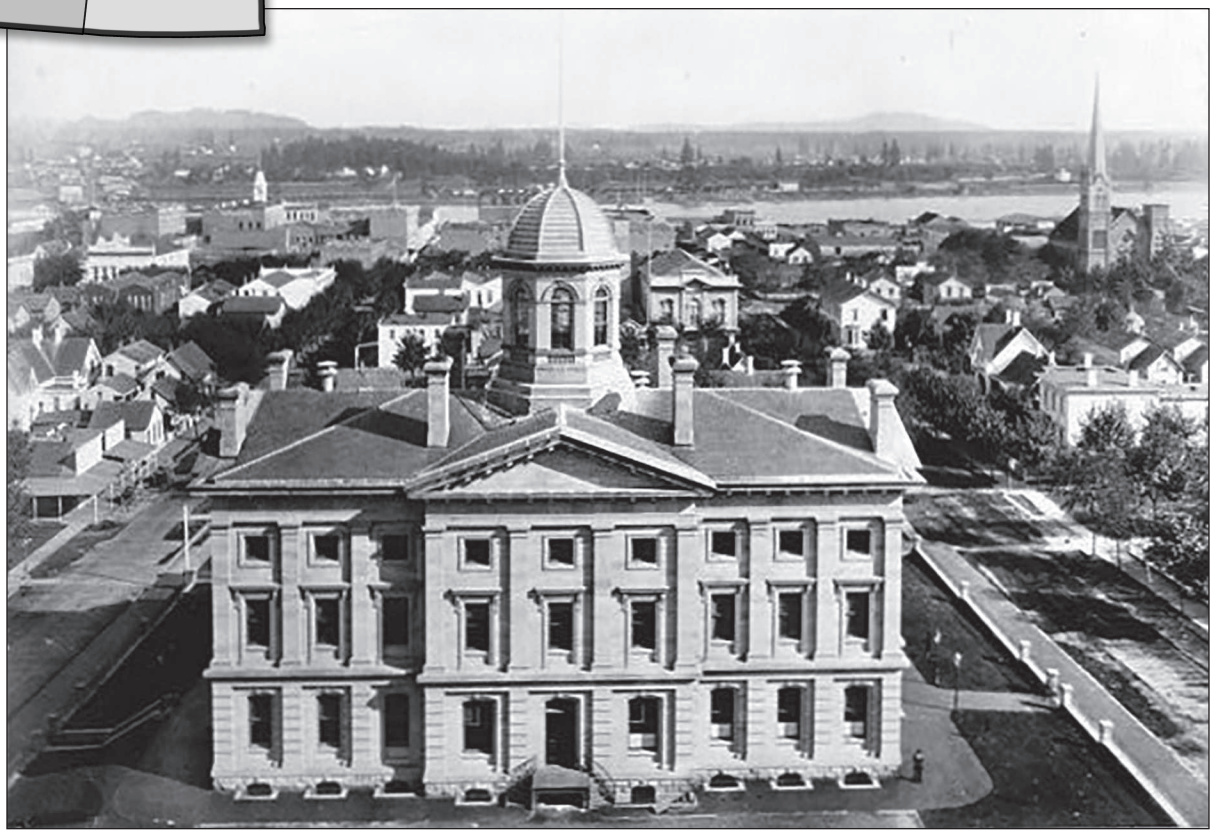
THE OREGON COUNTRY

Vol. 34 no. 3
Whole number 121
Winter 2014-2105



Portland Post Office in the late 19th century.

TABLE OF CONTENTS

Editors Page
by Alan H. Patera 2
Oregon's Newest Post Office Names
from Dan Barnes 3
A Port for Crews
by Bob Kinsley 4
La Grande Community Advertising cover 5
Pioneer Remembrances 6
Auction Results 8
Incoming – A.E.F. Correspondence
from Chuck Deer 9
Ed Payne Correspondence 10
Portland Post Office Locations 11

From your editor

Alan H. Patera
P.O. Box 2093
Lake Oswego OR 97035

My apologies for falling behind on producing issues of The Oregon Country. A combination of increased traveling and health issues have eaten up a lot of time and energy. The flow of material to publish has slowed to a trickle, and the effort required to generate an article from scratch is great enough that some good ideas don't get the required action to make them into articles.

You can do your part by sending me stuff at the address above (or email me at the address to the right). I can use articles, information and tables that can be crafted into articles, newspaper clippings, photographs, maps – most anything that provides information on post offices, transportation routes and early communications. I've used reprinted articles sparingly in the past, but I'm willing to consider them in the future, especially if it's from old and obscure publications.

This issue is in black-and-white, but not as a cost-saving measure – almost all of the illustrations only came in black-and-white.

Since I've fallen so far behind our publication schedule, this may not be the best place to advertise upcoming shows. But if you want to see what's on the horizon, I suggest you check out *The Federated Philatelist.* It's available online. If you can't find it, check with your editor for further clues.

Portland Post Office Locations

While transcribing this article for this issue, it occured to me that I could go the extra step and go to downtown Portland and photograph the various sites. For the post office sites discussed by Postmaster Roby, he supplies street names and the corner on which the office was located. For those office located in the center of the block it should be possible to identify which side of the street it was on, and for three of these he actually provides street numbers. With the information supplied, one could do a map and a nice little photo essay on early locations of the Portland post office. Anyone want to take this on?

The cover photo for this issue is from our archives, and is the only early photo we have of the Portland post office. To this we can add the sketches from the Roby publication reproduced in this issue. There must be others in existence.

Do you have or know of one?

Youngest Surviving Office?

Isn't it interesting how new information opens up new questions? The item on the opposite page provides new information, but it also poses this question: Which currently operating Oregon post office has the latest establishment date?

Officers and contact information

President	Larry Maddux	lmaddux@pacifier.com
Vice President	Ray Palmer	palmer@onlinemac.com
Secretary	Dorlon Himber	daddyduck@comcast.net
Treasurer	Bill Beith	wrbeith@comcast.net
Editor	Alan Patera	patera@teleport.com
Past President	Tim Boardman	simcoe77@gmail.com

The Oregon Country is published four times a year by the Pacific Northwest Postal History Society. For membership information contact the Treasurer. Dues are $20.00 a year.

Treasurer and Auction Notes

Once again we had a very good auction. There were some more items from Bryon Axtell who again requested that we take a 50% commission rather than the usual 20% commission. We had a total of nine consignors plus some donated lots.

The total income from the auction was $1,539.50 with 281 of the 339 lots sold. Thanks to Bryon and the other consignors and donations, the treasury is richer by $495.27. The prices realized are on another page.

I am beginning the next auction. I found some more books from Bill McGreer that I had misplaced that will be in this auction.We never have enough Idaho, Montana and Washington items. We always need more higher quality items.

Membership

Since I last reported, we have lost the following deceased members: Ed Solomon and Kenneth Bump. Paul Huber and John Denys McCoy resigned. We currently have a total of 108 members, down 4 from last year.

I sent out postal card notices of July 1, membership dues. The following have not paid as of today: Bob Beall, Dr Kenneth Burden (4/1/15), Giles Cokelet, Larry Durham (4/1/15), Dorlon Himber, Stephen Inklebarger (4/1/15), Michael Kincaid, Bob Kinsley, Steve Recher and Larry Weinstock. Please send in your dues immediately.

Charles Neyhart Wins Award

Member Charles has been selected as the winner of the 2015 Richard W. Helbock award for the best postal article in *La Posta* from the previous year. This is the second year in a row he has won this award. Charles is a valued member of our collecting community, best known to us as the curator of the library of the Oregon Stamp Society. Congratulations, Charles!

Oregon's Newest Post Office Names

compiled by Dan Barnes

New offices

Frieda, Wasco Co.	6 Jun 1950 [C to Dant 30 Nov 1950]
Toketee Falls, Douglas Co.	1 Jun 1952 [C to RS 11 Mar 1955]

New name

Dant, Wasco Co. [was Frieda]	1 Dec 1950 [disc. 31 Jan 1954)
Milton-Freewater, Umatilla Co. [consolidation of two offices]	1 Sep 1950 [open]
Cape Mears, Tillamook Co. [was Bayocean]	1 Apr 1954 [disc. 31 Jan 1954]
White City, Jackson Co. [was Camp White]	1 Apr 1960 [C to Bx 30 Jun 1963]
Lake Oswego, Clackamas Co. [combination of Oswego and Lake Grove]	1 Jun 1961 [open]
Oxbow, Baker Co. [was Homestead]	1 May 1965 [open]
Lincoln City, Lincoln Co. [consolidation of several offices]	25 Sep 1965 [open]
Mount Hood-Parkdale, Hood River Co. [consolidation of two offices]	25 Sep 1965 [open]
Welches, Clackamas Co. [was Wemme]	9 Dec 1977 [open]

Re-established

Deadwood, Lane Co.	15 Dec 1950 [open]
Celilo, Wasco. Co.	1 May 1950 [disc. 31 Jul 1957]
Hampton, Deschutes Co.	1 Jul 1950 [disc. 15 Oct 1953]
Shevlin, Klamath Co.	16 Dec 1952 [disc. 11 Dec 1955]
Granite, Grant Co.	30 Jun 1953 [disc. 31 Jul 1957]
Brothers, Deschutes Co.	10 Oct 1956 [open]

Dan Barnes provided the above list, but your editor divided it into the three ways a post office got on the list. Note that the definition of a post office includes having a postmaster, which places it on a level distinct from other designations, such as Rural Station, Rural Branch, and classified and contract branches and stations. All of these are valid postal facilities but have no postmaster, instead being overseen by and reporting to the postmaster at a nearby post office.

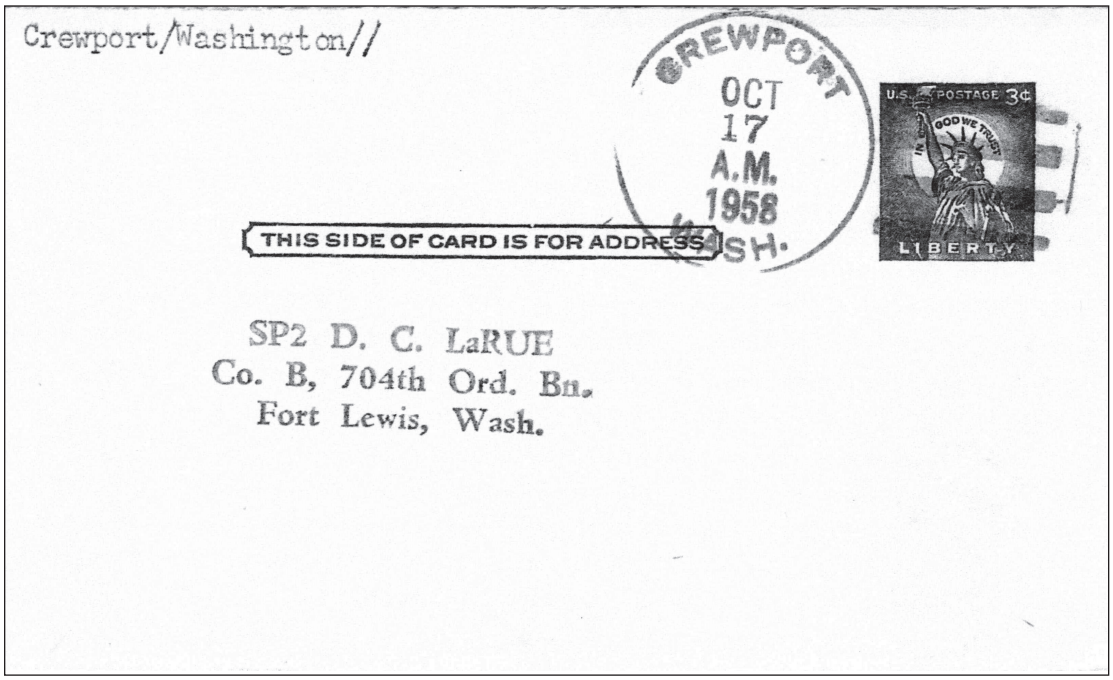
It's interesting that since 1950, Oregon has had only two new authentic, full-fledged post offices established, Frieda and Toketee Falls; and neither of these lasted very long. Frieda changed its name to Dant after five months, and Dant expired after only 38 months. Toketee Falls was converted to a Rural Station after 33 months - same office, probably same building, but no postmaster, and it too closed a few years later.

In contrast, two-thirds of the new names that came into use because of a name change are still open. Several of these were postal consolidations - Milton and Freewater became Milton-Freewater, Oswego and Lake Grove became Lake Oswego, Mount Hood and Parkdale became Mount Hood-Parkdale, and Lincoln City was created out of a number of coastal settlements, each having had their own post office.

The third category consists of offices being re-established, a continuation of an office of the same name at approximately the same place. The fact that they had been discontinued suggests they were marginal offices. Four of the offices closed within a few years of their re-establishment. The other two are still marginal offices but have had reprieves from scheduled closures.

I thought I had noted an omission, that of Rajneeshpuram. I had some recollection of a name change (and relocation) from Antelope, but Bill Beith assures me the name change was proposed but never authorized, and that the postal facility at Rajneeshpuram opened and closed as a CPO (Community Post Office). Since this article deals only with post offices, Rajneeshpuram is jusifiably excluded.

A Port for Crews
by Bob Kinsley



Crewport, Washington 4-bar, Oct 17, 1958.

Here is another example of what I believe is a seldom-seen postmark from our collecting area, that of Crewport, Washington, a small community in Yakima County whose post office lasted a little over 20 years.

The Great Depression of the 1930s, combined with devastating drought and dust storms, prompted President Franklin D. Roosevelt to establish the Resettlement Administration by Executive Decree on May 1, 1935. In 1937 this became the Farm Security Administration, under the Department of Agriculture. Its mission was to construct farm labor camps, and to move destitute farmers to better lands, as poignantly depicted in the book and movie *The Grapes of Wrath*.

One such relocation camp was built at Granger in the Yakima Valley in the early 1940s, consisting of tents on cement bases and with community bathhouses. A book, *Granger: the Town, the Land, the People*, published by the Granger Library Club in 1975 courtesy of the Tacoma Public Library, contains the revelation that the camp became so big it needed its own post office.

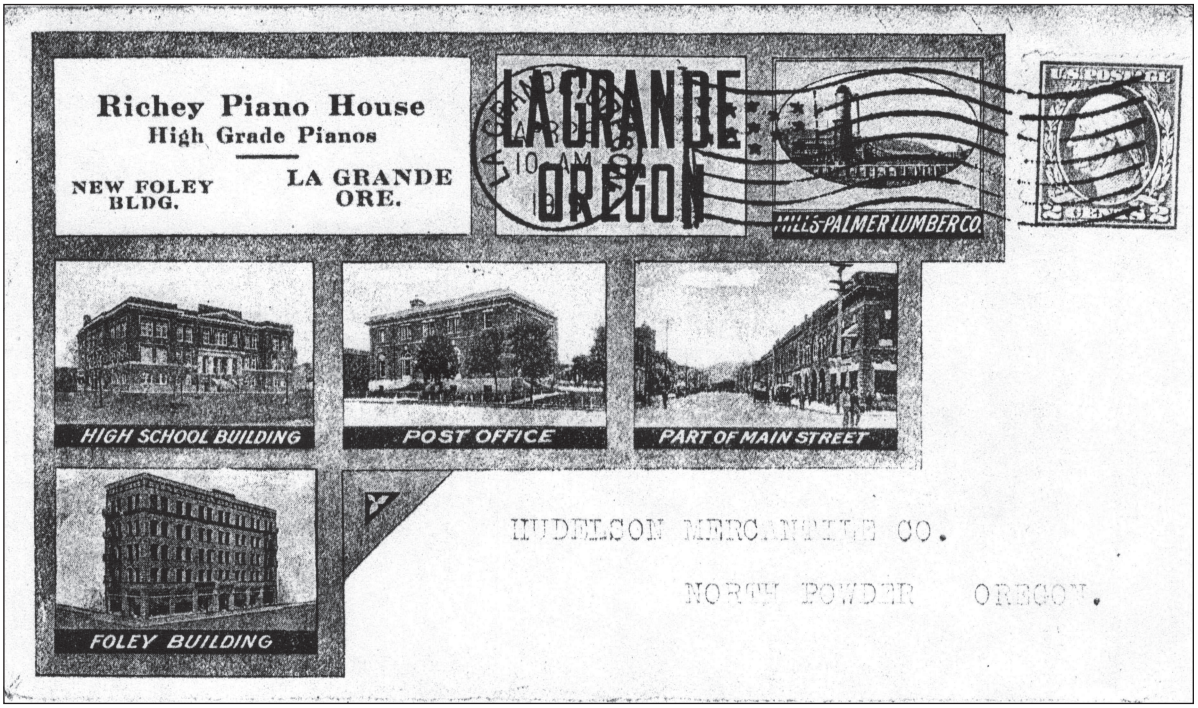
A contest was held to determine a name for a new post office, and the name chosen was **Crewport**. The name is explained by the author as "a port for crews" (*crew: a collaborative group of people,* and *port: an entry point to a destination*). The post office opened on August 7, 1944.

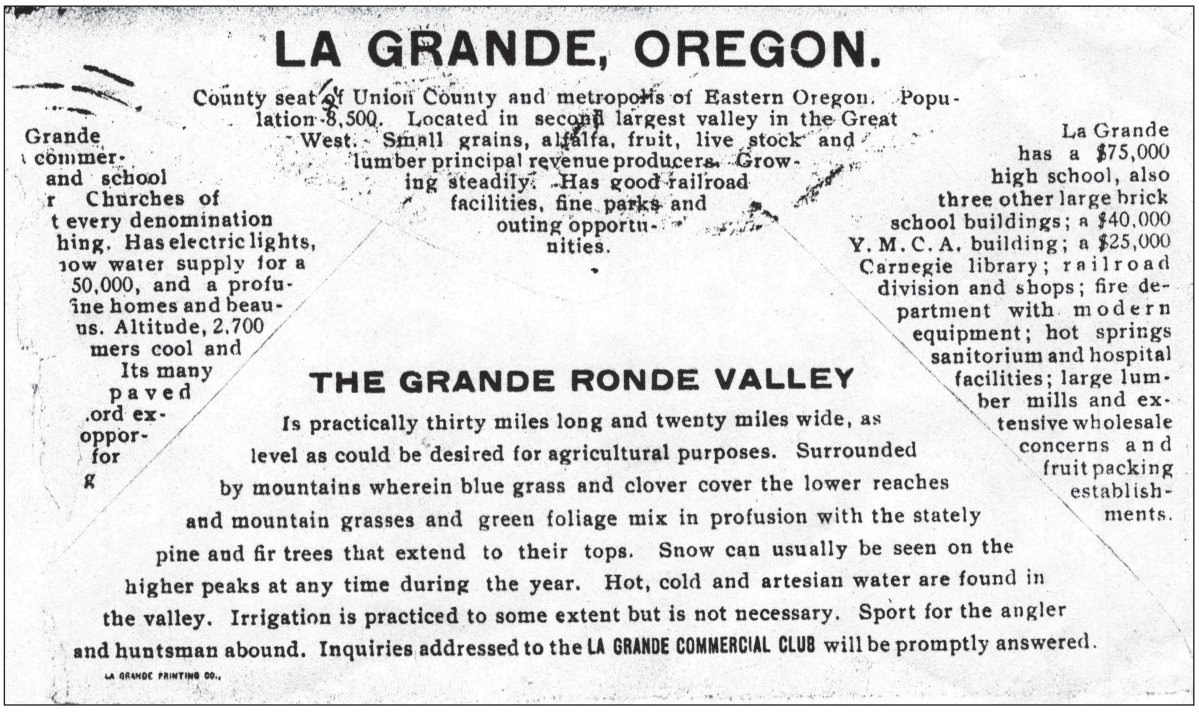
The dust bowl farmers regularly moved to better housing in the town of Granger, and Crewport essentially housed poor Hispanic migrant workers recruited to the area because of the farm labor shortage caused by World War II. This is detailed in *The Crewport Farm Labor Camp*, by Mario Compeau.

To the farm workers at Crewport, stamps, postcards or letter paper were unnecessary luxuries, except when mailing money orders to relatives in Mexico. Thus it might be postulated that the only surviving postmark evidence is that created by philatelists, unless some survive outside the country. Most philatelists were unaware of the existence of this post office.

Over the years there were improvements. Numerous small, flat-roofed houses were constructed, and volunteer organizations added features such as children's playgrounds. Government support ended in the 1960s and the properties were sold to the residents at very low rates. The post office closed on May 19, 1967. Crewport is now simply the name of a road, and the area is part of the city of Granger.

La Grande, Oregon
Community Advertising Cover





Pioneer Remembrances

The following remembrances relating to postal activity were originally published in the book *Tales of the Pioneers.* Among other things, the book has vignettes recounting postal experiences. Some are short, some are lengthy, and there is no common theme running through them, but each has some insight of interest.

Spokane County

"Missionaries Ride for Mail.

Once a year mail came in vessels of the Hudson's Bay Company, being sent up the Columbia river to Fort Walla Walla, and one of the missionaries, Eels or Walker, who were located at Tshimakain, rode the 200 miles to get a message from far New England, the trip taking two weeks. Often the letters would be two years old."

Benton County

by Charles Conway

"A young woman had been postmistress. She married the departing station agent, in order to get away, I presume, and deputized the storekeeper, turning over the postoffice to him. The day before the storekeeper pulled stakes he called me in and asked me to take over the post office. 'You can just as well handle it there in the station,' he said.

Where I had come from, it was a ticklish business to fool with Uncle Sam's affairs without a license, so I flatly refused. 'Call up Knowlton and see what he says,' urged the storekeeper. 'I'm leaving here in the morning and pitching the post office into the sage brush.'

So I called the man I was superseding. He was at Ellensburg. He insisted that I take the post office. 'Go to the store and move everything that looks like it, and set it up at the depot,' he told me. I was postmaster three years without an appointment; then I was officially appointed."

Klickitat County

"Tales of a Pioneer Mail Carrier

by Clarence Short

One of the earliest pioneers of the then Oregon and Washington carried the mail from The Dalles to the Blockhouse, situated between eight and nine miles from what now is called Goldendale. He carried the mail on horseback in a pair of saddlebags provided for that purpose. This was during the years 1872 and 1873. This carrier was Meriel S. Short, who was living at that time on the Columbia river, at a place known as Eight Mile Creek, about eight or nine miles from The Dalles on the north bank of the river. He was obliged to start in the early morning hours in order to make the trip through to the Blockhouse in the course of the day. He remained over night at Spring Creek with some friends and acquaintances he had acquired during the days preceding this historic period.

His daughter relates that as her father would be leaving the Blockhouse with the mail, several of the neighborhood women would gather and send by him to get many household articles which they might be in need of at that time. It might be a few spools of thread, a paper of needles, or a few yards of calico, or some other necessity of which the busy housewife was in need of at that time. ..."

Jefferson County

by Loren Bingham Hastings

"In 1881 I made my first bold stroke in business. The carrying of mail between Puget Sound points and Neah Bay was a very profitable business. I had no way of carrying the mail – I owned no boat – but put in a bid for the contract. My bid was slightly under that of the former contractor and the job was awarded to me by the government. I then offered to buy the loser's schooner for $5,000, and the offer was accepted. I scraped together $2,500, gave my notes for the remainder and within a few months had, through the boat's earnings, paid off this debt."

Snohomish County

"Mail for Early Residents Left at Post Office at Mukilteo

by Everett Getchell

I am a Lowell pioneer, who came to Snohomish county when but a lad of five years. I remember the first boat to navigate the Snohomish river on a regular run. Other boats had gained Snohomish, head of navigation, but not regularly.

It was in the spring of 1870 that the steamer *Chehalis*, owned and operated by Captain Wright, began to ply the routes of Puget Sound and push its nose up the snag-infested and uncharted waters of the Snohomish river. Although not intended to carry mail when first put on the run, the captain graciously consented to pick up the few letters that might be waiting in the post office at Mukilteo and drop them off at the nearest point to the receiver.

The *Chehalis* had no regular route, 'which was just as well' according to the early settlers. The boat, out of Seattle, always stopped at Mukilteo for water and wood and as J.D. Fowler, 'Jake,' to those who knew him, was postmaster at that place, letters would be given the captain who delivered them free of charge. This couse was rather haphazard, as the boat came once week at such times as there were no better pay-load to other parts of the Sound.

Although the boat came from Seattle, no mail was picked up until Mukilteo was reached. Captain Wright wanted a contract to carry mail from Seattle to Snohomish, but this

would not be granted and all efforts to force him to contract to carry mail from Mukilteo to Snohomish failed.

The early boats stopped first at Blackman's Point after leaving Mukilteo, then up the river to Lowell, Riverview, then Walker's landing and then to Snohomish City, or Cadyville, as it was known to the early settlers. The mail from Seattle came by the Skagit river boat as far as Mukilteo,

In the fall of 1870 or the early part of 1871 three other post offices were established. George Brackett was operating a sawmill at the point now known as Edmonds, and when the post office was granted at that place he became postmaster. Other offices were opened at Lowell with E.D. Smith as postmaster and at Snohomish with E.C. Ferguson in charge.

Previous to this, the *Chehalis* had gone to a watery grave in a storm off Edmonds. Being a stern-wheeler, about 80 or 90 feet long, she had difficulty in riding out the storm, so she was put ashore and the passengers landed. The crew failed to make the ship fast and sometime during the night she floated into deep water and sank.

Captain Wright chartered the *Black Diamond* and ordered the construction of a boat to replace the *Chehalis*. In the latter part of 1871 his new boat, the *Zephyr*, was put on the run. At the same time some men in Snohomish built the *Nellie*. For years the *Zephyr* and *Nellie* ran alternatively, the *Zephyr* coming up on Monday and returning on Tuesday, and the *Nellie* coming Thursday and going back on Friday.

Captain Wright had secured a contract from Seattle when the four postoffices were established, and the people of the Snohomish valley felt they were right in touch with the world, getting mail more or less regularly twice a week. The two boats caused the industry of wood cutting along the banks to thrive.

Captain Wright finally withdrew the *Zephyr* from the run and the *Nellie* carried on, making two trips a week. The boats, from carrying the mails and freight, offered the only means of getting to and from Snohomish valley. It was a lucrative business.

Settlers came fast, and eventually the *S.S. Mabel* was put on the run to alternate with the *Nellie*, and now the pioneers were served regularly once a day with mail from the outside world. No one complained when the boats were late. There were times, even when the community had such modern conveniences as daily mail, that the boats didn't get through for as much as a week at a time. But this was all right. When they did come, everybody turned out to meet them and received their letters. Magazines and papers were unheard of, but letters made up the bulk of the mail.

There was only one mail sack to serve four postoffices during that early period. George Brackett would open the sack when he got it, take out the mail addressed to Edmonds, place it with the mail going on up the river, lock it up and toss it back aboard the steamer. This procedure was practiced all along the route. But once during the process of remodeling the store that housed the postoffice, at Lowell, E.D. Smith lost his key, and was unable to locate it, but this was an easy matter to fix. Smith simply told Fowler at Mukilteo to leave the sack unlocked. When Smith was through with it on its trip up the river, he would lock it and send it on. The same method was used on the down trip, Ferguson at Snohomish leaving it open until it reached Lowell.

This continued all summer and no letter was ever lost. Smith advertised for the key and offered a reward for it, but it was never located. He finally reported the matter to the department, was fined $5.00, the lock was changed and the postmasters given new keys.

In later years, Everett Getchell was sent to Everett for the mail, but because he was not a deputy sworn in by proper authorities, was refused the sack and went back without it. He smiles as he recalls two incidents, once when the sack was left open and then when he was not allowed to carry the sack from Everett to Lowell because of lack of authority.

Two months after the boom town had started at Port Gardner (Everett), mail was delivered to that place from Lowell on horseback. Later when the railroad came, the mail delivery between the two towns was reversed, from Everett to Lowell, as it is today."

Stevens County

by Alex McLeod

"I had several close calls with the Indians when I was carrying mail, One time in particular, I was chased by a large band who tried to get the mail sack. I ran about fifteen miles and the only thing that saved the mail, and possibly myself, was the superior speed of my horse. I was privileged by the government to commandeer any horse or horses along the mail route, while in the performance of my duty, should my mounts give out for any reason."

Lewis County

by Mrs. Martha Jeanette Maloney

"At Silver Creek, the post office was owned and operated by an old man, Mr. Tucker, and he kept his mail and postal supplies under the bed.

After a time, I started a store at Silver Creek, and I applied for and got the post office. I was postmistress there for several years. The mail was carried in by horseback every other day. The mail had to be weighed each day and the average weight was approximately four hundred pounds."

Wahkiacum County

by Daniel Prescott

"Our mail and supplies came in by tri-weekly boats. You know, try to make it the first week, and then make it the next."

Prices Realized
June 2015 Auction

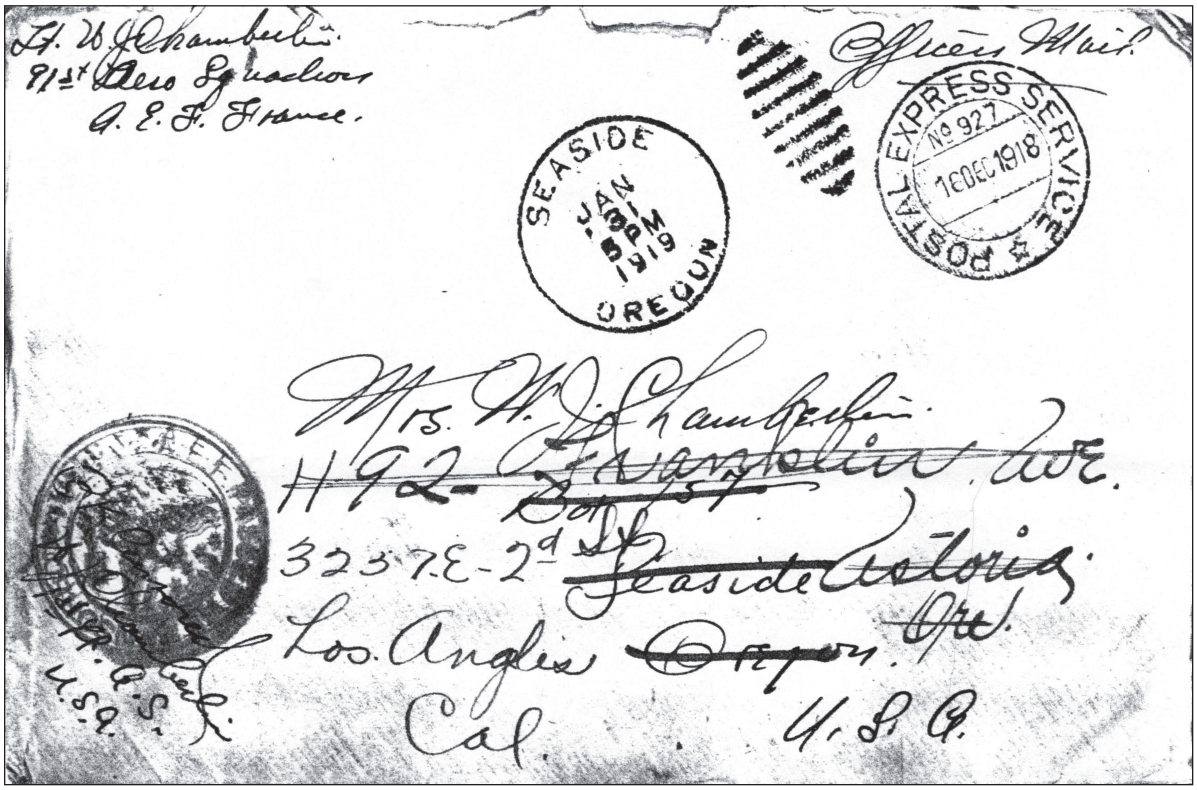
1	1.50	58		115	3.25	175		235	6.50	295	1.00
2	28.00	59	2.50	116	1.00	176	12.50	236	12.50	296	
3	5.50	60		117	2.50	177		237	9.00	297	
4	3.75	61	1.50	118	4.25	178	1.00	238	9.50	298	1.00
5	1.00	62	1.00	119	2.25	179	16.00	239		299	1.00
6	26.00	63	1.25	120		180		240	6.00	300	6.00
7	3.25	64		121	1.50	181	4.25	241	11.00	301	2.50
8		65	6.50	122	5.00	182	7.00	242	5.50	302	
9	1.50	66	3.25	123	3.00	183	1.00	243	9.50	303	
10		67	2.25	124	7.50	184	3.25	244	13.00	304	21.00
11	3.25	68	1.00	125	2.50	185	1.00	245	2.50	305	1.00
12	7.50	69		126	4.00	186	1.50	246	2.50	306	4.25
13	11.50	70	1.50	127	1.00	187	3.00	247	2.50	307	2.00
14		71	31.00	128	14.50	188	5.50	248	2.50	308	4.25
15	2.75	72	4.25	129	1.00	189	1.00	249	16.00	309	4.25
16	4.25	73		130	15.00	190		250	12.50	310	1.50
17	1.50	74	1.00	131	3.25	191	1.00	251		311	4.25
18	2.25	75	4.25	132	1.50	192		252		312	2.75
19		76	1.00	133	3.50	193	1.00	253		313	3.75
20	1.00	77	11.50	134	1.50	194	2.25	254		314	2.00
21	21.00	78	10.50	135	1.50	195	1.00	255	1.00	315	3.75
22	1.00	79	1.00	136	4.00	196	1.00	256	1.00	316	
23	1.00	80	4.25	137	1.00	197	4.25	257	1.00	317	1.50
24	9.50	81	5.00	138		198	1.25	258	7.50	318	1.50
25	1.50	82		139	13.00	199	1.25	259	2.50	319	1.50
26	1.75	83	1.50	140	14.50	200	3.25	260	1.00	320	1.00
27		84		141	7.50	201	46.00	261	16.00	321	3.00
28	15.00	85	9.50	142		202	3.00	262	1.00	322	1.00
29	17.00	86	1.00	143	1.50	203	4.00	263	1.00	323	4.00
30	2.50	87	2.50	144	1.50	204	1.50	264	1.50	324	3.00
31		88	1.50	145	1.00	205	1.50	265	1.50	325	1.50
32	3.25	89	7.50	146	1.00	206	2.25	266	1.00	326	1.25
33	1.00	90	2.75	147	6.00	207	5.00	267	5.00	327	2.50
34	3.50	91	2.50	148	5.50	208		268	1.00	328	
35	21.00	92	2.50	149	2.50	209	1.00	269	1.00	329	2.50
36	3.25	93		150	1.00	210	17.00	270	1.00	330	6.50
37	31.00	94		151	1.00	211	5.50	271		331	16.00
38	1.00	95	1.50	152	1.00	212	40.00	272	1.00	332	21.00
39	1.00	96	1.50	153	1.50	213		273	2.50	333	12.50
40		97		154	12.50	214	1.25	274	1.00	334	17.00
41		98	1.00	155		215		275	16.00	335	10.00
42	9.00	99	2.50	156	19.00	216	1.00	276		336	31.00
43	2.00	100	1.50	157	2.75	217	1.00	277	1.00	337	6.00
44		101	1.00	158	1.00	218		278		338	2.50
45		102	1.00	159	21.00	219	1.50	279		339	2.50
46	1.50	103	17.00	160	4.00	220	1.50	280	1.50		
47	3.25	104	12.50	161		221	2.50	281	1.50	**TOTAL**	
48	5.50	105		162	1.50	222	7.00	282	1.00	**$1,539.50**	
49	1.50	106	5.50	163	1.50	223	8.00	283	1.00		
50	3.25	107	3.25	164	1.00	224	8.00	284	1.00	**Lots Sold**	
51	3.25	108		165	17.00	225	1.50	285	1.00	**281**	
52	1.00	109	1.00	166	26.00	226	8.00	286		**Gross Income**	
53	7.50	110		167	12.50	227	12.50	287	1.00	**to PNWPHS**	
54	4.25	111	1.00	168	4.25	228	2.25	288		**$495.27**	
55	2.50	112	34.00	169	1.00	229	9.00	289			
56	4.00	113		170	2.00	230	1.50	290	1.00		
57	2.75	114	2.50	171	1.50	231	12.50	291	2.50		
				172	26.00	232	12.50	292	2.00		
				173	1.00	233	11.00	293			
				174	5.50	234	12.50	294	2.50		

INCOMING

Allied Expedtionary Force

from Chuck Deer

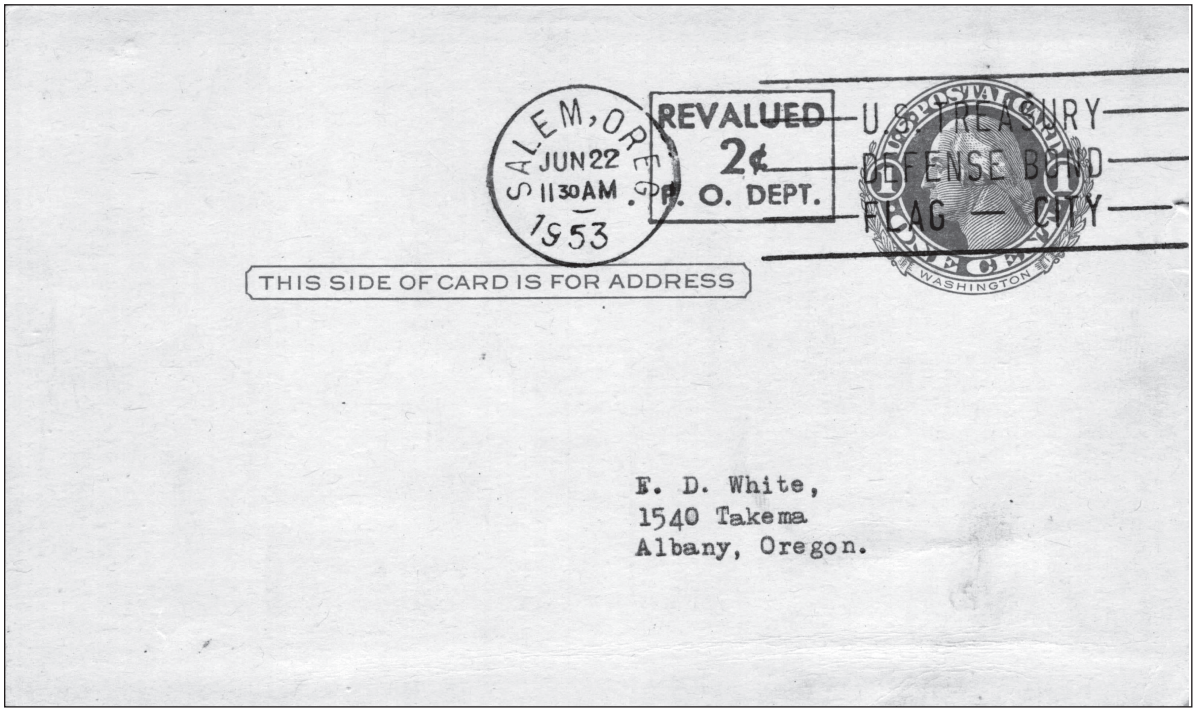
These two covers, from the same correspondence, were sent as Officer's Mail by Lt. Chamberlin of the A.E.F. from France at the end of World War I. Both passed through censors and entered the U.S. Mail at Seaside - only the addressee had already departed. The top letter was redirected to Portland with postage added (including a Special Delivery stamp), the one on the bottom went to Los Angeles with no additional postage.

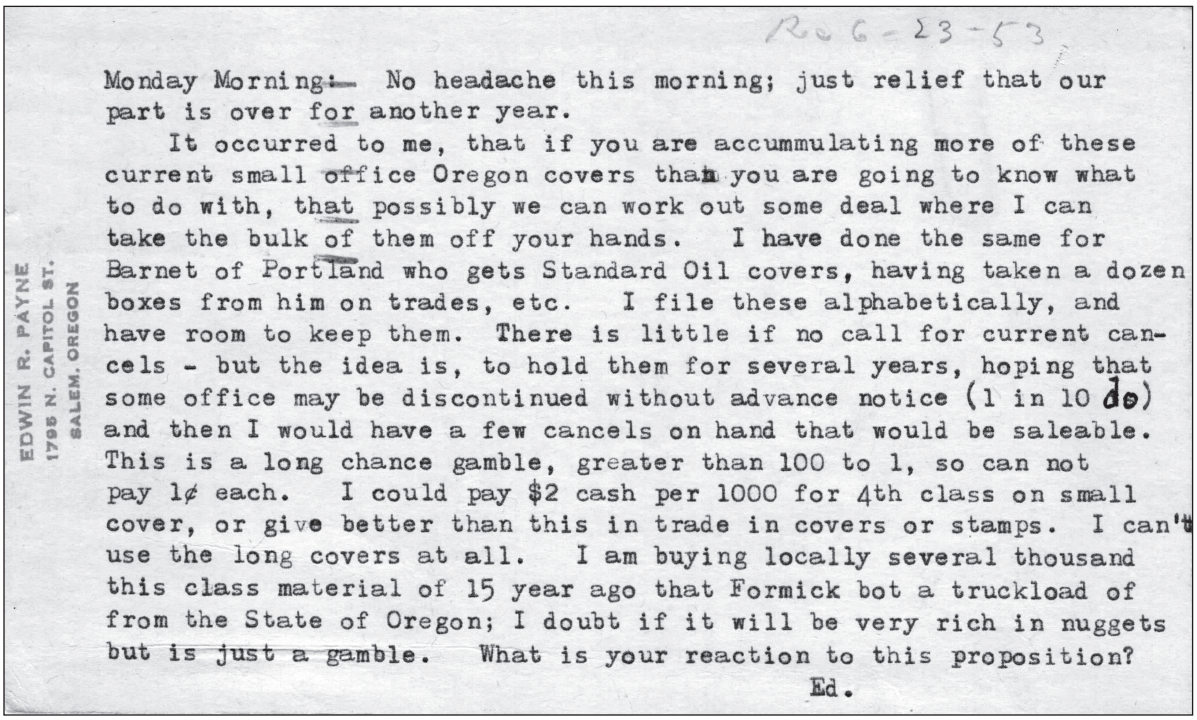


Ed Payne Correspondence

Ed Payne was one of the earliest of the major collectors of Oregon postal history. The illustrated card describes a proposal Ed was making to F.D. White to acquire postmarked covers in volume, and at prices that would make us all salivate. It's safe to say that most current collectors of Oregon have something in their collections that once passed through Ed Payne's hands.

In addition to acquiring postmarked material in bulk, Ed also traveled around Oregon extensively He would visit each post office and get a sample of the current postmark. and he would take a photograph of the building. This was in the 1950s, so some of the offices have since been discontinued, and most of the survivors are in different buildings. Those photos we have make a nice addition to our photo archives.





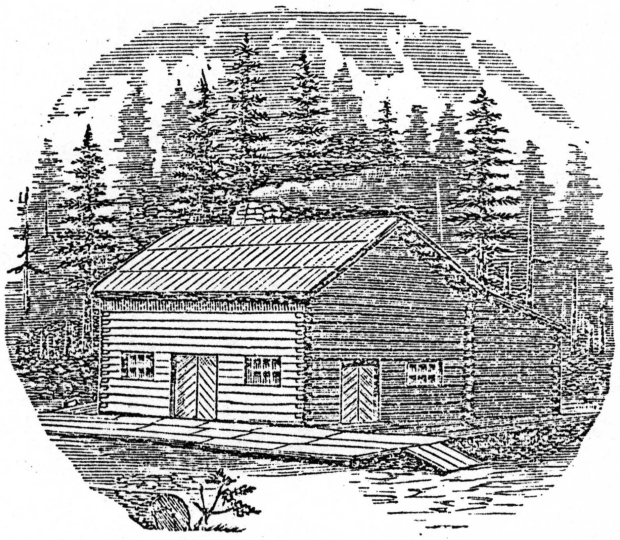
PORTLAND POST OFFICE

Establishment and Locations of the Portland Post Office
by C.W. Roby, Postmaster

C.W. Roby was Postmaster of Portland, Oregon in 1889 when he compiled a rather large volume of information published as *The Portland Post Office, its History and Growth*. We are reprinting only that section dealing with the location of the post office, but he also includes a section on the early history of Portland, and many pages of tables relating to the volume of mail and fiscal information grouped under the heading "Compendium of Postal Information."

In the introduction, Mr. Roby says, "Dates and locations have been obtained from the earliest residents and from the best available records." Nonetheless, his dates for post office moves are vague. He does give street names, and most of the locations were on corners or have street numbers, so it might be possible to pinpoint the sites today.

A United States Post Office was officially established at Portland Nov. 8, 1849. Thomas Smith was at the same time appointed the first postmaster. The building in which the Post Office was located, is said to be quite faithfully represented in the cut given below.



FIRST POST OFFICE, 1849.

The building occupied the southwest corner of Front and Washington streets. The office remained here until 1852, when it was located in a store at the northeast corner of First and Taylor streets, with Edward R. Comfort as postmaster. In June, 1853, John O. Waterman was appointed postmaster and removed the Post Office to a store at the southeast corner of Front and Stark streets, on the present site of the present Oregonian Building. In October of the same year, Alonzo Leland succeeded Waterman as postmaster, but the office remained at the same place until November 1854, when Adam Shipley, the newly appointed postmaster, removed it to the store then located at the northeast corner of Front and Washington streets. Here it remained for about a year, when it was removed to the present site of the Occidental Hotel, at the northeast corner of First and Morrison streets. The office was soon after located in a store on the west side of Front street between Washington and Stark, where it remained until near the close of 1856. It was then moved up Front street midway between Alder and Washington streets, where it remained until the close of Mr. Shipley's term in 1861. Herman W. Davis was appointed July 16, 1861. The Post Office under Mr. Davis' incumbency was located at 108 Front street. E.G. Randall succeeded Mr. Davis in July 1865, and moved the Post Office to the northwest corner of First and Alder streets, at present occupied by A. Roberts' clothing store. J.R. Prindle was acting postmaster for a time after Randall retired; during most of Prindle's incumbency the office was at 98 First street, one door from Alder. L.H. Wakefield was the next commissioned postmaster. During the years 1869-70 the office was located at 99 First street, thence it was moved to 106 First street, two doors from Alder, where it remained until June, 1873, when it was moved into the new Masonic Temple, corner Third and Alder streets. Here it remained until Oct. 1, 1875, when it was moved to its present quarters in the government building.

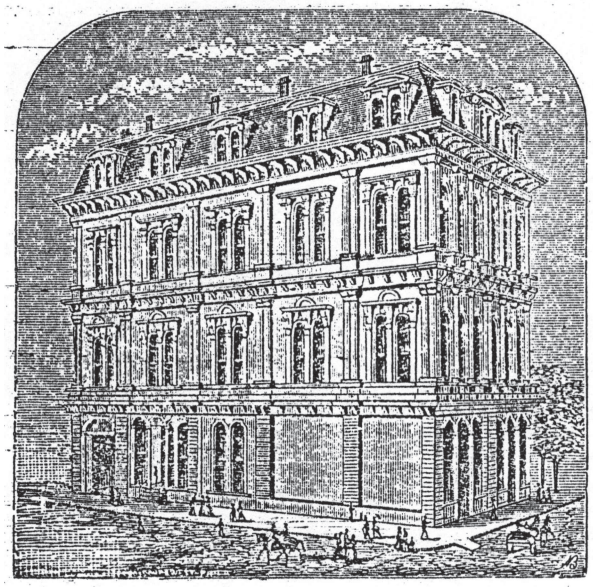
The brig *Sequin*, owned by her Captain, Z.C. Norton, left Bath, Maine, in 1848, loaded with lumber and bound for Rio de Janeiro. Having disposed of his cargo, Capt. Norton set sail for San Francisco, which place was reached in Sept. 1849. From best information at hand this ship, in command

Gross Receeipts for the Fiscal Years Ending June 30.

1850	$ 82 98	1863	$ 3,279 63	1876	$25,683 64
1851	1,474 75	1864	3,970 09	1877	26,736 66
1852	1,559 76	1865	4,128 93	1878	29,606 68
1853	975 34	1866	6,183 72	1879	36,644 55
1854	1,094 60	1867	10,520 89	1880	41,567 62
1855	702 78	1868	10,377 22	1881	46,199 79
1856	1,724 22	1869	12,898 59	1882	54,670 97
1857	2,325 52	1870	14,534 66	1883	68,814 56
1858	3,238 51	1871	17,312 67	1884	75,222 88
1859	3,848 80	1872	19,743 13	1885	66,307 12
1860	3,608 99	1873	20,109 25	1886	68,887 82
1861	3,777 91	1874	23,287 32	1887	78,976 23
1862	3,315 97	1875	24,274 91	1888	91,684 35

NOTE—(The gross receipts for year ending March 31, 1889, were $103,990.48.)

of Capt. Norton, brought the first regularly authorized U.S. mail from San Francisco, reaching Portland Jan. 26, 1850. The Portland office had been established in November of the previous year, but for want of transportation a large quantity of mail matter had accumulated at San Francisco.



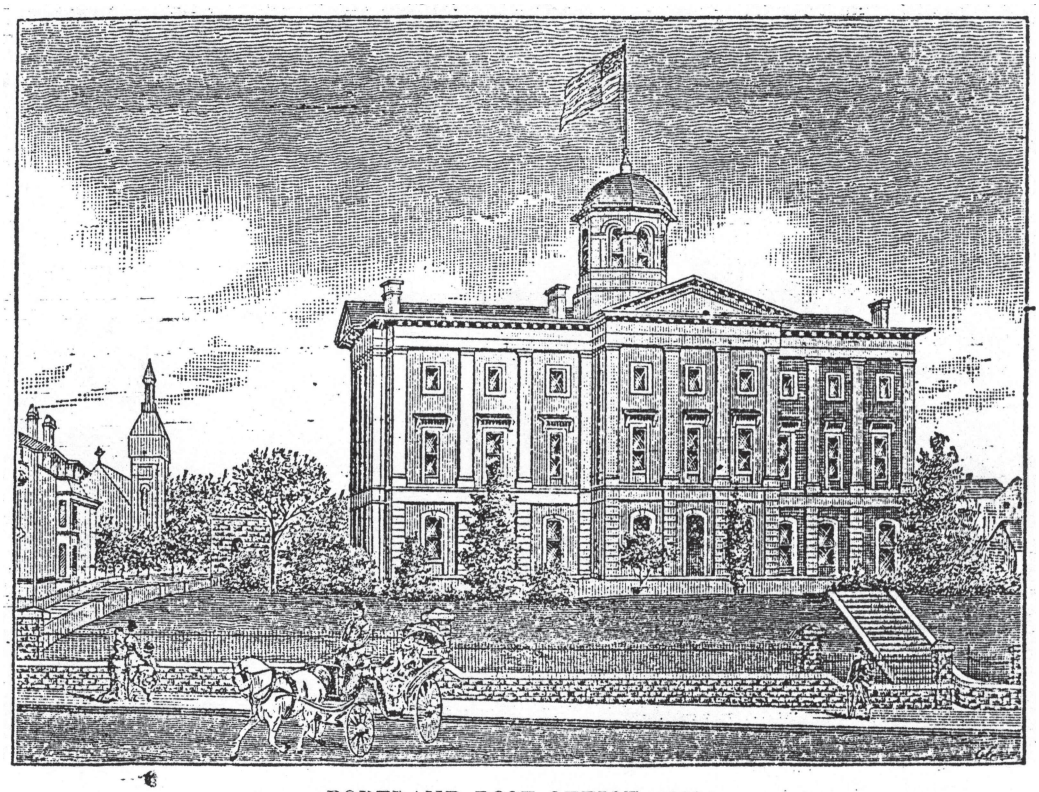
POST OFFICE, 1873 TO 1875,
THIRD AND ALDER STS.

Portland Postmasters (to 1889)

Thomas Smith	8 Nov 1849
Edwin B. Comfort	21 Aug 1850
John O. Waterman	21 Jun 1853
Alonzo Leland	12 Oct 1853
Adam Shipley	4 Nov 1854
H.W. Davis	16 Jul 1861
E.G. Randall	7 Jul 1865
L.H. Wakefield	1 Feb 1869
Geo. E. Cole	11 Mar 1873
Geo. A. Steel	31 Oct 1881
C.W. Roby	1 Dec 1885

Post Office Locations

1849-1852	SW corner Front & Washington
1852-1853	NE corner First & Taylor
1854-1855	NE corner Front & Washington
1855-1856	NE corner First & Morrison
1856-1861	Front St. between Alder & Washington
1861-1865	108 Front St.
1865-1869	NW corner First & Alder
1869-1870	99 Front St.
1870-1873	106 First St.
1873-1875	in Masonic Temple
1876	to the building shown below



PORTLAND POST OFFICE, 1889.