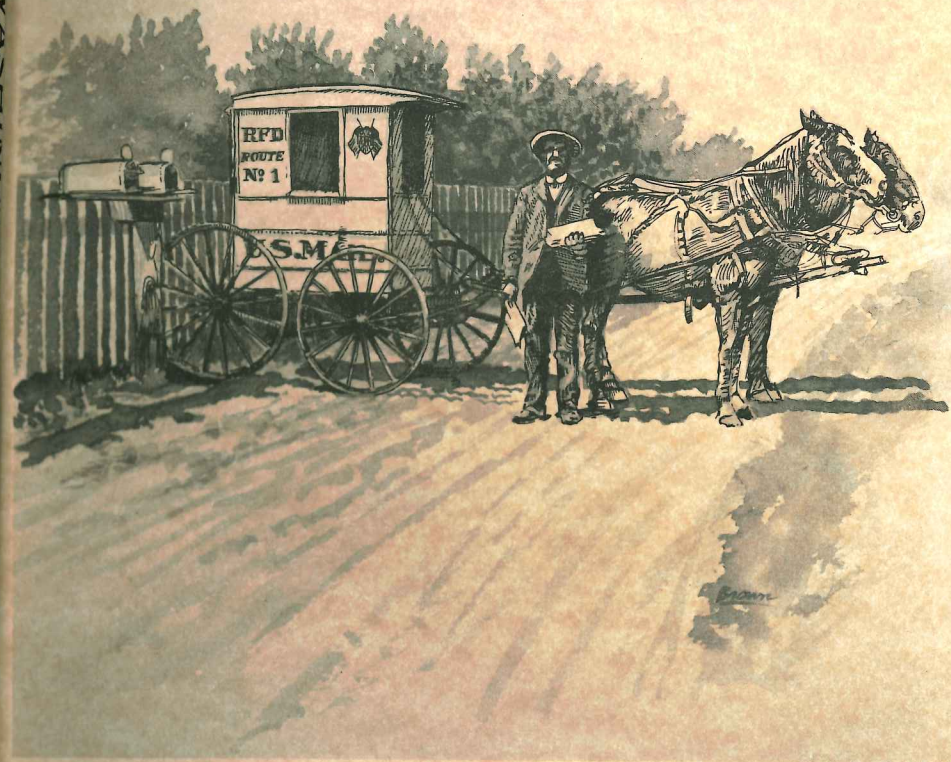


Centennial 89
Thurston County

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POSTMARKED
WASHINGTON :



THURSTON COUNTY

by GUY REED RAMSEY

Published by
THURSTON COUNTY HISTORIC COMMISSION

POSTMARKED WASHINGTON:

THURSTON COUNTY

By Guy Reed Ramsey

Edited by:

Susan Goff
Alma Greenwood
Linda Howerton
Gayle Palmer
Shanna Stevenson

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COVER: From a photograph of Mr. John Hopp, Tumwater Washington. Carrier on Rural Route #1, Tumwater 1902-1903 and Rural Route #4, Olympia 1904-1921. Photograph courtesy of Michael Loe, Olympia Postmaster. Drawing by Ken Brown.

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This commission was organized in 1984 and members are appointed by the Thurston County Commissioners to act as general advisors on matters of history and historic preservation. In addition, the Historic Commission endeavors to increase awareness of local heritage, supports the research and preservation of county histories and identifies and promotes the preservation of historic resources that represent the county's cultural heritage.

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SPECIAL NOTE

Guy Reed Ramsey did the bulk of his research and writing in the 1960's. The editors have used brackets in the text for added or updated information from Mr. Ramsey's original manuscript. Brackets have also been used for clarification or minor corrections of Mr. Ramsey's original text.

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ABOUT THE AUTHOR

Guy Reed Ramsey was born on August 15, 1894 of Ebenezer Carter Ramsey and Addie Sarah Carter Ramsey at Warrensburg, Missouri where he was educated in the public schools, graduating from Warrensburg High School in the class of 1913. He entered the tire business and worked in tire stores in Kansas City, Joplin and Jacksonville, Florida. He served a year in the U.S. Naval Aviation in World War I and returned to Kansas City where he was employed as a credit manager. At the age of 31 he enrolled in the College of Forestry, University of Washington. He obtained a Bachelor of Science in Forestry in 1929 and Master of Science in Forestry in 1931. He taught identification of trees and tree diseases at Davey Institute of Tree Surgery, served as foreman in Civilian Conservation Corps camps at Mount Rainier National Park and Riverside State Park, Spokane, then was on the forestry staff of Iowa State College for ten years. He returned to the West in 1944 to enter the wood preservative business, with headquarters in Portland. After retiring on January 1, 1960 he assembled historical information on post offices of the State of Washington and prepared it in manuscript form under the title POSTMARKED WASHINGTON.

On May 1, 1933 he married Ida Catherine Schneider of Kansas City. Since August 15, 1974 he had made his home in Corvallis, Oregon. Mr. Ramsey died there April 28, 1980. Just prior to Mr. Ramsey's death, the Board of Curators of the Washington State Historical Society voted to name him a David Douglas Fellow in recognition of his contribution to Washington state history.

INTRODUCTION

Mail came to the Northwest country long before there were post offices. Letters travelled back east from many who ventured to this land when it was known as a wilderness. Yet there were no official mail carriers. Travellers over the westward trails were entrusted at the start of their journey with missives addressed to loved ones who preceded them on the pioneer venture...to fathers, mothers, brothers, sisters, sons, daughters, perhaps to husbands and friends. Letters were tucked into leather packets of trappers as they departed for another season on their traplines. Some such letters were written in the conduct of the fur business, others were strictly personal and were delivered whenever and wherever the unofficial mail carrier met the addressee. Military mail also followed the early trails bearing orders from Washington to remote posts or Indian agents. Military scouts often carried letters of an unofficial nature. Missionaries reported to their eastern headquarters and headquarters sent letters back to those who had gone west to carry the word of God to the tribes of the Pacific Northwest. Letters accompanied those who covered the long distances afoot, by horseback, by horse or oxen-drawn wagons, and by canoes. The earliest letters bore no stamps, were struck with no postmark, nor were they entrusted to any official mail service. Yet they arrived eventually at destination unless fate in the form of a band of Indians, starvation, flood, fire or storm interfered. Later as the trails became more defined and freighting became a business, the freight and express companies took letters to and from the Northwest. Usually such letters bore the name of the express companies as a postmark. These covers, as they come to light from time to time are collectors items bringing lively bidding between those who seek to add them to their historical collections.

Post offices have been much the same the nation over. Many that were once quite small are thriving units; many that once had promise of greatness have long been extinct. Changes that have come with the years have been the result of increase or decrease in population, of changes in modes of transportation, of the rerouting of roads, or of a score of other factors. The first post offices in Washington Territory were on the shores of some body of water, as the first mode of transportation was by the ocean or rivers. As overland routes were formed to connect settlements on different bodies of water, inland post offices sprang up at intermediate points.

Changes in basic industries have had their effects on post offices, chief being those of lumbering, mining and fishing industries. Many post offices started at sawmills and their fortunes waxed or waned with the fortunes or misfortunes of the mills. The introduction of Rural Free Delivery (RFD) had a fatal influence on many small post offices. With increasing use of automobiles came an added mortality of post offices. In the islands where mail was first carried by canoes, the introduction of bigger and better water craft greatly influenced the movement of mail and the creation and mortality of post offices. Hundreds of post offices in the Territory and State were nothing more than the postmaster's parlor or a caged-in space in a country store. They were bound to die as mailhandling was modernized.

In this work a story is given on every post office, whether it be currently in operation or now obsolete. The method of arranging the stories posed a problem. It was thought advisable not to present them in alphabetical order. Some closer relationship was desired, consequently it was decided to present them in chronological order according to the date of establishment and showing the dates of changes in name, of consolidations or discontinuances. The record also gives the names of each postmaster and the first day each served. The record prior to 1930 was obtained from The National Archives (Washington, D.C.) and that subsequent to 1930 from the Post Office

Department. Every effort has been made to keep the record up-to-date and 1960 was set as the year to conclude the compilation but some changes at later dates have been added. In many instances the full name, maiden name (and husbands of female postmasters) have been added wherever possible to overcome possible duplication of names.

Location of post offices have been given in relation to other post offices, to water courses, railroads, highways, and other natural features. The legal description is given for almost every post office with an attempt to locate each to the quarter section. In many instances post offices were moved, often several times. An attempt has been made to describe each location and date it. A change in location has often been accompanied by a change in name. If not, and the move involves a considerable distance, the post office may be considered as a new one and the former location designated as old.

Local changes in sites and quarters are often as interesting as changes in location. Site changes in cities and larger towns are easier to describe due to naming of streets and numbering of houses. These changes are not often officially recorded so in determining them it may have been necessary to rely on memories of oldtimers. Memories may not always be reliable; errors can be expected.

Each post office has its own method of receiving and dispatching mail, even though several offices are served on the same route. Consequently it has been thought best to describe the methods for each post office even though it involves repetition. Under the subject of receipt and dispatch of mail the following points are emphasized: identification of the supplying post office, the route by which mail comes and is dispatched, the frequency and perhaps the time of day of receipt and dispatch, the type of conveyance used in transport, and perhaps the names of carriers. The Star Route has been a major method of bulk distribution of mail. A Star Route is one which is contracted by the Post Office Department to individuals or firms. The contractor may himself be the carrier or he may hire

employees as carriers. Unfortunately the records on Star Routes have not been kept. Consequently it has been difficult to accurately describe and date them. If any record has been kept on them it has been by the parent post office but frequent "housecleanings" are common and Star Route records are often the victims. Practically all water routes are Star Routes.

Each post office has its own methods of distributing mail. The small offices usually have only a general delivery window and a pigeonhole cabinet; some have a few lock boxes. The larger post offices may have large banks of lock boxes. For decades post office employees have worked behind bars but the modern trend is toward open counters. Some offices have lobbies; some do not.

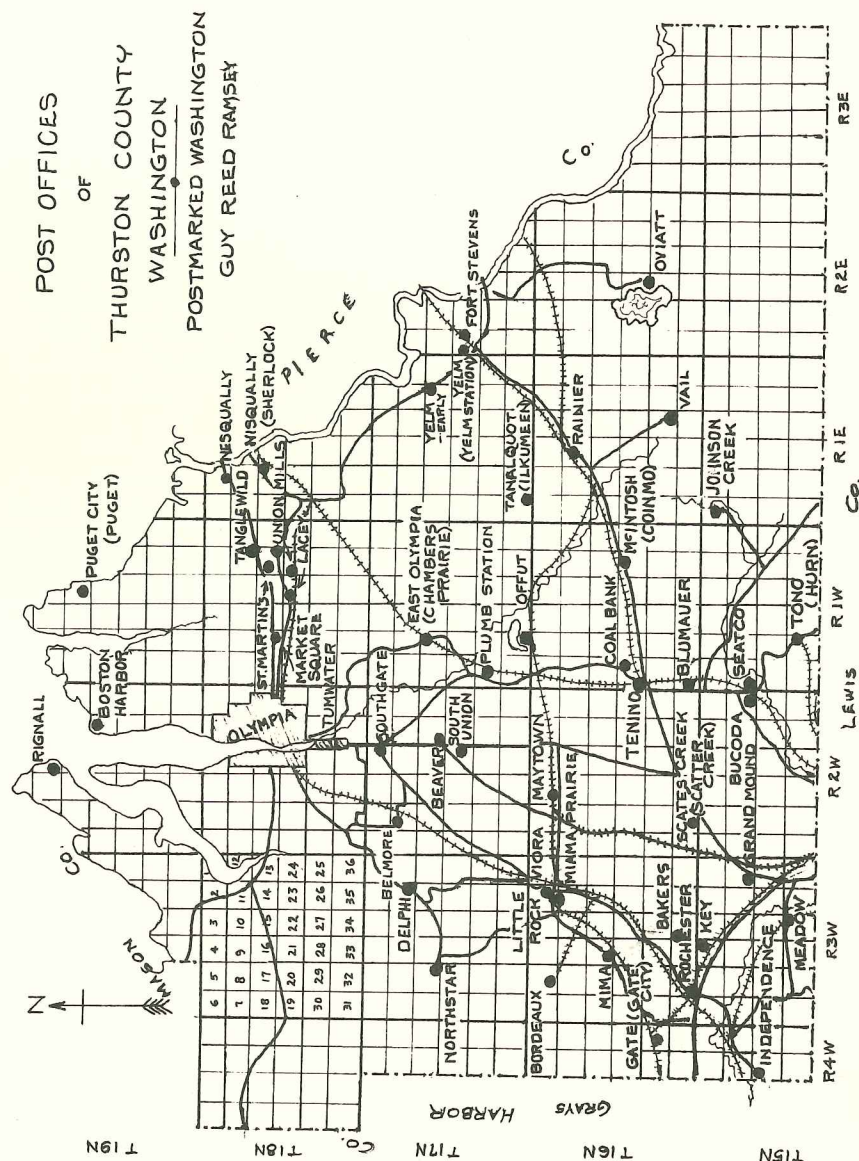
Furthermore an attempt has been made to describe methods of mail distribution from each post office. Small post offices do not distribute mail outside their doors. Some larger post offices have Star Routes and Rural Free Delivery (RFD) routes. The same difficulties have been experienced in securing records on local Star Routes as on bulk-mail Star Routes. However, official records are kept on RFDs so it is possible to report on them. City delivery has been described as best as possible considering that, like Star Routes, records of them are kept by the parent post office and subject to discarding at frequent intervals.

Devious means and devices have been used for postmarking mail. Some which are more interesting than the common postmarks are described and some are illustrated. In early years each letter received for delivery at a post office was backstamped with the name of the receiving office and date of receipt before being delivered to the addressee. However this practice was discontinued on January 31, 1964.

It has been possible to obtain and include the life stories of some postmasters, especially some who have had long postal service records. Surely many more faithful postal employees deserve to be honored by presenting their biographies.

The compiler wishes to thank the many postmasters, carriers, clerks and other postal employees who have so generously given information and their time. Special THANKS to Don W. Donaldson of Seattle who supplied road maps and to Richard H. Poultridge of Seattle. THANKS to many oldtimers and to county officers who aided in identifying locations of several unmapped post offices. SPECIAL THANKS to my wife, Ida Catherine Schneider Ramsey for all the help and patience through the many years required to prepare this work.

GUY REED RAMSEY



NESQUALLY. Established January 8, 1850, Michael Troutman Simmons; renamed OLYMPIA August 28, 1850.

Location: on what is now the waterfront of Olympia.

The post office was listed as being in Lewis County, Oregon Territory and the county at that time included all that part of the State west of the Cascades and north of the Columbia River.

Thurston County was created by the Oregon Territorial Legislature on January 12, 1852.

Nesqually and Vancouver post offices were established on the same date and a mail route started between them. Mr. Simmons chose Nesqually as the name for the post office because it was a familiar one in the area but he changed the name a few months later because of the association of the name with Hudson's Bay Company's Fort Nesqually which was only a few miles distant.

Michael T. Simmons was born August 5, 1814 at Sheppardsville, Kentucky and came to Oregon Territory in 1844 by way of Missouri. His first winter in the West was spent at Fort Vancouver which was then under the British flag. He and five companions made an unsuccessful attempt that winter to go to Puget Sound but the next July he was one of a party of nine who went to the area now known as Tumwater. He was attracted to the site by the waterpower potential which he utilized until he set himself up in business at Nesqually [Olympia], but he gave the name New Market to the Tumwater site. One of his customers at his New Market mill was Levi L. Smith who lived a short distance away at a place named for him, Smithfield, by Edmund Sylvester who laid out a town and was its first settler. In 1850 Smith died and Sylvester persuaded Mr. Simmons to leave New Market and start a store at Smithfield on two lots deeded to him by Mr. Sylvester for that purpose. Thus was started the community which later would become Olympia, the State Capital.



Michael T. Simmons. State Capital Museum Photograph

Mr. Simmons was a delegate to the convention at Monticello which on November 25, 1852 established Washington Territory. He was also one of the incorporators of the Northern Pacific Railroad.

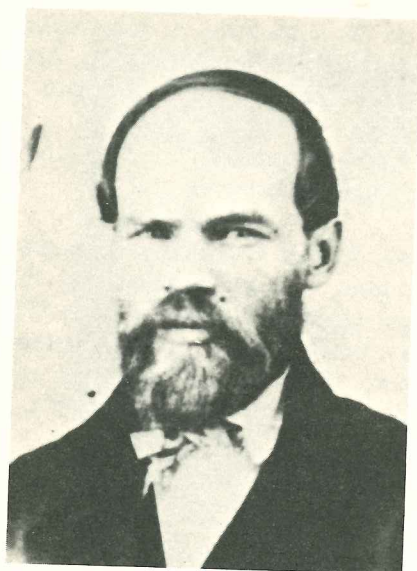
Nesqually post office should not be confused with the later Nesqually post office of Pierce and Thurston Counties.

Even after Nesqually post office changed its name to Olympia the Post Office Department was using the name Nesqually in providing contracts for mail movement. Under date of November 25, 1850 they were asking for bids on several routes for the period January 1, 1851 to December 31, 1851 "from mouth of Cowlitz to Nesqually and back once a week." The contract was awarded to W.L. Fraser. (see OLYMPIA).

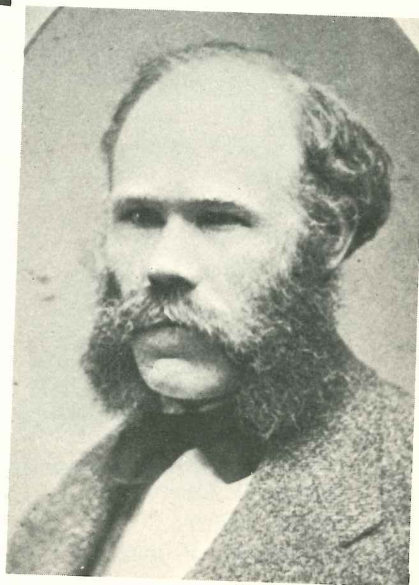
OLYMPIA. Established January 8, 1850 as NESQUALLY, Michael Troutman Simmons; renamed OLYMPIA August 28, 1850;

Andrew W. Moore,
William M. Rutledge,
Gallio K. Willard,
Rufus Willard,
Samuel Williams,
Francis M. Sargent,
Charles Wood,
Francis M. Sargent,
Josiah H. Munson,
Andrew J. Burr,
James N. Gale,
Arthur D. Glover,
Val H. Milroy,
Adrian W. Wismer,

May 25, 1853;
June 14, 1854;
October 30, 1855;
March 8, 1858;
May 30, 1860;
March 14, 1863;
July 6, 1864;
December 6, 1864;
November 24, 1865;
September 8, 1870;
December 18, 1878;
September 29, 1885;
May 28, 1889;
March 8, 1894;



A. J. Burr, 1865.
State Capital Museum
Photograph



James N. Gale.
State Capital Museum
Photograph

William T. Cavanaugh,
James Doherty,
Frank S. Clem,
Benjamin S. Sawyer,
Jesse F. Leverich,
Gordon G. Johnson (acting),
Gordon G. Johnson,
Emerson Duane Rogers,
Larry Hanson (Officer in Charge),
Michael A. Loe,

July 22, 1897;
April 24, 1914;
September 22, 1922;
May 13, 1935;
September 5, 1940;
December 1, 1963;
April 6, 1966;
November 30, 1972;
August 7, 1981;
November 14, 1981.

Location: at the south end of Budd's Inlet of Puget Sound, twenty-nine miles southwest of Tacoma, thirty-four miles north of Chehalis, on the Union Pacific railroad and at the end of a short spur line of the Northern Pacific Railroad (SW Section 14, T18N, R2W). [First location was at the Simmons & Smith store at the corner of Main and First in Olympia. Edmund Sylvester had donated two lots to Simmons when he platted his town with the proviso that Simmons open a store there. This building was also used as the first custom house for the district of Puget Sound and the first office of the Columbian, the first newspaper published in the Territory, and the location of the first lodge room of the Masonic fraternity. The location is marked near the intersection of Capitol Way and Thurston Avenue in Olympia. Subsequent locations are noted in the text.]

As shown in the story of Nesqually post office, Michael T. Simmons renamed the post office "Olympia" because of the British flavor of the name "Nesqually" although that is an Indian name.

Michael T. Simmons' shop or store was a two-story building where he also served as U.S. Collector of Customs, Indian Agent and postmaster. This has been described by Gordon R. Newell in "So Fair a Dwelling Place" in a quotation from a custom house employee's journal dated 1851, as:

"The largest house by far in the place is now occupied by the Custom's House. It is a large two-story house, not far from the extreme northernmost point, and on paper is designed as being near First and Main Streets (now Capitol Way), though the streets, to a great extent, exist in the imagination. It belongs to Colonel Simmons, the American settler on the Sound, who has a little room parceled off for a store, and a still smaller apartment dedicated as a post office. As the Colonel repudiates being 'book larnt' the post office runs itself, or rather some half a dozen or more, having sworn in as deputies, help themselves and the few who come to inquire for letters. The upper story has been fitted as a customs house and residence of the collector and his family, for which Colonel Simmons receives the smug little rent of \$50 per month."

It is intimated in this quotation that Mr. Simmons could not read but this is next to unbelievable considering his varied interests and the important part he played in governmental and financial affairs. [As postmaster, Simmons was also the first mail carrier for the area. "It is told that he made a habit of carrying the various letters in the top of his hat, distributing them to the folks as he would pass their homes or meet them on the road." (Trosper and Haag, New Market, 1987.)]

The next site with which the post office could be identified is in a hotel on Main Street to which it was moved when Charles Wood became postmaster, although there may have been other sites than the original in the intervening time. The next move, as far as could be determined, was to the rear of a stationery store under the tenure of Postmaster Andrew J. Burr, and could be described modernly as being on Capitol Way between Third and Fourth Streets; then it was just west of the Kneeland Hotel on Main Street. In 1880 the post office was where the Knights of Pythias Hall stood in 1960 (8th

Avenue and Capitol Way.) It was moved from that site to one where the old Capitol Building was (7th and Washington Street). During James N. Gale's term the office was in the old Columbian Hall. A move made in Val H. Milroy's tenure, was to Fourth Avenue near Washington and a later one took the office to the west wing of the old Capitol Building. In the spring of 1891 the post office occupied quarters in the then new Reed Building at Sixth and Washington Streets where call boxes were introduced. The Federal Building on the west side of Capitol Way at Valentia Avenue was occupied in 1915. From it the post office moved to a new building of its own at 900 South Jefferson Street on October 15, 1964.

In that year of 1850 mail was brought to the little hamlet on the wooded shores of Budd's Inlet by boat. The opening of the Vancouver and Nesqually post offices on the same date also saw initiation of a route between these first two post offices of what is now the State of Washington. But the steamer FAVORITE, Captain P.D. Moore, apparently was the pioneer mail vessel with Moore's son, A.S. Moore as mail clerk. Later Moore's brother served as postal clerk on Puget Sound boats for 8 years. However, the port from which mail was brought by the FAVORITE has not been determined, for the mail route from Vancouver was known to be initially carried by water only so far as Monticello then up the Cowlitz River to Cowlitz Landing (Toledo), from which point the course was overland.

Vancouver was getting mail in 1850 by boats out of San Francisco, boats that went as far as Oregon City on the Willamette River, but the service was erratic and even after official mail routes were established regular schedules were slow in developing. A contract route from Independence, Missouri to Salt Lake City in 1850 was the initial move to bring mail overland. From Salt Lake City some mail came with wagon trains, unofficially of course, but in 1851 the contract mail route was extended to The Dalles. The FAVORITE probably sailing from Oregon City, made a stop at Vancouver but held to no regular schedule. Prior to that the

destination of these boats was Fort Nesqually, so with the development of the village of Olympia under American control the boats made for the port of Olympia. Consequently efforts were directed toward developing a more dependable and regular mail route to Puget Sound. The first step in this direction was the establishment of the two post offices and the route between them.

The Vancouver-Nesqually route was haphazardly conducted by anyone travelling the streams and trails. The course they followed was by canoe from Oregon City down the Willamette to the Columbia and to the mouth of the Cowlitz, thence up that stream to Cowlitz Landing, but from that point the way was over raw trails. The Army had couriers on the Trail enroute to Fort Steilacoom with bags of military mail strapped to their saddles so they were prevailed upon to take what little mail there was to the few scattered settlers in the Puget Sound country. When Monticello post office was opened (November 28, 1850) the government asked for bids in a route from Saint Helens, Oregon to Monticello and on another from Monticello to Nesqually. By this time however the name of Nesqually had been changed to Olympia. W.L. Fraser got the contract to carry mail semi-monthly on the Monticello to Olympia portion of the route. On July 11, 1851 A. Rabbeson took over the mail contract between Olympia and Cowlitz Landing, traversing the wilderness on horseback. Judge B.F. Yantis, after several years of homesteading, moved into Olympia and took the contract for carrying mail and passengers on this route. (Incidentally Judge Yantis moved to eastern Washington where he served as the first postmaster in Stevens county at the old post office of Fort Colville from its establishment June 2, 1858 until June 28, 1859.) His trip from Monticello to Olympia was a two-day one over what was described by pioneers as being the worst on earth. This was when stages were in use and they left Olympia on Tuesdays and Fridays. And at Monticello the mail was ferried to Rainier, Oregon and taken by stages to Portland. Later Judge Yantis and Mr. Rabbeson formed a partnership to run stages from Cowlitz Landing to Olympia in 12 hours once a week.

James Yantis, son of the Judge, became a "pony express rider" on his original route. On one hot day after a dusty ride he took a dip in Barnes Lake and contracted an inflammation which resulted in his death within a few days thereafter.

Meanwhile in 1853 territorial residents had news of the extension of the mail route from Panama to Astoria to Fort Steilacoom via Olympia. There were conjectures as to whether it would come by land or by sea. It was both. Crossing the mouth of the Columbia, the route took a course by land up the beach to Oysterville, across Willapa Bay by canoe to South Bend. The latter leg was soon covered by boats which made stops at other Grays Harbor points, entered the Chehalis River and brought mail to Montesano from which point it came overland to Fort Steilacoom and Olympia.

In 1853 there was much complaining about how the mail was handled on the Monticello-Olympia route. During the winter some settlers got no mail in three months and in other seasons not infrequently for three to six weeks. The contractors were supposed to leave Olympia at 6 o'clock every Tuesday morning with mail for Astoria, but they too were derelict in their duties for often there would be many weeks pass without the departure of a carrier. Postmaster Moore took matters in his own hands on one occasion when he had experienced an unusually sloppy handling of outgoing mail. After the carrier took the mail from the post office he evidently had decided to have a spree and accordingly got drunk. His horse was free to roam and was seen several miles away with the mailbag dangling and mail spilling out. Upon hearing of this the postmaster deputized a man to search for the lost mail and take it immediately over the Cowlitz trail to Monticello. But in spite of the gross irregularities mail did come through over both routes. Since Olympia was the terminus of both routes their carriers brought mail which was addressed to other post offices which had sprung up on and around the Sound. Seattle for instance was just a tiny infant of a settlement in 1853 and no provision had been made to get mail to it.

The Seattle postmaster had to take the responsibility for receipt of mail for his patrons from the outside world. For years this had been done by sending someone by canoe at first, and later by sailboats, often referred to as "plungers". Even the Steilacoom post office, established in 1852, got mail in this manner. The Port Townsend office, established in 1852, perhaps did the same but in 1854 Captain Enoch S. Fowler brought the schooner R.S. POTTER around carrying passengers, freight and mail from Olympia to such points as Seattle, Port Townsend and Victoria. This was the first attempt to carry mail on Puget Sound and it is important to note that Olympia was the point of origin of Sound mail. As to the frequency of calls by the POTTER we surmise that she held to no regular schedule.

On January 7, 1854 the first announcement appeared in territorial newspapers that the government would accept bids for regular mail service in steamboats on the Sound. The first route was a once-a-week one from Olympia to Port Townsend. It is believed that the first to perform this service was the steamer CONSTITUTION.

In 1858, connections were made at San Francisco by which overland mail from the East reached Olympia from St. Louis in 24 days by the route through Sacramento and Astoria.

A somewhat different version of the start of the mail-by-steamboat on Puget Sound is given by Captain N.A. McDougall in an article entitled "Indomitable Jim" (PACIFIC NORTHWEST QUARTERLY, July 1954). He quotes from the PIONEER AND DEMOCRAT of July 8, 1854 of John H. Scranton's plan to introduce a "steam propeller calculated to do all the business at present required to be transacted between this place and Victoria, (V.I.) - landing at all intermediate points, on the Sound, carrying the mails, passengers, freight, etc.". The article went on to say: "The arrival of the steamer (MAJOR THOMPkins) was announced on September 23". It seems that the MAJOR THOMPkins did carry

"a large accumulation of mail on her first trip and continued to carry mail while she ran". However Captain McDougall was advised by the Post Office Department on April 24, 1840 that their records show that Scranton had no contract to give mail service between 1849 and 1857. The conclusion made by Captain McDougall was: "Later he (John H. Scranton) efficiently attended to the matter of payment for the service".

In 1860 Henry Windsor was awarded a four-year contract for daily mail service between Monticello and Olympia at \$11,600 a year. This started with a delivery on January 1, 1861. Mail for Monticello closed every evening at 7:30 and, Sundays excepted, the stages left every morning at 7 o'clock. The incoming stage was due at 7 P.M. Mondays excepted.

A man by the name of Coates got the contract on the same date for semi-weekly mail from Astoria via Oysterville. His carrier left Olympia on alternate Monday mornings at 8 o'clock arriving in Oysterville by 3 P.M. on Wednesdays. On the return trips mail left Oysterville every other Thursday at 7 A.M. arriving in Olympia by 2 P.M. Saturday. The Astoria route was recontracted in 1862 when it was 178 miles in length. From Olympia the carrier took out across the prairie at 6 A.M. on Tuesdays stopping first at Hunter's, an unidentified place, perhaps a rest station at a farmhouse where horses were changed and where meals were served to driver and passengers. Then on to Cedarville, Elma, Montesano, Hoquiam, Chehalis Point, Bruceport, Fort Willapa, Oysterville and Unity. The latter point, Unity, is present day Ilwaco. Of course that part between Fort Willapa and Oysterville was by boat, but other stages took up the run at Oysterville and again the mail went aboard a boat at Unity for transport to Astoria, arriving at 7 P.M. on Fridays. The return trip over the same route was made from 6 A.M. Tuesdays to 7 P.M. the following Saturdays. This route brought eastern and California mail that had come by steamer to Astoria from San Francisco or overland through Sacramento. In 1870 this route was being carried twice a week leaving Olympia on Mondays and Thursdays at 4 A.M. and

arriving in Astoria on Wednesdays and Saturdays at 7 P.M. The route, lengthened to 199 miles, was contracted in 1873 with additional stops at Sharon, Satsop, Beaver, Riverside and Woodward's Landing (Willapa).

Also recontracted in both 1862 and 1864 was the Olympia to Monticello route, in each instance to Mr. Windsor. In 1862 its length was given as 85 miles and the service was tri-weekly instead of daily as Mr. Windsor had previously contracted. Stages started on Mondays, Wednesdays and Fridays with departure time set at 4 A.M. and the course led through Tumwater, Coal Bank (Tenino), Grand Mound, Skookumchuck (Centralia), Claquato, Grand Prairie, Castle Rock and Freeport. Arrivals were scheduled at Monticello by 10 A.M. the day following departure. The return trips took from 1 A.M. to 7 P.M. the second day on Tuesdays, Thursdays and Saturdays. Bids were being sought however in 1864 for daily service on this route but it was not until 1873 that this change was made by which time stops were included at Newaukum, Pumphrey's Landing and Lower Cowlitz.

From time to time complaints were voiced on the conduct of the Olympia-Monticello route. For instance on October 31, 1863 Olympia's mail failed to arrive but this was attributed to trouble "at the other end", meaning between Portland and Monticello. The sub-contractor who was probably a towmaster, found it more profitable to do towing jobs than to carry the mail. However there were long layovers at Monticello too, due to poor connections between the water link from Portland and the overland carrier to Olympia. These delays were the result of poor scheduling as well. The reduction from daily to tri-weekly service made in 1864 was caused by these factors and resulted in much disappointment to the Olympia patrons who had hoped that the Department would enforce adherence to the daily schedule. The WASHINGTON STANDARD in its editorials assumed that these tactics were manipulated by the Department heads who wanted to embarrass or make odious the Lincoln Administration.

The railroads were coming; the Northern Pacific laid their rails down the Columbia River on the Oregon shore to Goble and from a point opposite Goble the tracks headed north, depending upon a large railroad ferry to bring cars across the Columbia. On June 30, 1872 mail by stagecoach from Monticello to Olequa was taken from Olequa to Tenino on their tracks which became the first link in railroad mail from the Columbia to the Sound in Washington. From Tenino the mail was taken by horse and buggy to Olympia. Soon thereafter the rail line was completed from Kalama to Tacoma. The full rail line however was not completed until the portion between Kalama and Vancouver was built eliminating the time-consuming ferry transfer from Goble. This was not accomplished until 1902 when on March 1 the first train from Vancouver rolled over the line without interruption. Olympia's exultation over this event was somewhat adulterated by the fact that the railroad did not route their line through Olympia, the nearest point being about eight miles southeast on Chamber's Prairie where a station was erected and named East Olympia.

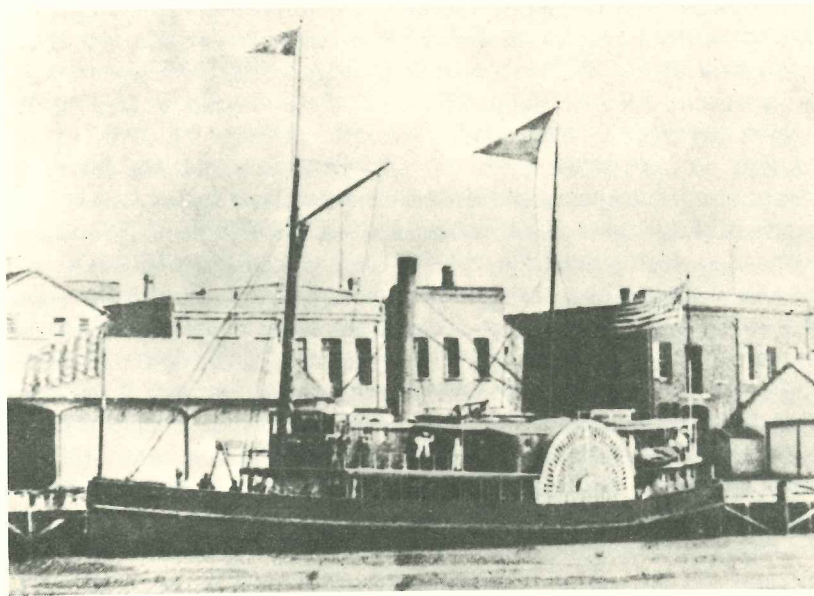
For the many years that Olympia received and dispatched mail exclusively by rail it was necessary to handle it by a shuttle service between the post office and the depot at East Olympia. Such service was contracted to the lowest bidder.

The next major change in receipt and dispatch of mail came on April 16, 1952 when truck mail service was initiated between Portland and Seattle. Thereafter all mail was brought directly to the post office and dispatched therefrom. There was a period in later years when a Star Route was maintained between Olympia and Tenino to connect with trains. The old Olympia and Chehalis Railroad had a down-Sound service from Olympia to Tacoma which left Olympia about 6:45 A.M. This mail after reaching Tenino was put aboard the incoming northbound train from Portland and thus found its way down the Sound. Olympia also received and dispatched mail by the Seattle & Hoquiam R.P.O. of the Northern Pacific.

As for distribution of mail from Olympia we need to go back to the year 1854. Mention has been made of the part played by the schooner R.S. POTTER and the steamer CONSTITUTION, how they pioneered in delivery of mail to Puget Sound ports out of Olympia. About 1855 the steamer TRAVELER started a twice-weekly mail-freight-passenger service from Seattle to Olympia. A postal agent visited Olympia in the fall of 1858 and arranged for the mail steamer CONSTITUTION to leave on Mondays. It had been leaving on Fridays. A sidewheeler, the ELIZA ANDERSON was put on a weekly mail run from Olympia to Victoria, B.C. in 1859. Her owners had the mail contract until they lost it to the Starrs who used the NORTHERN PACIFIC on the run. Henry Windsor, who has been described as the contractor for the first daily stage mail between Monticello and Olympia was also awarded the contract on the same day, January 1, 1861, to take mail overland from Olympia to Steilacoom. Mr. Windsor had this contract at \$158 per year. He performed it with stages leaving Olympia at 8 A.M. Mondays and Thursdays returning at the same hours on Tuesdays and Fridays.

The Post Office Department advertised in territorial newspapers in the spring of 1861 for once-a-week steamboat mail service from Olympia to Whatcom, a post office established in 1857 on Bellingham Bay, to start on September 1 and run through June 30, 1866 with stops at Steilacoom City, Seattle, Port Madison, Tekelet, Coveland and New Dungeness. This tied up the mail delivery throughout the whole Puget Sound area into a neat package. The proposed schedule for the steamers was departures from Olympia at noon on Mondays and arrivals at Whatcom at 6 o'clock on the following Wednesday mornings. The return trips would be from Wednesdays noon to 6 A.M. Saturdays. The ELIZA ANDERSON had been carrying Sound mail as described heretofore and was the only steamboat available. The WASHINGTON STANDARD announced in their August 17th issue that George Parkinson of Steilacoom had been awarded the contract at \$9996 for a semi-weekly service but it is evident that Parkinson did not have a steamer to use as required in the contract.

On September 7 the STANDARD carried a story explaining that owners of the ELIZA ANDERSON had not bid but had expressed willingness to Postmaster Williams to continue on a weekly basis or to substitute a semi-weekly service. But Mr. Williams wanted to reserve the right to make any future arrangements which he might consider in the public interest. Mr. Parkinson did not like this reservation. The citizens petitioned the postmaster asking that he not contract with other parties who were equally unable to provide a steamer as required in the contract and that the ANDERSON be permitted to continue. In this stalemate the postmaster sent the mail out in a wagon and the next week in the sloop MYSTERY, and all the while the ELIZA ANDERSON lay inactive at her wharf. Captain Parkinson assured that he had a steamer on the way from San Francisco and indeed he did for on September 18 the ENTERPRISE docked on the Olympia waterfront. However this boat either proved unsatisfactory or her owners removed her from the run for in August 1862 Postmaster Williams arranged with the United States Customs for the temporary use of the U.S. Cutter SHUBRICK after he had to resort to the use of "plungers" and other craft to carry the mail. This arrangement made Steilacoom the head of navigation as it was the SHUBRICK's home port. However the Collector of Customs made arrangements for mail service by the ELIZA ANDERSON. This hassle did not end there. A Mr. Phillip Keach was awarded a contract for the Sound mail but had not started service by January 24, 1863. In the meantime the SHUBRICK had left Puget Sound and the owners of the ELIZA ANDERSON refused to carry mail although they continued on the freight and passenger run. In the meantime Mr. Williams quit or was forced out as postmaster. Mr. Keach was able in time to produce a steamer and matters jogged along in hit-or-miss fashion until Mr. Keach finally abandoned his contract in late 1864 whereupon an Olympia man, General W.W. Miller was awarded the contract. It was expected that the general would engage the ELIZA ANDERSON until he could produce a steamer but there were more and more delays with periods when the mails had to go just any way they could, usually in "plungers". This went on for several years with several steamers attempting to give



The ELIZA ANDERSON. From the Photo Collection of the Washington State Historical Society

service, some sincerely trying, others only halfheartedly or less. As late as July 14, 1866 the WASHINGTON STANDARD was reporting a 6-day lag in arrival of Sound mail being carried by "plungers". In all these desperate efforts to carry the mail it was never possible to attain the semi-weekly service which the growing area required. The WEEKLY MESSAGE (Port Townsend) of April 15, 1870 said:

"It will be good news to everyone on the Sound that we are to have --- a semi-weekly mail down the Sound. We hope that time is not far off that we will have a daily mail."

That momentous year of 1862 also saw routes starting to Steilacoom City, Skokomish and Spanaway. The one to Steilacoom City was 25 miles long with stagecoaches making the trip via Nisqually on Tuesdays and Fridays starting at 7 A.M. and arriving at destination by 3 P.M. Actually this route started from Steilacoom on Mondays and Thursdays. More frequent trips were planned for 1870 but not inaugurated until 1873. The route to Skokomish (now Union) was by boats over a distance of 36 miles via Arcada and Oakland, once a week, leaving at 8 on Fridays and arriving at Skokomish by 10 A.M. the next day with the return trip being made from 2 P.M. Wednesdays to 10 A.M. Thursdays. The route to Spanaway was a once-in-two-weeks trip of 60 miles with departure time on alternate Fridays, going by way of Yelm and arriving at Spanaway by 6 P.M. The return trip was on the same schedule on the following Tuesdays. By 1870 this was a weekly route going only to Yelm. In 1873 when the route was recontracted it was still a weekly one and included service for the Tanalquot post office.

In 1875 Tacoma attempted to wrest the steamboat route to Port Angeles and Victoria from Olympia but the Postmaster General would not approve the change. The next known new route from Olympia was announced in the Walla Walla UNION January 13, 1875 as going by way of Mud Bay (no post office) through Kamilchie to Elma. There had been a route between Kamilchie and Olympia since that office was established June 23, 1862. The arrival of railroads broke up the steamer routes from Olympia. The one to the Bellingham area and to Canada were transferred to Seattle and in time gave way entirely to the railroads.

The PUGET SOUND WEEKLY COURIER of January 20, 1872 published a schedule of mail arrivals and departures under the title "Olympia Post Office Regulations" which makes an interesting study:



Thurston County Courthouse, 1892. Jensen Collection Photograph



The Reed Block. c 1985 First Light Media. Photo by Vibert Jeffers

"General Deliver: Week days 8 AM to 7 1/2 PM:

Sundays 10 to 11 AM and 3 to 4 PM. Money order department open daily (except Sun. 9 AM - 4 PM.

Arrival and departure of Mails: Mails for:

Monticello and way offices, Portland, California and Atlantic States arrive daily at 7 PM; depart at 4 AM; for Seabeck, Port Discovery, New Dungeness and San Juan Islands arrive Sat. 3 PM, depart Sun. 10 PM; for Steilacoom, Tacoma, Seattle, Fort Madison, Teekalet, Port Ludlow, Port Townsend, and Victoria, arrive Wed. 4 PM and Sat. at 3 PM. depart Sun. 10 PM and Wed. at 10 PM, (Tacoma excepted on Sat.); for Mukilteo, Snohomish, Lowell, Centerville, Tulalip, Coupeville, Coveland, Utsaladdy, LaConner, Fidalgo, Samish, and Whatcom arrive Sat. 3 PM; depart Sun., 10 PM; for Arcada, Oakland, Sherwood's Mills, and Skokomish, arrive Tues. 5 PM; depart Mon. 7 AM."

Initiation of railroad mail service left Olympia with local routes, Star Routes to points not served by rail and rural routes. Star Routes to Shelton and even an overland one to Port Townsend have endured to these late times.

City delivery started in 1872 after the Department's requirements for named streets and numbered houses had been met. Three carriers and a substitute made up the starting force: Irving Young, Carey Jones, Arthur Bedford and Clark Savidge.

Olympia gained its first two rural routes on April 1, 1903 and in 1960 had eleven routes. R.F.D. #1 was 60 miles long in 1960 with 391 boxes for 422 rural families. Its carrier Elliot E. Schmidt had transferred from R.F.D. #11 on July 14, 1956. The R.F.D. #1 veteran carrier was Arthur L. Bryning who started on November 1, 1914 and retired May 31, 1948 at the age of 70 years. Claude C.



Top Row. L to R: Frank Resenweber, Frank Clem, Charles Sparks, Eugene Canady.
 2nd Row: Roy Strange, Nick Fields, Postmaster W. C. Cavanaugh, Will Faylor,
 Henry Heinzelman, 3rd Row: R. R. Ruchty, William Yeager, Sr., Clark Savage,
 O. B. Fowles, William Leach. Bottom Row: Rural Carriers. State Capital
 Museum Photograph.

Burns was R.F.D. #2's first carrier. The route was 77 miles in length in 1960 with 492 boxes for 511 families and was carried by Benjamin D. Harrison since November 1, 1955, the date he transferred from Route 3. Route 3 was established on April 1, 1912 and in 1960 was 53 miles long with 593 boxes for 608 families, carried by C. Alden Howe who transferred from Route 6 on March 1, 1955. Route 4, established on November 16, 1918, was 60 miles in length in 1960 with 569 boxes for 579 families. William J. Engel had carried it since July 15, 1956 after transferring from Route 7. Route 5 was established on November 16, 1918 and in 1960 was 67 miles long with 501 boxes for 519 families. Jenner A. Hamos had carried it starting January 4, 1954. Route 6 was opened on February 16, 1938 and in 1960 was 41 miles long with 583 boxes for 602 families. Daniel E. Danell transferred to it from R.F.D. #9 on November 1, 1955. R.F.D. #7 was established on June 2, 1941 and its 1960 length was 47 miles with 498 boxes for 518 families. Harold W. Frerichs transferred to it on July 14, 1956 from R.F.D. #9. Routes 8 and 9 were established on October 16, 1947. R.F.D. #8 was 61 miles long in 1960 with 495 boxes for 520 families. Its first carrier was Clarence L. Redman who transferred from R.F.D. #9 and he was followed on June 1, 1948 by Jenner A. Hamos. Ray G. Manning had carried it since January 4, 1954. R.F.D. #9 was 24 miles long in 1960 with 627 boxes for 638 families and its carrier starting July 15, 1956 was Carol O. Wallin. R.F.D. #10 was established on May 16 1948 and in 1960 had a length of 44 miles with 485 boxes for 515 families. Its carrier starting January 16, 1954 was Dominic G. Wymore. R.F.D. #11 was established November 1, 1951 with a length of 50 miles and carried by Elliot E. Schmidt. When he transferred to Route #1 David P. Johnson became carrier and in 1960 he was travelling 71 miles serving 507 families at 498 boxes. Therefore the eleven carriers were serving 5950 families six days a week in 1960. This figure tops all other post offices in the State.

Four early Olympia postmasters deserve special mention. William M. Rutledge was an older brother of Little Rock's first postmaster, Thomas E. Rutledge. He was born on June 26, 1820,



The Federal Building, 1915. Thurston County Historic Commission Photograph



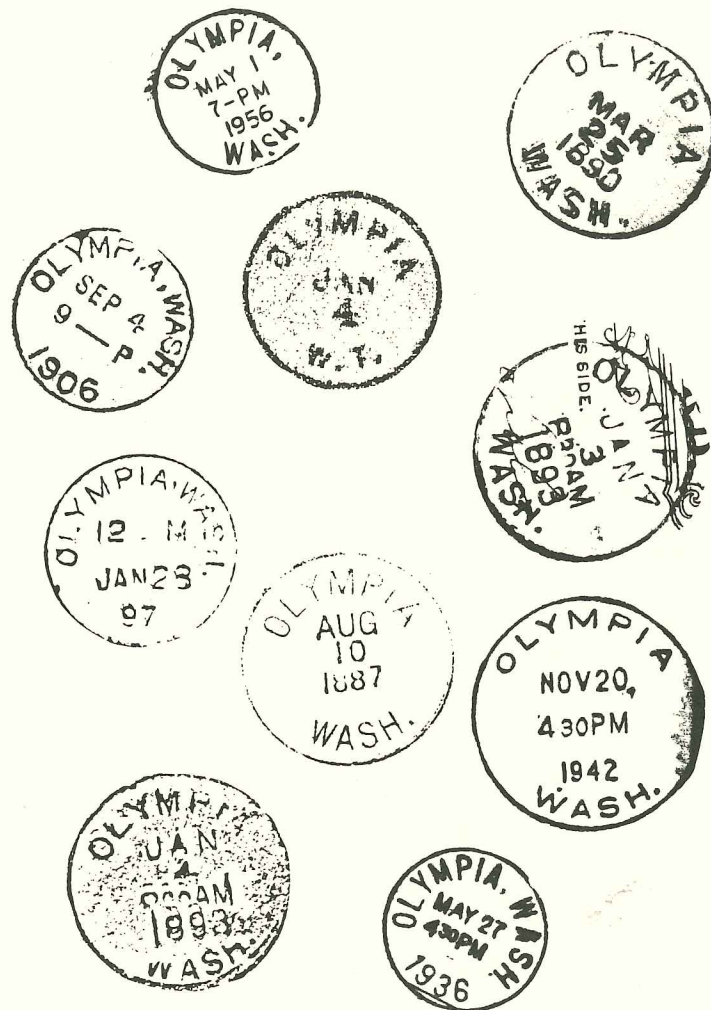
Olympia Centennial, 1950. L to R (Standing) City Carriers: Joe Kroll, Alden Howe, Wm. Weisdepp, Dick Robbins, Geo. McLain, Tom Kjorlaug, John Grundhoffer, Perry Bray, Al Kudrna, Phil Stymans, Chas. Conner, Wm. Kanz. L to R (Kneeling) City Carriers: Arnold Bock, Rusty Resteigen, Carl Wallin, Postmaster Jess Leverich. Carriers: Stan Hilberg, Bart Iddins, Carl McConkey. Olympia Post Office Photograph

son of a drummer in the War of 1812. In 1852 he came to Thurston County by way of the Oregon Trail and homesteaded on Rutledge Lake, now known as Hicks Lake. In 1854 he was treasurer of the county and from 1856 to 1860 served the county as representative in the Territorial Legislature.

Gallio K. Willard was elected county treasurer in 1856. In 1857 he was elected probate judge and in 1858 reelected county treasurer. In 1859 he went to the Legislature as representative.

Francis M. Sargent was elected probate judge and town magistrate for Olympia in 1863, - the year he became postmaster. He had been a first lieutenant in Company F First Regular Washington Volunteers at Fort Henness (near Centralia) [3 miles east of Rochester] during the 1855-56 Indian Wars. However Postmaster Sargent came under criticism by the editor of the WASHINGTON STANDARD, who on August 27, 1864 states his reasons as: 1. "Incompetence. The postmaster withheld letters addressed to members of Congress because the writers did not show their names on the envelopes." 2. "He was proverbially the most technical and unaccommodating we ever had."





GRAND MOUND. Established January 21, 1854, Leonard

D. Durgan;
 Jotham Weeks Goodell, Sr., August 13, 1855;
 Melancthon Z. Goodell, May 2, 1859;
 closed April 15, 1863;
 reopened June 10, 1863, Martin V. Harper;
 Josephus Axtell, October 10, 1864;
 closed May 19, 1874;
 reopened April 17, 1879, John Laity;
 Cyril W. Ward, September 12, 1881;
 closed October 5, 1883 mail to Skookumchuck;
 reopened June 6, 1884, Reece A. Brewer;
 Mary Ellen Brown, December 28, 1888;
 John G. Morris, February 12, 1891;
 Charles J. Morris, July 25, 1892;
 Frank W. Morris, February 25, 1915;
 Mrs. Elizabeth P. Brooks
 (nee Sawin, Mrs. Ernest Judson Brooks), August 15, 1942;
 discontinued June 30, 1955 mail to Centralia.

Location: on Northern Pacific Milwaukee Railroads, five miles north of Centralia, eight miles southwest of Tenino (SE Section 12, T15N, R3W).

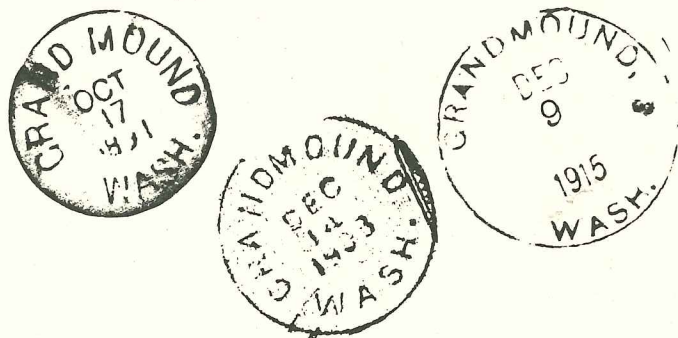
For over a century Grand Mound post office was nothing more than a walled-off cubbyhole in a general store. The three closings show the instability of it but in spite of them its operating years total 95.

The families of Postmasters Durgan, J.W. Goodell and Axtell were among those taking refuge in Fort Henness (near Centralia) [three miles east of Rochester] during the Indian Wars of 1855-1856. The Grand Mound Cemetery which lies across the road from the site of the old fort contains the remains of many persons who were given protection within its walls during that critical time. One section of the old cemetery was reserved for "The Friendly Chehalis Indians".

Leonard D. Durgan started Grand Mound post office in the community's first store. Mail must have come by stages operated by A.B. Rabbeson and Judge B.F. Yantis on the route between Monticello and Olympia as described under Olympia. When the 1870 mail contract was let Grand Mound was the third stop from Olympia and the sixth from Monticello on the tri-weekly service. After the Northern Pacific got trains in operation Grand Mound was served by a short line from Gate to Centralia which operated a local train that gained the name of "Galloping Goose". In 1942 this service ceased and thereafter Grand Mound post office received and dispatched mail on Route 1 of Centralia with a pickup about noon.

Jotham W. Goodell, Sr. was the father of Jotham W. Goodell who was postmaster of Lebam, Pacific County from its establishment on May 26, 1890 until January 6, 1891. Melancthon Z. Goodell was son of Jotham W. Goodell, Sr., whose full name was Rev. Jotham Weeks Goodell, a Presbyterian minister.

Grand Mound Store was doing so little business, as was the post office, when last visited that the announcement of its discontinuance came as no surprise. The merchandise stock was almost completely decimated. Therefore its closing was not altogether the result of rerouting of U.S. Highway 99 which had been going by its door for many years.



SCATES CREEK. Established December 28, 1854, Abram Tilley; renamed SCATTER CREEK July 30, 1857.

Records do not show the location of this post office so it is necessary to resort to guessing. Most certainly the site was on what is now Scatter Creek. Court house records show that Abram Tilley purchased land on March 28, 1852 which was on the south bank of the creek and about three and a half miles north-east of Grand Mound (S/SE Section 31, S/SW Section 32, T15N, R2W). This may have been the post office site. He sold some land on April 13, 1864 situated about one and a half miles north of that property (SW/NE, NW/SE Section 28). This is a possibility. The latter site is more in the line with travel routes of that day between Grand Mound and Olympia. The change of name from Scates Creek to Scatter Creek probably involved no change in location. However Mr. Tilley served as the second postmaster of Coal Bank (now Tenino) from July 29, 1867 to August 12, 1869. So he may have had the tendency to move frequently. On the other hand Coal Bank post office was on Scatter Creek so there is a possibility that Scates Creek post office and Scatter Creek post office were at the same site as Coal Bank.

SCATTER CREEK. Established December 28, 1854 as SCATES CREEK, Abram Tilley; renamed SCATTER CREEK July 30, 1857. discontinued October 2, 1860. (see SCATES CREEK)

FORT STEVENS. Established November 18, 1857, Lewis D. Barnard; Levi Shelton, March 4, 1858; renamed YELM August 18, 1858.

Location: about one half-mile northeast of Yelm (NE/NE Section 14, T17N, R1E).

The fort was named for Governor Isaac Stevens. It was evidently a training place for soldiers following the Indian Wars of 1855-56 and also where some friendly Indians were trained to help in the defense of the settlers in case of other uprisings of hostiles.

Melissa Longmire, daughter of James Longmire was born at Fort Stevens. She married Lewis H. Rice and was the mother of Lelah Rice who married James L. Mosman who was Yelm's postmaster from 1903 to 1907.

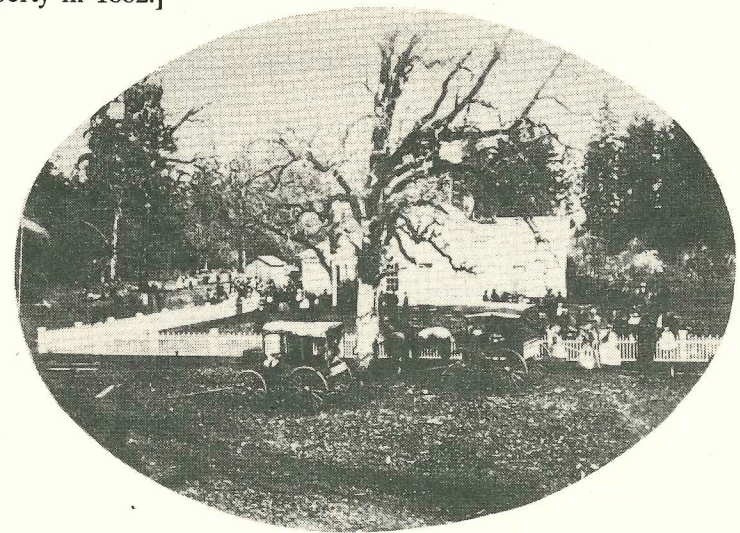
Mail for Fort Stevens post office was brought by horseback from Olympia.

ILKUMEEN. Established August 18, 1858, Nathan Eaton; discontinued October 16, 1860.

Location: exact site undetermined but perhaps on Nathan Eaton's property, the most logical site being about three and a half or four miles northwest of Rainier. This is thought to be the site of the later post office of Tanalquot (SE Section 31, T17N, R1E).

In the Indian scare of 1855-56, a blockhouse was built on Nathan Eaton's property. [Nathan Eaton's Donation Land Claim was Section 6, 7 T17N, R1E. The Indian name for Chamber's Prairie was "Elcumen", according to Rathbun. Eaton came west by ox team in 1843. He was a volunteer in the Cayuse Indian War of 1847-48.

He mined gold in California and settled in Thurston County in 1853 twelve miles southeast of Olympia and built a sawmill on Eaton Creek in 1853, the first sawmill in Western Washington away from the Sound. Eaton's mill had a sash saw which could cut almost 1,000-board-feet a day. Many settler's homes and outbuildings in the district were built from this lumber. He cleared a farm said to be the best of that day. He introduced the first mowing machine to Thurston County in 1856. Eaton served in the Indian Uprising of 1855-56 and on his property was erected Fort Eaton, in 1855. The fort was a Kentucky style emplacement of 16 log buildings connected by a stockade in a square configuration. Eight families lived there for the duration of the Uprising. This area was known as the "Freedom Community". A marker along Yelm Highway marks the location. Eaton married Lestina Himes of the pioneer Lacey family. Eaton was also a photographer who built a studio in 1862 where he finished daguerrotypes for his neighbors and friends. He sold his property in 1882.]



Nathan Eaton Home. State Capital Museum Photograph

YELM. Established November 18, 1857 as FORT STEVENS,

Lewis D. Barnard;

Levi Shelton,

renamed YELM August 18, 1858;

Abijah O'Neal,

Frederick Wagner,

William Wagner,

Charles O'Neal,

Abijah O'Neal,

Asa Pollard,

Moses M. Metcalf,

closed November 18, 1880;

reopened May 9, 1881, William Frank Longmire;

Robert Longmire,

Samuel Charles Paff,

Philomar Beecher Van Trump,

James L. Mosman,

Dow R. Hughes,

Louis O. Cochrane,

Harvey Daniel Thompson,

Marjorie D. Eide,

Richard Fox,

Anita Rotondo,

March 4, 1858;

June 11 1859;

July 23, 1862;

July 14, 1863;

August 25, 1865;

March 23, 1868;

March 25, 1869;

August 31, 1874;

January 19, 1885;

May 17, 1890;

January 8, 1894;

October 23, 1903;

November 19, 1907;

April 16, 1934;

January 1, 1963;

June 2, 1975;

July 1979;

July 21, 1984.

Location: on the Northern Pacific and Great Northern Railroads, fifteen miles southeast of Olympia, six miles northeast of Rainier (SW Section 19, T17N, R2E).

In 1948, Richard and Floss Loutzenhiser published a little pamphlet entitled "The Story of YELM, the Little Town with the Big History", a continuation of a history they had published in 1939 entitled "Greetings from Yelm". This is mentioned here to emphasize the importance of the contribution which one or two persons can make to their community. Would that there were more local historians like Richard and Floss Loutzenhiser. Many communities go through decades and some expire entirely with no recorded

history. Some of the material regarding Yelm post office is taken from their 1948 booklet and other material has been supplied by persons who contributed to the Loutzenhiser works.

The name Yelm is of Indian origin. The story is that the Indians seeing heat waves rising from the prairie on a hot summer day described the phenomenon with a guttural "S-s-s-helm" ascribing to it spiritual power and considering the prairie as the dwelling place of spirits. White men made the name suit their tongue -- Yelm.

Over Yelm Prairie passed the military road from the Columbia River to Puget Sound following Hudson's Bay's old trail which likely followed Indian trails. In the midst of the 1855-56 Indian War, Fort Stevens was erected as a place of refuge in the event of more trouble. Yelm post office had its beginning at the fort (see FORT STEVENS). Levi Shelton conducted the post office in his home (NE/NE Section 14, T17N, R1E) about two miles north-west of present Yelm and almost three miles northwest of Fort Stevens. Abijah O'Neal took the office to his home (SE/SW Section 19, T17N, R2E) about a quarter-mile east of Yelm. The Wagners transferred it to their home near the Nisqually River (about SW Section 21, T17N, R2E) across which they were granted license to operate a ferry in 1869; it ran until 1884. The post office returned to the O'Neal home with Charles O'Neal and Abijah O'Neal. Asa Pollard sheltered the post office in his home (SE Section 28, T17N, R2E) located back from the river about a quarter-mile. He went horseback to Olympia once a week to take in and bring mail out.

"Mr. Pollard is remembered as a picturesque old character who vociferously opposed all innovations. In later years he enjoyed taunting the men putting through the telephone lines, saying they should know better than to think they could talk over a wire."

When Moses M. Metcalf took the postmastership he moved it to the exact site of present day Yelm and into his residence into

which he introduced a small stock of merchandise. William Frank Longmire purchased the Metcalf home. This location is the southwest side of the railroad tracks. The old structure was still standing in 1960.

Concerning the discontinuance in 1880, the WEEKLY LEDGER (New Tacoma) of December 3, 1880 says:

"A dispatch announces that the post office of Yelm in this county (Thurston) has been discontinued. There must be some mistake in this, as that office is an important one and supplies a large country around it."

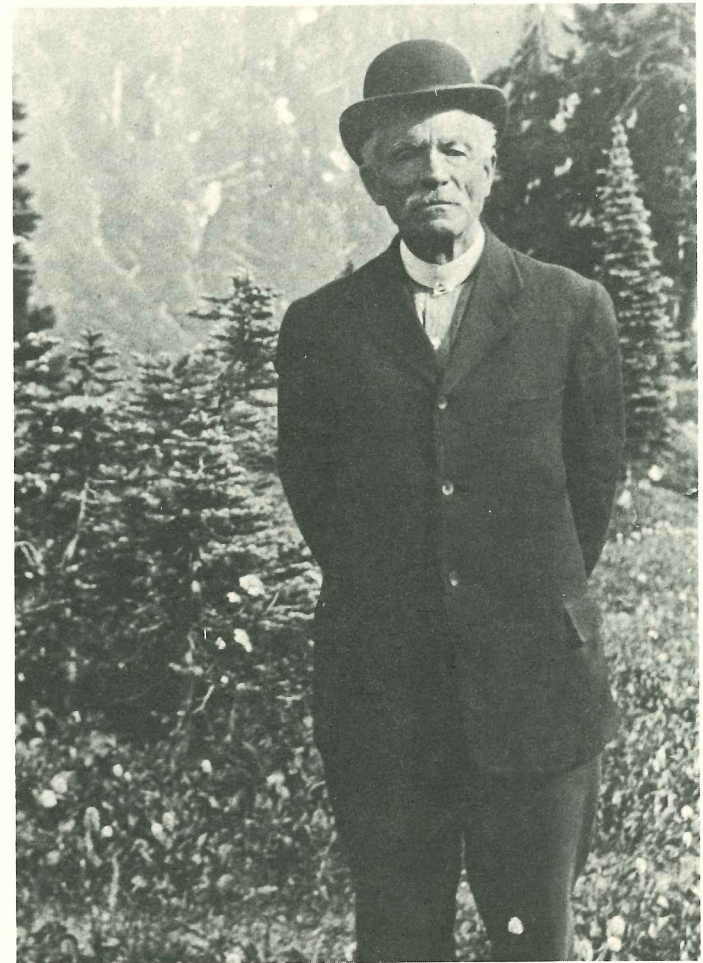
The LEDGER of December 10 reported:

"Postmaster Gale (Olympia) informs us that he has received orders from the Department to take possession of the property of the Yelm post office and place it in the hands of the most convenient postmaster of the late office, and that the postmaster at Tenino has been instructed to receive and deliver from his office all mail addressed to Yelm. Persons who receive mail at Yelm will please call at Tenino for same."

And the LEDGER of April 15, 1881 says:

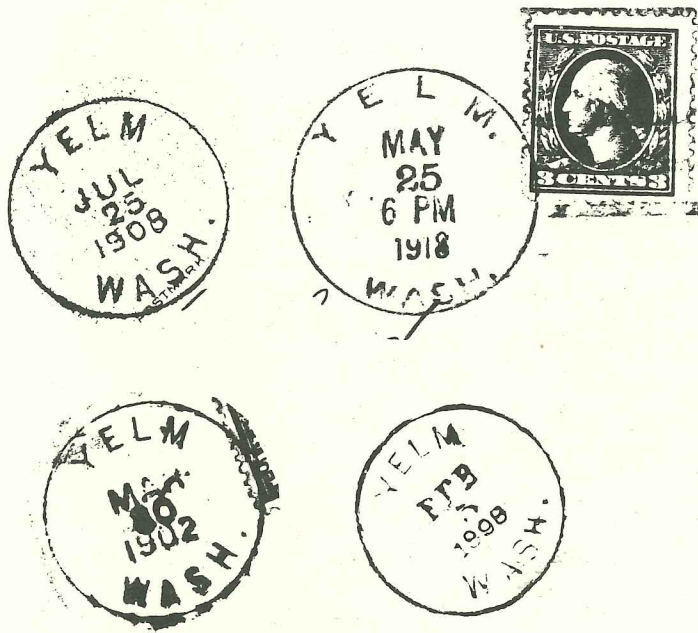
"M.M. Metcalf has sold his property at Yelm Station to James Longmire and will remove to Alderton next week."

Samuel Charles Paff bought Robert Longmire out. Robert Longmire was born in Yelm in 1860, son of James Longmire. He died in Tacoma in 1941. Philomar Beecher Van Trump, famous with James Longmire as being the first white men to climb to the summit of Mount Rainier (1870) built a store, providing his living quarters in the rear, on Yelm Avenue, the main street of the village. James L. Mosman bought this property and remodeled the building making it



P. B. Van Trump. Courtesy of Marjorie Eide

entirely a store with accommodations for the post office. Dow R. Hughes operated the post office in a store located at the corner of Yelm Avenue and First Street but soon erected a separate building for the office. On May 24, 1924 much of the business district of Yelm was destroyed by fire, including the post office. Mr. Hughes used a room in his home until a new post office building could be built on the east side of Yelm Avenue between Second and Third Streets. On January 1, 1969 a new post office building at the northeast corner of Yelm Avenue and Third Street was occupied.



On July 1, 1862 bids were asked for carrying mail from Olympia to Spanaway by way of Yelm once every two weeks. On July 1, 1870 this route was shortened to 23 miles and given a weekly schedule, leaving Olympia at seven o'clock on Monday mornings, arriving at Yelm at five in the afternoon, with the return trips on Tuesdays on the same schedule. A clause was added to the bid invitation: "bidder may propose a shorter schedule".

Until the railroad came in 1873 mail was handled by horseback. A station was erected at the present site of Yelm, the settlers referring to it as "The Station" for years thereafter. The post office was termed "Yelm Station" although not so named officially. A "Yelm Station" postmark was even used.

The railroad used the term "Yelm Station" until about 1892. Mail was thrown from moving trains and picked up from trackside crane for Yelm was only a flag station. About 1912 a new depot was erected and trains made scheduled stops for passengers and mail. The Northern Pacific discontinued passenger trains in 1942 and buses were used to transport mail to and from Tacoma and Yelm.

On May 1, 1911 R.F.D. 1, a horse-and-buggy route was started with Bije Eddy as carrier. It was 15 miles long with a course toward McKenna and Smith Prairie. Alice E. Martin took the route on April 24, 1930 at the death of Mr. Eddy. The route was combined with R.F.D. 1 of Rainier on May 1, 1931 and Leo Schlesinger was made its carrier. He was succeeded by Clyde R. Wood on June 28, 1958. In 1960, the route was 92 miles long with 442 boxes for 463 rural families.

Miss Edna Hughes (Mrs. Ira Buchanan), daughter of Postmaster Dow R. Hughes, and Stella Coates started as clerks when Mr. Hughes became postmaster, November 19, 1907. In 1960 Mrs. Buchanan was still in the post office, having served longer than any other Yelm post office employee.

By 1969 Yelm mail service was by an Olympia to Chehalis Star Route at night.



Louis O. Cochrane.
Courtesy of Marjorie Eide



James L. Mosman.
Courtesy of Marjorie Eide

BAKERS. Established October 18, 1858, Caleb B. Baker; discontinued July 22, 1863.

Location: probably in Caleb B. Baker's home on Scatter Creek, two or three miles east of Rochester (SE/NW Section 34, T16N, R3W). Mrs. George E. Blankenship in "Early History of Thurston County" (1914) says it was "a short distance west of Rochester on Scatter Creek" but she must have meant east of Scatter Creek because the creek is not west of Rochester.

Caleb B. Baker was a member of Company F of the First Regiment of Washington Territorial Volunteers who occupied Fort Henness (near Centralia) [three miles east of Rochester] during the Indian Wars of 1855-56. His was one of the 26 families in the fort.

Bakers post office received and dispatched mail on a route between Olympia and Astoria. Mail from Olympia arrived on Tuesday mornings and from Astoria on Friday afternoons.

BEAVER. Established November 2, 1859, Charles P. Judson; discontinued March 26, 1883 mail to Tumwater.

Location: four miles south of Tumwater (SW Section 14, T17N, R2W).

Mail came to Beaver post office [in C.P. Judson house on his Donation Land Claim] from Olympia and Astoria via Grays Harbor in the early 1870's. [Beaver served 12 families including the George Bush and George Jones families. The route was on the territorial road between Olympia and Astoria.] Failure of the post office to survive is probably due to its not being on a railroad.

COAL BANK. Established April 17, 1860, Stephen Hodgden;
 Abram Tilley, July 29, 1867;
 Mrs. Martha M. Rhodes, August 13, 1869;
 renamed TENINO November 17, 1873.

Location: on Scatter Creek about six-tenths of a mile northeast of Tenino (NE/NE Section 19, T16N, R1W). Old U.S. Highway Number 99 crossed the creek at the site.

The families of both Stephen Hodgden and Abram Tilley took refuge in Fort Henness (near Centralia) [three miles east of Rochester] during the Indian scare of 1855-56. Once during this tense time scouts found signs of hostile Indians near "Hodgden Station." "Hodgden's" was one of the nine stations on the stage road between Monticello and Olympia. When the Star Route between these two points was recontracted on July 1, 1870 Coal Bank was the second stop out of Olympia. It was then a tri-weekly route.

MIAMA PRAIRIE. Established February 8, 1861, John Laws;
 Austin E. Young, December 7, 1866;
 M. Shotwell, May 8, 1868;
 discontinued December 1, 1868.

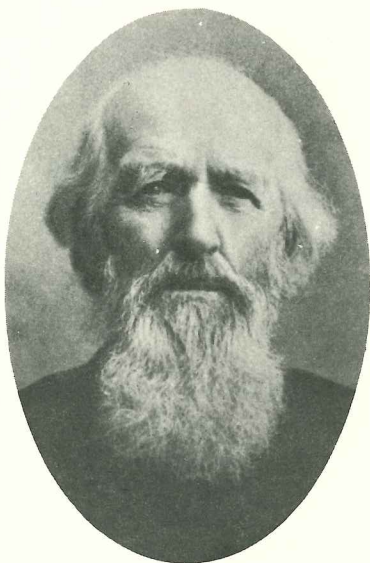
Location: this post office was probably moved around on Miama Prairie as it changed postmasters and occupied spaces in farmhouse parlors. [The location was originally in the Southwest quarter of section 16, 16N, 3W, one mile northwest of the river.] In the case of Austin E. Young the site may have been a quarter mile south of present day Little Rock (SW/SE Section 2, T16N, R3W). The others may have been farther south, perhaps at or near the site of the later post office of Mima, the name of which refers to Miama

Prairie. In fact the John Laws farm home was just beside the later Mima railroad siding (SW/SW Section 16) on the Laws Donation Land Claim.

In 1862, Miama Prairie post office was on the Olympia-Oysterville Star Route and received mail once every two weeks from each direction.

TUMWATER. Established January 5, 1863, Nathaniel Crosby Jr.;
 James Biles, June 19, 1866;
 George W. Biles, June 3, 1868;
 Lorenzo Kratz, January 17, 1872;
 George W. Biles, April 29, 1872;
 Clark Biles, December 12, 1872;
 Samuel G. Ward, September 11, 1873;
 George Gelbach, September 25, 1877;
 Walter Crosby, March 27, 1878;
 J.B. Eastman, April 2, 1879;
 Charles F. Eastman, January 21, 1880;
 Frank Eastman, February 9, 1880;
 Charles F. Eastman, May 3, 1880;
 Frank N. Chase, September 14, 1895;
 Charles E. Hewitt, March 6, 1900;
 Eva G. Hewitt, February 25, 1915;
 (nee Clark, Mrs. Charles E. Hewett)
 Ethel M. Eke, July 2, 1942;
 (nee Monroe, Mrs. George Eke)
 discontinued December 31, 1960 mail to Olympia.

Location: two and one-half miles south of mid-town Olympia at the point where the Deschutes River flows into Budd Inlet of Puget Sound (NE/SE Section 27, T18N, R2W).



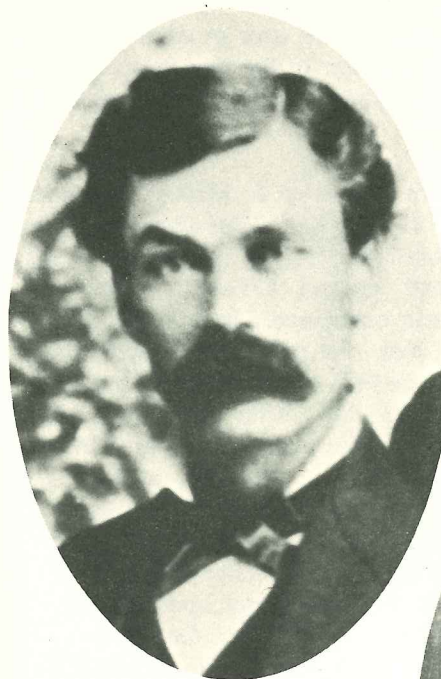
James Biles.
Courtesy of James G. Brown
and Tumwater Historical
Museum



George Biles.
Courtesy of James G. Brown
and Tumwater Historical
Museum



Clark Biles.
Courtesy of James G. Brown
and Tumwater Historical
Museum



George Gelbach.
Courtesy of James G. Brown
and Tumwater Historical
Museum



Frank Eastman.
Courtesy of James G. Brown
and Tumwater Historical
Museum

It was here that Michael Simmons started in business, naming the place New Market. But Simmons moved over to what was then known as Smithfield and became postmaster of the first post office in Thurston County, Nesqually, which name he very soon changed to Olympia.

Nathaniel Crosby, Jr. was born November 2, 1810 of Nathaniel Crosby and Ruby Foster Crosby at Brewster, Massachusetts. His father came around Cape Horn from New York in 1845 in one of his own sailing vessels. He arrived in the Columbia River on December 8, 1845 and started ocean commerce. In 1849 his family came over the same route to join him. He constructed their home, the first frame house in Portland. In 1855 he established residence for himself and family in Hong Kong, China. After his death in 1858 his son, Nathaniel Crosby, Jr. operated the business in China but in 1860 sold out and moved to Tumwater. He had received his education at Forest Grove (Oregon) University while the family were residing at Portland. At Tumwater Nathaniel Crosby, Jr. built a flour mill and a general store. It was in the latter where the Tumwater post office got its start. The store was owned and operated jointly with his uncle Captain Clanrick Crosby. In 1867 Mr. Crosby became one of the organizers of Puget Sound Navigation Company in association with Clanrick Crosby and a Captain Windsor. The company navigated Puget Sound steamers for many years. Captain Crosby went into business in Olympia where he died at the age of eighty years in 1890.

The Crosby store-post office stood on Main Street of Tumwater (now Capitol Way), between Third and Fourth Streets.

The Biles family was also one of the first to settle at Tumwater. They came by way of Naches Pass. The post office continued to be conducted with a general store during their postmasterships and while the three members of the Eastman family were postmasters. Charles E. Hewitt and his wife, Eva, conducted the post office in their drugstore. In 1942 the post office was walled up in a small space at the rear of Phil Henry's drugstore which was formerly the Hewitt

store. The last quarters of the office was a concrete building located next to the city hall into which it was moved in 1955 from a vacated space on DesChutes Street at the foot of Custer Way (121 North Second Street). The boxes from the last post office site were transferred to the Bordeaux post office. Fourteen call boxes from the Hewitt drugstore site were donated to the Washington Historical Museum [State Capital Museum, Olympia] where they are on display with a replica of Tumwater's first post office as it was when Nathaniel Crosby, Jr. was postmaster. This exhibit includes the postmarking devices and dies, desk and the windowed partition. That post office building was vacated when the post office moved to the general merchandise store of "Lee and Stiles" where it remained for years, perhaps until taken to the Eastman store.

In later years the Port Townsend and Southern Railroad brought mail to Tumwater. Still later mail came by streetcar from Olympia. In its last years the post office was served by the Star Route from Olympia to the West Tenino Railroad, twice daily.

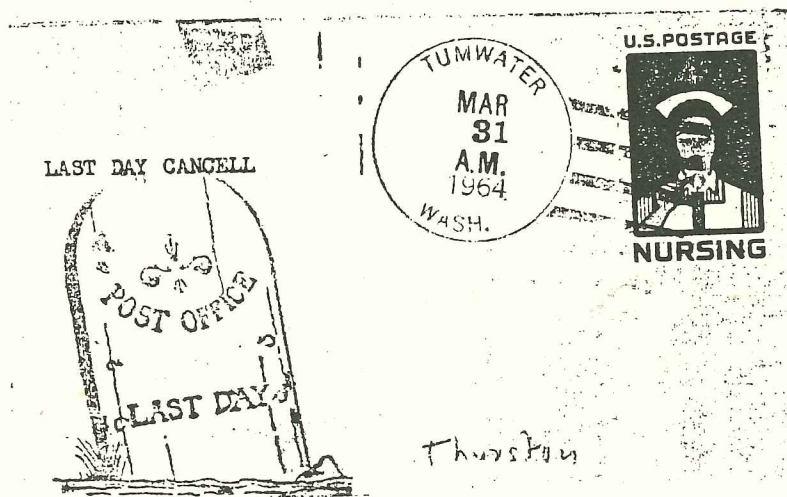
Tumwater's R.F.D. #1 operated southward toward Littlerock for several years before being transferred to Olympia. Tumwater's R.F.D. #2 was established on February 1, 1908 with a length of 25 miles. It served settlers and sawmills.

After discontinuation of Tumwater post office a rural station was set up in its quarters and was operated by the same staff.





Eva G. Hewitt and Charles Hewitt. Courtesy of
James G. Brown and Tumwater Historical Museum



TANALQUOT. Established September 19, 1870, Daniel J. Hubbard; discontinued January 4, 1876.

Location: on Tanalquot Prairie probably about four miles northwest of Rainier (SW Section 31, T17N, R1E), the same site attributed to the earlier ILKUMEEN post office. Another possible location is about four miles south of Lacey (W/SE Section 33, T18N, R1W) on land which as shown by deed records was the property of Daniel J. Hubbard.

A Star Route was established in late 1873 which brought mail from Olympia once a week. The route terminated at Yelm. The Tanalquot post office may owe its demise to being bypassed by the railroads.

SEATCO. Established December 7, 1870, Oliver Shead; closed August 4, 1873; reopened October 17, 1883, Joseph C. McAllister; D.L. Rhodes, April 14, 1884; Oliver Shead, September 22, 1884; Solomon M. Blumauer, April 10, 1888; renamed BUCODA August 27, 1888.

Location: as platted July 27, 1887, a short distance east of Bucoda (SW/SW Section 7, T15N, R1W, SE/SE Section 12, T15N, R2W).

Oliver Shead started the town. During the 1855-56 Indian Wars, he commanded what was known as "Oliver Shead's Wagon Guards". He gave the name Seatco to his town, a Chinese [Indian] word meaning "ghost" or "devil". Seatco was a sawmill town and in early days was the site of the territorial penitentiary. Solomon M. Blumauer, former postmaster of Tenino, operated a sawmill located

about two miles north of Seatco at which a post office was in operation as Blumauer for two months in 1910. Joseph C. McAllister was postmaster of Randle from May 22, 1900 to March 22, 1905.

TENINO. Established as COAL BANK April 17, 1860 (see COAL BANK); renamed TENINO November 17, 1873, Fred R. Brown;

Solomon M. Blumauer,	May 28, 1882;
Isaac "Ike" Blumauer,	April 28, 1884;
Lester H. Jones,	March 21, 1890;
Sallie A. Morton,	January 19, 1891;
James E. Allison,	October 3, 1891;
Thomas J. McClellan,	April 18, 1894;
Bel J. Campbell,	May 17, 1898;
(later Mrs. S.M. Peterson)	
Angus D. Campbell,	February 2, 1907;
Jefferson Canon,	July 2, 1913;
Wilson Howe,	October 7, 1915;
Hazel H. Russell,	July 9, 1935;
(nee Howe, Mrs. Roy H. Russell)	
Walter F. Steindorf,	February 3, 1966;
Robert L. Pallett,	August 1, 1966.

Location: twelve miles southeast of Tumwater, sixteen miles southwest of Yelm, eleven miles northeast of Centralia on Northern Pacific, Great Northern, and Union Pacific Railroads (SW Section 19, T16N, R1W).

Fred R. Brown moved the post office from Coal Bank to the present site when the Northern Pacific built through. He had started a store in a tent beside the tracks just as the rails reached the site in 1871. It is related that he coined the name Tenino from 1090 the number of a locomotive. This story is refuted by some who say that

the Indians gave the name to the site, their name meaning "fork" which refers to the junction which the railroad made with the stage line. The stage line is that which is described under OLYMPIA and operating between Monticello and Olympia. But Tenino has always had its mail handled by railroads, with the exception of a short period when truck delivery was used.

The town gained a reputation for swift, sure justice for traffic offenders, so much so that it was long considered by motorists as a speed trap. In the case of the mail trucks the objection was not one of speed but noise which disturbed the midnight peace of the citizens. In 1954 U.S. Highway #99, which had entered Tenino by a lefthand turn onto one street, a righthand turn onto the main street and headed north after another lefthand turn, was rerouted over a new grade which by-passed Tenino together. So the town marshal was reduced to living off of the local people and mail trucks did no longer rumble through town. In 1960 Tenino post office continued to get mail by train (Seattle and Portland RPO), three times daily from each way.

Fred Brown's store was at the corner of Park and Hodgden Streets. Sol Blumauer, who later served as postmaster of Bucoda for two years, bought Brown out. Solomon Blumauer and his brother Isaac, known familiarly as "Ike", sold to Leraway and James and the brothers went into business in Bucoda. Mr. Allison moved the post office to Sussex Street and Thomas J. McClellan operated it in his drugstore located on the south side of that street - one door west of Olympia Street. Campbell & Campbell store, still in operation in 1960, included a room facing Olympia Street for the post office. This was just south of a bank standing on the corner of Sussex and Olympia Streets. Jefferson Canon took the post office from the store giving it space to itself between Howard and Olympia Streets. On August 19, 1969 a new post office building located on the southwest corner of Hodgden and Sussex Streets was occupied.



Top Left: Jefferson Canon
 Top Right: Wilson Howe
 Bottom Left: Hazel (Howe) Russell.
 Courtesy of Hazel Russell

Wilson Howe was Jefferson Canon's son-in-law and Mrs. Hazel Russell was his daughter, consequently the post office was in control of the one family for over fifty years. Mr. Howe died in the post office. While at work he became faint so he went to the rear of the office, sat on a box and so passed away.

The post office has had no rural routes. Angus D. Campbell took a postal inspector on a tour of the Tenino rural area in an effort to outline a route but the matter was not pushed. [Rural mail service went into effect May 16, 1970. Eva Davies was the first carrier.]

Tenino post office has had several robberies. As a matter of fact they were so common that no money was put in the safe. On one Saturday night Postmaster Campbell threw the money into a mail sack as a means of getting it out of sight. That Sunday morning he had to open the office to dispatch mail. Forgetting about the money stashed in the pouch, he filled, locked and dispatched it. A Centralia clerk telephoned him to ask if anything was missing at his post office. Only then did he realize his oversight.

The messenger's job of taking mail to and from the railroad depot was always a coveted one. In 1960 the messenger made five trips each weekday.

Tenino got front-page publicity in the nation's newspapers in 1932 when wooden money was issued following failure of a bank. Requests were still coming in 1960 for samples of the distinctive currency which had become collectors' items.



INDEPENDENCE. Established May 13, 1878, Ebenezer B.

Couch;

Abraham L. Myers,

September 23, 1878;

LeRoy Myers,

July 21, 1886;

transferred to Lewis County September 13, 1890;

Nicholas G. Nelson,

December 3, 1900;

closed May 15, 1903 mail to Rochester;

reopened August 12, 1903, Martin L. Yocum;

closed April 30, 1907;

reopened in Thurston County May 3, 1911, John O. Johnston;

Edgar P. Smith,

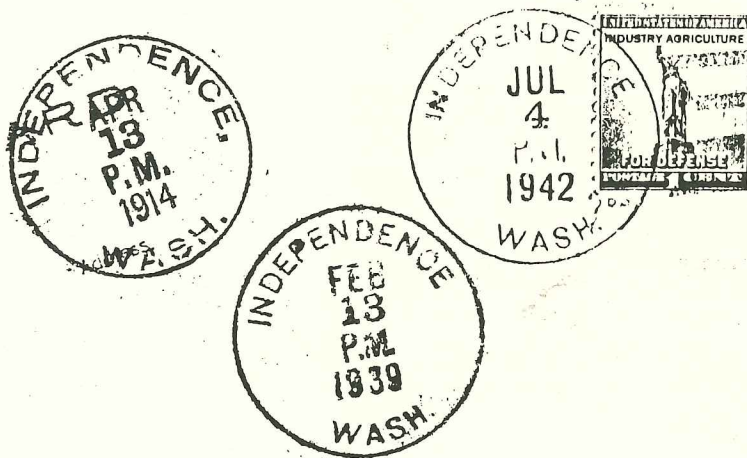
February 17, 1937;

Joseph E. Elohiemo,

September 9, 1937;

discontinued February 28, 1944 mail to Rochester.

Location: in Chehalis River Valley. The 1911-1944 site is on the Union Pacific and Milwaukee Railroads two and one-half miles southwest of Rochester (NW Section 14, T15N, R4W), which is only about one-half mile east of the Lewis County line and on Independence Creek. Mail was supplied by the Union Pacific.



KEY. Established October 21, 1878, William Shuman; discontinued March 11, 1880.

Location: on Scatter Creek on the south side of which is known as the "Township Road" between Tenino and Rochester, about two miles east of Rochester (NW/NW Section 3, T15N, R3W) at a site only about a mile south of that of the former post office of Baker.

PLUMB STATION. Established March 21, 1879, Elihu B. Plumb; discontinued November 10, 1885 mail to Tenino.

Location: on the Port Townsend and Southern Railroad, a narrow gauge road, six miles north of Tenino (center of Section 30, T17N, R1W), The road was converted to standard gauge in 1889 and is now a part of the Union Pacific System.

LITTLE ROCK. Established June 16, 1879, Thomas Elliott Rutledge;

Peyton T. Eshom,

January 26, 1883;

renamed VIORA January 6, 1891;

Charles H. Young,

June 6, 1891;

renamed LITTLE ROCK March 10, 1892;

Asher G. Davis,

May 4, 1892;

renamed LITTLE ROCK August 23, 1895, Clinton L. Baldwin;

Mrs. Marietta Baldwin,

June 20, 1899;

Fred E. Davis,

September 22, 1899;

James Edwards Dowling,

November 22, 1899;

James W. Morgan,

March 20, 1913;



Thomas E. Rutledge. Courtesy of Dale Rutledge

Roy C. Hoage,	July 30, 1917;
Oscar I. Tegland,	June 26, 1918;
Maebell C. Porter,	August 24, 1927;
(nee Graham, Mrs. William M. Porter)	
Bertha Margaret Winkle,	October 1, 1952;
(nee Rutledge, Mrs. W. Abraham Winkle)	
Lyndia Camus,	October 1, 1974;
Helgard G. Fridell,	April 26, 1975;
(Mrs. Robert Fridell)	
William R. Cholski,	April 21, 1979.

Location: about nine miles southwest of Tumwater on Northern Pacific Railroad and on Black River (center of Section 2, T16N, R3W).

Thomas Elliott Rutledge was born near Zanesville, Ohio on March 6, 1831. In 1852 he came to Bush Prairie with his parents. In 1854, he took a 160-acre claim in the Black River valley where he built a log cabin. He started clearing land, using oxen to do the logging. The task was interrupted by the Indian wars. He had worked with his neighbors in building a road from Little Rock to Bush Prairie and upon its completion drove the first wagon over it. The present road closely follows that pioneer one.

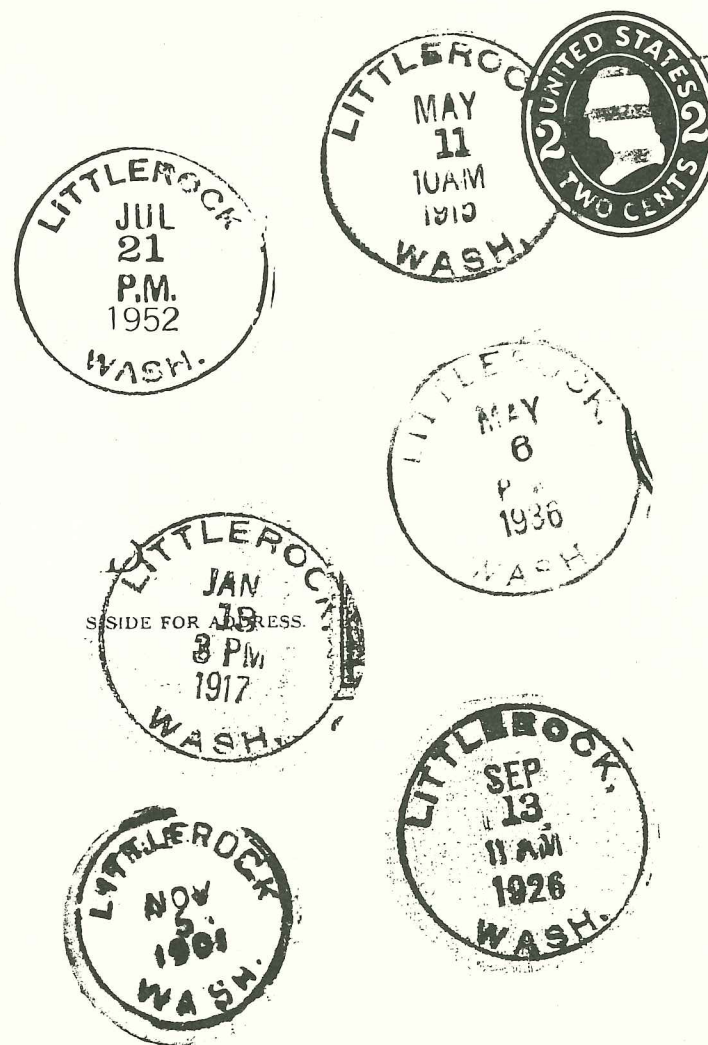
In 1861 Mr. Rutledge built a home on the prairie about three-quarters of a mile south of the village of Littlerock (NE/SE/NW Section 11, T16N, R3W). He moved a large stone to the front of the house which was so conspicuous that neighbors referred to it as "The Rock" The neighborhood itself had been known as Black River but when the post office was to be established that name could not be used for there was one of the same name in King County. So Little Rock was decided upon, for "The Rock" was not acceptable either. The post office was placed in the Rutledge home. The house is still standing used as a residence of a later-day member of the family of Rutledges. The old post office cabinet is still in the home. William Moore Rutledge, a brother of Thomas was Olympia's third postmaster.

[When the post office was established at the Rutledge home in 1879, a man by the name of Glenn from Montesano area carried the mail horseback making the delivery to the house once a week. From July 1, 1890 to June 30, 1891, Leonard Rutledge carried the mail between the house and Olympia, making the trip three times weekly, Tuesday, Thursday, and Saturday, allowing four hours each way to make the trips. He was paid \$312.00 per year under that contract.]

Mr. Eshom moved the post office to his home at the present site of Littlerock. This house was also standing in 1960. [House has since been razed.] Charles H. Young and Asher Davis each conducted the post office in their homes. Fred Davis, son of Asher Davis, bought Clinton L. Baldwin's store where the post office had been quartered since August 1895 and James "Ed" Dowling bought out Fred Davis. The store stood on the west side of the tracks, on the south side of a street named Broadway, and was known as "Broadway Store". In 1925 it burned when two solid blocks, the



Davis & Sons Building, Littlerock
Courtesy of Dale Rutledge



whole business district, went up in flames. The store was rebuilt as a small frame structure on the same site only a stone's throw from the depot which was also rebuilt. As the years passed the post office became the sole tenant and when Mrs. Winkle moved it to a bright new room attached to her residence on April 20, 1953, the old post office building was left alone, empty and dark, its inner and outer walls soiled with grime, its window panes the target of the accuracy of the stone-throwing arms of small boys. Since torn down, the site of the post office was the corner of Center and Rose Streets where Postmaster Dowling's residence once stood.

Records do not show by what manner Little Rock post office first received mail but during Peyton T. Eshom's tenure William "Billy" Manish drove horseback to Olympia to bring it in a leather pouch. Later an elderly man named Moore drove the stage carrying mail as well as passengers from Grays Harbor to Olympia making stops at Little Rock. This service is believed to have started June 15, 1890. When trains handled the mail it was received twice daily. On November 22, 1954 a Star Route from Olympia replaced service by rail. This route passes through Tumwater and East Olympia. In 1960 the carrier arrived in Littlerock about noon and started his return trip about 4 P.M.

Littlerock had no rural routes but a Star Route once operated through Mima Prairie and the Maytown area. Miss Ruth Gorman was the first carrier.

Littlerock post office advanced to Third Class on July 1, 1955.

The post office was robbed on the night of November 21, 1902 when the safe was blown by nitroglycerin. J.E. Dowling's store was demolished by the explosion. All money was taken including Mr. Dowling's private funds and a considerable sum belonging to the Woodmans Lodge of which Mr. Dowling was treasurer.



MEADOW. Established March 3, 1890, Henry Shields;
 Nathan Banister, May 11, 1880;
 Charles W. Imus, December 16, 1889;
 Abram B. Langworthy, July 30, 1895;
 Minnie M. Sharp, May 5, 1898;
 (Mrs. John W. Sharp)
 Mary A. Stamm, December 14, 1898;
 Ansel B. Langworthy, March 28, 1903;
 discontinued November 15, 1905 mail to Rochester.

Location: no definite location. The post office just drifted around from farmhouse to farmhouse, to wherever there was someone who would take it. A station on the Union Pacific about three miles southwest of Grand Mound might serve to pinpoint the site for that is the neighborhood which the office served (NE/NE Section 22, T15N, R3W). A 1936 Bureau of Public Roads map shows this under "Meadows".

Mail was brought from Rochester by horseback. It is told that one of the first carriers was an Indian who could not read. Three patrons anteed up 50 cents a month each to pay the carrier who had three pockets in his jacket. Mail for each patron was put into a different pocket and so was properly delivered. A route was established from Rochester to Meadow, Gleneden, Independence and return, 24 miles; in the spring of 1898. One trip was made daily by horse and buggy from 9 A.M. to 5 P.M. Mail was distributed to boxes along the route. Those off the route came to Meadow post office for mail.

BUCODA. Established December 7, 1870 as SEATCO, Oliver Shead; (see SEATCO)

renamed BUCODA August 27, 1888, Solomon M. Blumauer;
George W. Coates, February 25, 1890;
Charles C. Case, May 12, 1893;
Isaac Blumauer, December 24, 1897;
John W. Gilbert, August 24, 1912;
Cora G. Osterholtz, August 16, 1915;
(nee Garland, Mrs. Frederick J. Osterholtz)
Eddie H. Sanford, April 2, 1921;
Frank B. Sanford, January 18, 1922;
(nee Garland, Mrs. Eddie H. Sanford)
Emery Morsbach, May 7, 1940;
Ella Morsbach, April 9, 1942;
(nee Wollan, Mrs. Ernest Morsbach)
Emery Morsbach, April 1, 1947;
George V. Groome, October 3, 1952;
William L. Hickey, October 1, 1954;
Evelyn M. Witters, December 12, 1981.

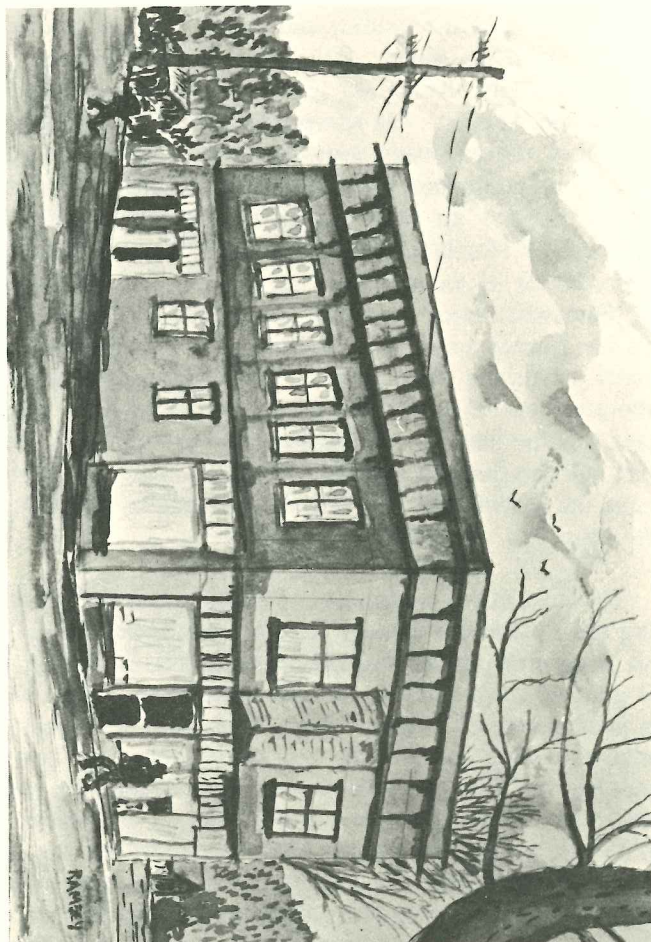
Location: seven miles northeast of Centralia, four miles south of Tenino, on Northern Pacific, Great Northern and Union Pacific Railroads, and on Skookumchuck River (SE/SE Section 12, T15N, R2W).

As noted in the description of Seatco, this post office got its start about a sawmill. This industry has been the prevailing one until this time but the mill was closed in 1960 and the planking about it fast rotting away. So swiftly ebbs the hopes of the village. Many of the stores were gone, leaving gaunt holes in the once busy business blocks. Many of the remaining store buildings were empty. A few oldtimers sauntered slowly with stooped shoulders to ask for mail once a day and there must have been questions in their minds as to how long the post office would last.

But Bucoda has had its days! Solomon Blumauer, the merchant who formerly conducted Tenino's post office, formulated a new name for the town by using letters from the names of three prominent railroad men: Buckley, Coulter and David, each of whom wanted to christen it with his name. He got a word which had a pleasing pronunciation and would not always be getting confused with the big-city name, Seattle. The compromise to create a composite name also stopped the bickering over who was to be honored. In those days coal was being mined across the Skookumchuck river and John B. David had put up some money to operate the mine. William Buckley of the Northern Pacific became interested because his road needed coal for its locomotives. Samuel Coulter was manager of the mine. Somewhat later prisoners from the Territorial penitentiary, which was located here, were loaned to the management of the mine in order to utilize their labor. When the public learned of the "exploitation" of their bad boys a stink was raised. The town of Bucoda was the loser for the penitentiary was moved to Walla Walla. In fact all this happened while the town was still named Seatco. Perhaps the sordid affair was in part the cause of the change in name of the town and post office.

The post office continued to occupy space in Blumauer's store during the Postmaster Coates' tenure but Charles C. Case moved it to his drugstore. Isaac, brother of Solomon Blumauer, ran a very good general store wherein he was postmaster. Both brothers had been postmasters of Tenino. John W. Gilbert was employed by the Blumauers during the time he was postmaster until he entered the partnership of Gilbert and Sanford; then he moved the post office to another store building wherein Mrs. Cora G. Osterholtz served her term as postmaster. In August 1921 fire destroyed the entire block in which the post office was located. Until the store could be rebuilt the post office took temporary quarters in a vacant store building. About 1930 it was moved to the Odd Fellows building and given space to itself. On April 28, 1963 it was transferred to a grocery store. [As of July 1976, the post office has been located in a red, white, and blue trailer adjacent to the aforementioned grocery store on Main Street.]

Guy Reed Ramsey's Watercolor of "Bucoda, Odd Fellows Building"



In 1960 mail still came by trains which did not stop unless flagged. Mail was tossed from the moving train and mail for dispatch was picked up by an extended arm from the mail car door after being hung on a trackside crane. A messenger was employed to tote mail to and from the post office.

Mrs. Sanford's first name was Frank but she had trouble getting the Post Office Department to realize it. As required, she entered her name on the application blank - Mrs. Frank B. Sanford. Soon an official letter arrived asking that she give her own married name, not that of her husband. This she did, writing it "Frank B. Sanford". Back came another letter explaining that the Department did not want her husband's name to enter official records -- all the Department wanted was HER name. This time Mrs. Sanford's reply was more in detail: she was Miss Frank B. Garland before she married Eddie H. Sanford after which she became Mrs. Frank B. Sanford, nee Garland, Mrs. Eddie H. Sanford. Thereupon her name was entered as Mrs. Frank G. Sanford, the Department had to change something even if it was only the middle initial. One wonders how many officials back in Washington were confused (over her name, that is) during the 18 years of her postmastership.

R.F.D. #1 was established during Mrs. Sanford's tenure. This was a drive through Hanaford Valley, Tono and Skookumchuck Valley and return. August Bannse was the carrier followed a year later by B.E. Loomis who worked the route until it was made R.F.D. #2 of Centralia.



COINMO. Established September 10, 1888, James C. Morris;
 Ira McGonigle, February 8, 1890;
 M.H. Thompson, April 22, 1890;
 James E. Murray, July 2, 1890;
 James P. Addison, December 26, 1891;
 discontinued September 5, 1893 mail to Tenino.

Location: exact undetermined. It was reported as located between Tenino and Rainier. THE GAZETTEER (1907-8) reports it as being renamed McIntosh.

RAINIER. Established January 8, 1890, Henry J. Harmer;
 William J. Inman, April 30, 1890;
 Charles A. Koeppen, August 28, 1894;
 Clarence G. Morris, October 25, 1900;
 Minnie A. Morris, October 30, 1908;
 (Mrs. Clarence G. Morris)
 Josef V. Kerchen, June 25, 1913;
 Frank S. Conklyn, January 26, 1915;
 Nels H. Bungard, September 1, 1917;
 Adriana J. Pedersen, February 26, 1919;
 John W. Cowdery, April 5, 1919;
 Clara M. Wilson, January 4, 1935;
 (nee Gehrke, Mrs. Ben E. Wilson)
 Jennie Frances Snider, September 1, 1963;
 (nee Murphy, Mrs. Ray Snider)
 Helen L. Snider, October 25, 1975.
 (nee Butterson, Mrs. Wm. Snider)

Location: on Northern Pacific, Great Northern and Milwaukee Railroads, nine miles northeast of Tenino, six miles southwest of Yelm (SE/NW Section 9, T16N, R1E).



Rainier Post Office. Leo Schlesinger, Carrier. Clara Wilson, Postmaster.
 Courtesy of Helen Snider

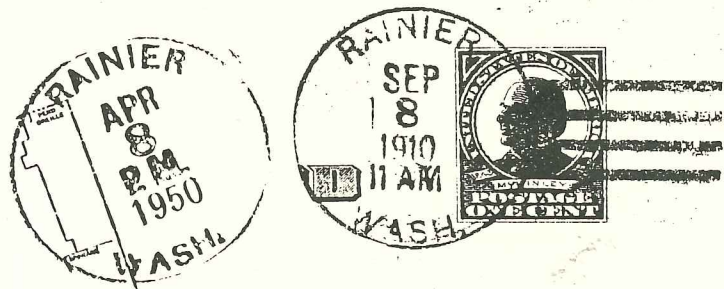


Rainier Post Office Interior. Clara Wilson, Postmaster. Leo Schlesinger, Carrier.
 Courtesy of Helen Snider

Henry J. Harmer seems just to have started the post office and after a few months moved on. Mr. Inman quartered the post office in his store; Mr. Koeppen in his residence on west Binghampton Street but moved before his term ended to east Binghampton Street. Mr. Morris transferred the office to his general store at Binghampton and School Streets, a building which later burned. Frank Conklyn set the office up in space in his drugstore and Mr. Bungard in a niche off of his general store. Mrs. Pedersen operated a drugstore across the street from Conklyn's in which she placed the post office. Postmaster Cowdery erected the building which was in use in 1960 located on the corner of Binghampton and Center Streets.

Mail first came on the railroad, twice a day, and sometimes by a "toss off and catcher" night train. This was replaced by twice-daily Star Route between Tacoma and Vail, and this by the Highway Post Office (H.P.O.) on December 1, 1955.

Rainier R.F.D. #1 was carried by the carrier of Yelm's R.F.D. #1 in its later years. Rainier post office advanced to Third Class on July 1, 1923.



PUGET CITY. Established May 23, 1890, Addison E. Loomis;
 William J. Egbert, January 3, 1891;
 Reuben Peachey, February 20, 1892;
 discontinued November 24, 1893 mail to Steilacoom City.

Location: on Puget Sound ten miles northeast of Olympia (NW Section 10, T19N, R1W). Platted April 7, 1870.

Eleven years after this post office closed the office of Puget was established at the same place (see PUGET). Puget City was a thriving community with two stores, a saloon, sawmill and restaurant.

The post office was first in Loomis' store, then in Egbert's store, and finally Mr. Peachey returned it to the store which he had purchased from Mr. Loomis.

Mail to Puget City came on the steamer FLEETWOOD on her run between Seattle and Olympia three times a week.

Puget City had real aspirations. Its founders really believed that a city would grow upon the site once a railroad was built to it. It already had a good-sized dock, so with a railroad how could it fail? But the rails which were expected to follow the shoreline from Tacoma through old Nisqually, instead took off across country, even bypassing Olympia. Olympia could make out somehow with a depot only eight miles away but Puget City could not. There to this day one can see the old railroad grade upon which no rails were ever laid. That is how near to reality were the dreams of the founders of Puget City. Instead there was quick decline. The timber was soon exhausted and the sawmill closed. The two stores did not last much longer and with them went the post office. A few residents stayed on to form the nucleus of the community which later was to be served by a post office named Puget.

GATE CITY (GATE). Established September 6, 1890,

Adolphus R. Smith;	
renamed GATE September 25, 1894, Patrick A. Murray;	
Ben W. Starr,	November 26, 1897;
Grace E. Smith,	November 28, 1902;
William E. Armstrong,	February 13, 1903;
Clarence B. Smith,	March 15, 1905;
Lizzie L. Blair,	September 1, 1905;
Ruby Georgia McAllister,	July 16, 1906;
Rose Gaisell,	October 11, 1910;
(Mrs. Adam J. Gaisell)	
Adam J. Gaisell,	February 25, 1915;
Stuart D. Eubank,	February 18, 1921;
Earl V. Cheldelin,	February 1, 1940;
Dorothy J. Palmero,	March 15, 1945;
(nee Keen, Mrs. Petro Palmero)	
Mildred O. Hendricks,	April 26, 1946;
(nee Werthman, Mrs. Vernon Hendricks)	
Lillian O. Hendricks,	October 27, 1969;
discontinued January 10, 1970 mail to Rochester.	

Location: on Northern Pacific Railroad three miles northwest of Rochester, five miles east of Oakville on Black River (NW/SW, SW/NW Section 25, T16N, R4W). This site was called Harlowe Junction in 1891 when the rails were newly-laid. It was given the name Gate City by its originator [Sam Woodruff] who looked upon it as the gateway to the Grays Harbor country.

The home of Adolphus R. Smith was an overnight stop on a pioneer mail route where stages exchanged passengers and mail. This was a twice-a-week route between Olympia and Centralia. Mr. Smith decided to have himself appointed postmaster. At first the post office consisted of only a drawer in a table in a room of his home. The bulk of the mail handled at the post office was for the Chehalis Indian School when Edwin Eells was the Indian Agent. As travel

increased Mr. Smith was obliged to erect a store to supply goods not only to the Indians but to the increasing number of settlers. When the depot was repainted the sign on its front was made "Gate", not "Gate City", consequently shortly thereafter the name of the post office was changed to be in agreement with the name on the depot. The postmarking stamp was altered by cutting away the "City" and leaving the "Gate" off to the left; this was used in this condition for several years until too worn down for further service.

A mild flurry arose early in 1892 when someone attempted to dislodge Mr. Smith as postmaster. In combating this a remonstrance was prepared and signed by 38 patrons, of which 26 had families. In the document which was sent to "The Honorable 1st Assistant Post Master General, Wash., D.C." the statement was made that "the present incumbent gives us perfect satisfaction". Officers of the Indian school and reservation each wrote a special letter in which they said that they found Mr. Smith honest, prompt, reliable and accommodating, and that his removal would work an injury on the service. Even Lewis County Bank of Centralia got into the act with a letter of commendation for Mr. Smith. Smith kept the job.

Mail was provided by train from the date of establishment of the post office until November 21, 1954 when replaced by service by buses operating between Centralia and Elma. In 1960 the bus did not go directly into Gate so the postmaster had to meet it at Gate Junction, located a mile south, at about 2 P.M.

The general store in which Adolphus Smith started the post office was just opposite the depot but the office was moved a block east in 1906 into a combination store-residence of Miss Ruby G. McAllister. This structure burned later and was replaced by a small building expressly for use by the post office but eventually the office was returned to the original store building while Mrs. Dorothy J. Palmero was postmaster. The store building was destroyed by fire. It was reported that she just walked away from the ruins too discouraged to continue with the post office. In order to keep the office operative Mrs. Mildred Hendricks was persuaded to take it in



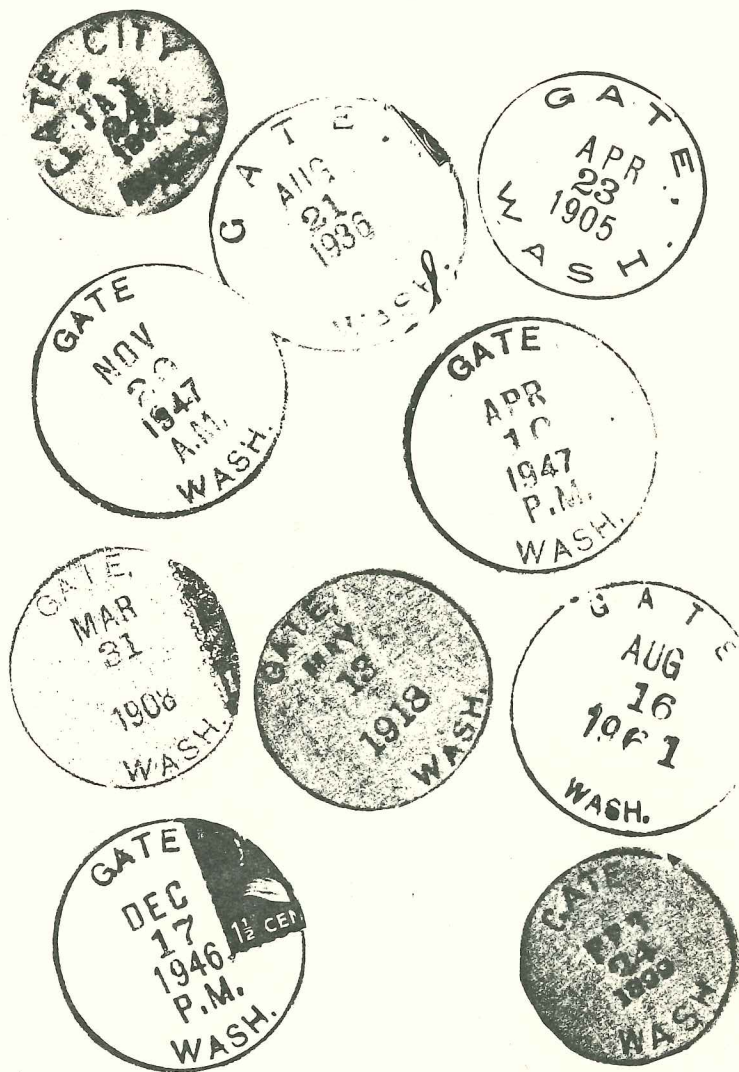
Ruby Georgia McAllister. From the Ramsey Manuscript

charge. She set it up temporarily in the schoolhouse. When the store was rebuilt, this time of concrete blocks, the office was removed into it.

Miss Grace E. Smith handled the post office only temporarily as she was under eighteen years of age, therefore could not qualify for a permanent appointment. It is reported that Patrick A. Murray could not write and that his sister-in-law, Minnie Yokum (Mrs. C.C. Yokum) performed all clerical duties. Her husband was the man who made the unsuccessful attempt to unseat Postmaster Adolphus Smith.

Ben W. Starr was the railroad telegrapher as well as the postmaster.

Miss Ruby Georgia McAllister was born April 19, 1882 in the hills back of Muck Creek on the MacLeod Donation Land Claim, to Christine and George McAllister. The site was on a beautiful grassy prairie with huge oaks and a thick forest of Douglas fir which later became a part of the Fort Lewis military reservation. The old house was not demolished until more recent years. Her Grandmother Mounts was a member of the Nisqually Indian tribe and Ruby perhaps attended the little Indian Mission Presbyterian Church and her earliest playmates were Indian children. She was destined to work among Indian people a good portion of her life, teaching in rural schools and caring for sick Indian children at the old Cushman Hospital in Tacoma. She spoke the Indian language better than English until after she was five years old. Her first education was at the old Fort Nisqually School. Having a musical talent she prepared herself for teaching music by attending the Bellingham Normal School. Her first teaching job was at Pomeroy, Garfield County but after one year she returned to her native land to teach in rural schools. In the 1930's she began several years work at Cushman Hospital among Indians from all the Pacific Northwest. In the summer of 1950 Miss McAllister moved into a new home built for her by relatives. There she spent the remainder of her life but actively engaged in community activities. She died on August 11, 1973 at the age of 91 years.



ROCHESTER. Established October 22, 1890, William F. Rhodes;

John Martin,	February 10, 1891;
Daniel Hedican,	September 18, 1894;
Joseph O. Pease,	November 22, 1894;
Robert M. Paton,	September 28, 1897;
Henry R. James,	March 5, 1915;
Peyton B. Hoover,	April 16, 1935;
Dua Speckelmire,	June 27, 1944;

(nee Hoover, Mrs. Harry Speckelmire)	
Esther M. Hedges,	August 25, 1944;

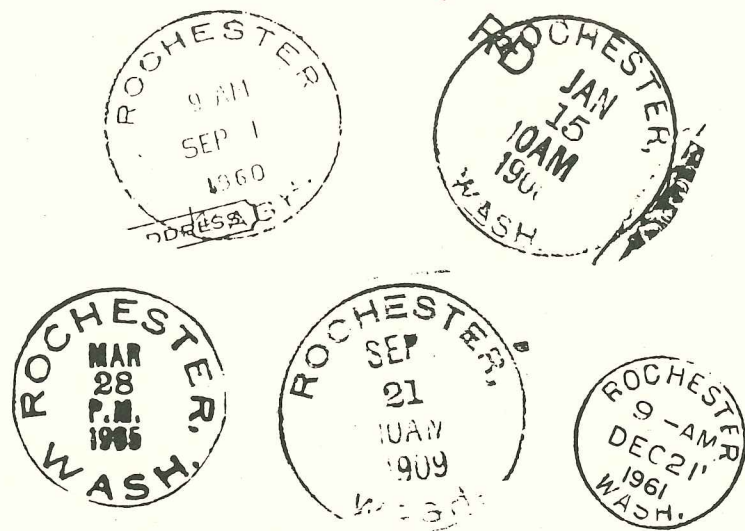
(nee Matson, Mrs. Gil Hedges)	
John Wesley Weaver,	March 3, 1945;
Bertha Ellen Goodrich,	January 10, 1970;

(nee Reed, Mrs. Roy Samuel Goodrich)	
Robert L. Scott,	May 15, 1972;
Charles L. Cox,	June 22, 1985.

Location: in Chehalis River Valley about eleven miles northwest of Centralia, twenty-three miles southeast of Elma on Northern Pacific and Milwaukee Railroads (SW/SW Section 32, T16N, R3W).

For years mail was supplied by the Northern Pacific starting with Tacoma and Hoquiam R.P.O. Service was by Tacoma and Ocosta R.P.O. from 1892 to 1896; from 1896 to 1906 by Centralia and Ocosta R.P.O. except for a short period in 1897 by Centralia and Cosmopolis R.P.O.; and from 1906 to 1945 by Seattle and Hoquiam R.P.O. Some railway mail was supplied by the Milwaukee's Tacoma to Hoquiam line through Helsing Junction located two miles southwest of Rochester on the south bank of the Chehalis River. Rail service was followed by the daily Hoquiam-Centralia Star Route.

Rochester's Star Route supplied mail to the now defunct offices of Independence, Meadow and Gleneden. In 1894 its contractor was E. Parker at \$636 per year. It was made a daily route



in 1898. R.F.D. #1 was established June 15, 1905. John H. James carried it for 22 years, from November 1, 1919 to November 1, 1941. He was replaced by Henry Strand who in 1960 was carrying the 68-mile route daily with mail for 391 rural families at 347 boxes. This route takes a course over the Grand Mound-Tenino road through Maytown and back. R.F.D. #2 opened on March 16, 1907. Its veteran carrier was Leo Dueber who served for 36 years starting December 6, 1920 and ending when he passed away on October 24, 1956. George D. Betts, the carrier in 1960, started September 21, 1957 when the route was 62 miles long with 194 boxes for 201 families. It covers the Independence area to the head of Lincoln Creek and the return is over Michigan Hill.

Rochester post office advanced to Third Class on April 1, 1917.
[The post office advanced to second class in 1983.]

VIORA. Established as LITTLE ROCK June 16, 1879,
Thomas E. Rutledge;
Peyton T. Eshom, January 26, 1883;
renamed VIORA January 6, 1891;
Charles H. Young, June 6, 1891;
the name LITTLE ROCK restored March 10, 1892.

This was merely a temporary change of name of the Little Rock post office. The town was platted as Viora on October 28, 1890.

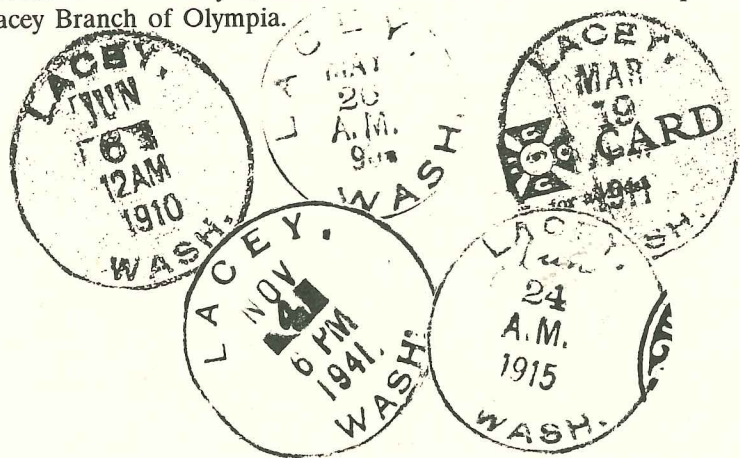
LACEY. Established June 29, 1891, George W. Carpenter;
Henry R. Skutt, November 8, 1897;
Lucinda Bowker, January 20, 1898;
(nee Noyes, Mrs. George W. Bowker)
William A. Stewart, March 14, 1898;
Charles Hockhaus, January 29, 1900;
Grace E. Ratcliffe, November 15, 1905;
(nee Kenney, Mrs. John C. Ratcliffe)
Evelina M. Kenney, June 9, 1910;
A. Delbert Hale, May 17, 1912;
David E. Grindett, October 1, 1913;
Anna I. Foy, October 15, 1915;
Mary Elizabeth Morrow, October 1, 1954;
(nee Gillis, Mrs. Dana Harmon Morrow)
discontinued January 15, 1965 mail to Olympia.

Location: five miles east of Olympia on Northern Pacific Railroad (NW/NW Section 22, T18N, R1W).

The post office spent almost its life in a store, the last nine years in one standing on the railroad right-of-way. Charles Hockhaus moved it a few hundred feet west to a site near the depot. The

Ratcliffes sold that store on May 20, 1908 to Elmer Collins so Miss Evelina M. Kenney transferred the post office to the lobby of a hotel situated on the south side of the tracks. The hotel was not standing in 1960. In 1912 the post office was moved to another store, a site just east of the hotel but when Miss Foy took the postmastership she transferred it to the C.L. Foy store. This was the same building which became Turner's Market. Its site is across the road from that of the first post office, the northwest corner of the principal street intersection, old Pacific Highway and Lacey Avenue. A modern post office building was occupied on December 1, 1956; it stood well back from the southeast corner of the same intersection thus providing ample parking space.

Mail receipt and dispatch was solely by train until inauguration of Highway Post Office in late 1954. In its later days the railroad provided only one train each way (Seattle & Hoquiam R.P.O.) whereas formerly there had been several. Louis Franz, a Bohemian by birth, who came to Lacey in 1897, was mail messenger from April 1940 until rail service ceased. He used a handcart to handle mail between the post office and the depot. Lacey post office advanced to Second Class on May 1, 1953. When discontinued it was replaced by Lacey Branch of Olympia.



Evaline Kenney Schilling, 1909. Lacey Museum Photograph



Foy Store. Lacey Museum Photograph

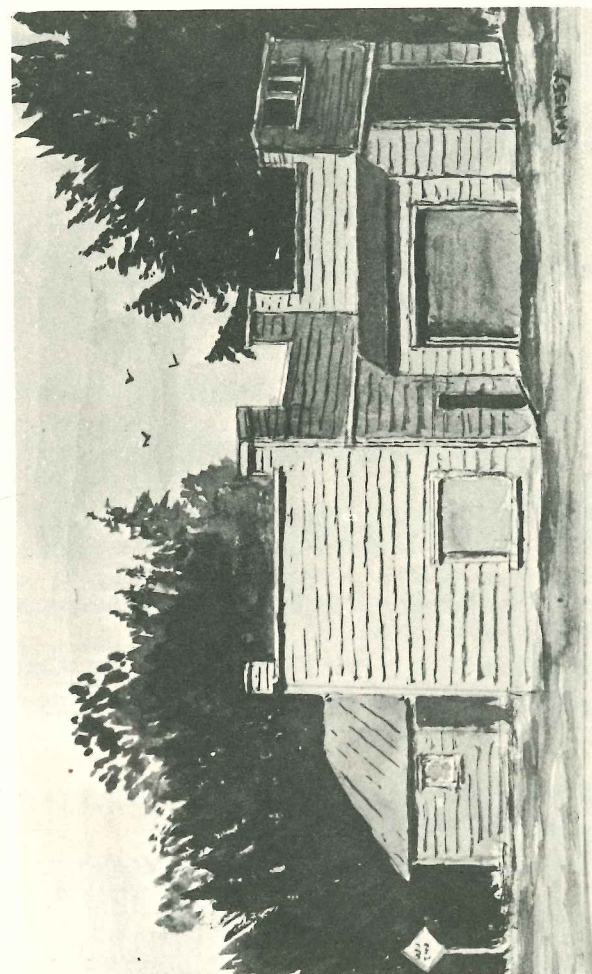
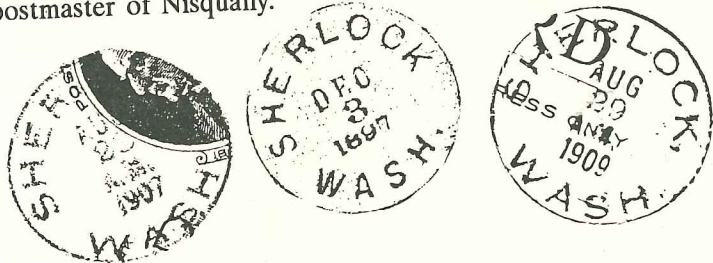
SHERLOCK. Established July 22, 1891, James A. Barkley;
 January 12, 1898;
 Jacob W. Smith,
 June 20, 1902;
 Ole Gardner,
 transferred to Pierce County and renamed NISQUALLY
 March 19, 1915.

Location: about two and one-half miles southeast of Nisqually,
 on Northern Pacific Railroad, five miles east of Lacey, on west bank
 of Nisqually River at the Pierce County line (SE/SE Section 8, T18N,
 R1E).

James A. Barkley, who later was postmaster of Puget, erected
 quarters in his store for the new post office. Jacob M. Smith
 continued it in the same situation. Ole Gardner's site was nearby in
 another store.

Sherlock's mail came twice daily from both ways by train. The
 railroad built a new grade a few hundred feet south and a highway
 was built on the abandoned grade. Since then the highway has been
 rerouted but the site of the post office can still be found. The post
 office came back to it on July 10, 1923 under the name of Nisqually
 and remained until transferred to a site on the new U.S. Highway
 #99.

Ole Gardner was stepfather to Fred A. Gardner, later
 postmaster of Nisqually.



SITE OF SHERLOCK POST OFFICE
 From photograph of June 7, 1972

Guy Reed Ramsey Watercolor

SOUTH UNION. Established March 11, 1892, Alexander McIntyre; discontinued May 21, 1895 mail to Tumwater.

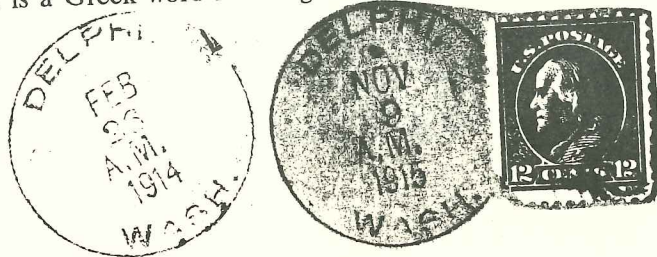
Location: Pumphrey's map shows the site about seven miles south of Tumwater by present roads (NE/SE Section 22, T17N, R2W). The South Union Mercantile Store, a grange hall converted from a schoolhouse and a few houses marked the site in 1960. The church burned years ago. [The post office was in a long low white house across the road from the schoolhouse near the location of the present grange hall. The name South Union probably comes from the location near the union of the Case and Tilley Roads.]

DELPHI. Established November 30, 1892, Joseph L. Brown; Jasper N. Markham, January 14, 1897; Paul L. C. Olmstead, December 3, 1904; discontinued October 19, 1923 mail to Olympia.

Location: about seven miles southwest of Olympia just to the west of Black Lake (SW/SE Section 11, T17N, R3W).

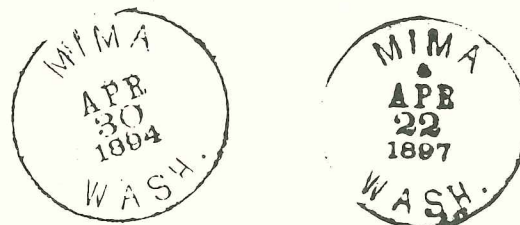
In 1907 the village had a population of 80. It had a Christian Church. There were semi-weekly stages to Olympia carrying mail. All banking and shipping was done at Olympia.

[The name was suggested by Dolcey Brown for the post office. Delphi is a Greek word meaning "Place of the Gods".]



OVIATT. Established November 30, 1892, Cornelius B. Oviatt; discontinued May 26, 1893 mail to Yelm.

Location: on land owned by Cornelius and Mary Oviatt adjoining Lake Lawrence on the east, a site about ten miles southeast of Yelm (S/SE Section 21, T16N, R2E).



MIMA. Established January 13, 1893, Sarah L. Seward; T. Ives Dodge, March 14, 1898; discontinued July 15, 1898 mail to Gate.

Location: about four miles southwest of Little Rock, three miles northeast of Gate on the Northern Pacific Railroad (SW/SW Section 16, T16N, R3W). This is on Mima Prairie at which the Mima Prairie post office was in operation earlier. [This was originally situated in the Northwest quarter of Section 21, 16N, 3W. Mima or Mima Prairie was originally known as Dodge Prairie for early settler, Bruce Dodge. Mima comes from an Indian word meaning "The Land Beyond".]

Postmasters conducted the post office in their homes as there was no store or other business at the site at that time. T. Ives

Dodge's farmhouse was about a mile northeast of the site given (SW/SW Section 10).

The Northern Pacific provided mail for Mima post office. The siding has been removed but trains still stop if they are flagged or have passengers who wish to alight. [Trains no longer stop at this site.]

BELMORE. Established January 31, 1895, Adrian W. Wismer;
 Jessie A. Hudson, February 18, 1895;
 Minnie Lewis, November 25, 1896;
 discontinued February 26, 1897 mail to Olympia.

Location: on Northern Pacific Railroad about six miles southwest of Tumwater (SW Section 5, T17N, R2W).

McINTOSH. Established February 10, 1900, George Lawler; F.D. Butzer, June 18, 1900;
 closed September 11, 1900 (never in operation);
 established April 16, 1904, Miss Edith Finel;
 James C. Jamieson, 1912;
 Albert P. Perry, February 17, 1914;
 Orange E. Axtell, March 26, 1917;
 Rose M. Perry, December 19, 1917;
 (Mrs. Albert P. Perry)
 Closed October 15, 1921 mail to Tenino.
 Reopened October 18, 1922, Howard E. Lockwood;
 Jacob G. Peterson, May 7, 1923;
 Alexander C. Conner, February 1, 1928;
 discontinued August 31, 1928 mail to Rainier.

Location: on Great Northern and Northern Pacific Railroads, four and a half miles east of Tenino on south shore of Clear Lake (NW/NE Section 23, T16N, R1W).

Reported as succeeding the Coinmo post office.

Mail was received and dispatched by two northbound and two southbound trains. Each picked bags of dispatched mail from track side cranes by means of a metal arm extending from the mail car

door, and incoming mail was tumbled onto the depot platform or any other place it might alight. It was no task to get mail to the post office for it was a short distance only from the depot. After bringing the mail inside the door would be closed, the general-delivery window pulled down, and as patrons waited the mail would be sorted. When this task was completed the office door would be opened, the window raised, and there was a few busy minutes but afterwards long periods of inactivity.

The post office started in the office of the lumber-and-shingle mill owned by the postmaster's brother. An unsuccessful attempt was made by the author to determine the cause of the failure of the first attempt to create the post office. A permanent place for the post office seemed to be the requirement for success so it seems as if the sawmill was what was needed.

A niche was provided in the mill office and a partition erected to separate the two activities. Jim Jamieson worked in the mill. After Albert P. Perry sold the mill the post office was closed. Later postmasters were storekeepers who tried to keep the post office operative but the mill closed and the days of the post office were numbered.

The place was often referred to as "Japtown" because of the number of Japanese workmen in the mills. McIntosh is still shown on highway maps but in driving by only a "Clear Lake" sign directs one to the site. There was no highway through the place while the post office was in operation, only a wagon road from Rainier.



HURN. Established in Lewis County April 14, 1900, Mrs. Mary A. Hurn; transferred to Thurston County December 13, 1907, Augusta "Gussie" Friend (nee Swanson, Mrs. Charles W. Friend); renamed TONO June 23, 1909.

Location: on a spur of the Union Pacific Railroad, three miles southeast of Bucoda, in a coal-mining community (SE/NE Section 20, T15N, R1W). This is the same site as the Tono post office and is just a mile north of the site of Hurn post office of Lewis County.

A large hill separates the two sites and the post office move was made at the request of the miners to enable them to get mail without having to go over the hill. The post office was conducted in Charles W. Friend's home. Mr. Friend was foreman of the Washington Union Coal Company's mine.

Mail was brought by horse and buggy on Tuesdays and Fridays over the Hanaford Valley road. When the company built a general store and the railroad spur was built, the post office was transferred to the store and renamed Tono.



Mary Ann Hurn.
Courtesy of Reona (Hurn) Berthoud



NORTHSTAR. Established August 21, 1902, Ralph R. Weller; discontinued June 30, 1904 mail to Littlerock.

Location: eight miles northwest of Littlerock, three and a half miles southwest of Delphi on Waddell Creek (SE/SE Section 17, T17N, R3W).

It is told that a resident of the community, a man named Nisky, who was instrumental in getting the school started named the place Northstar because he said it was farthest north. Ralph Raymond Weller erected a small store in the yard of his residence, stocking it with only a few staples. Northstar post office served only about ten families living along the narrow Waddell Creek Valley at the time when the area was being logged. The road leading into the valley came to a dead-end about two miles west of Weller's store. As soon as the timber was gone most of the valley residents abandoned their homes or sold out. The one-room school house at Northstar has disappeared and its district included in the Littlerock school district.

Ralph Raymond Weller was born in Missouri on August 2, 1859. He married Mary Sheppard at Marysville, Iowa in 1889, shortly thereafter coming to Washington and working as a logger until moving to this area. He placed the Northstar post office in a corner of his store. His daughter Bessie was 16 years old at the time and assisted in the store and post office. Mr. Weller walked to Delphi for supplies and mail, carrying them on his back. In 1913 he moved his family to Montana and took up a homestead near Big Sandy. He built his holdings to 1100 acres on which he raised grain and cattle. There were six Weller children, three of whom were living in 1969; Mrs. Bessie Beinz, Seaside, Oregon, Mrs. Mabel Lehman, Colville, Washington and Mrs. Jennie Rutledge, Big Sandy, Montana. Mr. Weller lived to be 94 years old, passing away in 1953.

BORDEAUX. Established April 23, 1903, Wilson S. Covill;
 George W. Webb, October 5, 1905;
 Dora E. Webb, May 21, 1915;
 Frank Morris, December 7, 1916;
 discontinued February 28, 1942 mail to Littlerock.

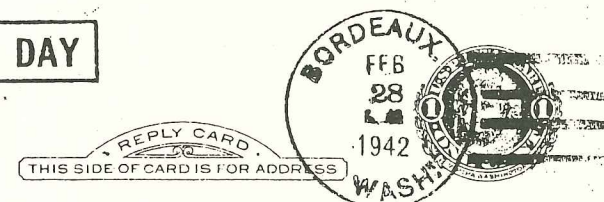
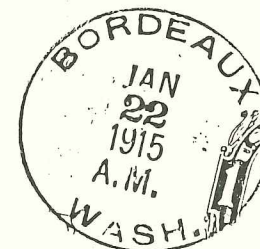
Location: on the Mason County Logging Company's spur railroad four miles west of Littlerock (SE/SW Section 5, T16N, R3W).

This was a sawmill and logging community. In 1907 there were two outfits in operation: The Mason County Logging Company and the Mumby Lumber and Shingle Company, S.C. Mumby, Manager. Both mills did their banking in Olympia to which point they also had telephone service. The community at that time was recorded as a population of 400. George W. Webb operated the general merchandise store in which he used a pigeon-hole cabinet for the post office. When Bordeaux post office was closed this cabinet was transferred to the Tumwater post office where it was in use for several years.

[Thomas and Joseph Bordeaux, French Canadian brothers, began logging in the Black Hills in 1887 and founded the town of Bordeaux in 1902. The town was headquarters for the Mumby Shingle and Lumber Company, one of the largest lumbering operations in Thurston County. The firm opened up the harvesting of timber in the Black Hills while pioneering new methods of logging and manufacturing. The Mumby plant specialized in shingles, hemlock processing and ship spar production. Here was one of the first drying kilns in Western Washington. The company town boasted over 400 families at one time. The post office was first petitioned as "Black Hills" but later changed to "Bordeaux." After cutting and processing billions of board feet of lumber from 1902 to 1941, the operation closed and the town was abandoned. the post office closed a short time later.]



Bordeaux Post Office. Courtesy of Roselia Bordeaux Kellogg

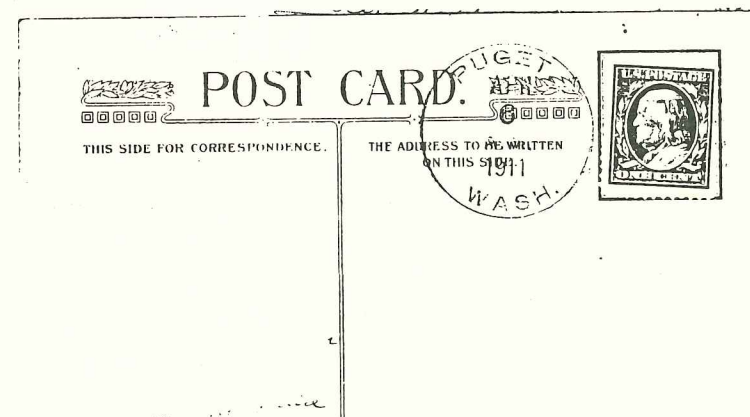


PUGET. Established September 23, 1904, Anna Bennett (nee Gorenson, Mrs. Samuel Bennett),
 Ellen E. Larsen, February 17, 1906;
 (nee Carpenter, Mrs. Andrew Larsen)
 James A. Barkley, February 14, 1918;
 Marion May Chambers, August 23, 1919;
 (nee Larsen, Mrs. Harvey J. Chambers)
 discontinued April 30, 1928 mail to Olympia.

Location: same as that of Puget City which operated from May 23, 1890 to November 24, 1893. On December 2, 1912 the Portland and Puget City Company platted the town as Puget City on 318 acres (Sections 3,4,9 and 10, T19N, R1W) on a point opposite the mouth of Case's Inlet of Puget Sound. This is about twelve miles northeast of Olympia.

Puget City was a dream--a vision of a city, fostered by the promise of a railroad. The dream did not come true for all hopes faded when the railroad line was located further inland even after a grade was made. A few families lingered on for the land was quite liveable and the site, chosen for its beauty, was truly distinctive. Marine views to the north and south; islands studded the waters of the Sound and to the southwest the majestic white dome of Mount Rainier reflected in the blue waters. So the post office was restored but this time the residents were more modest; they did not add "City" to the name. No, Puget was not a city; nor was it a town; indeed it was not even a crossroad industrial center. It was just a community; in fact it is still a community today, but without a post office. Some of the people who lived "on the waterfront" during the days of the post office were living there when the site was visited in 1960. As then, there were no stores or shops, only a small boat-rental wharf. Some road maps still show Puget and if one is not traveling too fast on the freeway a small sign pointing to a gravel road may be seen.

The Puget post office "boarded out" with each postmaster, first in the Bennett home, then in "Grandma" Larsen's, followed by a few months in the Barkley residence. Incidentally Mr. Barkley had formerly served as postmaster of Sherlock. The homes of the first three postmasters were on the waterfront (NE/SW Section 10). The post office was nearer the center of the peninsula when Mrs. Chambers became postmaster (NE/SE Section 9). Her husband built a small enclosure for it in front of their home and there the post office spent its last nine peaceful years. Mrs. Chambers passed on a few years ago leaving Mr. Chambers to do the milking and other farm chores all alone on their forty-acre tract.





Anna Bennett, Wedding Photo,
1897. Courtesy of Mary Parse

Mrs. Bennett had her troubles getting mail in and out of Puget. At that time mail was carried by the steamer TYRUS from Tacoma up North Bay to post offices along the shore line. There was no dock at Puget to which the boat could tie-up, so the steamer could only halt offshore. Mrs. Bennett alternately pled and threatened the captain in attempts to get a boat lowered with the mail, all to no avail. Instead she had to row a boat or deputize someone to meet the steamer to make the exchange of mail. Ora I. Evans and Frank Bullard took turns at rowing the boat. Mr. Evans, who in 1960 lived alone in the large two-story family home, told how this task was performed three times a week until the tenure of "Grandma" Larsen, when the land route from Olympia was established. Thereafter George Brown drove his horse and buggy to Olympia three times a week, distributing mail to boxes along the return route as well as bringing back a pouch of mail for patrons of the Puget post office.

BOSTON HARBOR. Established September 26, 1908,
Andrew L. Sehon (or Seholm?);
Charles E. Carpenter, December 22, 1908;
Nettie Rowland, May 25, 1909;
discontinued August 31, 1910 mail to Olympia.

Location: seven miles north of Olympia at the mouth of and on the east shore of Budd Inlet of Puget Sound. It was platted to cover a large area but the small bit that was settled was small indeed (NE/NW Section 14, T19N, R2W).

The story of Boston Harbor is ably told by author Stewart Holbrook [Far Corner, 1952.] in his book on the Northwest. It is a story of an attempt to promote a town but for the most part it was a "town on paper".

TONO. Established as HURN, Lewis County, April 14, 1900,
Mrs. Mary A. Hurn;
moved to Thurston County December 13, 1907,
Augusta "Gussie" Friend;
renamed TONO June 23, 1909, Charles R. Skofield;
Edward S. Brooks, May 31, 1912;
Richard B. Ober, February 28, 1920;
Thomas H. Gaines, November 1, 1920;
Eddis E. Engle, August 10, 1922;
William Hann, March 18, 1924;
discontinued August 15, 1932 mail to Centralia.

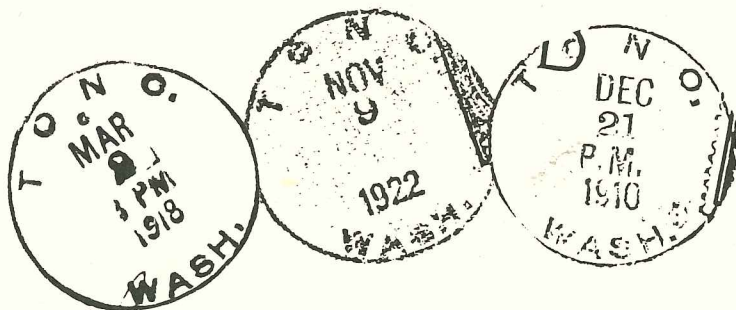
Location: three miles southeast of Bucoda, the same site as Hurn (Thurston County) (SE/NE Section 20, T15N, R1W).

Washington Union Coal Company, owned by Union Pacific Railroad Company, mined coal for railroad locomotives at Tono. The

town residents worked at the mine and bought their groceries and supplies at the Company store. They bought stamps and money orders and received and posted their mail at the post office in the Company store. Of course the mail was transported by the railroad. The postmaster met the train and toted the mail pouches to the post office but the distance was not great, only about a hundred feet. The post office had a large number of boxes for the cabinet was secondhand, having been secured from a much larger office. Some postmasters were mine superintendents but did no postal work themselves for they delegated it to their store managers or clerks, consequently many of the surviving patrons still think of the latter as postmasters. Eddis Engle was postmaster of Glenavon before coming to Tono.

The mine was leased in 1932 to Bucoda Mining Company and the store was closed. This forced the post office to close. Mail to the few remaining Tono residents has since come by R.F.D. #2 of Centralia. William Hann received several requests for "last-day covers" when the post office was closed and to some he added his own poem: "This life has been happy and gay but for this post office this is the last day".

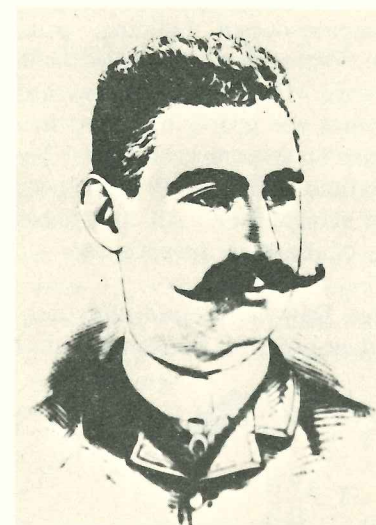
Many Japanese worked on construction of the railroad spur leading to Tono and it is related that one of them suggested the name "Tono". But the meaning is unknown.



BLUMAUER. Established February 14, 1910, Henry E. Kenworthy; discontinued October 15, 1910 mail to Tenino.

Location: about two miles south of Tenino (NW/SW Section 31, T16N, R1W). This is two miles north of Bucoda.

This short-lived post office was at a sawmill of Blumauer Lumber Company, the principals of which, Solomon and Isaac Blumauer were formerly postmasters of Bucoda and Tenino. Perhaps this is the only instance in the State where a post office bore the name of postmasters of other post offices. Mr. Kenworthy was manager of the boardinghouse at the sawmill.



Sol. M. Blumauer. From SOUTH WESTERN WASHINGTON

UNION MILLS. Established October 9, 1911, William M. Chatten;
 Clarkson M. Rosamond, August 13, 1915;
 Judd Greenman, August 26, 1919;
 Harry H. Louis, November 2, 1925;
 Albert George Daly, April 17, 1926;
 discontinued October 31, 1931 mail to Olympia.

Location: two miles east of Lacey on Northern Pacific Railroad at the north tip of Long Lake (SW/NW Section 23, T18N, R1W).

The original sawmill at this site was built about 1908 but was destroyed by fire and was rebuilt as the Union Lumber Mills. The old town was built about the mill and was practically company-owned. Judd Greenman was the president. The "business district" consisted of one large company-owned building, primarily a hotel, but containing a store, dining room and barbershop. A dance hall occupied the second floor. A "Jap Camp" of about 25 company-owned houses was nearby but apart from the "town". There was no church, no school, even no saloon. The mill was shutdown in 1925 and dismantled. It had been a large one with planer, kilns, "silo" lath mill and shingle mill. All that remained when visited in 1960 was the ruins of the brick powerhouse.

Albert George Daly transferred the post office to his home, located a mile northeast (SE/SE Section 14) after the mill shutdown.



Union Mills Hotel. Courtesy of Roy and Pat Rossow

OFFUT. Established April 28, 1913, Elum A. Collins; discontinued February 15, 1918 mail to Tenino.

Location: about five miles northeast of Tenino on C.M. & St. P. Railroad (SE Section 32, T17N, R1W).

Offut post office was at a lake resort. An acreage for lake side homes was platted May 12, 1910 on the south shore and named "Offut Lake". The post office was established when the railroad was built through the site. Mail was provided by trains. The post office was in Mr. Collins' general store.





JOHNSON CREEK. Established December 20, 1913, William A. Farrell; discontinued April 30, 1915 mail to Rainier.

Location: ten miles southeast of Tenino on Johnson Creek (SE/NW Section 6, T15N, R1E).

This post office was at a logging camp and sawmill of Johnson Creek Lumber Company. The Milwaukee Road had a spur to the mill. Mail was either brought by a speeder or the log-train which were the only vehicles running on the line.

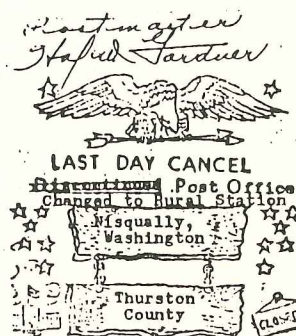
NISQUALLY. Established as SHERLOCK July 22, 1891 (see SHERLOCK); moved to Pierce County and renamed NISQUALLY, March 19, 1915.

Moved to Thurston County, July 10, 1923, Ole Gardner; moved to new location on rebuilt U.S. Highway #99, June 1, 1937;

Fred A. Gardner, February 1, 1940;
Hal Warren Gardner, April 1, 1960;
discontinued December 31, 1960. [Converted to Nisqually Rural Station of Olympia]

Location: the 1923 site is four miles southeast of Lacey (SE/SE Section 8, T18N, R1E); the later site ten miles east of Olympia, five miles southwest of Dupont (NE/NE Section 7); both sites are on the Pierce County line, and the 1923 site on the Northern Pacific.

The move from Sherlock to Pierce County came as the result of the relocation of the railroad to a short distance south and onto a new grade. The old grade was acquired by the highway department and the Olympia-Tacoma highway built thereon. Ole Gardner built a new store at the same place he had operated the Sherlock post office and when the highway relocation was made in 1937 he erected still another store located on the north side of what was then new Highway 99. He kept the post office with him through both moves.



While at the site of former Sherlock it was necessary to drive to the depot at the site of Nisqually, Pierce County a distance of one and three-quarter miles to receive and dispatch mail which came daily (10:22 A.M. and 5:33 P.M.) by Seattle and Hoquiam R.P.O. and three times a day by Seattle and Portland R.P.O.

Fred A. Lorenzen, stepson of Ole Gardner, worked in the Gardner store and was so often called "Gardner" by post office patrons, that he had his name changed legally to Fred A. Gardner.



Hal and Fred Gardner. Courtesy Mrs. F. A. Gardner



East Olympia Store, 1919. Courtesy Mary and Milton Walker

CHAMBERS PRAIRIE. Established December 19, 1917,

Anna B. Smith (Mrs. Samuel Smith);

John H. Fewkes,

Bessie L. Smith,

(nee Mason, Mrs. William Smith)

Frank S. Jones,

William F. McCarthy,

Frank H. Brown,

Ralph E. Summers,

Oscar H. Noll,

Gertrude B. Reeder,

(nee Vandervoort, Mrs. Joseph A. Reeder)

renamed EAST OLYMPIA July 1, 1933.

April 5, 1919;

September 24, 1919;

November 2, 1920;

July 9, 1921;

May 9, 1922;

January 4, 1923;

September 5, 1924;

December 1, 1925;

Location: seven miles southeast of Olympia on Northern Pacific and Union Pacific Railroads (NE/NW Section 17, T17N, R1W).

The name Chambers Prairie has long been associated with the immediate neighborhood and was settled in the 1850s by the Chambers family. Yet the post office is a comparatively new one. The post office was in the same building all throughout its service under the name of Chambers Prairie. It was turned on its foundation by Mr. Reeder in order to have it face the newly-constructed highway.

Mail came first by the Union Pacific when Chambers Prairie was a flag station so incoming pouches were thrown from the moving trains as dispatch pouches were snatched from a trackside crane. Mail for Olympia was dumped here too and transported to destination by trucks. The O.W.R. & N. (Union Pacific) tried running a "stub train" out from Olympia to transport mail but it did not work. Citizens of Olympia found that they could get better service by bringing mail to Chambers Prairie. Eventually Olympia gained mail service independent of East Olympia.

Olympia citizens did not favor the name "East Olympia" but it as stuck.

RIGNALL. Established May 28, 1920, Ella Noble (Mrs. Ira M. Noble);
discontinued May 14, 1927 mail to Olympia.

Location: on Eld Inlet of Puget Sound about a mile south of Cushman Point, about fourteen miles by road northwest of Olympia (SW Section 3, T19N, R2W).

MAYTOWN. Established June 26, 1922, Walter L. Doty;
James W. Morgan, September 14, 1922;
Ina Bates, March 22, 1928;
discontinued July 31, 1928 mail to Olympia.

Location: on Milwaukee Railroad, three and a half miles east of Littlerock (SW Section 4, T16N, R2W).

It has been related that this logging town would have been named Shelley for Joseph Shelley, who homesteaded the land on which it grew but officials of the railroad objected; the name was chosen by one of the sawmill operators when the first mill was built here in 1910.

The post office was in the general store and mail came from Olympia daily. James W. Morgan who actually was the first postmaster was formerly postmaster of Littlerock. In 1925 the mill and most all of the town were victims of fire. After the fire Mr. Morgan held the post office in his home until its closing.

Walter L. Doty patented a sawmill "hog", a type of burner to consume sawdust, slabs, bark and other sawmill waste. There have been Dotys in the sawmill business for four decades. A sawmill town in Lewis County has the name Doty named for a sawmiller.

Here in 1960 was a small store and a few houses on a railroad siding. Carloads of logs could usually be seen on the siding.

VAIL. Established August 25, 1930, Sam C. White;
Wallace A. Richardson, April 6, 1933;
Dell K. Hutton, February 11, 1944;
(Mrs. Louis L. Hutton)

Bert E. Morsen,
 Frank Nichols,
 George A. Wickholm,
 Jennie F. Snider,
 (nee Murphy, Mrs. Ray Snider)

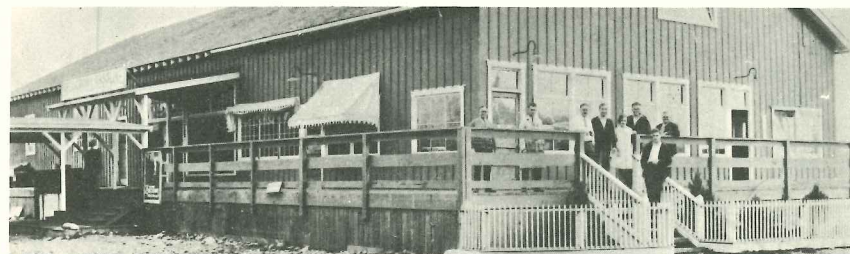
June 24, 1944;
 October 23, 1945;
 August 24, 1948;
 March 11, 1949;

discontinued August 31, 1963 mail to Rainier.

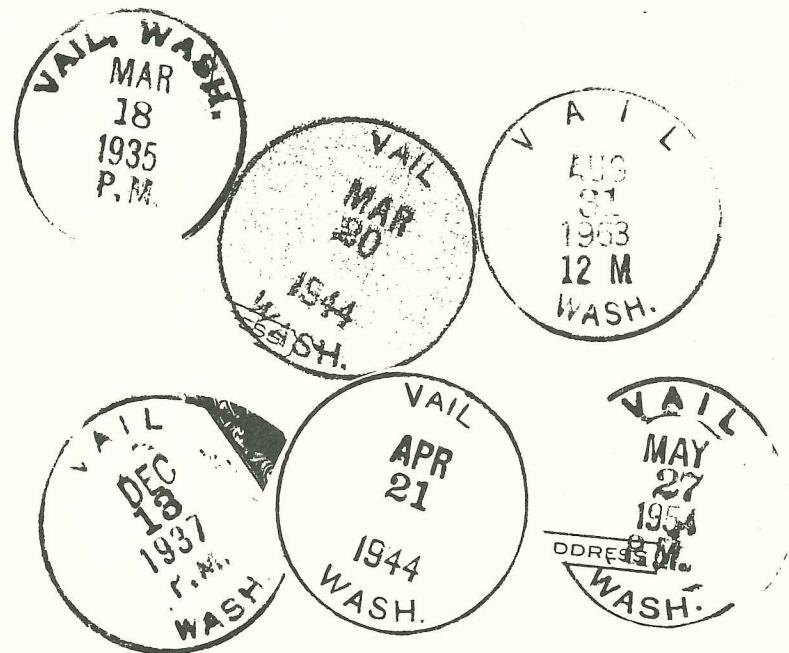
Location: about five miles southeast of Rainier (NE/SE Section 27, T16N, R1E).

Vail post office was named for a man living on the land at the time it was purchased. It was a logging camp of Weyerhaeuser Timber Company. It occupied a place in the Company's building. This building was first a store but was later used as a local office of the company. Timber harvesting at Vail began in 1928. Postmaster White was store manager and Ray Snider succeeded him upon his death. Both Richardson and Morsen were company employees in the office.

At its start Vail post office received mail from Rainier twice a day by motorcar on a contract route. After railroad service was discontinued through Rainier a Star Route from Tacoma was established with Vail as terminus. Service was daily except Sunday. In 1949 the contractor on the route bought the bus line and thereafter operated the two together, the Nisqually Valley Bus Line and the Star Route. Robert F. Wright was the last carrier on the route. When the Highway Post Office (H.P.O.) was established December 1, 1954 between Portland and Seattle, the Rainier post office became one to be so served. At that time the Star Route to Vail was abolished. This required the Vail postmaster to drive to Rainier to await the H.P.O. truck in order to dispatch and receive mail pouches.



Weyerhaeuser's General Store, Vail. Courtesy of Helen Snider





EAST OLYMPIA. Established December 19, 1917 as CHAMBERS PRAIRIE (see CHAMBERS PRAIRIE):
 Renamed EAST OLYMPIA July 1, 1933, Gertrude B. Reeder
 (nee Vandervoort, Mrs. Joseph A. Reeder)
 Ruth H. Mills, March 14, 1944;
 (Mrs. Guy Mills)
 Twila Brassfield, February 8, 1945;
 (Mrs. Morgan E. Brassfield)
 Bertha A. Simpson, April 1, 1953;
 (nee Webber, Mrs. Harry H. Simpson)
 Joseph Wesley Cochran, March 10, 1962;
 Glenn Blaine Gilmore, April 15, 1974.

East Olympia post office changed only in name from Chambers Prairie. It continued in the same quarters, a general store, on the same site. And it continued to receive and dispatch mail by the Great Northern Railroad (Seattle & Portland R.P.O.) until 1964 when the rail contract was canceled. In the meantime Olympia's R.F.D. #5 circled through East Olympia, so after the discontinuance of train service the rural carrier served East Olympia on a daily receipt-and-dispatch basis, and East Olympia ceased to be a handling point for Olympia's mail.

East Olympia advanced to Third Class status on June 1, 1966.



J. A. Reeder, Grocery. East Olympia.

SAINT MARTINS COLLEGE BRANCH of OLYMPIA. Established January 16, 1955, Father Raphael Heider;
 discontinued January 6, 1960.

Location: two miles east of Lacey (NE Section 14, T18N, R1W).

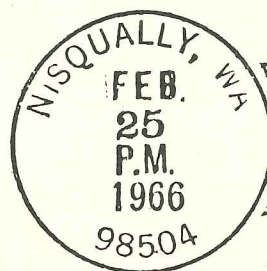
The Branch was in an especially prepared room in the bookstore on the grounds of the Catholic school. It served in the

sale of stamps and money orders, and in the collection and dispatch only. No mail was received for local distribution and no outgoing mail was postmarked at the Branch. Father Raphael Heider was clerk-in-charge but he had the assistance of various members of the Benedictine religious community at all times. Especially helpful was Brother Hugh Evans until his death in 1957. Thereafter operation of the bookstore was curtailed which resulted in lessening of revenue of the postal Branch. In time it became necessary to close the Branch.

NISQUALLY RURAL STATION of OLYMPIA.

Established January 1, 1961, Hal Warren Gardner;
discontinued February 25, 1966.

The Rural Station occupied the same site and quarters as the post office of Nisqually which it succeeded. Hal Warren Gardner was a son of Ole Gardner, former postmaster of Nisqually. When the Rural Station closed the OLYMPIAN (Olympia) carried a story on the event. The site was cleared and a freeway laid across it. Five years later it was almost impossible to find anyone near the site who recalled the Nisqually post office and rural station.



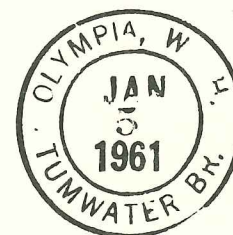
TUMWATER RURAL STATION of OLYMPIA.

Established January 1, 1961, Ethel M. Eke

(nee Monroe, Mrs. George Eke);

replaced by TUMWATER BRANCH of OLYMPIA March 31, 1964.

The Rural Station occupied the same site and quarters as the Tumwater post office which it succeeded, 212 North Second Street.



MARKET SQUARE BRANCH of OLYMPIA.

Established December 8, 1961, Albert J. Bailey;
discontinued October 31, 1969.

Location: four miles east of Olympia in western part of Lacey at 4146 Market Square (NW/SE Section 17, T18N, R1W).

The Branch occupied a small space in Bailey's Drugs, one of several businesses of a shopping center. Its function was the sale of stamps and money orders. No mail was distributed at or from the Branch. It was abolished when the Lacey Branch of Olympia moved into new quarters located just a few hundred feet from Market Square Branch.

TANGLEWILDE BRANCH of OLYMPIA. Established December 11, 1961, Rodney D. Ice.

Location: seven miles of Olympia in "Rod's Drugs", a shopping center at 6515 Martin Way (SE/SE Section 11, T18N, R1W).

No mail was distributed at or from Tanglewilde Branch.

SOUTHGATE BRANCH of OLYMPIA. Established April 16, 1963, Peter Pace.

Location: one and a half miles south of Tumwater, three and nine-tenths miles southwest of Olympia (5201 Capitol Boulevard) in a drugstore.

TUMWATER BRANCH of OLYMPIA. Established January 1, 1961 as TUMWATER RURAL STATION, Ethel M. Eke (nee Monroe, Mrs. George Eke) converted to TUMWATER BRANCH April 1, 1964, Robert V. Finch.

Location: in "Tumwater Square", 3415 Capitol Boulevard; later 3405 Capitol Boulevard, in a drugstore.

The Branch was quartered in a concrete building. At the start it had 92 post office boxes.



LACEY BRANCH of OLYMPIA. Established January 15, 1965, William F. Kern; Nathaniel Blankenship, 1967.

Location: first at 5800 S.E. Pacific Avenue; moved November 1, 1969 one and half miles west to 910 South Sound Boulevard (S.E. 41st Street). [Later Sleater-Kinney Road SE; moved January 29, 1983 one and one half miles Southeast to 5815 Lacey Boulevard SE.]

Lacey Branch replaced Lacey post office in the same quarters which the post office last occupied. The move in 1969 was into a newly constructed building which had ample space for handling mail. The sign on the front of the building read "UNITED STATES POST OFFICE, LACEY, WASHINGTON 98501".

Mail was received from Olympia post office by truck several times on week days and distributed from lock boxes only. The Branch had no city delivery nor R.F.D. routes in 1970.

OLYMPIA PHILATELIC STATION of OLYMPIA. One day only October 28, 1973, Eric Paul Nyberg.

Location: 1314 East Fourth Street.

This was a special philatelic station conducted in connection with exhibits at the Olympia Community Center.

EXHIBITION STATION of OLYMPIA. Established October 27, 1974, Eric Paul Nyberg; open on April 27, 1975; open October 31, 1976.

Location: 1314 East Fourth Street.

This was a special philatelic station in the Olympia Community Center. It was in service one day only each year. It followed Olympia Philatelic Station.

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