

OREGON COUNTRY

Vol. 39 no. 1. Whole number 139
Summer 2019

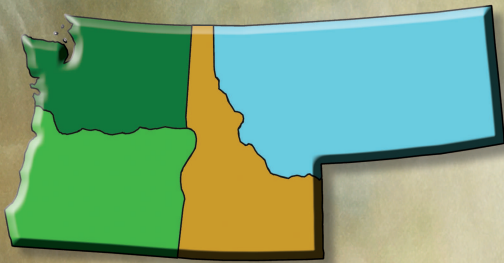


TABLE OF CONTENTS

Editor's Page	2
Auction 2019 - Prices realized	3
A Surviving Artifact from the Vanport City, Oregon Post Office Charles A. Neyhart Jr.	4
A Not-so-ordinary Special Delivery Letter from Rick Kunz	9
Neah Bay Letter from Chester Masters	10
Before Post Offices - 1938 Missionary Letter by Dale Forster	11
Nyssa Community Advertising Post Card from Dan Barnes	12

From your editor

Alan H. Patera

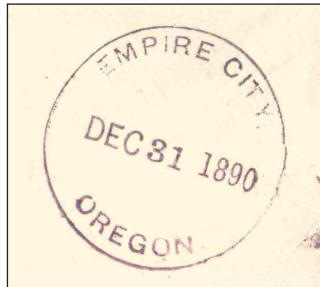
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COOS COUNTY

A few years ago we published *Curry County Postmarks*, a research project of Dick Long, illustrated with the exquisite traces by his wife Jane. Now he is undertaking the same quality project for Coos County. This will be a much bigger task than was Curry County, simply because there are a lot more post offices and postmark types to deal with.

In addition to his own collection, Dick has tapped into several of the major Oregon collections, but to make the result as complete as possible he would like to see anything you might have, especially for early or short-lived post offices. Dick is not on-line, so you can't email scans, you'll have to mail paper copies. You might give him a call to make sure what you have to offer is of interest. The mailing address is: Dick Long, P.O. Box 206, Langlois OR 97450-0296. Telephone 541-348-2813.



Chester Masters

Long-time member Chester Masters, of Sequim, Washington, died on January 20, 2019 at the age of 83. He was a life-long stamp and cover collector, an exhibitor, and editor of *Strait Stamp Talk*, the newsletter of the stamp-collecting society of the northern Olympic Peninsula. He was also an occasional contributor to *The Oregon Country*.

Chester collected Washington postal history, especially Clallam County, where he lived, and neighboring Jefferson County. Tim Boardman recalls how tickled Chester was when he finally acquired a cover with a Port Townsend "Kicking Mule" cancellation.

Auction Notes

The auction this year had the fewest number of bidders (25) that we have ever had. The number of items sold was also at an all-time low. However, we grossed more this year than last, as we had higher quality items that drew interest, especially for the Montana items. We had a total of ten consignors plus some donated lots.

The total income from the auction was \$2,024.75, with 221 of the 328 lots sold. Our treasury is richer by \$557.15. Prices realized are on page 3.

I am beginning the next auction. We never have enough Idaho, Montana or Washington items, and of course we always need more higher-quality items.

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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.

AWARD WINNERS

PNWPHS Members Who Won Awards at PIPEX 2019

PIPEX 2019 One Frame Grand Award

David Snow *The 1850 First Issue of Austria and Lombardy-Venetia: A Study of Uses*

United Postal History Stationery – Best Postal Stationery Exhibit

MULTI FRAME EXHIBITS

Large Gold

Tony Wawrukiewicz *The Ways U.S. Postage Due Stamps Were Used 1879-1986*

American Philatelic Society - Research Award

Postal History Society, Inc. - Postal History Society Medal

Gold

Michael Jaffe. *A Philatelic Study of US Waterfowl Hunting Jurisdictions*

State Revenue Society – Gold Medals

Ralph Nafziger. *The 3-cent Perforate Wisconsin Tercentenary Issue*

Eric Knapp. *Alaska at War*

Tony Wawrukiewicz. *Operation and Innovation in the Dead Letter Office from 1860 to 1985*

Vermeil

David Snow. *The 1876 Centennial Exhibition Issue of Postal Entires: A Study of Uses*

SINGLE FRAME EXHIBITS

Large Gold

David Snow *The 1850 First Issue of Austria and Lombardy-Venetia: A Study of Uses*

Vermeil

Dale Forster. *Around the World with Robert Carrington*

Vanport

If you have Portland covers from the period 1943-1948, Charles Neyhart would like the opportunity to inspect them to see if they fit into his study project. Nothing in the postal markings will tie a cover to Vanport. Only by checking the addresses can one determine a Vanport connection.

Prices Realized August 2019 Auction

1		50	2.50	99	36.00	148		197	10.00	246	7.00	295	
2		51	7.50	100		149		198	5.00	247	1.00	296	9.50
3		52	4.00	101		150		199	7.50	248	4.25	297	
4		53	2.00	102		151		200		249	1.50	298	2.50
5		54		103		152	220.00	201		250	1.00	299	8.00
6	10.50	55	2.50	104		153	1.00	202	2.50	251	1.00	300	7.50
7		56	2.50	105	2.50	154	1.50	203	2.50	252	1.50	301	6.00
8		57	2.50	106		155	1.50	204	5.50	253	2.00	302	10.00
9		58		107		156	82.00	205		254	6.50	303	7.00
10		59	1.50	108	77.00	157	2.50	206	2.00	255	1.50	304	4.25
11	20.00	60	82.00	109		158	7.50	207		256	5.00	305	7.00
12		61		110		159	10.50	208	5.50	257	1.00	306	2.00
13		62	2.50	111	37.00	160	1.50	209	1.50	258	1.50	307	
14		63		112		161	2.00	210	35.00	259	1.50	308	5.50
15		64	5.00	113	12.50	162	1.00	211	77.00	260	1.00	309	5.50
16		65	5.00	114	1.00	163	1.50	212	1.50	261		310	6.00
17		66		115		164		213		262	1.50	311	3.75
18	1.00	67		116	2.50	165	1.00	214	1.50	263	2.25	312	5.50
19		68	2.50	117		166		215	15.00	264		313	2.50
20	1.00	69	1.50	118	5.00	167	2.00	216	5.00	265	5.50	314	5.50
21		70		119	1.00	168		217	1.50	266	7.00	315	3.25
22	2.75	71	2.50	120	31.00	169	1.50	218	7.50	267	1.50	316	2.25
23	1.00	72	8.50	121		170	1.50	219	3.25	268	6.50	317	2.50
24	1.00	73		122	18.00	171	4.00	220	46.00	269	1.50	318	5.50
25	2.00	74	2.50	123		172	1.00	221	31.00	270	3.50	319	
26		75	1.50	124	2.50	173	1.00	222	20.00	271	1.50	320	
27	6.50	76	4.25	125	1.00	174	1.50	223	1.50	272	1.50	321	8.00
28		77	2.00	126	5.00	175	2.50	224	1.50	273	1.00	322	
29		78		127	1.00	176	2.00	225	1.00	274	4.00	323	21.00
30	10.50	79		128	6.00	177	1.50	226	2.00	275	2.00	324	5.00
31		80	2.00	129	6.00	178	1.00	227		276	4.25	325	5.00
32		81	1.50	130	1.50	179	1.50	228	10.00	277		326	
33		82		131	2.25	180	105.00	229	1.00	278	5.50	327	52.00
34	2.50	83	31.00	132	5.00	181	2.00	230	4.00	279	1.00	328	5.00
35		84	23.00	133	1.50	182	8.50	231	1.00	280	1.50		
36	5.50	85		134		183		232	1.50	281			
37		86		135	1.00	184	31.00	233	8.00	282			
38	1.50	87	16.00	136	1.00	185	115.00	234	1.50	283			
39		88	3.00	137	1.00	186	5.00	235		284			
40	16.00	89		138	2.25	187	2.00	236		285			
41		90	2.00	139	1.75	188	1.00	237	1.00	286			
42		91		140	22.00	189		238	1.00	287	1.50		
43		92		141	1.00	190	1.50	239	1.50	288			
44	1.00	93	1.00	142	1.50	191	1.00	240	1.00	289			
45		94	1.50	143	23.00	192	15.00	241	1.00	290			
46	2.50	95		144	20.00	193		242	6.50	291			
47	2.00	96	6.00	145	1.00	194	7.50	243		292			
48	6.00	97	7.50	146		195	1.50	244	1.00	293			
49	41.00	98		147	39.00	196		245		294	1.00		

TOTAL
\$2,024.75
Lots Sold
221
Gross
Income to
PNWPHS
\$557.15

A SURVIVING ARTIFACT FROM THE VANPORT CITY, OREGON POST OFFICE

by Charles A. Neyhart, Jr.

During August 1942, the Federal Public Housing Administration (FPHA) approved (Henry J.) Kaiser Shipyards' plans to construct much needed housing and related infrastructure in support of wartime shipbuilding operations in Portland, Oregon and Vancouver, Washington.¹ Funding of \$26,000,000 was allocated for this purpose.

The site location for the temporary housing project was the floodplain on the Oregon side of the Columbia River between Portland and Vancouver and immediately west of U.S. Route 99W. Officially named Vanport City ("Vanport"), a compactly designed company town, was the largest housing development in the country and the second largest city in Oregon during the war years.

To meet the demand for shipyard workers and their families, Vanport was expected to house up to 40,000 tenants in 9,944 standardized prefabricated apartments.² The resulting influx of workers and their families formed a demographically diverse and constantly changing community.

On May 30, 1948, Vanport was destroyed by catastrophic flooding caused by a breach in a railroad dike that had previously protected the community.

This article examines whether an artifact, which looks similar to a library-style cabinet with drawers, can be traced to use at the Vanport, Oregon post office.

VANPORT POST OFFICE

Not much in detail is known about the Vanport post office, neither its physical layout nor its service scheme. Documentation is lacking and whatever might have been available

¹ Several excellent references are available to describe life in Vanport, including Manly Maben's *Vanport*, Oregon Historical Society, 1987.

² Constructed as two-story pods of 14 apartments, every four of which were linked to a central utilities building.



Figure 1. Aerial view of Vanport City, 1943.
Portland City Archives.

previously probably no longer exists. Lacking a building blueprint or floor layout, for example, prevents answers to simple research questions such as whether lock boxes were available. As to scheme, who was responsible for sorting incoming mail – Portland or Vanport personnel? Knowing things like this would have provided more context and improved research conjecture.³

Planning documents for Vanport called for a post office. In October 1942, the Housing Authority of Portland (HAP), which managed all community aspects in Vanport, entered discussions with the Portland post office about the design for a local office. However, until a Vanport post office was built and operating, HAP project manager, J.L. Franzen, agreed to pick up the Vanport mail at Kenton station (two miles south) and ten HAP employees would provide city and general delivery services while operating from a temporary post office formed by combining two Vanport residential apartments.

Tenants began moving into Vanport housing on December 18, 1942. The post office, built in a contempo-

³ The Housing Authority of Portland (HAP), which played an outsized role in the internal management of Vanport, is now called Home Forward. HAP's Vanport archives have been transferred to Portland City Archives; however, File 1942-48, Community Service 11, Post Office folder cannot be located.



Figure 2. Vanport post office under construction, 1943.
Portland City Archives.



Figure 3. Vanport post office in 1944 at the intersection of Force Avenue and North Victory Boulevard. Portland City Archives.

rary brick design, officially opened on April 22, 1943.⁴ E.T. Hedlund, Portland postmaster, added Vanport as a classified branch office (in postal zone 17) in the Portland post office scheme, despite Vanport City being sited outside the boundaries of Portland in unincorporated Multnomah County.⁵

Vanport was ultimately staffed by up to 15 clerks and mail was delivered by up to 25 city delivery carriers working under Superintendent Henry Jensen.⁶ Even though incoming mail was addressed to Vanport, it was shipped to the main Portland post office, made up and then trucked to Vanport. Similarly, outgoing Vanport mail was trucked to the main Portland post office where it received a standard Portland, Oregon postmark.

All mail services, except for general delivery, were available. Post office hours were from 8 A.M. to 6 P.M. daily and from 8 A.M. to 2 P.M. on Saturday. Special delivery and parcel post for delivery in Vanport was available through this post office; before the opening of the Vanport post office (i.e., during the interim HAP delivery of regular mail), tenants needed to pick up special delivery and parcel post at Federal Station in downtown Portland. International business was established at Vanport effective April 15, 1944.⁷

Rejecting general delivery service at the Vanport post office was required by the Portland post office contract with HAP, likely to avoid an anticipated high level of residential turnover. The postal policy was clear – when regular city

4 The *Postal Bulletin*, Vol. LXIV, No. 18591 (May 7, 1943).

5 A **Classified Station** was operated by career postal personnel at locations selected to provide full service coverage, including mail pickup and delivery, to all major parts of a postal domain.

6 Richard W. Helbock, *Portland Area Postal History*, Raven Press, 1983, p.45.

7 The *Postal Bulletin*, Vol. LXV, No. 18706 (March 31, 1944).

carrier service was available, the need for a general delivery service was reduced such that it only served short term patrons and only on an occasional basis.⁸ Yet, turnover at Vanport was expected to be well beyond occasional – and it did fluctuate wildly.⁹ Vanport was a 24-hour company town with a younger and diverse population. As the war began to wind down, shipyard workers began to move out and other residents, including returning GIs, began to move in. At the time of the 1948 flood, Vanport had few than 19,000 residents.

THE POSTAL ARTIFACT

The postal artifact shown in Figures 4 and 5 can best be described as a library-style cabinet with two rows of four drawers. The cabinet is constructed of wood and the drawer faces have metal label holders. There is no imprint or other markings on the cabinet that identifies its source. The cabinet seems more of an aftermarket adaptation. The individual drawers seem not intended to file mail pieces due to size limits, 5½ inches wide and 13½ inches deep; rather, the drawers seem designed for conventional card stock.

Two of these cabinets, that apparently had lost their usefulness, were given to George Lovett, a clerk at the Vanport post office probably around March 1946 when he was discharged from the service and returned to the Silverton, Oregon post office. He used them to store small items in his garage.

George H. Lovett had a 30-year career with the U.S. Post Office, starting as a temporary carrier and serving as assistant postmaster at Silverton at the time of his unexpected

8 Post office policy in this regard can be found in “Delivery of Mail,” *United States Official Postal Guide*, Part 1, Vol. 4, No.1 (July 1943), p.35.

9 HAP calculated that for the nine-month period ending September 1944, tenant turnover equalled the total number of units, Manly, *Supra*, p.19.



Figures 4 and 5. A library-style cabinet and a drawer from it. Carol Maxwell-Aumville Historical Society.



Figure 6, below, shows the Aumville Museum and History Center.

passing in 1959. Lovett was too old to be drafted at the start of the war, but, surprisingly, enlisted in 1944. After basic training at Fort Lewis, Lovett was detached for service at the Vanport post office. His decision making may have been informed by the benefits that would accrue to him from his military service, including postal service credits. Lovett and his wife Letha resided in Vanport until his service commitment had expired in 1946 and they returned home to Silverton.

Years later, Lovett gave the two cabinets to his brother-in-law, Arthur Mulkey, a descendent of a prominent Oregon pioneer family, telling him they came from the Vanport post office, pointing out to Mulkey that "... they were always having to change the labels in the drawer fronts."¹⁰ Subsequently, son Don Mulkey received the cabinets from his father Arthur. Don was close to his uncle George and knew about the story of the cabinets.

Unfortunately, Lovett did not explain precisely the use to which the wooden cabinets were put; but, based on what little history is known about the Vanport post office and the physical attributes of the wooden cabinets, I would propose that the cabinets were adapted by HAP carpenters for the temporary post office staffed by HAP personnel from late

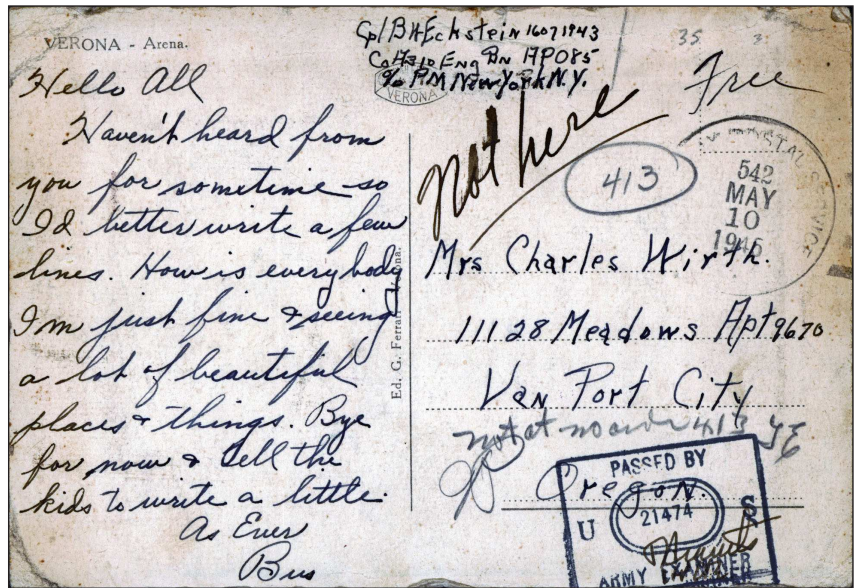
1942 until the Vanport post office opened in mid-1943. The number of cabinets is unknown, but given the rapid increase in population and the apparent ease of assembling the cabinets, it was likely that there more of the cabinets. Bear in mind, this small group of HAP employees had only to de-



Figure 7. George Lovett and his wife Letha Mulkey Lovett. His favorite nephew, Don Mulkey, is in the middle.

10 The Mulkey family emigrated to Oregon in the second wagon train of 1844; subsequently Charles Mulkey served in the 1849 Territorial Legislature.

Figure 8. Undelivered mail as addressed. Marked by recipient office as “Not Here.” Carrier 413 endorses card as “no order” indicating no forwarding order on file. Gholston collection.



liver and pick up mail and likely were neither trained nor expected to manage more complex postal situations.

When a prospective tenant applied to move into a Vanport apartment, HAP required a background check of the applicant and family members. Each new resident would have an identification record and an address card on file in the temporary post office operated by HAP. These would be maintained separately in the two (or more) cabinets – one alpha-organized by name and the other by carrier route, in effect, a simplified postal register, so that mail could be properly delivered. Considering the rapid growth in population, it is likely that the identification inserted into the metal tabs on the front of individual boxes would need to be changed often to keep pace.

Once post office personnel took over formal operation of the post office, the data maintained by HAP would have been transferred into a standard post office directory. That, though, may not have signaled the end of the Vanport post office cabinets. Conceivably, these cabinets could have found a use in managing undeliverable as addressed mail and forwarded mail. HAP’s Resident Handbook, a copy of which was allocated to each apartment, included this explicit warning about the mail:

“It is of special importance to know that Vanport does not have a General Delivery service, therefore, when

you move you must advise the postoffice immediately of your change of address or all your mail will be returned to sender.”¹¹

Because the Vanport population was highly fluid, especially through the war years, keeping track of forwardable mail would have been busy. An example of an undeliverable mail piece is shown in Figure 8. And some of the record-keeping could have incorporated its documentation into the HAP cabinets. By 1946, though, some of the wooden cabinets were then probably treated as surplus. Hence George Lovett received two of the cabinets when he left Vanport for Silverton.

AT THE END

In 2009, George Lovett’s nephew, Don Mulkey, an Aumsville area resident, donated the two wooden postal cabinets to the Aumsville Historical Society, which operates the Aumsville Museum and History Center. Recalling the

¹¹ Housing Authority of Portland, *Vanport City, Oregon: Resident Handbook*, Vanport. n.d.



Figure 9. Aerial view of the Vanport flood. Arrow at upper right indicates the location of the railroad bank breach. Image is from above Hayden Island in the Columbia River, looking south towards Kenton. The dark stretch across the center of the image is the infrastructure of the Portland stockyards, also under water. Portland City Archives

postal history that Lovett had described years earlier to his father Arthur, he believed that it would be best to donate them to a museum. His choice was influenced by his friendship with Ted Shepard, president of the Aumsville Historical Society. In addition, Shepard had a 34-year career with the Salem, Oregon post office. He is also a colleague in the Pacific Northwest Postal History Society, thus has a reasonable sense about the possibilities of accepting the cabinets.

Shepard believes that the wooden cabinets, as they are described herein, belong to general Oregon history, if there is no other more local option. He avows that if a formal exhibit relating to Vanport or to Oregon postal history was available, the cabinets would readily be offered for display.

The May 31, 1948 flood destroyed the Vanport post office. Figure 9 is a panoramic view of the flood's effect on the immediate area and Figure 10 shows the subsequent physical recovery of the post office safe from the floodwaters.

On June 4, 1948, residents of Vanport displaced by the flood were notified in the Oregonian that they would now have to pick up their mail from the general delivery window at Federal Station, 620 SW Main Street, in downtown Portland, seven miles south of the Vanport site. An example of mail treated in this fashion is shown in Figure 11.

ACKNOWLEDGEMENTS

As is usually the case in my research projects, I owe a huge debt of thanks to those who graciously helped in this project. These people gave me new ideas, provided leads, argued for alternative viewpoints, and allowed me to use their materials.

Ted Shepard brought to my attention the promising connection between the wooden cabinets and the Vanport City post office. Because of his career experience with the Post Office, he was able to confirm parts of my analysis, point out errors in my deduction and to suggest new avenues

of inquiry. He readily responded to my research questions and ensured that I had whatever I needed from him.

Don Mulkey, who donated the wooden boxes, was able to provide family context to the project. Don was good at keeping my interpretations on a straight line and consistent with his own thinking on the matters at hand.

I also acknowledge the assistance of the City of Portland Archives and Records Center for allowing me to draw from its digital image collection.

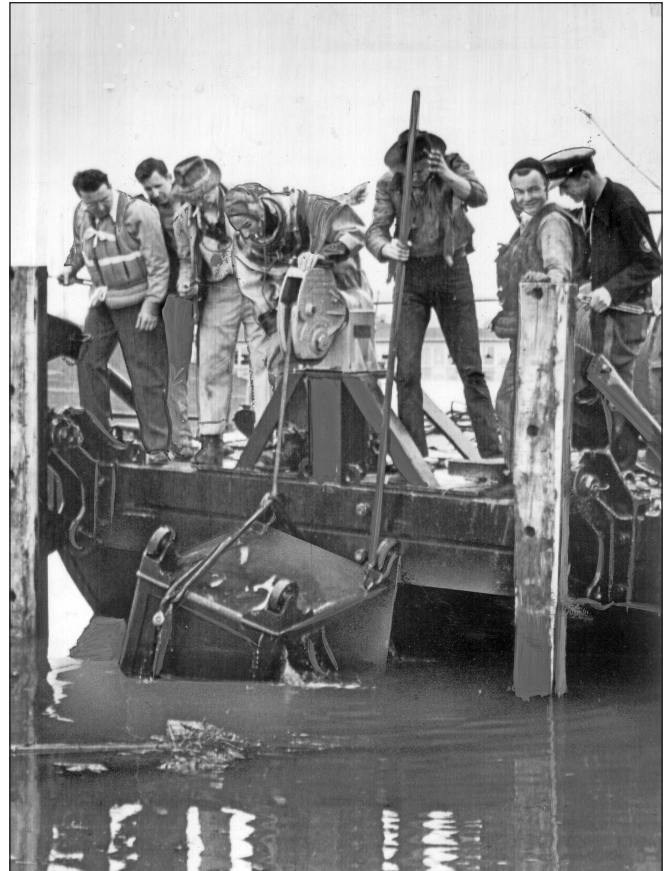


Figure 10. Front page of the June 4, 1948 Oregonian. Salvors on a Corps of Engineers barge winch the 3,000 pound Vanport post office safe to the surface from under 29 feet of floodwater. A postal inspector estimated the safe contained \$160,000 and records of more than \$100,000 in postal savings deposits. Gholston collection.



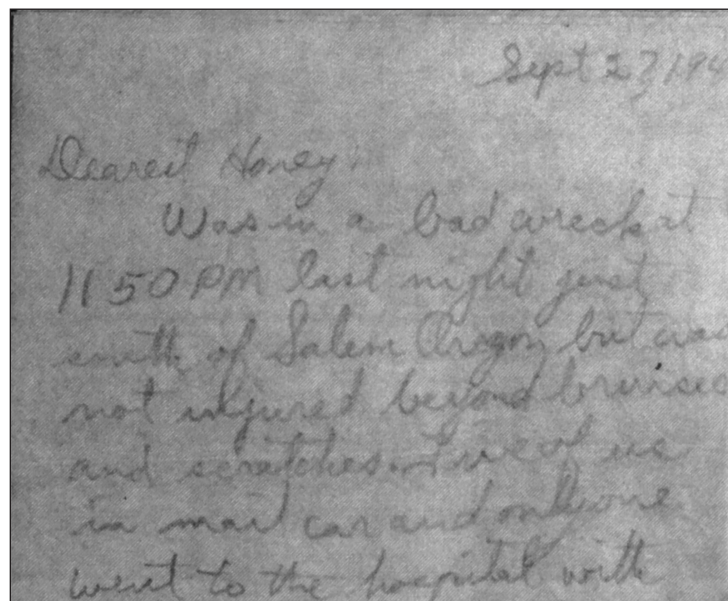
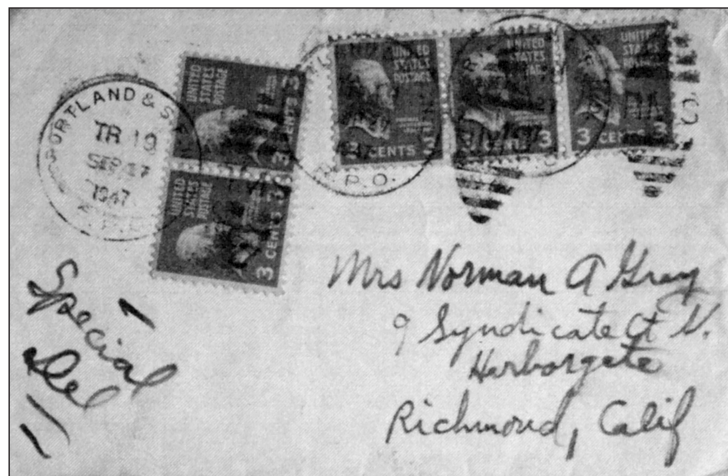
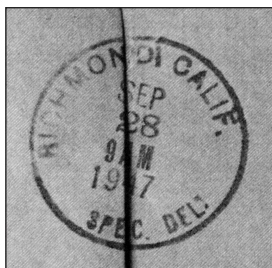
Figure 11. Example of mail addressed to Vanport but, because the post office was destroyed by the flood, was forwarded to general delivery at Federal Station in downtown Portland. The receiving mark in magenta ink was applied at this station on August 6, 1948. Gholston Collection.

A Not-so-ordinary Special Delivery Letter from Rick Kunz

Who among us RPO collectors hasn't run across the penny postal cards with RPO postmark, addressed to Norman Gray in California? Gray was an RPO clerk and apparently one of those who loved the RPOs enough to accumulate many, many postal cards with RPO postmarks from different lines during the late 1930s and into the 1940s.

He was working on what the Portlanders called "The Southern" in 1947 (the Portland & San Fran Northern Division) when he penned and sent this common-appearing Special Delivery letter to his wife. The cover is franked with the ubiquitous 3 cent Jeffersons - every RPO was required to have first ounce stamps available. (Did you know that RPO clerks did sometimes sell postage stamps?)

The postmark from Train 19 on September 27, 1947 isn't that great and the cover contains a rather hurriedly-penned handwritten letter. But the contents prove to be rather extraordinary, illustrating how challenging the job of an RPO clerk could be. Paragraph breaks and bracketed text are mine, to improve readability. Here's what Gray wrote:



Sept 27, 1947

Dearest Honey;

Was in a bad wreck at 1150 PM last night just South of Salem, Oregon but was not injured beyond bruises and scratches. Five of us in mail car and only one went to the hospital with a back injury. Mail car didn't turn over but plowed down a ditch until hit four piled up baggage cars, coach behind us also stayed upright completely off tracks. We went up and broke into overturned baggage car to get the baggage man out. He was bleeding badly around the head and under some trunks. Night was pitch black so was difficult to see where & what happened.

No passengers were hurt as coach behind us was nearly empty and others stayed on the tracks. We all thought the engine was under the overturned baggage car and were looking all over for it when it came backing down the track. It was going so fast it just kept going for some distance.

Three of us are going South on 19 to take our regular runs North. I can only go as far as K[lamath] Falls instead of Mt. Shasta however as my train leaves Dunsmuir early in evening. Was 8:30 this morning before we got the stuff out of the mail [car] and into truck to go into Salem to catch this train. Ass[is]t[ant] Chief Clerk was down and one other fellow went back to Portland with him as he didn't feel well. I'm okay but very tired. Have worked some on this train but we aren't very ambitious naturally after being up all night and I won't get to bed until about 9 tomorrow morning. Would have sent you a telegram but wasn't hurt so thought a enough.

We just had a quick stop in Eugene on this thing as the train hit a car. Sure has been a rough trip so far. Ha! [I] get a few days off the last of October so will be down to catch up on my homework.

Love to all, Daddy.

**Neah Bay Letter
from Chester Masters**



Chester Masters provided this nice Territorial cover from Neah Bay, along with the enclosed letter. Neah Bay is located in Clallam County at the northwestern tip of the Olympic Peninsula. The post office was established on June 24, 1874. In January it is likely to be very rainy, hence the reason for this letter. The handwriting is very readable, if not grammatically correct. A transcription is reproduced below:

Neah Bay W.T. Jan 11th 1886

A. W. Smith

I wish you would be so kind to sent my Oil coat ^{as} soon as you can for I am need it very much. I left it amongst the thing I hauled over the for you, in that time you leave here on Sunday. I saw one of the indian boys were with you to take it out from the wagon but I was forget all about it. And when I got home, I was just thought of it then. If the coat is not in you house please find out those boys were with you.

Yours Truly
Chas Williams

P.S. write to me soon if you please

Neah Bay W.T. Jan 11th 1886

A.W. Smith

I wish you would be so kind to sent my oil coat as soon as you can for I am need it very much. I left it amongst the thing I hauled over the for you in that time you leave here on Sunday. I saw one of the Indian boys were with you to take it out of the wagon but I was forget all about it. Now when I got home I was just thought of it then. If the coat is not in you house please find out those boys were with you.

Yours Truly
Chas. Williams

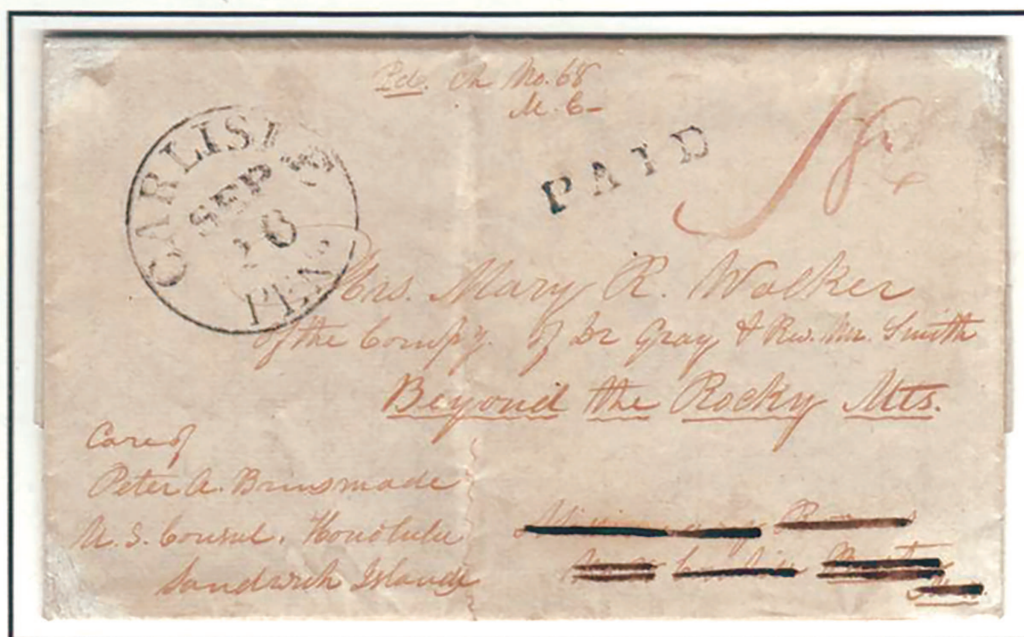
P.S. write to me soon if you please.

BEFORE POST OFFICES

MISSIONARY LETTER – 1838

by Dale Forster

Elkanah and Mary Walker crossed the plains in 1838 to set up a mission near Colville in what is now northeastern Washington. They remained there until after the 1847 Whitman massacre, then were transferred to Forest Grove, west of Portland, where they founded Pacific University.



*Mrs. Mary R. Walker
Of the Compy. Of Dr. Gray & Rev. Mr. Smith
Beyond the Rocky Mts.*

From Carlisle Penn, Sep 26,
1838, 18 3/4 cents PAID to:

*Missionary Rooms
No. 28 Cornhill
Boston Mass.
(crossed out at LR)*

*Care of
Peter A. Brinsmade
U.S. Consul, Honolulu
Sandwich Islands*

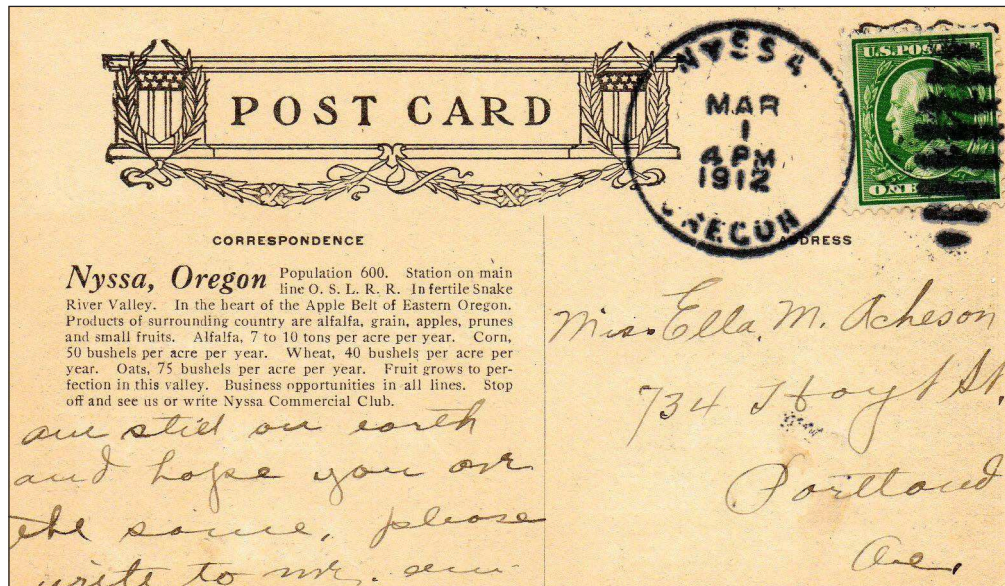


Mail to Boston, private ship around
Horn to Honolulu, Missionary supply
ship to Fort Vancouver, Indian canoe up
Columbia River to Tsimikain Mission

Letter received by Mary Walker on Sep 5, 1839
("Elkanah and Mary Walker", C.Drury, 1940, p135)

Community Advertising Post Card from Dan Barnes

Most of us are familiar with Community Advertising Covers, but it is less common to find a post card that extolls the virtues of a community. Dan Barnes sent in this one from Nyssa, Oregon, which is enhanced by a nice 1912 duplex post-mark from Nyssa.



Upcoming Sesquicentennials

If you are among those who like to commemorate events and dates, here is a list of Oregon post offices that will celebrate the 150th anniversary of their establishment in 2020. Three of the offices were established under different names, the date provided being the earliest establishment for continuous postal service. Garibaldi, Nehalem and Netarts have not operated continuously for 150 years, as all had gaps in service. When Netarts post office closed, a Rural Branch was established, which still operates as the Netarts Community Post Office (CPO).

Oregon Post Office Establishments in 1870

Date Estab.	P.O. Name	County
February 8	Crawfordsville	Lane
March 2	Wasco	Sherman
	established as Spanish Hollow	
June 13	Tenmile	Douglas
July 1	Coquille	Coos
July 5	Camas Valley	Douglas
August 8	Prairie City	Grant
August 9	Nehalem	Tillamook
	Name changed to Onion Peak February 6, 1884, re-established May 12, 1884	
August 9	Garibaldi	Tillamook
	This was Garibaldi's first establishment. See Oregon Country articles for complete information on Garibaldi's complicated postal history.	
August 25	Netarts	Tillamook
	The post office was discontinued in 1957, but a CPO still operates	
October 13	Gaston	Washington
	established as Wapatoe	
December 8	Clackamas	Clackamas
December 14	Scappoose	Columbia
	established as Columbia	