to be moved to the railroad.

In all, Fremont County has had 84 different postoffice names of which at least one and possibly four never operated. Kinnear duplicated once and there were six name changes. Nineteen postoffices are still in operation, more than half of the thirty-three in operation in 1922.

# FREMONT COUNTY POST OFFICES

4



# WYOMING POSTOFFICES

## FREMONT COUNTY

<u>Postoffice</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Anderson	27 Aug 1913	30 Nov 1913	Mail to Lander
Arapahoe	12 May 1906	Operating	N. ch. from Arapahoe Agency. Conv. to r. br. of Riverton, 11 Mar 1966
Arapahoe Agency	15 Feb 1893	12 May 1906	N. ch. to Arapahoe
Atlantic City	16 Dec 1869 24 May 1926	30 Jun 1923 31 Oct 1954	Mail to South Pass City Mail to Lander
Bargee	3 Nov 1920	15 Jun 1933	N. ch. from Metzler Mail to Shoshoni
Birdseye	9 Jan 1906	15 Apr 1913	Mail to Shoshoni
Black Mountain	20 Feb 1908	30 Dec 1911	Mail to Lenore
Bonneville	2 Feb 1911 21 Feb 1920 16 Aug 1947	15 Jul 1913 15 Jan 1944 30 Dec 1964	Mail to Shoshoni Mail to Shoshoni Mail to Shoshoni
Boysen	18 Mar 1907	12 Sep 1907	Rescinded
Brownsville	19 Mar 1891	2 Feb 1894	Mail to Lewiston
Bruce	2 Jul 1896 11 May 1901	22 May 1899 15 Aug 1906	Mail to Hailey Mail to Dallas
Burris	6 Jul 1922 27 Aug 1924	15 Dec 1923 Operating	Mail to Lenore
Camp Brown	18 Mar 1875	7 May 1879	N. ch. to Fort Washakie
Camp Stambaugh	20 Jul 1871	23 Dec 1878	
Circle	12 Dec 1901	31 Mar 1925	Mail to Dubois
Crooks	21 Jul 1886	20 Oct 1888	Mail to Rongis
Crowheart	14 May 1908 26 May 1916	31 Dec 1909 Operating	Mail to Ft. Washakie

Dallas	19 May 1884 26 Dec 1888	5 Aug 1887 15 May 1918	Mail to Lander Mail to Lander
Dennison	26 Jul 1929	30 Sep 1939	Mail to Duncan
Depass	22 Jun 1906 24 Apr 1923	30 Nov 1922 14 Feb 1925	Mail to Lysite (?) Mail to Lysite
Deranch	19 Jan 1893	28 Feb 1905	Mail to Lost Cabin
Derby	5 May 1888	16 Mar 1895	Mail to Dallas
Diamond G Ranch	27 May 1936	30 Jun 1955	SPO, Mail to Dubois
Dubois	6 Aug 1889	Operating	
Duncan	12 Feb 1931	30 Jun 1958	Mail to Dubois
Dunne	14 Jun 1921 18 Nov 1922	4 Feb 1922 1 Feb 1923	Mail to Hudson Mail to Hudson
DuNoir	14 Jun 1921	31 Oct 1946	Mail to Dubois
Eagle Ranch	5 May 1876	10 Sep 1879	
Ethete	26 Feb 1918	Operating	Conv. to r. sta. of Lander, 16 Apr 1960
Fort Washakie	7 May 1879	Operating	Name changed from Camp Brown
Gas Hills	16 Feb 1959	Operating	R. sta. of Riverton
Glance	25 Aug 1906	30 Sep 1907	
Grosvenor	10 Oct 1913	15 Mar 1915	Mail to Atlantic City
Hailey	12 Jan 1887	15 Sep 1924	Mail to Lander
Hamburg	25 Mar 1910	15 Jul 1911	Mail to Metzler
Holt	2 Dec 1905	31 Aug 1936	Mail to Lysite
Home on the Range	1 Oct 1956	31 Oct 1959	R. sta. of Lander. Name changed to Jeffrey City
Hudson	5 Nov 1906	Operating	
Jaykay	18 Oct 1913	31 Dec 1914	Mail to Fort Washakie



Jeffrey City	1 Nov 1959	Operating	Name changed from Home on the Range. R. sta. of Lander, changed to R. sta. of Rawlins, 1 Sep 1964.
Kinnear	18 Jan 1907	13 Feb 1914	Name changed to Pilot
Kinnear	30 Nov 1946	Operating	
Lander	18 Mar 1875	Operating	
Leesdale	14 Apr 1897	29 Oct 1898	Mail to Dubois
Lenore	18 Jul 1907	28 Feb 1942	Mail to Crowheart
Lewiston	29 Jan 1883	20 Nov 1883	Mail to Atlantic City
	13 Apr 1891	2 Apr 1906	Mail to Atlantic City
Liberty	18 Jun 1907	14 Aug 1909	Mail to Shoshoni
Little Wind River	10 Jun 1870	7 Oct 1870	
Lost Cabin	31 Aug 1886	17 Jun 1966	Mail to Lysite
Lyons	30 Jan 1885	13 Mar 1888	Mail to Lander
	21 Apr 1890	15 Mar 1905	Mail to Lander
Lysite	2 Mar 1914	Operating	
Metzler	1 Mar 1909	3 Nov 1920	Name changed to Bargee
Milford	11 Jun 1891	31 Dec 1901	Mail to Lander
	14 Oct 1903	31 Dec 1908	Mail to Lander
Miners Delight	24 Jan 1870	31 May 1900	Mail to Atlantic City
Moneta	17 Mar 1906	10 Nov 1972	Mail to Casper
Morton	17 Dec 1924	Operating	Name changed from Pilot
Muskrat	21 Feb 1899	15 Apr 1907	Mail to Shoshoni
Myersville	17 Aug 1886	13 Mar 1888	Mail to Hailey
	10 May 1888	15 Jul 1909	Mail to Hailey
Neble	9 Sep 1912	31 Mar 1926	Name changed from <sup>o</sup> Wohaba Mail to Riverton
Neversweat	31 Oct 1895	30 Nov 1897	Mail to Dubois



North Fork	27 Feb 1877	27 Mar 1884	Mail to Lander
Northfork	20 Jul 1886	14 Feb 1887	No papers
Okie	31 Mar 1893	13 Feb 1894	Mail to Lost Cabin
Pacific	28 Dec 1900	14 Oct 1916	Mail to South Pass City
Pavillion	5 Mar 1909	Operating	
Perrin	22 Aug 1923	30 Nov 1937	Mail to Lander
Pilot	23 Feb 1914	17 Dec 1924	Name changed from Kinnear Name changed to Morton
Poposia	11 Jun 1913	31 Dec 1926	Mail to Hudson
Riverton	5 Oct 1906	Operating	
Rongis	4 Jan 1883 13 Mar 1924	15 Jan 1916 15 Oct 1926	Mail to Split Rock Mail to Lander
Saint Mary	25 Jan 1888	1 Jun 1888	No papers
Saint Stephens	9 Oct 1888	Operating	
Sand Draw	1 Jan 1949	Operating	Conv. to r. sta. of River- ton, 19 May 1959
Savers	21 Apr 1890	9 Oct 1890	No papers
Shoshone Agency	28 Feb 1881	14 Sep 1905	Name changed to Wind River
Shoshoni	28 Oct 1905	Operating	
South Pass City	18 Mar 1868 1 Jun 1968	15 May 1957 Operating	Change to SP0, 1 Nov 1952 Mail to Lander R. br. of Lander
Split Rock	18 Jun 1891	15 Jul 1944	Mail to Rawlins
Tipperary	1 Apr 1916	13 Sep 1940	Mail to Lenore
Union	23 Nov 1900	30 Apr 1911	Mail to Dubois
Vonnie	28 May 1921 9 Jan 1925	15 Dec 1923 15 Nov 1929	Mail to Moneta Mail to Hiland
Wahaba	23 Jul 1907	9 Sep 1912	Name changed to Neble

Weisner	21 Apr 1916	15 Sep 1919	Mail to Split Rock
Wind River	14 Sep 1905		Name changed from Shoshone Agency
		31 Dec 1944	Mail to Fort Washakie

---

EDITOR'S NOTES - - First I must apologize to you all for the quality of Page 7 in the last number. I was using an unfamiliar typewriter and did not notice the light strike I was getting. Please check your copies to see whether Pages 7, 8, 13, and 14 are there. I found them missing in one copy.

The next issue will be devoted to Chavez County, New Mexico, and to Alaska, with Bill Helbock still making himself felt in both areas. We will have the benefit of Mrs. Inez Covington Ford's reminiscences and will present an article from the Wells Fargo Magazine through the good offices of our fellow member, Bernard Griffin. And then you will all have Bill back to get things out on time.

As prices increase for good postal history material, there seems to be increasing participation by dealers in the time-honored practice of mail auction sales. There is therefore more and more opportunity to dispose of your own surplus or duplicate material through these enterprising individuals who are always happy to obtain good material, either by outright purchase or for inclusion in their sales on a percentage basis. And just think of the blessings that will be heaped on your heads by your fellow collectors, when these unexpected items come on the market.

If any of you have any interest at all in railway post offices and such, I would suggest that you get in touch with Edwin B. Bergman, Secretary of the Mobile Post Office Society, 5030 Aspen Drive, Omaha, Nebraska 68157, concerning Charles Towle's comprehensive THE UNITED STATES TRANSIT MARKINGS CATALOG. This will include ALL railway post offices and their markings and is obtainable only from the MPOS. - - - - - TOM TODSEN

## POSTAL CODE OF THE UNITED MEXICAN STATES, CHAPTER VI

Translated from the 1 January 1884 edition  
By Mary Rodriguez Ramczyk with notes by T. K. Todsen

At an early date, Mexico set up railway postoffices similar to those of the United States of America. They were called Oficinas Postales Ambulantes (mobile postoffices) or O.P.A., as well as Servicio Ambulante or simply Ambulante, abbreviated Ae. They were to be found over all major lines and branches. Regulations governing this service were in theCodigo Postal de Los Estados Mexicanos. Capitulo VI, Servicio Postal por Ferrocarril y a Bordo de Buques, follows.

### Postal Service by Railroad and Aboard Ships

ART. 71. Agents of the postal service by railroad are divided into Carriers and Agents with Permanent Station.

ART. 72. Carriers are those persons in charge of transporting mailsacks between the local postoffices and the railroad stations.

ART. 73. Carriers will be designated by the local Postmaster with the approval of the General Administration and, if this service is made by contract, the cautions in Part II of ART. 39 of this code shall be observed.

ART. 74. Permanent Station Agents are those employees who must remain at their appointed stations to verify the exchange of mail bags between different railroad postal employees, and between railroad postal employees and Carriers. The place where these agents stay is chargeable to the Postal Service account.

ART. 75. The General Postal Administration, with the approval of the Secretary of the Interior, shall designate the stations assigned this type of employee, taking into account the requirements of the Postal Service.

ART. 76. The referred-to station agents are immediately subordinate to the inspectors of the respective zones, and will inform the latter and the General Administration of changes pertaining to departure of trains and, generally, of modifications established with respect to railroad service.

ART. 77. They shall maintain a register of the mail that is received and delivered and every month will send a copy of said register to the General Administration and the respective inspector.

ART. 78. They shall communicate with the General Administration and the inspector of their zone, using the telegraph in urgent cases, whenever anything delays or modifies the service.

ART. 79. They will have a letterbox where they are stationed and shall route the correspondence and objects deposited therein, delivering them as appropriate to the Mail-car employees or to the Carriers.

ART. 80. Delivery of the letterbox contents to the Carrier cannot be made by classifying them as loose pieces, but must be by means of mail bags.

ART. 81. The employees of the railroad postoffices, who are referred to in ART. 51 of this Code, constitute a mobile administration for the conveyance and distribution of correspondence and other objects admissible to the mails. Therefore, for the discharging of these functions, they have the same obligations and authority as those assigned to the local administrators (postmasters).



ART. 82. For short stretches of railroad which join only two postoffices or station agencies, or whose distance is travelled in less than six hours for a round trip, it will suffice to establish a single route agent for the exchange of mail between the afore-mentioned offices or agencies of the section. Due to the limited time, said agents will not be able to classify the mail, so this work will be done by the sending office.

ART. 83. The route agents will personally effect the receipt and delivery of correspondence and other objects at the postoffices or agencies at the beginning and completion of his route.

ART. 84. For each mobile railroad postoffice, not less than two employees shall be appointed for discharge of the functions mentioned in ART.

81. The Postmaster General shall appoint one of them as chief and he shall be responsible for the office and the accomplishing of required service.

ART. 85. Correspondence and other postal material which these employees must carry will be received in the railway postal service agents' office proper (i.e., the mail-car).

ART. 86. After separating the correspondence and objects into classes, delivery will be made of those corresponding to the agents of the railroad service, who shall be in their stations at the time of delivery.

ART. 87. Each delivery and receipt of mailbags or sacks between a mobile railway postoffice and another mobile or local office shall be accompanied by an invoice in which appears its number, class, condition or state, and the hour of delivery or receipt.

ART. 88. The invoices that support the remitting of mailbags or sacks will be signed by the employees or agents receiving them and shall be returned to the sending office who shall also keep similar written evidence that what was sent was delivered.

ART. 89. Railway postoffice employees may receive from the public and place en route first, third and fourth class articles if they meet the conditions established by the Code for their transportation. They can also receive second class packages, if they are in order, and will verify on the receipt of the respective postoffice that the postage needed has been satisfied. The office, in these cases, shall put on these packages a stamp that states the date and also that the postage has been paid.

ART. 90. The permanent station agents, when the employees of the railway postoffice have rejected some articles from the mailbox of the agency, shall return the rejected items to the nearest local postoffice and this procedure shall apply also to that deposited in their own office.

ART. 91. The employees of the railway postoffice shall stamp each piece of refused mail with a special stamp that has the word "desechado" and the respective date.

ART. 92. The Postmaster General, taking into account the development of the railway lines, shall determine with the approval of the Secretary of the Interior the beginning and ending of the route each mobile postoffice shall travel; with the idea that each round trip of these offices should not normally exceed two days.

ART. 93. The same official shall designate which offices in the referenced boundaries shall relate with each railway postoffice for delivery and receipt of mail sacks.

ART. 94. The General Postal Administration shall make known to the public, and to the offices and their corresponding employees, the particulars referred to in the last two articles as well as the notices relating to the hours of departure of trains and their itineraries.

ART. 95. The employees of the Railway Postal Service shall, during the trip, make separate packages of the correspondence and objects that are to be delivered to the mobile postoffices which they will contact.

ART. 96. In addition, that which is carried for the offices at the beginning and ending of the route will be classified, separating it into the following groups: correspondence and objects for foreign countries, the same for the interior, and the same for the service within the limits of the office. The latter group will be subdivided into the following:

- I. Official mail
- II. Registered mail
- III. Mail for postoffice boxes
- IV. General delivery mail
- V. Mail for home delivery, where the service is established
- VI. Non-residential mail

ART. 97. The employees and agents of the railway postal service will use, at their own expense, as a distinctive mark, a cap with the words: Servicio Postal.

ART. 98. Employees of the Railway Postal Service shall immediately inform the General Administration and the inspector of the respective zones of all modifications of the railroad service.

ART. 99. If irregularities occur during the trip of said employees that in any way affect the postal service, the respective inspector will be informed the same day.

ART. 100. The same employees shall keep a register of the mail they receive and deliver, making note of errors or inaccurate addresses and who was responsible. A copy of this register shall be sent to the General Administration, and a duplicate to the appropriate zone inspectors.

ART. 101. They shall also maintain a register recording in detail all accidents, irregularities, and inaccuracies that have occurred with respect to the postal service. A copy of this register must be sent to the General Administration at the end of each month.

ART. 102. Only inspectors or special agents are allowed to enter mobile postoffices: all other employees must obtain an authorization from the Postmaster General which will be picked up by the railroad or shipboard postal employees at the end of their trip.

ART. 103. The service of the railway postal employees shall be so arranged that they shall have one day of rest for each six days of work.

ART. 104. When a mobile postoffice has more than two employees, the Postmaster General shall designate which of them shall replace the chief on his day of rest.

ART. 105. The chiefs of the mobile postoffices will procure beforehand sufficient postage stamps for servicing the public during each trip, buying them at their respective administrations.

ART. 106. Shipboard postal employees also constitute a mobile administration for the conveyance and distribution of mail and other postal objects.

ART. 107. Said employees shall personally effect the receipt and delivery of mail in the postoffices in Mexican territory by means of invoices as referred to on Articles 87 and 88.

ART. 108. If receipt and delivery of mailbags is necessary in foreign ports, this will be verified according to the provisions for that place in the Universal Postal Union Treaty and its regulations.

ART. 109. The General Administration shall designate the offices which will be in touch with those of the ports on the itinerary for exchange of mail, to the end that the shipboard postoffice employees can comply with the obligations imposed in the following article.

ART. 110. These employees, in their trips going and returning, will separate by bundles the mail and other objects to be delivered to the different places they touch. For Mexican ports, besides the stated separation, they will further separate into bundles that addressed to the port, to the postoffices included in the port, and to the closest distributing offices, or at the end of the route.

ART. 111. Correspondence and objects which are directed in the delivery limits of the port of final destination will be classified in the following six groups:

- I. Official mail
- II. Registered mail
- III. Mail for postoffice boxes
- IV. General delivery mail
- V. Residential mail, where home delivery is established
- VI. Non-residential mail

ART. 112. The provisions of Articles 89, 94 and 100 are applicable to the shipboard postal service; however, the copy referred to in the second part of Article 100 shall be sent to the General Administration at the end of each trip.

ART. 113. The order in Article 97 is also applicable, with the difference that the words shall be "Servicio Postal Mexicano" as a distinctive mark.

ART. 114. Shipboard postal employees shall keep a register as mentioned in Article 101, sending a copy to the General Administration at the end of each voyage, and shall record in it in addition whether the itinerary stipulated in the contract was fulfilled, stating the day and time of arrival in each port, the time spent at anchor, and whether anyone communicated with them.

ART. 115. Passengers have the right to record in this register any faults or irregularities they observe in the postal service.

ART. 116. Shipboard employees must quickly inform custom officials or, in their absence, any Federal employee of all that occurs aboard which may be prejudicial to fiscal interests.

ART. 117. The General Administration with the concurrence of the Secretary of the Interior shall decide what time it is convenient that this type of employee go from one ship to another in discharge of their duty.

ART. 118. It is absolutely prohibited for any employee of the Mobile Postal Service to negotiate or transact any kind of commission either on his own or as an agent for a commercial house or individual.

ART. 119. The register mentioned in the above articles will be carried in an authorized book with the Post Office seal on each of its pages.

ART. 120. To be appointed shipboard postal agent, one must master the French and English languages and duly prove it.





## NEW MEXICO POSTOFFICES: PART IV, LUNA COUNTY

By Richard W. Helbock and Ruth Dolezal

Luna County was organized on March 16, 1901, from the eastern part of Grant County and the western part of Dona Ana County. Named for Solomon Luna, a prominent political figure of the time, its area of 2976 square miles is half again as large as the state of Delaware. More than two-thirds of the population is in the town of Deming, which means that for the balance of the county the population density is about one person per square mile.

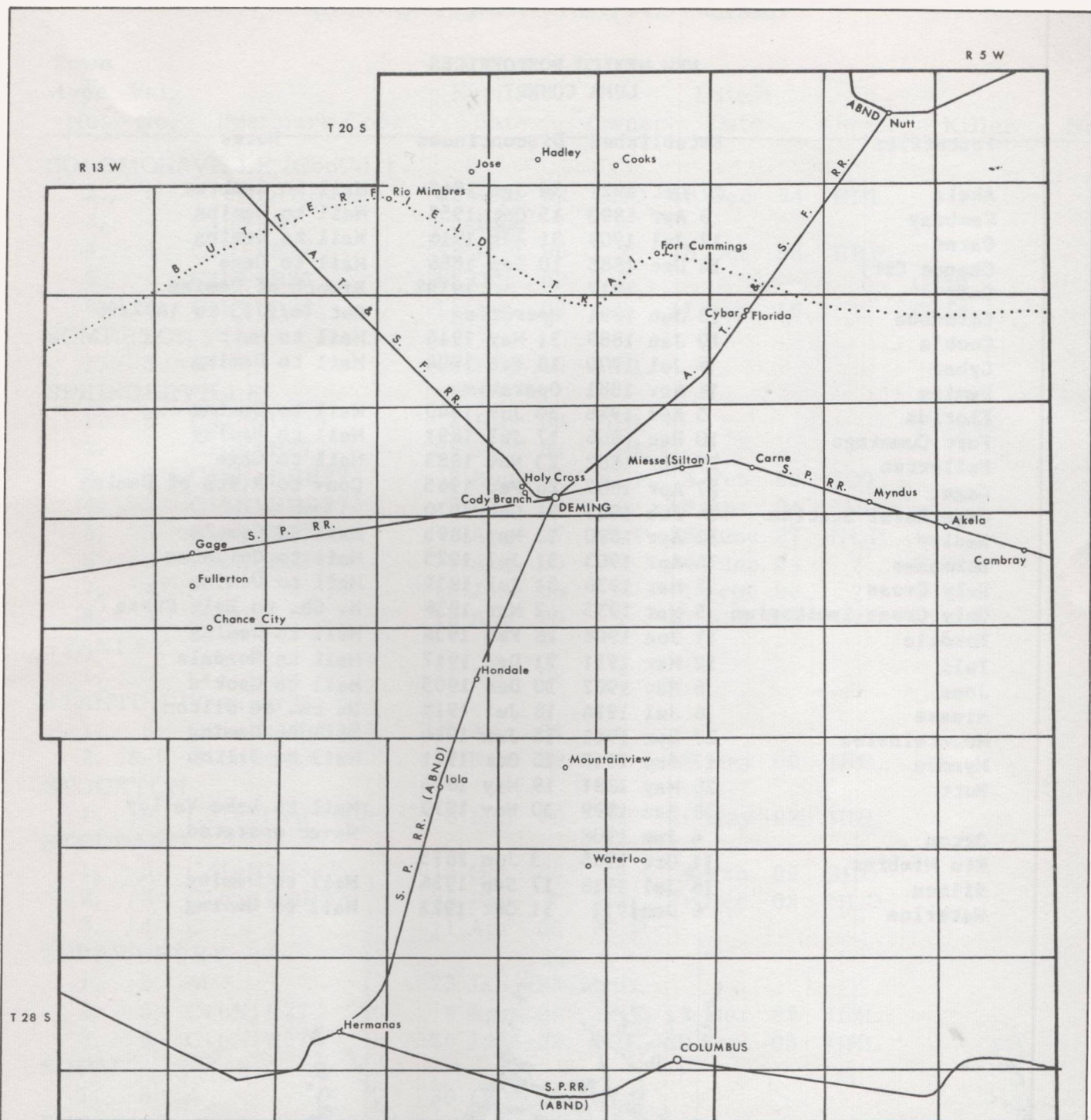
The county is mainly ranch land but over the past forty years, there has been a steadily increasing acreage of irrigated farms, the water coming mostly from wells tapping the underflow of the normally dry Mimbres River. These farms are devoted primarily to the raising of cotton, chile, grain sorghum, and alfalfa. There were a few small mining districts in the Cook's Range, the Florida Mountains, the Victorios, and the Tres Hermanas Mountains, but all are presently inactive.

The trail used by the Butterfield Overland Mail crossed the county from east to west and the first established postoffice within the present county boundaries was at Rio Mimbres on that trail. The second postoffice, Fort Cummings, was likewise a Butterfield Trail stop.

The coming of the railroads in 1881 generated many postoffices then and in following years, Deming resulting at the meeting point of the Southern Pacific and the Atchison, Topeka and Santa Fe. Deming's first postoffice building was, in fact, the boxcar that had housed the Terminus postoffice as it followed end-of-track operations on the Southern Pacific and its first postmaster had been the Terminus postmaster.

Luna County is the site of the only invasion of the continental United States since before the War Between the States. It was at Columbus that Pancho Villa and his irregulars crossed on a raid which resulted in Black Jack Pershing's retaliatory pursuit into Mexico. This is memorialized at Pancho Villa State Park and Museum in Columbus. Also in Luna County is Rockhound State Park, one of the few areas in the U.S. set aside for the free collection of mineral specimens by interested hobbyists.

Formerly the haunt of the Mimbres Indians, a pre-Pueblo tribe noted for the richness and artistry of their pottery, and more recently the stomping ground of several of the Apache groups, Luna County is still mostly the wide open land it was then. Antelope still graze among the cattle, deer still come to the waterholes in the Floridas and Cook's Range. The long hours of sunshine, the relatively mild winters, and the simplicity and low cost of living are attracting more and more retirees. But there are only two active postoffices left of the total of 26 that are listed here.





# NEW MEXICO POSTOFFICES LUNA COUNTY

Postoffice	Established	Discontinued	Notes
Akela	27 Oct 1921	30 Jan 1943	Mail to Cambray
Cambray	9 Apr 1893	15 Oct 1952	Mail to Deming
Carne	12 Jul 1909	31 Aug 1916	Mail to Deming
Chance City	14 Dec 1885	10 Sep 1886	Mail to Gage
Cody	1917	1919?	Branch of Deming
Columbus	18 Jun 1891	Operating	Out 14/7/93 to 14/2/96
Cook's	10 Jan 1889	31 May 1914	Mail to Nutt
Cybar	6 Jul 1900	13 Feb 1904	Mail to Deming
Deming	11 Apr 1881	Operating	
Florida	5 Apr 1928	30 Jun 1940	Mail to Deming
Fort Cummings	10 Dec 1866	17 Jul 1891	Mail to Hadley
Fullerton	27 Apr 1882	23 Nov 1883	Mail to Gage
Gage	27 Apr 1882	26 Feb 1965	Conv to R.Sta of Deming
Gage Rural Station	26 Feb 1965	31 Oct 1970	
Hadley	22 Apr 1890	13 May 1895	Mail to Cook's
Hermanas	4 Apr 1903	31 Jul 1925	Mail to Columbus
Holy Cross	2 Mar 1936	31 Jul 1939	Mail to Deming
Holy Cross Sanitorium	9 Mar 1935	2 Mar 1936	N. Ch. to Holy Cross
Hondale	11 Jun 1908	28 Feb 1934	Mail to Deming
Iola	22 Mar 1911	31 Dec 1917	Mail to Hondale
Jose	6 Nov 1902	30 Dec 1905	Mail to Cook's
Miesse	6 Jul 1914	18 Jul 1918	N. ch. to Silton
Mountainview	27 Dec 1911	15 Jan 1914	Mail to Deming
Myndus	17 Sep 1912	15 Oct 1921	Mail to Silton
Nutt	26 May 1881	19 May 1884	
	28 Jan 1899	30 Nov 1939	Mail to Lake Valley
Orton	4 Jan 1908		Never operated
Rio Mimbres	11 Oct 1866	3 Jun 1875	
Silton	18 Jul 1918	17 Sep 1924	Mail to Deming
Waterloo	6 Dec 1911	31 Oct 1922	Mail to Deming



Section of the Map of the El Paso to Fort Yuma Wagon Road (1857-8) thru Luna County. Mail stations at Fort Cummings(Cooke's Spring) and Rio Mimbres are marked though they did not become postoffices for 8 years.



# ARIZONA TERRITORIAL POSTMARKS

Town type	Val. No.	Postmark Code	Earliest Date	Owner	Latest Date	Owner	Killer	Notes
SOLOMONSVILLE (Cont'd.)								
2.	5	C1eN1RRB28 $\frac{1}{2}$	22 Sept 82	SHD	16 Dec 84	HHL		1
3.	4	C1bN1B?	5 June ?	*				2
4.	4	C1bT1B27	1 July 96	?	15 Oct 98	HRF		3
5.	4	C1bT1B28	11 Oct 02	?			Grid	
6.	3	C1bT1B28 $\frac{1}{2}$	11 Jan 02	?	11 Jan 10	?	Grid	
SOMERTON								
1.	5	C	18 July 10	HHL				
SPRINGERVILLE								
1.	5	C41eN1B30	2 July 83	HHL			Target	
2.	5	C1bN1B27 $\frac{1}{2}$	25 Sept 84	HHL				
3.	5	C1bN1BBR27	2 Aug 87	NLP	4 Feb 92	JOT		
4.	5	C1bN1BBR27 $\frac{1}{2}$	9 Dec 93	?	10 Apr 94	SHD		
5.	5	C1bT1B27 $\frac{1}{2}$	? Apr 97	NLP	26 June 97	NLP		
6.	3	C1bN1B28 $\frac{1}{2}$	9 Aug 00	?	6 June 04	?	Grid	
7.	4	A	10 June 05	?	1 Sept 08	?		
8.	4	C	16 Aug 09	?	27 Aug 09	?		
STANLEY								
1.	5	C	1 May 08	?				
STANTON (Yavapai Co.)								
1.	6	C21eN1RRB27 $\frac{1}{2}$	28 Apr 86	?				
2.	6-5	C1bN1BBR27	7 Nov 89	?	25 May 00	HHL		
STOCKTON								
1.	6	C21eS1RRB31 $\frac{1}{2}$	8 Mar 90	SHD	21 May 92p	HHL		
STODDARD								
1.	5	C41eN1B32 $\frac{1}{2}$	15 Oct 88	?	4 Feb 89	SHD		
2.	5	C1bN1BBR27 $\frac{1}{2}$	25 Feb ?	HHL	21 Dec 03	NLP		4
3.	4	C	11 Apr 09	NLP				
STRAWBERRY								
1.	5	M	23 Jan 93	HHL				
2.	5	C1bN1B27	9 Apr 97	HRF	13 Mar 99	HHL		
3.	6	C1bN1B27 $\frac{1}{2}$	20 June 02	HHL	20 Sept 03	HHL		
SUPAI								
1.	5	A	30 May 04	NLP				
SUPERIOR								
1.	4	C1bN1B27 $\frac{1}{2}$	19 Sept 06	HHL				
2.	4	C	11 Dec 07	JOT				
SWANSEA								
1.	5	C	23 Feb 11	HHL				
TACNA								
1.	6	C1bN1BBR26 $\frac{1}{2}$	2 Nov 95	?				5

## Notes:

1. Spelled "Solomonville" in the strike.
2. Earliest listed is from a photo on piece.
3. Latest listed is on piece.
4. Earliest listed is 1890's; year not readable.
5. Earliest listed is cut-to-shape.

# ARIZONA TERRITORIAL POSTMARKS



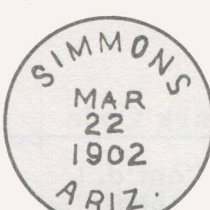
4



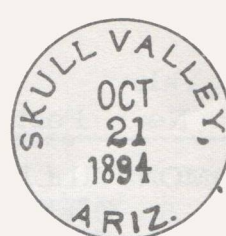
5



2



3



1



2



3



4



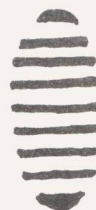
1



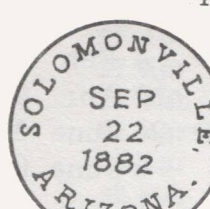
2



3



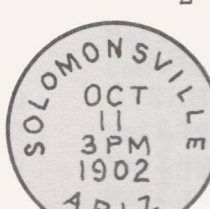
1



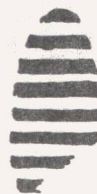
2



4



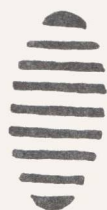
5



2



6



1



3



4



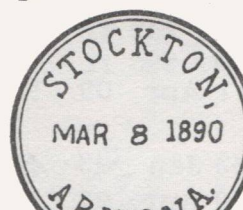
5



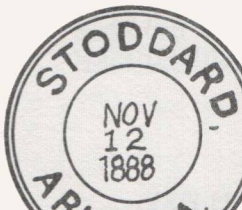
6



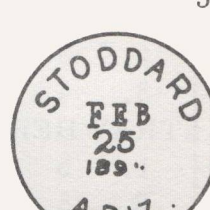
2



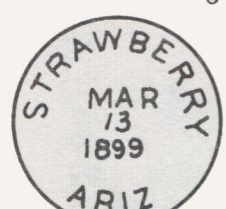
1



1



2



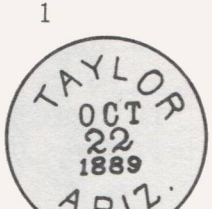
2



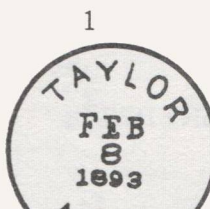
3



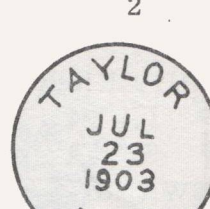
1



2



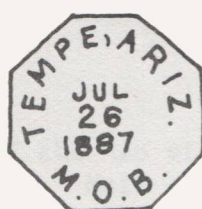
3



4



2



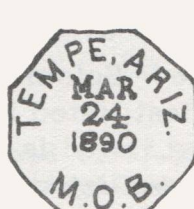
4



5



6



7



8

# ARIZONA TERRITORIAL POSTMARKS

Town type	Val. No.	Postmark Code	Earliest Date	Owner	Latest Date	Owner	Killer	Notes
TALKLAI								
1.	5	A	24 Nov 03	NLP				
TAYLOR								
1.	5	C21b'9N1RRB32 $\frac{1}{2}$	24 May 82	JOT				
2.	5-4	C1bN1BBR26	27 Feb 88	NLP	17 Nov 91	SHD		
3.	5	C1bN1BBR27 $\frac{1}{2}$	8 Feb 93	JOT	26 Apr 93	NLP		
4.	4	C1bN1B27 $\frac{1}{2}$	26 Apr 03	JOT	13 Aug 04	?		
5.	4	C?	15 Nov 10	?				1
TEMPE								
1.	5	M	?	HHL				2
2.	5	C1e2S1RRB32 $\frac{1}{2}$	31 Aug 81r	HHL	8 May 88g	?		
3.	5	C1e'(MOB)N1RrR26 $\frac{1}{2}$	28 Nov 86	HHL	23 Mar 87	SHD		
4.	5	OC1b'(MOB)N1B25 $\frac{1}{2}$	26 July 87	SHD				
5.	5	C1b'(REC'D)N1B27 $\frac{1}{2}$	7 Oct 88	NLP				
6.	4	C1b(MOB)S1RrB32	30 Oct 88v	SHD	20 Dec 89v	NLP		
7.	4	OC1b'(MOB)N1B24 $\frac{1}{2}$	24 Mar 90	HHL				
8.	3	C1bN1BBR26 $\frac{1}{2}$	23 June 90	?	4 Aug 93	JOT		
9.	3	C1bT1B27 $\frac{1}{2}$	23 Feb 94	?	29 Nov 96	SHD		
10.	3	C1bN1B27	16 Aug 97	?	7 Jan 98	?		
11.	3	C1bT1B28 $\frac{1}{2}$	1 Nov 98	?	29 Mar 01	NLP		
12.	4	SL (R. F. D.)	19 Oct 00	HHL	10 Aug 01	HHL		3
13.	2	C1bT1B29	? May 02	?	7 May 07	SHD	Grid	
14.	1	C1bT1B29	30 Oct 07	JOT	7 Jan 12	NLP	Grid	
15.	2	REG	26 Apr 10	?				
TERMINUS								
1.	6	C1bA1BRR27 $\frac{1}{2}$	19 May 79m	HHL	28 Apr 80m	?	Target	4
TEVISTON								
1.	4	C1eS1B28 $\frac{1}{2}$	8 Apr 86v	SHD	30 Mar 89	HHL	Target	
2.	5	C1bN1BBR27	? Nov ?	HHL				
3.	4	C1b'(REC'D)T1B27 $\frac{1}{2}$	12 Jan 05	NLP				
4.	3	C1bT1B29 $\frac{1}{2}$	21 Oct 05	*	11 June 09	HHL	Grid	
5.	3	C	7 July 10	NLP				
THATCHER								
1.	5	C1bN1BBR27	9 May 92	SHD	3 Apr 94	?		1
2.	4	C1bT1B28 $\frac{1}{2}$	17 July 00	HHL	14 Feb 02	SHD	Grid	
3.	4	C1bT1B29 $\frac{1}{2}$	22 Jan 04	HHL			Grid	
4.	3	C	28 Dec 09	SHD	29 Apr 11	HHL		3
TIP TOP								
1.	5	C21eS1RRB29	29 June 82v	?				
2.	5	C41e13N1B32	3 Jan 81p	HHL	2 Dec 83	NLP		
3.	5	C1bN1B27	18 Oct 87	JOT				
4.	5	C1bN1BBR27 $\frac{1}{2}$	25 Feb 93	HHL				

## Notes:

1. Earliest listed is on piece.
2. Earliest listed appears to be 1881.
3. Latest listed is on piece.
4. Traveling p. o. at head of rail, west across Ariz. into N. Mex. Became Deming, N. Mex.



# ARIZONA TERRITORIAL POSTMARKS



9

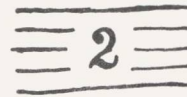


10



11

R. F. D.  
TEMPE,  
AUG 10 1901  
ARIZ.



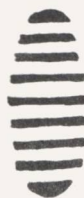
12



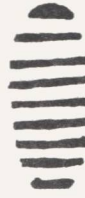
15



13



14



1



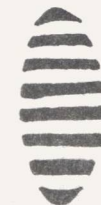
2



1



4



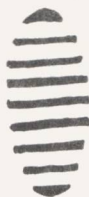
1



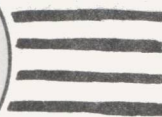
2



3



4



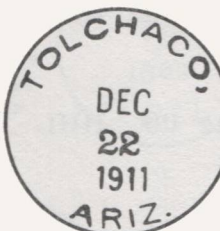
2



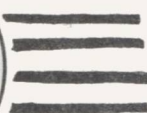
3



4



2



1



2



5



3



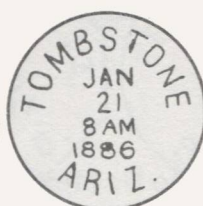
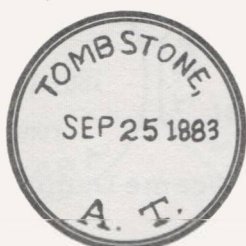
4



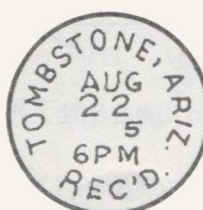
6



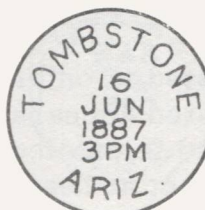
8



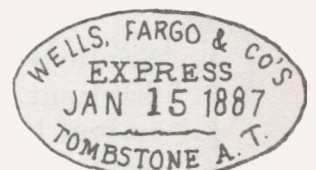
20



10



11



12

