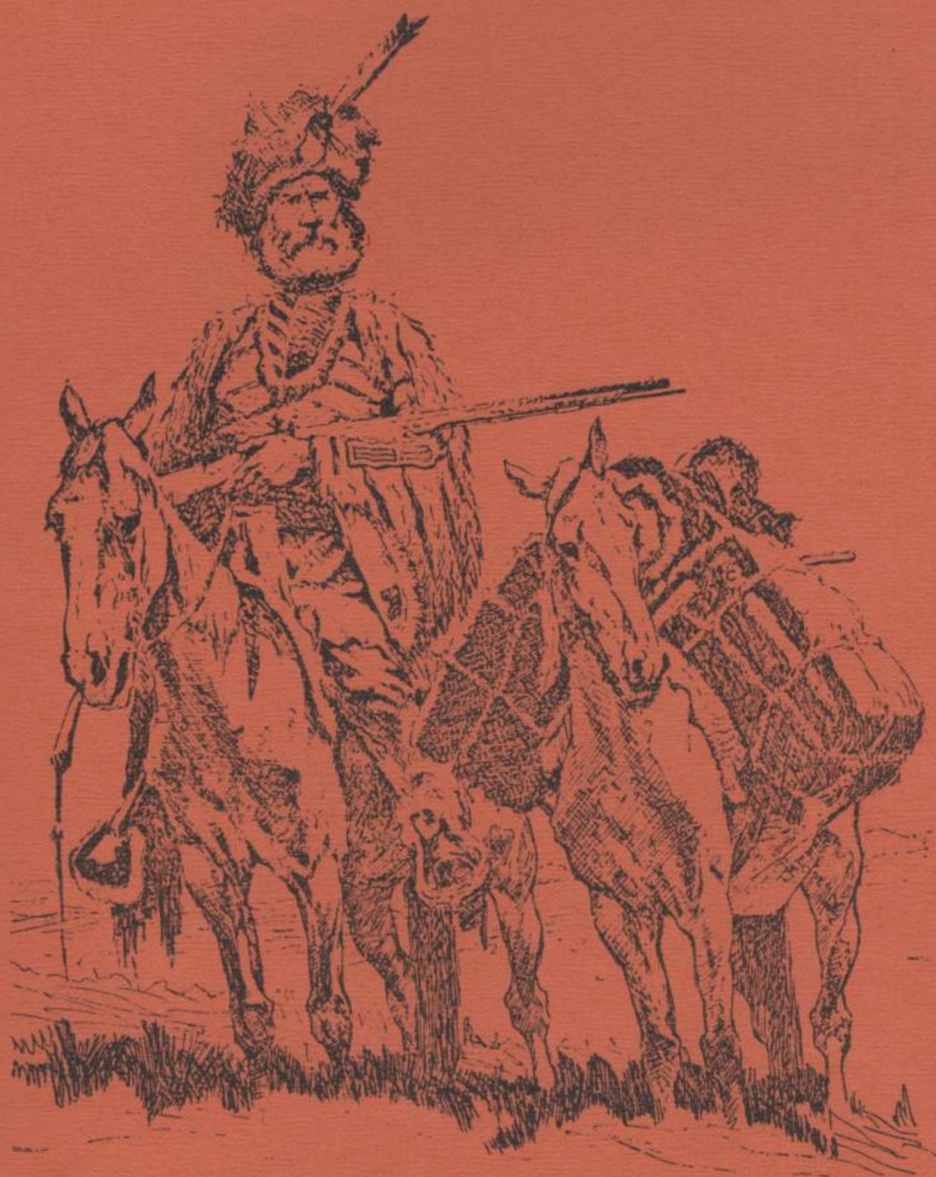


LA POSTA



Vol. 5, No. 1



LA POSTA

Whole No. 25

JULY 1973

POSTAL HISTORY JOURNAL - MOUNTAIN & DESERT WEST VOL. 5, NO. 1

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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: RICHARD W. HELBOCK, Editor, 1635 Mariposa Drive, Las Cruces, New Mexico 88001.

UMPQUA COUNTRY: A POSTAL HISTORY

By Richard W. Helbock

A wide stream of rambling meandors, the Umpqua River cuts through southwestern Oregon's Coast Range to form a fertile valley which was settled only shortly after the state's Willamette Valley core. Unlike the Willamette, however, the Umpqua Valley has spawned no great centers of population. Roseburg, by far the largest city of the valley, counted only 14,461 inhabitants in 1970. And yet, the Umpqua Valley is not one of the most sparcely populated parts of Oregon. Politically, the drainage basin corresponds quite closely with Douglas County, which, with its population of 71,743, is the state's eighth most populous.

This relatively large population in association with the absence of large urban places must be counted as one of Umpqua country's most significant human characteristics. Indeed, the U.S. Census classifies roughly two-thirds of Douglas County's people as rural. From a postal history standpoint, the large dispersed population of the Umpqua Valley has meant an exceptional number of post offices and a rather complex postal past. The story has been further complicated by some unique features of geography and politics, which combine to make for a lively and interesting case study in Western postal history.

The Initial Settlements. The first detailed exploration of the interior Umpqua Valley was conducted during the summer of 1846. A small party of men, often referred to as the South Road Company, set out from their homes in the Willamette Valley to seek a new, more southerly route to Oregon than the often torturous Columbia River road. The Umpqua Valley represented only the earliest portion of their explorations, which eventually led to the founding of an alternate southern route, but it undoubtedly left strong impressions on some members of the party. Three summers later it was a few members of the original exploring party who became the first white settlers of the Umpqua Valley.

Founding of the first towns along the Umpqua, and, indeed, the settlement spurt which characterized the early population growth of the valley, was curiously related to mail service. Initially, there was no flood of settlers following those first few hardy souls who took up claims during the summer of 1849. The Census of 1850 counted only 75 people living in the Umpqua Valley during September of that year, and 33 of them were named Applegate. There were in fact only 11 families plus 6 unrelated individuals represented among the valley's inhabitants. All of this was to change very quickly, however, and the change began during the summer of 1850.

In order to fully appreciate the role played by mail service in the early settlement of the Umpqua Valley, it is necessary to go back a few years to a period preceeding the arrival of the first settlers in the valley. In 1847, the Post Office Department established its first post office in the newly acquired Oregon Territory at Astoria. The historical significance of this gesture was surely appreciated by the citizens of Oregon, but in terms of its importance to their daily lives there was little immediate impact. There were no satisfactory roads in the Territory. There were no organized stage or pony express carriers. There was no organized or scheduled steamship lines. In short, there was no facility for transporting mails either within the Territory, or between Oregon and the United States in 1847.

The Post Office Department was already negotiating to establish mail service to Oregon, and in 1848 agreement was reached with the Pacific Mail Steamship Company to carry mail between Panama and Oregon via California ports. Three vessels -- the Oregon, the Californian, and the Panama -- were built under the terms of the contract, and it was agreed by the contractor that they would carry mail to all Pacific Coast ports between San Francisco and Astoria. The agreement, which must have looked most workable to eastern men unfamiliar with the nuances of western geography, ran into difficulty in its implimentation. Sailing captains, faced with the prospect of entering uncharted harbors, simply by-passed the Oregon ports south of Astoria. In order to facilitate the steamship company and to head off almost certain complaints of shoddy service by residents of Oregon, the Superintendent of Coastal Surveys ordered the surveying schooner Ewing to proceed to the mouth of the Umpqua and to chart its harbor.

It was the summer of 1850. Levi Scott, Jesse Applegate, and 9 other men were waiting the arrival of the schooner Ewing at the mouth of the Umpqua River. Most of these men had lived for a year in the Umpqua Valley, and they were most interested in bringing about an improvement in their mail service. On August 4th the Samuel Roberts, an unscheduled and completely unexpected vessel put in at the mouth of the Umpqua. The ship, which had sailed from San Francisco, carried business and professional men who were members of the Klamath Exploring Expedition. The goal of this group was to take up land claims at strategic points along the southern Oregon trails to the gold fields and to establish towns. The Oregonians, familiar with the interior of the Umpqua Valley, got along well with the Californians, and the two groups combined to form a joint-stock company which they called The Umpqua Townsite and Colonization Land Company.

Exploration for townsites began almost immediately, and within six weeks the newly founded company had identified four promising sites: Umpqua City, Scottsburg, Elkton, and Winchester. In October 1850, the Samuel Roberts sailed for San Francisco with all aboard confident of their future prosperity.

The success of this venture was not to be realized, however, for at the same time the Umpqua Land Company was busy selecting town-sites for speculation, the Oregon Territorial Legislature meeting at Oregon City was passing the Donation Land Act. This act was passed during September 1850, and it specifically prohibited companies and non-residents from holding lands for speculation. News of the passage of the act caused the Umpqua Land Company to disband, but the company's stock-holders had already committed considerable resources to the venture in the form of a cargo of merchandise and industrial machinery which arrived aboard the Kate Heath in October 1850. In addition to her cargo, the Kate Heath transported some 75 immigrants to settle the new towns of Umpqua country. What to do?

The majority answer apparently sprang from the best sources of American pioneer spirit. A great many of the stockholders and participants figuratively shrugged off their disappointment and resolved to make the best of their situation. They settled down in the towns they had claimed to become the commercial and professional backbone of the Umpqua Valley.

The Organization of Umpqua County. Autumn of 1850 and the following winter were surely busy and exciting times in the Umpqua Valley. Folks were settling into their new communities, and the first efforts were made to reduce the isolation of the settlements by providing local government and mail service. On the 24th of January, 1851, John P. Gaines, the newly appointed first territorial governor of Oregon, issued a proclamation creating Umpqua County. The proclamation identified boundaries of the new county as the Calapooia Mountains on the north, the Cascade Range on the east, the California border on the south, and the Pacific Ocean on the west. In short, Umpqua County was the entire southwestern corner of Oregon Territory.

The actual organization of Umpqua County did not take place until the summer of 1851 when the first political convention was held under an oak tree on the property of James Levins of Elkton on June 11th. By that time great strides toward the establishment of local postal service had been and were being made through the appointment of the valley's first postmasters. Between March 14 and November 3, 1851, no less than seven post offices were authorized for Umpqua Valley communities. They were:

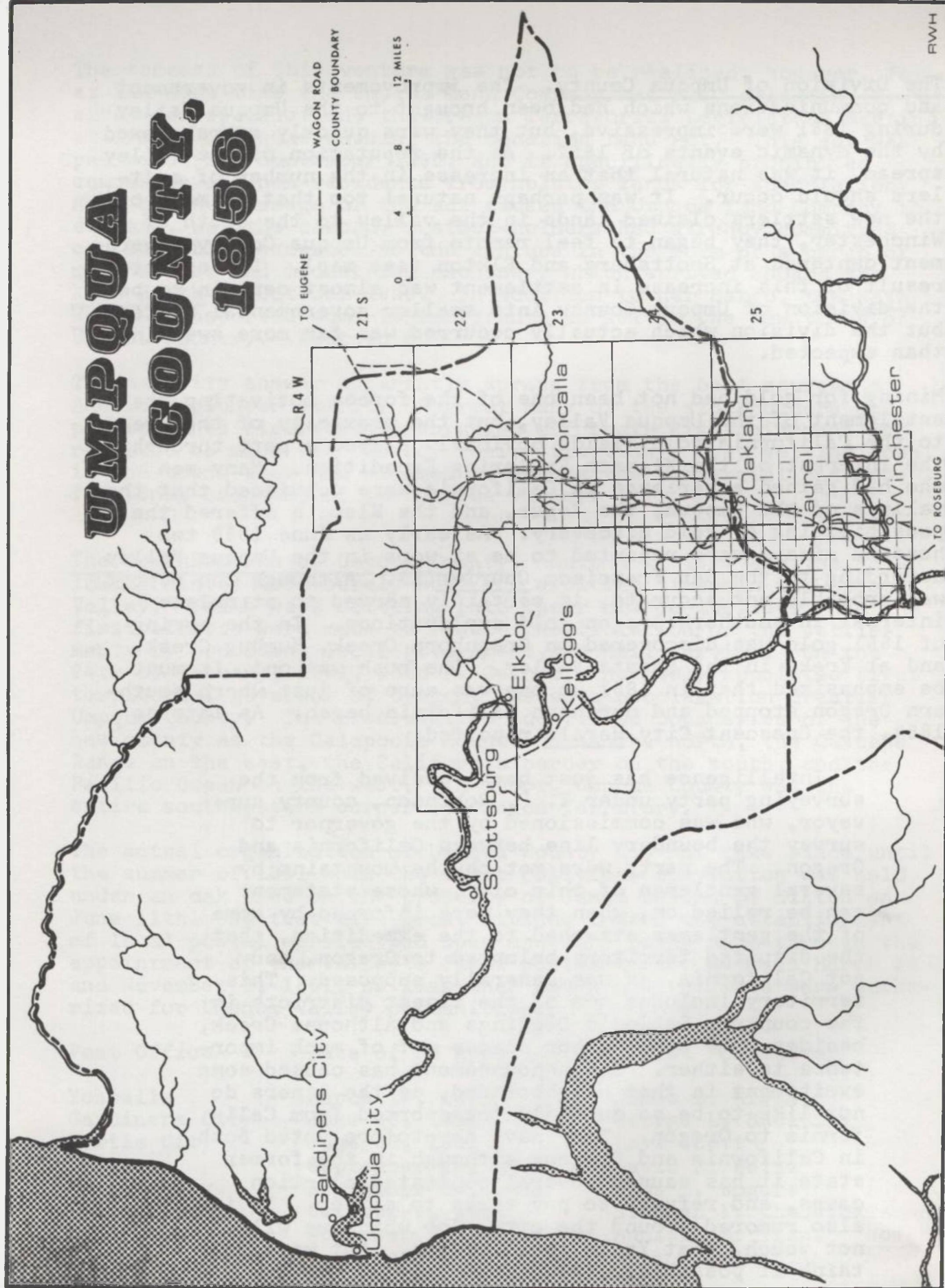
Post Office	Date of PM Appt.	First Postmaster
Yoncalla	March 14, 1851	James B. Riggs
Gardiners City	June 30, 1851	George L. Snelling
Myrtle City	June 30, 1851	Levi Scott
Elkton	September 24, 1851	David B. Wells
Umpqua City	September 24, 1851	Amos E. Rogers
Scottsburg	October 8, 1851	Stephen F. Chadwick
Winchester	November 3, 1851	Addison R. Flint

The Division of Umpqua County. The improvements in government and communications which had been brought to the Umpqua Valley during 1851 were impressive, but they were quickly overshadowed by the dynamic events of 1852. As the reputation of the valley spread, it was natural that an increase in the number of settlers should occur. It was perhaps natural too that as many of the new settlers claimed lands in the valley to the south of Winchester, they began to feel remote from Umpqua County government centered at Scottsburg and Elkton (see map). The expected result of this increase in settlement was almost certain to be the division of Umpqua County into smaller governmental units, but the division which actually occurred was far more sweeping than expected.

Mining for gold had not been one of the forces motivating the settlement of the Umpqua Valley, but the proximity of the area to the California gold fields obviously played a part through the interest of the Klamath Exploring Expedition. Many men who had gained experience in California were convinced that the valleys of the Umpqua, the Rogue, and the Klamath offered the possibilities of gold discovery. As early as June 1850 two hundred miners were reported to be at work in the Umpqua Valley according to the San Francisco Courier(1). Although the report was probably not accurate, it certainly served to stimulate interest in southern Oregon gold explorations. In the spring of 1851 gold was discovered on Greenhorn Creek, Humbug Creek, and at Yreka in the Shasta Valley. The rush was on! It must be emphasized that in 1851 no one was sure of just where southern Oregon stopped and northern California began. As late as 1854, the Crescent City Herald reported:

Intelligence has just been received from the surveying party under T. P. Robinson, county surveyor, who was commissioned by the governor to survey the boundary line between California and Oregon. The party were met on the mountains by several gentlemen of this city, whose statement can be relied on, when they were informed by some of the gentlemen attached to the expedition, that the disputed territory belonged to Oregon, and not California, as was generally supposed. This territory includes two of the finest districts in the country, Sailor's Diggings and Althouse Creek, besides some other minor places not of much importance to either. The announcement has caused some excitement in that neighborhood, as the miners do not like to be so suddenly transported from California to Oregon. They have heretofore voted both in California and Oregon, although in the former state it has caused several contested election cases, and refused to pay taxes to either. It is also rumored around the city, for which we will not vouch, that Yreka is in Oregon. But we hardly think it possible...(2)

UMPQUA COUNTY, 1856



The Shasta Valley gold strikes were followed quickly by discoveries at Big Bar on the Rogue River and in the canyon of Josephine Creek. As a result of these discoveries plus the influx of new settlers south of Winchester, the Oregon Territorial Legislature carved Umpqua County into three parts. The southern most county was named Jackson, and it became the arena in which Oregon's gold rush drama was played. The region to the south of Calapooia Creek, which included Winchester, became Douglas County. Umpqua County was reduced to a wedge shaped area lying north of Calapooia Creek and south of Siuslaw River and Calapooia Mountains. The dates of creation for these new counties were January 7, 1852 for Douglas, and January 12, 1852 for Jackson.

Scottsburg: Supply Point for the Gold Rush. The impact of the gold discoveries in southern Oregon and northern California was not limited to the realignment of county boundaries in the Umpqua Valley. Increased traffic and the demand for commercial services by miners turned Scottsburg, at the head of tidewater on the Umpqua, into a booming business center during 1851.



A stampless cover mailed from North Fairhaven, Mass. to Scottsburg, O.T., and forwarded to Yreka, Calif.

The first buildings in Scottsburg were the cabins of Levi Scott and Dr. Eugene R. Fiske. Scott was one of the members of the South Road Company, and Fiske had come as a member of the Klamath Exploring Expedition. A strong impetus to town growth was given during October 1850 when the cargo and passengers of the defunct Umpqua Land Company's Kate Heath were unloaded at the settlement. The arrivals also included the crew and salvage from the schooner Bostonian, which had sunk while crossing the bar at the mouth of the Umpqua shortly before the arrival of the Kate Heath. The town's first store was opened in a tent made from the sails of

the wrecked Bostonian, but it was only a matter of months before Scottsburg had bloomed into a bustling trade center. No less than 15 businesses were reported to have opened their doors during the town's first year of life.

On June 30, 1851, the Post Office Department authorized the first post office in Scottsburg with the appointment of Levi Scott as postmaster. It seems odd in retrospect that this office was not named Scottsburg, but Myrtle City. On October 8, 1851, a second office was established with the appointment of Stephen F. Chadwick. This office was named Scottsburg, and for a time the two offices apparently shared the community's postal needs.

During the autumn of 1851 a mail route contract was awarded to Addison C. Gibbs. This contract, the first to tie settlements of the Umpqua Valley together through official communications, provided for carrying the mail between Umpqua City, Scottsburg, and Yoncalla. From the latter place connections were made with the Willamette Valley settlements.

The Myrtle City office did not long endure. Post Office Department records indicate that it was discontinued July 27, 1852, and given the long delay in transmitting messages between the Umpqua Valley and Washington, D. C., it seems likely that the office was in actual operation for a very short time. The Scottsburg office prospered with the town, however. The Official Register for 1851 lists both the Myrtle City and Scottsburg offices, but no returns are shown for either office. For the period July 1, 1852, to June 30, 1853, the Register indicates S. F. Chadwick was compensated \$9.13 for one quarter, and Eugene R. Fiske was compensated \$17.06 for one quarter. Net proceeds of the office are listed as \$16.05 and \$35.85 for the two postmasters respectively. While these amounts do not sound impressive, they compared favorably with other Oregon settlements of the time such as Champoege, Independence, Buteville, and Skinners (later Eugene).

In fact, Scottsburg had become a very busy place by 1852. The town took the form of three interconnected divisions. Lower Scottsburg was the river port section of town where cargo handling and wholesaling became important activities. Middle and upper towns were the other two sections. The original plat showed three main streets running parallel to the river; Commercial Street, long since eroded away by the Umpqua; Main Street, now Highway 38; and, Pacific Street, which no longer exists. There were 13 cross streets.

The business of Scottsburg was provision of the miners working claims in southern Oregon and northern California. Contemporary reports describe scenes of 500 pack animals in the streets of Scottsburg awaiting their loads of supplies and mining machinery. From Scottsburg the pack trains followed the Umpqua to Winchester then south to the Rogue and Shasta valleys. In spite of its commercial success, and the fact that many ships carried cargo from San Francisco, the mail service at Scottsburg remained miserable.

The cover illustrated in Figure 1 offers evidence to the slowness of the mails. Mailed in Massachusetts during November 1852, it was carried 'round the Horn' to Scottsburg. Since the addressee was no longer a resident, the cover received a forwarding postmark dated September 23, 1853, and was dispatched overland to Yreka, California, where it was received in October. Ten months were required to carry the cover from the eastern U. S. to the Umpqua Valley. Some of this time was consumed by the long ocean voyage, but some of it was wasted by circuitous routing once the Pacific coast was reached. A letter from J. W. Perit Huntington, the clerk of Umpqua County, provides an interesting description of the unsatisfactory mail service:

Yoncalla, Umpqua, O.T. Mar.31, 1852
Joseph Lane,
Delegate for Oregon
Dear Sir:

I wish to call your attention to the insufficiency of the mail facilities hitherto extended to Southern portion of the territory and urge upon your consideration the importance of relieving us of our difficulties under which we now labor.

You are aware that the Pacific Mail Steamship Company by the terms of their contract were bound to deliver and receive the mails at the mouth of the Umpqua River as well as the Columbia and other points, but up to this time they never have entered the former place, disregarding alike the stipulation of the contract and a special order from the Postmaster General dated Sept. 25th, 1851, which required them to leave the mails at Scottsville on the Umpqua River. No such place as Scottsville exists, and Scottsburg, the place probably meant, is situated about 25 miles above the mouth of the river. To this point it is not expected the steamer will ascend, but a mail route has been in operation since August last from Umpqua City to Scottsburg, and there connecting with the Willamette Valley. Umpqua City from its position near the mouth of the river is a safe and convenient anchorage, is without a doubt the proper place for landing the mails and there is no reason why they cannot touch there.

It is true that no official survey as yet has been made, but numerous vessels which have passed in and out of the river during the past 18 months (the largest, a bark drawing 14 feet of water) are evidence that the entrance is practical and few harbors are equally safe to vessels once inside. Under the present inconvenient arrangements the mails passing immediately by the mouth of the Umpqua are carried to Astoria and thence to the Columbia and by land back again to the Umpqua, making Yoncalla an extra travel of upwards of six hundred miles, causing a delay from 10 to 15 days. This can be avoided without additional expense by simply requiring the P. M. S. S. company to comply with their contract. (3)

Huntington's letter concluded by urging Lane once again to make the carrier to comply with their contract and assuring him that this subject was of "deep interest" to the people of southern Oregon.

There is no indication that the Pacific Mail Steamship Company was ever made to comply with their contract. In fact, in 1853 the company succeeded in getting their distribution office moved from Astoria to San Francisco, so for the Umpqua Valley the mail continued to flow out of Portland up the Willamette Valley by the bi-monthly mail route to Yoncalla.

Inconveniency of the mail service was soon to be overshadowed as a matter of urgency in the community of Scottsburg. Although no one knew it, the town had actually reached its maximum point of growth by 1852-53. Scottsburg's death knell as a mighty trade center was sounded by the opening of a new road from Crescent City, California, to the Rogue River mining district. Supplies from San Francisco could now be carried more directly to the mining districts, and the impact of the change came quickly to the Umpqua River town. The rapid fall of Scottsburg is perhaps best reflected by the story of its short-lived newspaper. Early in 1854, Levi Scott produced the first edition of the Umpqua Weekly Gazette. Surviving issues relate the events and flavor of the bustling little town, which was convinced of its future prosperity and long life. Suddenly, in November 1854, one-half interest in the Gazette was sold, and a new editor assumed the duties. In September 1855, the newspaper is again sold, and this time the presses and equipment are loaded on the backs of mules to be transported off to Jacksonville. Ironically, the presses which produced Scottsburg's reflections of optimism in 1854 were used to produce the Table Rock Sentinel, the voice of Jacksonville, a town which came into being as a result of the new Crescent City road.

There were only two stores remaining in Scottsburg by 1856. No estimates of the change in population exist, but there must have been a considerable reduction. The winter of 1860-61 brought the Umpqua to near record flood stage. Most of lower Scottsburg was carried away, as well as, the mills, wharves, and warehouses along the river, and one of the two remaining stores. Scottsburg did not die in the sense that many towns have been completely abandoned, but it was never to aspire to greatness again.

Footnotes: (1) San Francisco Courier, July 10, 1850.
(2) Crescent City Herald, June 28, 1854.
(3) Letter, J.W.P. Huntington to Joseph Lane, March 31, 1852, Oregon Historical Society, Library.

[To Be Continued]

ARIZONA TERRITORIAL POSTMARKS [Continued from 4/6]

By Dr. Sheldon H. Dike

Town	type	Val.		Earliest		Latest				
No.	No.	Postmark	Code	Date	OWNER	Date	Owner	Killer	Notes	
HOLBROOK (Cont'd.)										
9.	4	C1bT1B27 $\frac{1}{2}$		22 Nov 96	NLP	25 Dec 96	SHD			
10.	3-2	C1bT1B27 $\frac{1}{2}$		7 Apr 99	NLP	5 Apr 03	SHD	Grid		
11.	3	C1bT1B27 $\frac{1}{2}$		28 Apr 03	JOT	9 May 04	SHD			
12.	2	C1bT1B29 $\frac{1}{2}$		9 Nov 05	HHL	? June 09	SHD	Grid		
13.	3	C1bT1B28 $\frac{1}{2}$		18 Nov 10	NLP	29 Jan 12	SHD	Grid		
HOOPER										
1.	5	C1bN1B27 $\frac{1}{2}$		13 Sept 03	*					
HOT SPRINGS										
1.	6	C1bN1BBR27		25 Apr 98	NLP					
2.	4	C1bN1B27 $\frac{1}{2}$		28 June 00	HRF					
3.	4	C1bN1B28 $\frac{1}{2}$		19 Dec 05	*	21 Dec 06	?	Grid		
4.	3	C		5 Apr 09	HHL	2 Mar 11	JOT			
5.	4	C		25 Jan 12p	*					
HOUCK										
1.	6-5	C1bN1B27 $\frac{1}{2}$		15 Jan 97	NLP	? Oct (01?)	?			
HOUCKS TANK										
1.	7	C1aS1RRB33		30 May 87b	JOT	14 June 87b	HHL			
HUACHUCA										
1.	5	C21bN1RRB27		16 Apr 81p	HHL	13 Nov 82	*	Target		1
HUMBOLDT										
1.	3	B		30 Aug 06	?	27 Apr 07	?			
2.	3	C1bT1B29		22 July 08	NLP	2 Sept 11	HHL	Grid		
3.	3	SL		? July 11	NLP	? Sept 11	?			3
4.	4	REG		12 Oct 10m	HHL					
HURON										
1.	5	C1bN1B28		16 Jan 02	HHL					
2.	5	A		23 Aug 06	?	27 Dec 08	HHL			
IRON KING										
1.	6	C		23 Aug 07	?	13 Apr 08	*			4
IRON SPRINGS										
1.	4	C1bN1B27 $\frac{1}{2}$		25 Aug 00	NLP	26 Aug 09	SHD			
JEROME										
1.	5	C21?N1RRB28 $\frac{1}{2}$		30 Dec 84r	JOT					5
2.	5-4	C21fN1RrB29 $\frac{1}{2}$		10 Jan 89	?	1 Oct 91	HHL	Star in circle		
3.	4	C1bT1B27 $\frac{1}{2}$		9 Nov 93	NLP					
4.	4	C1bT1B26 $\frac{1}{2}$		10 June 95	SHD	29 Dec 95	NLP			
5.	4	C1bT1B27 $\frac{1}{2}$		26 May 97	?	25 Aug 97	HHL			
6.	4	C1bN1B27		21 July 98	?					
7.	4	C1bT1B28		29 Aug 98	?					
8.	3	C1bT1B28		20 Dec 98	HHL	24 Sept 00	JOT	Grid		

Notes:

1. Officially, this was "Camp Huachuca."
2. Double circle not always clear.
3. Use only seen on registered covers.
4. State type m ("ARIZONIA") early; later second "I" removed.
5. State type not clear, but longer than "ARIZ."

ARIZONA TERRITORIAL POSTMARKS



1



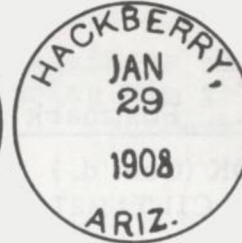
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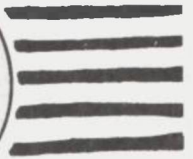
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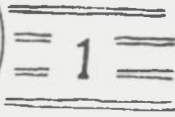
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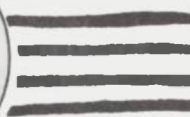
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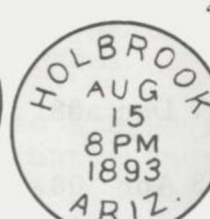
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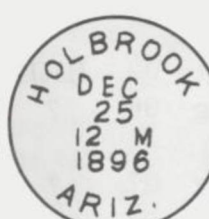
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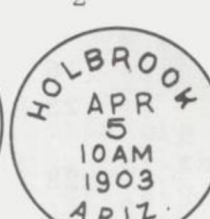
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8



9



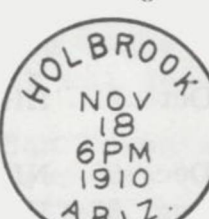
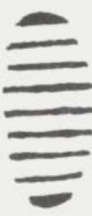
10



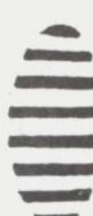
11



12



13



1



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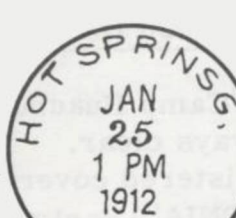
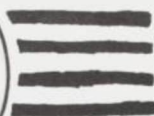
2



3



4



12



5



1

THE 19TH CENTURY OREGON POSTMARK CATALOG, PART IV: WASCO COUNTY

By Charles A. Whittlesey

Wasco County, named for the tribe of Chinook Indians who once inhabited the south bank of the Columbia River in the vicinity of The Dalles, was created by the Oregon Territorial Legislature on January 11, 1854. Originally, the county was a vast area bounded by the Cascades on the west and the Rockies on the east. It encompassed all of Oregon Territory except the Willamette Valley and Pacific shore.

Wasco County has always been lightly populated. When Oregon was admitted to the Union in 1859, the eastern boundary of Wasco was reduced to the Snake River border with Washington Territory, but the county still covered the entire eastern two-thirds of Oregon. The following year a total of only 1689 inhabitants were counted in Wasco County by the U.S. Census, and 804 of them were living in or near The Dalles. As new immigrants moved to Wasco County in response to economic opportunities in the Umatilla Valley, the Malheur Basin, or the John Day area, they found themselves remote from the center of government, and new counties were created to meet their needs. Today 18 counties are found blanketing the two-thirds of eastern Oregon once covered by Wasco County, and the present area of Wasco has shrunk to only 2387 square miles.

The postal history of Wasco County has been dominated to a large extent by the post office at The Dalles. Established November 5, 1851, as Dalles, the name of the office was changed to Wascopum in 1853, and finally The Dalles on March 22, 1860. The second post office to be established in the area that now constitutes Wasco County was named Deschutes, and it was not authorized until 1868. A total of 29 different post office names were in service during the 19th century in Wasco County, but when name changes are taken into account there appear to have been only 26 different post offices in the county. (see La Posta, Vol.3, No.6, pp 13-16 for further information about 19th century Wasco County post offices).

The listing which follows contains 48 different postmark types from 16 different Wasco County post offices. The fact that 19 of the different types are from The Dalles gives an accurate impression of the volume of post office business for the county. Thirteen Wasco County offices are not represented in this list. They are: Wasco, Mount Hood, Thompson, Cross Hollows, Prattville, Sinemasho, Celilo, Ridgeway, Victor, Simnasho, Matney, English, and Smock. If any reader has a postmark from any of these offices, or any postmarks from other Wasco County offices which can expand the listing, please contact the editor or Charles A. Whittlesey, 6531 S.E. Ivon Street, Portland, Oregon 97206.

TOWN TYPE	VAL NO.	POSTMARK CODE	EARLIEST DATE	LATEST DATE	INTEGRAL KILLER	NOTES
ANTELOPE (1871 - date)						
1.	8	M	25Feb76			
2.	5	C1JN1B26	8Jun83r		Target	I11.
3.	5	C21ES1B31	2Jul84r	15Nov86r		I11.
4.	4	C1EN1B26.5	30Jun90			I11.
5.	4	C1JN1RRB26.5	11Mar91p			I11.
BAKE OVEN (1875 - 1913)						
1.	5	C1JN1RRB28	25Feb85r	23Jul85	W. of F.	I11.
BOYD (1884 - 1953)						
1.	5	C1JN1B28	94	26Mar96	Target	I11.
DALLES (1851 - 1853)						
1.	8	M	29Apr53	26Sep53		
DESCHUTES (1868 - 1883)						
1.	8	M	11Apr73			
DUFUR (1878 - date)						
1.	6-4	C41JN1RRB34	22Jan79r	16Jun86	Star/Circle	I11.
2.	4	C1EN1BBR28	6Feb92			
3.	4	C1JN1B28	16Mar97			
ENDERSLY (1892 - 1906)						
1.	6	C1EN1B27.5	29Sep93	29May01		I11.
KINGSLEY (1878 - 1920)						
1.	7-5	M	15Nov78	4Dec81		
2.	5	C1EN1B27	14Apr86			I11.
3.	5	C1EN1BBR27.5	14Jul96			
MOSIER (1884 - date)						
1.	5	C1EN1BBR26	1Nov86	11Nov86		
2.	5	C31JN1B27	1Jan87		Target	I11.
3.	4	C1EN1BBR27.5	2Dec90			
NANSENE (1880 - 1904)						
1.	6	C21EN1RRB27.5	12Jul83		Target	I11.
SHERAR BRIDGE (1883 - 1907 & 1922 - 1938)						
1.	5	C41J1MB29	22Mar87	5Apr89		I11.
THE DALLES (1860 - date)						
1.	5	M	30Jan61	19Sep62		
2.	5	C1CA1R29.5	2Nov62?			I11.
3.	4	C1CA1BBR25.5	10Aug63	10Jan67		I11.
4.	4-3	C1CA1BBR23.5	4Aug68	28Nov76		I11.
5.	3-2	C1JN1RRB24.5	12Jan78r	11Sep82	N.Star/Cir	I11.
6.	3	C1EN1B26.5	2Jun80			



2



3



5



4



1



1



1



1



2



2



1



1



2



2



3



4



5



7



8



10



9



14



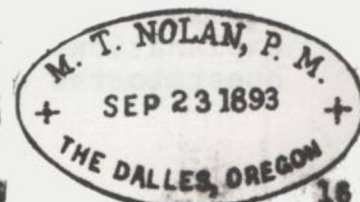
2



2



15



16

TOWN	TYPE	VAL	POSTMARK	CODE	EARLIEST	LATEST	INTEGRAL	NOTES
	NO.	NO.			DATE	DATE	KILLER	

THE DALLES (Continued)

7.	2		C1JS1RRB28		22Aug81	26Mar84	Star "W"/Cir	Ill.
8.	2		C21JN1RRB30		50Oct84	3Feb87	Star/Circle	Ill.
9.	3		C1JN1B29		20Oct86	22Oct86	Star/Circle	Ill.
10.	3		C31JN1B30		16Feb87p	8May87	W. of Fort.	Ill.
11.	3		C31JN1RRB30		19Aug87	11Oct87p	W. of Fort.	
12.	3		C1EN1B26		6May89	19Jul93		
13.	3		C1EN2B27		11May89			
14.	3		Reg 1		1Jul90			Ill.
15.	3		Reg 2		31Dec92			Ill.
16.	3		Reg 3		23Sep93			Ill.
17.	2		C1JT1B27		10Feb91	9May96		
18.	1		C1ET8B25		17Feb97	22May99	Oval bars	
19.	1		C1ET6B26		6May99			

TYGH VALLEY (1873 - date)

1.	6-5	M			28Dec78	30Mar85		
2.	5		C31J10N1B32		5Dec82r	15Feb83r		Ill.

WAMIC (1884 - 1958)

1.	6		C1EN1BBR26		6Mar88	26Aug89p		Ill.
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WAPINITIA (1878 - 1935)

1.	6	M			1Mar86	17Mar86		
2.	6		C31EN1B26		22Feb89			Ill.
3.	5		C1EN1BBR27		31Jan92			

WASCOPUM (1853 - 1860)

1.	7	M			5?	40Oct58		
2.	6-5		C1CA1BBR25.5		14Sep5?	14Mar60		Ill.

Abbreviations Used:

Ill. - Illustrated
 W. of F. or W. of Fort. - Wheel of Fortune
 Star/Circle - Star in Circle
 N.Star/Cir - Negative Star in Circle
 Star "W"/Cir - Negative "W" in Star in Circle (see illustration)
 ? - year date unknown or estimated
 r - red
 p - purple

A NOTE CONCERNING VALUE NUMBERS: The Value Numbers used for this listing are computed on the same basis as those used by Dr. Sheldon Dike in his Arizona Territorial Postmark Catalog. An explanation of this system appeared in La Posta, Vol. 4, No. 2, page 3, and interested readers are asked to consult that issue. A detailed explanation of the calculation procedure will be provided upon request to the editor.

THE POST OFFICES OF WYOMING: PART VI, CAMPBELL COUNTY

By Daniel Y. Meschter and Ruth Dolezal

As has already been described [La Posta, IV/5,P.10], Campbell County was partitioned from the western ends of Crook and Weston counties on February 13, 1911. The new county was named in honor of John A. Campbell, the first territorial governor, although at least one writer claims a credit for Robert Campbell, an early-day trapper with the Ashley party.

Campbell County lacks the historical romance of many of Wyoming's counties. Physically, it is all gently rolling, almost treeless, prairie broken only by a group of prominent hills in the southwest corner called the Pumpkin Buttes. Before the coming of the white man, this prairie was the pasture of the buffalo and the hereditary hunting grounds of the plains Indians. By the mid-1880's the prairie had been taken over by vast herds of cattle. The buffalo had disappeared, and soon the tall native grasses were indiscriminately overgrazed. Prior to 1890 the resident population of the area was no more than a few hundred cowboys living on huge ranches and a handfull of homesteaders.

Earlier, the Bozeman Trail from Fort Laramie to the Montana mining districts crossed the extreme southwest corner of Campbell County. Pioneered in 1863, the trail passed near the Pumpkin Buttes, which were an important landmark to the early travellers. Wrighter was probably a road ranch on this old Bozeman Trail route when it was used later as a route to the heart of cattle country. Similarly, Mikado was a ranch headquarters in the same era. Another stage road from Sundance to Buffalo crossed the central part of the county, and the Little Powder post office undoubtedly was at the crossing of the Little Powder River north of Gillette.

The most important event in the history of Campbell County was the arrival of the Burlington Railroad at Gillette in August 1891. The railroad gave rise to permanent towns along its route between Rozet and Croton, furnished a market for local coal mining, and ended the need to trail herds long distances across the country to rail-heads for shipment to market. Donkey Creek post office, a few miles south of Gillette, was a construction camp on the original route of the railroad, and only a last minute change in the survey saved the county from having this less than musical name for its county seat. Perhaps the most important contribution of the railroad was that it made it possible for homesteaders to establish small farms and ranches. Numerous rural post offices were authorized after 1891 to serve Campbell County's widely scattered population of homesteaders.

The total of 46 post office names found in Campbell County include two name changes and one duplication of name, Croton, for different locations. A maximum of 25 to 26 offices were in operation from 1924 to 1933 before consolidation of postal operations and the expansion of rural delivery reduced

the number to the present five.

The county's economy, once almost solely based on agriculture, is now becoming energy oriented. Much of Campbell County is underlain by thick beds of coal, which was formerly mined at Felix and Peerless. A mine at Peerless, now known as Wyodak, still furnishes coal to small electric utilities in the region. Other mines are now being opened to produce huge quantities of coal for shipment to power plants in the Midwest and Texas. It is likely that new plants will be built in the next decade to convert coal to pipeline gas. Oil and natural gas is also found in abundance in Campbell County, and such post office names as Adon, Hilight, and Rozet have special meaning to oil men. Many of the discontinued rural post offices are in the midst of busy coal and oil activity, and may again be opened to serve planned industrial communities in the not too distant future.

WYOMING POST OFFICES CAMPBELL COUNTY

Post Office	Established	Discontinued	Notes
Adon	14 Dec 1916	19 Feb 1944	Mail to Moorcroft
Bertha	6 Jan 1904	31 Oct 1934	Mail to Oshoto
Bertralda	21 Aug 1916	31 Jan 1919	Mail to Arvada
Butte	28 Sep 1904	15 Jul 1905	Mail to Ross
Cactus	28 Dec 1917	30 Jun 1933	Mail to Pine Tree
Campbell	15 Feb 1890	22 May 1891	No papers
Clarkelen	24 Nov 1916	31 Dec 1936	Mail to Savageton
Croton	13 Jan 1896	12 Feb 1897	Mail to Felix
	15 May 1901	20 May 1907	Name ch. to Echeta
Croton	1 Mar 1923	5 Nov 1941	Mail to Echeta
Dillinger	12 Jan 1920	30 Nov 1935	Mail to Moorcroft
Donkey Creek	31 Mar 1888	30 Nov 1888	No papers
Echeta	20 May 1907	18 Jan 1945	Mail to Gillette
Emigh	22 Sep 1922	31 Aug 1934	Mail to Gillette
Felix	31 Mar 1893	30 Sep 1902	Mail to Gillette
	31 Jan 1903	30 Sep 1904	Mail to Croton
Gillette	17 Aug 1891	Operating	
Hidivide	15 Dec 1921	15 Aug 1929	Mail to Lawver
Hilight	6 Oct 1916	30 Apr 1937	Mail to Gillette
Lawver	25 Mar 1921	30 Jun 1953	Mail to Gillette
Little Powder	25 Feb 1888	3 Oct 1891	Mail to Gillette
Lone Pine	6 Nov 1924	30 Oct 1937	Mail to Oshoto
Maysdorf	4 Oct 1918	30 Jun 1930	Mail to Gillette
Mikado	25 Feb 1888	13 Jul 1889	Mail to Big Red
	14 Feb 1890	7 Oct 1890	Mail to Big Red
Morse	7 Sep 1894	15 Jul 1911	Mail to Gillette
	26 Apr 1915	29 Feb 1916	Never in operation
Omstead	22 Aug 1894	26 Aug 1899	Mail to Morse
Oriva	13 Oct 1904	13 Jan 1905	Rescinded
	4 Mar 1920	23 Sep 1942	Mail to Gillette
Oxus	19 Jul 1893	15 Oct 1903	Mail to Arvada
Peckenpaugh	11 Jan 1916	30 Nov 1918	Mail to Echeta
	2 Apr 1919	30 Jun 1925	Mail to Echeta

