



THE WEBFOOTER

ESTABLISHED 1966

"Every subject known to man can be found on a post card" – Club Motto

The official publication of The Webfooters Post Card Club in Portland, Oregon

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All meetings and events cancelled until further notice

The Shipwrecks of Manzanita & Neah-Kah-Nie Mountain, Oregon by Art Larrance and Mark Beach



Mayer postcard view of the shipwreck of the British Ship Glenesslin at Neah-Kah-Nie Beach dated October 6, 1913.

Mark's Memo

I hope that all of you are safe and getting by in the age of the coronavirus. We are experiencing things that our parents and previous generations have never experienced. These are unprecedented times. There are many unknowns. Knowing when we will be able to meet as a club again is a ways off. Due to the uncertainty, we have no idea when we can schedule another antique paper show.

Due to the fact that we cannot meet and have events to raise money for club operations, we will try to publish a smaller, less frequent newsletter to temporarily to curtail costs.

On a personal note, I came out of retirement and moved to Gresham from Salem where I am the new director of the Gresham History Museum. I have been working there since late March, but this coronavirus has turned our world upside down and many businesses can no longer operate. It was difficult to commute daily and to get input from the volunteers who are no longer visiting the museum to share their knowledge with me. Fortunately, the move is complete and I was even able to move nearly everything back to Oregon that was stored with my family in Idaho.

Some of you know that I moved to Gresham for the first time in 1956 when I was a year old. Gresham was a farming community of 3,000 inhabitants. My parents moved from Morrison Street in Portland to operate a 30-acre berry farm east of Gresham. So this is a homecoming for me to work in the historic Carnegie Library Building that I visited regularly as a child. About five years after we moved to Gresham, the land where we lived was purchased by the State to put in the Mt. Hood Freeway which cut our property into two separate sections. We sold the land and moved to a farm in Boring where I spent eight years in the school there and four years at Sandy High. I grew up going to Gresham, living and working there at various times over the years. Dealers keep in mind that I will be looking for items related to Gresham and other east county items.



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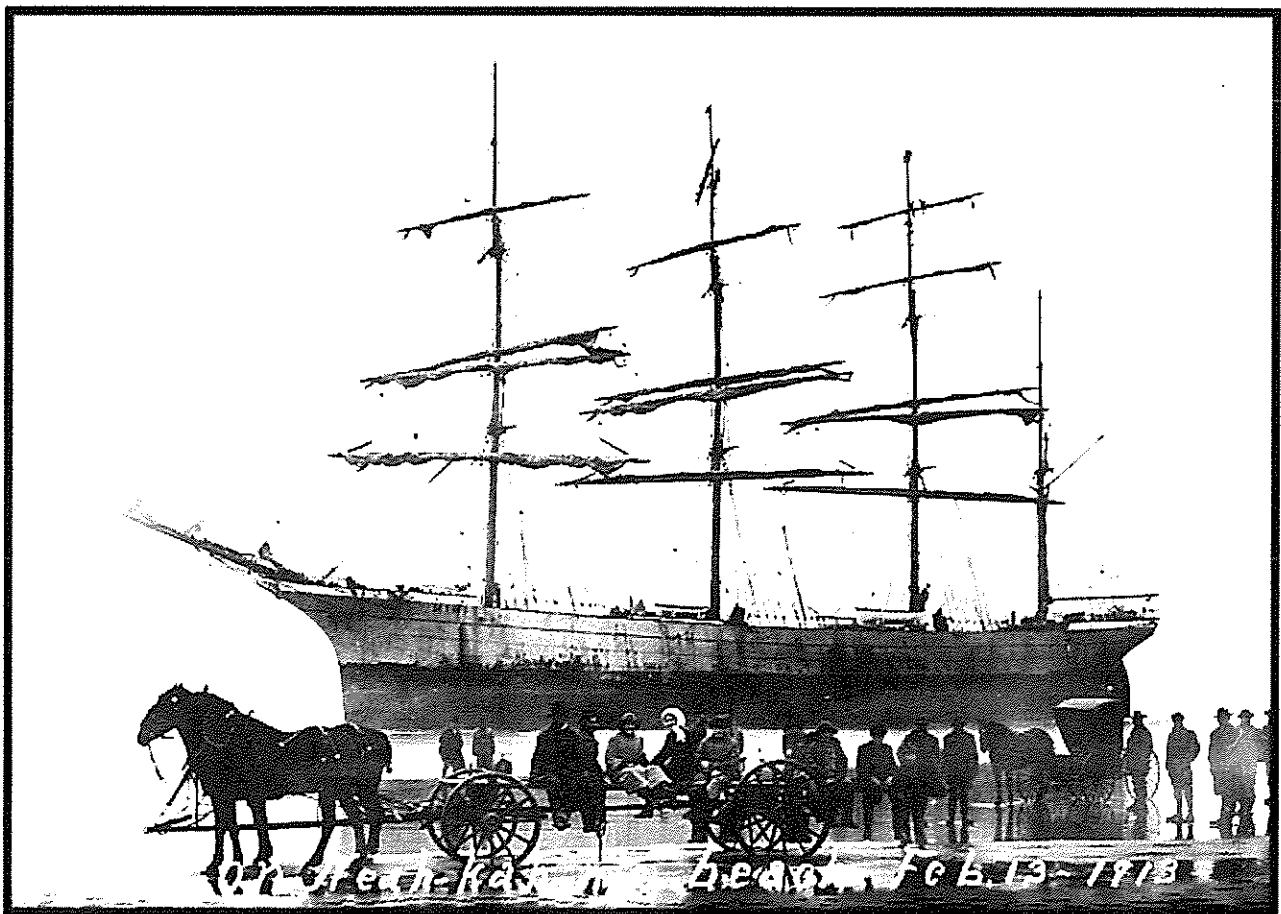
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(paid advertising)

The Shipwrecks of Manzanita & Neah-Kah-Nie Mountain, Oregon by Art Larrance and Mark Beach

Through the centuries, the beaches of Manzanita and Neah-Kah-Nie have had the mystery of shipwreck stories with buried treasure, beeswax deposits, red-headed natives, tribal chiefs with Negro heritage, and oriental castaways. Sailors worldwide knew the Graveyard of the Pacific included the Oregon coast. Dense fogs, rocky headlands and shallow sands extending far under the surf could spell disaster in the age of sail.

Two ships grounded on the Nehalem Spit during the second decade of the 20th Century: the Mimi in 1913 and the Oakland in 1916. A third vessel, the Glenesslin, ran into the end of Neahkahnie Mountain.

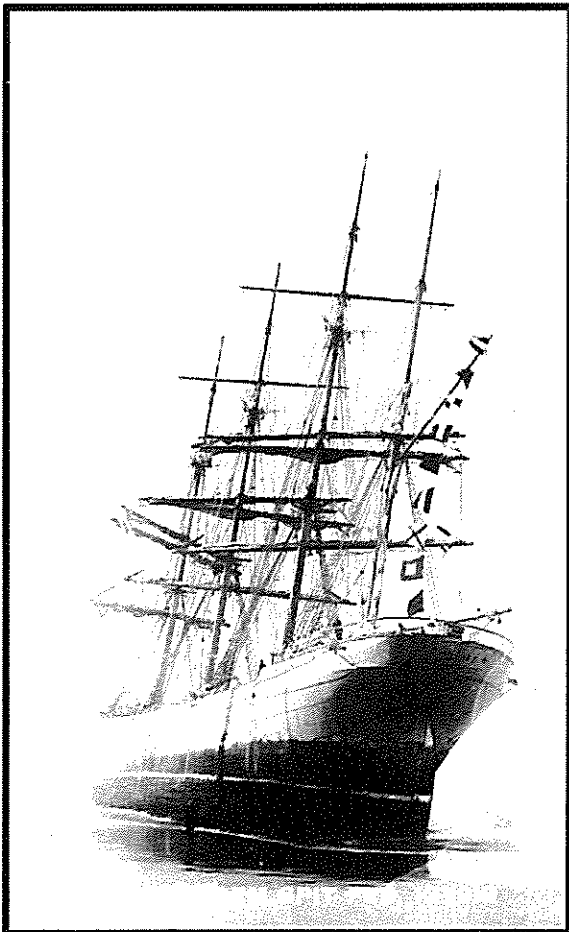


The shipwreck Mimi at Neah-Kah-nie Beach from a post card dated February 13, 1913.

The German square-rigged bark Mimi ran aground on February 13, 1913. It's told the Captain lost his course thinking the Nehalem River was the Columbia River due to the weather. The beached the ship was on an even keel and at high tide in the water but able not enough to float.

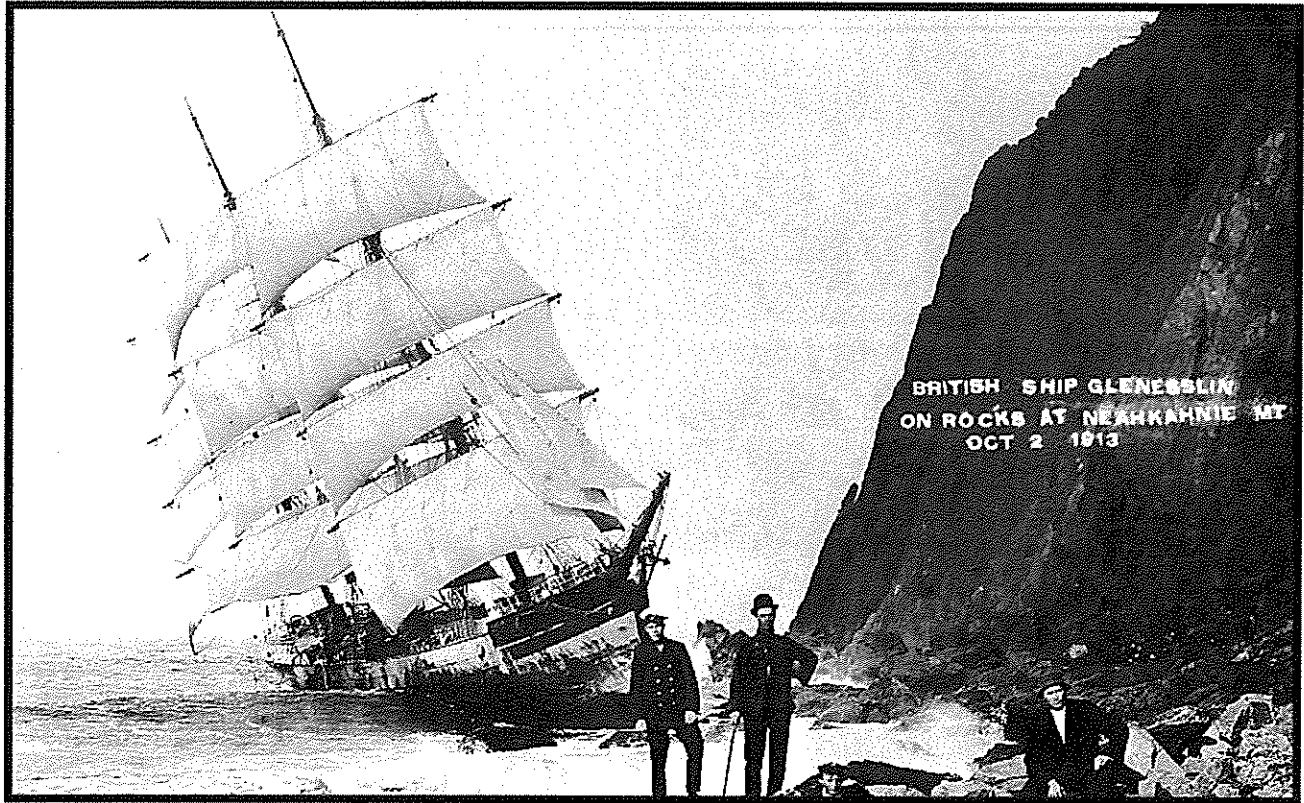
Representatives of the insurance company and German ship owners developed a salvage plan to float the ship and sail to Astoria for repairs. Bids were taken to tow the ship off the beach into the ocean on April 6, 1913. There was much local debate as to the safety of such after 1300 tons of ballast has been removed. Captain Westphal was warned by the keeper of the Tillamook Life Saving Station, Captain Robert Farley, that taking a ship of this size over the breakers without ballast would capsize the ship!

Then to compound the operation there was an approaching storm. In spite of this and the doubts of many locals, the operation continued. With the use of off-shore anchors and on-shore donkey engines as the tide came in the cables began to tow the ship slowly over the sand.



Another postcard view of the shipwreck of the Mimi at Nehalem Spit dated February 13, 1913.

The surf was high and the previously ignored storm and winds began to impact the Captain's plan. As the ship began to float in deeper water it rolled suddenly on its side. 17 lives were lost from the ship's crew and the salvage company staff aboard during the failed salvage operation. To this day, over 100 years later, the remains of the Mimi rest under the sand off shore from the Nehalem spit.



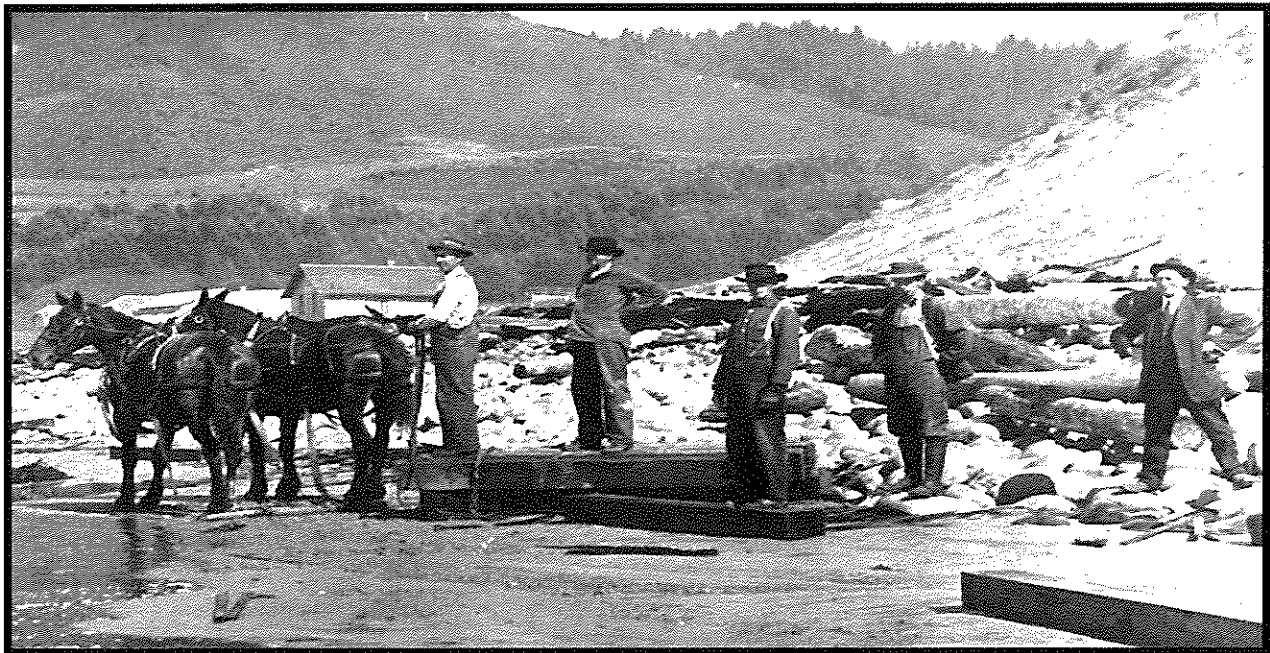
Another postcard view of the shipwreck of the British Ship Glenesslin at Neah-Kah-Nie Beach dated October 2, 1913.

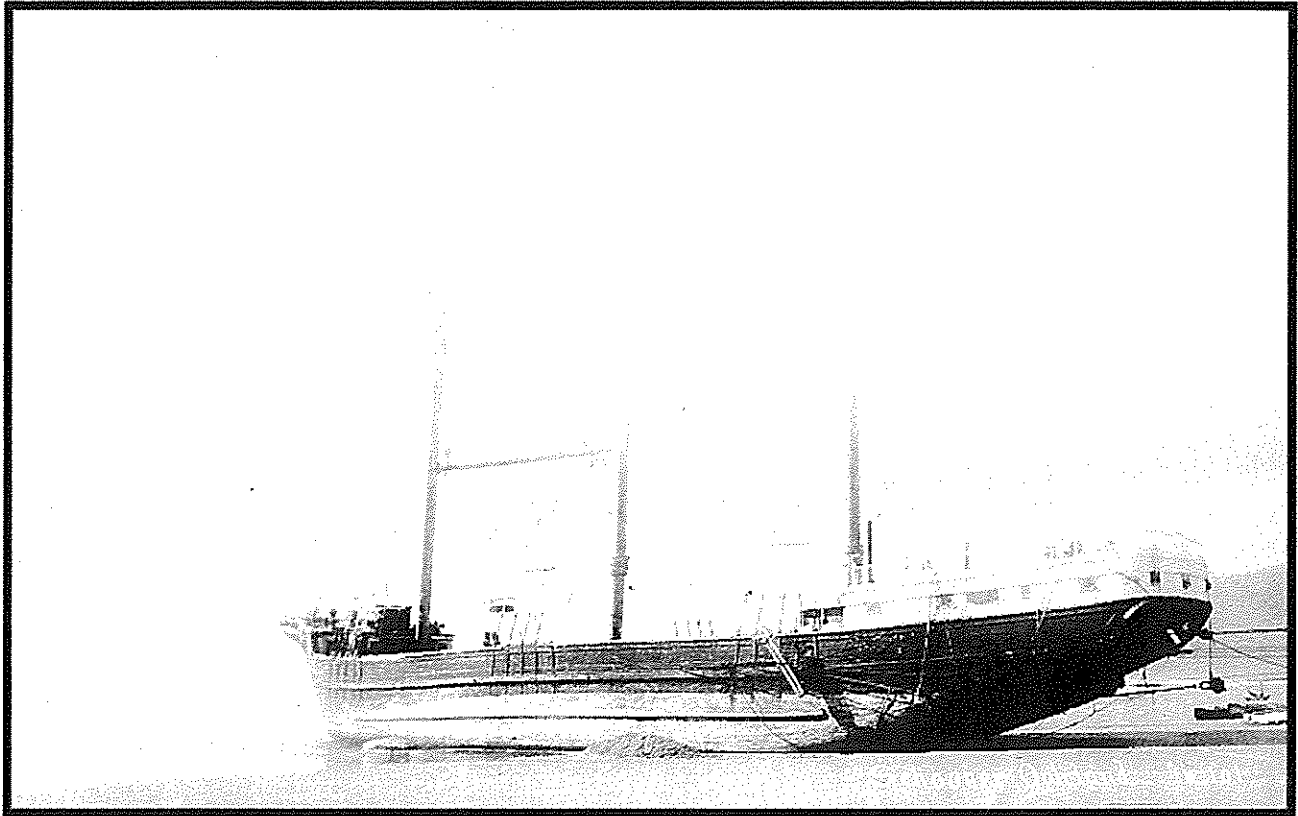
Perhaps one of the most photographed shipwrecks is the Glenesslin. On October 1, 1913, the Glenesslin was a month overdue to pick up a load of wheat in Portland when she emerged from an ocean haze and ran under full sail in the rocks at the base of Neahkahnie Mountain. The crew reached safety on a line to the shore as the ship settled into the water. Sails continued to take the wind as waves pounded the hull and locals salvaged souvenirs. Finally the heavy seas of winter battered the ship until it slipped under the waves. Owners received their insurance claims after a maritime court declared the event an accident.

Legend says the crew of the Glenesslin was drunk. An article by a professional historian as well as experienced seaman disputes that claim. He says no ship a month overdue would still have a drop of alcohol on board.



In 1914 the steam schooner Leggett encountered a gale 50 miles south of the Columbia River bar and 14 miles off the coast. The cargo on deck included bolts and railroad ties bound for San Francisco. When lumber on deck broke loose, the vessel capsized and sank. Sixty passengers and crew died. As cargo from the Leggett drifted onto the beach at Manzanita, locals salvaged the wood for construction projects. Old timers claim builders used Leggett lumber for four houses in Manzanita. One of those houses survived 100 years until a tornado in 2016 tore off its roof and damaged the interior beyond repair.





Postcard view of the Schooner Oakland.

The Oakland was a lumber schooner with three masts, 393 tons, built in 1902 by W.F. Stone and Sons of Oakland, Ca. In April 1916 the vessel became waterlogged and unmanageable at sea, so went ashore on the Nehalem spit. For almost a year locals and tourists visited the Oakland resting peacefully on the sand. Finally locals towed her across the spit into Nehalem Bay. The ship was refloated and taken to Portland, where repairs put her back into coast-wise service in 1918. Re-named the Mary Hanlon, she foundered off Mendocino on June 24, 1924.

New Member – Welcome Bryan!

Name

Null, Bryan

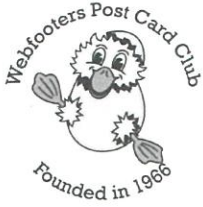
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Member News –

It is with much sadness that we report the passing of two great postcard and ephemera dealers from the Northwest:

Webfooter no. 1125, Virgil Reynolds, who passed away on April 28, 2020

and Webfooter no. 1344, Robert Childs, who passed away on May 1, 2020.

They will be missed.

For the latest news, visit our website:



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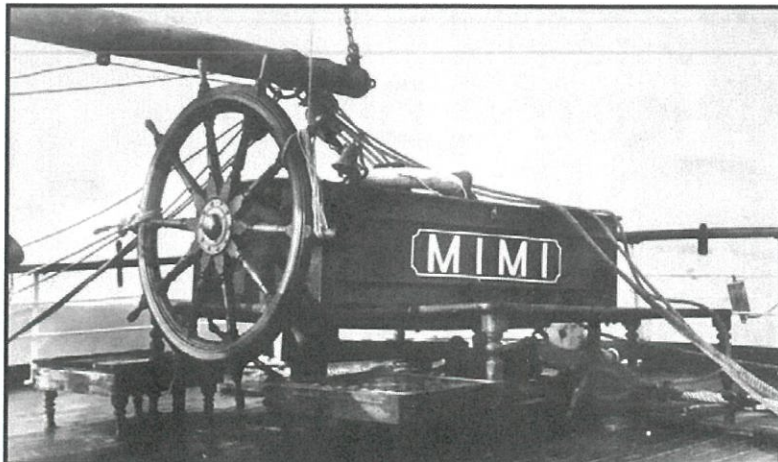
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The Shipwrecks of Manzanita and Neah-Kah-Nie Mountain, Oregon – see page 3.

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