

Wichita Stamp Club Newsletter



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THE MESSENGER by Louis Forster

As you know, the antique Greeks had a vast pantheon of divinities. After many centuries, the Romans adopted and adapted most these gods as their own. In the process, there was considerable remodeling, renaming and expansion of roles & duties.



Figure 1a--Austria #B324



Figure 1b—Greece #1117

Today, I am writing of one of these gods – known as Hermes to the Greeks and addressed by the Romans as Mercury. Our hero was an extremely complex figure and I have limited my discussion to only some aspects of his mythology involving our great philatelic hobby. A son of the chief-god (Greek Zeus, Roman Jupiter), Hermes–Mercury is pictured on more postage stamps than his father or any other Greco-Roman god. This article will tell you, my curious reader, why.

The two stamps (Austria #B324 and Greece #1117) shown in Figure 1a and 1b Depict the three distinctive features of our god: his winged hat, his winged sandals, and his double-snake-entwined caduceus. The winged hat symbolizes his role as a god of knowledge. The winged sandals tell of his duty as messenger of the gods. The staff represents the two types of knowledge over which he ruled: public knowledge and secret knowledge.

Those wanting to extend their personal reading lists, will find many secret-message treks of Hermes and a scene of sneaking an escort thru enemy lines in Homer’s epic poems *The Iliad* and *The Odyssey*.

Permit me to make a relevant aside at this point! In older times the Earth was the central planet of which the sun, moon and other planets encircled. The smallest of the planets in the skies was also the fastest and, to olden eyes, appeared to have an erratic movement, actually “jerking” ahead from moment-to-moment, and, on occasion, unbelievably to be moving backwards. These actions of this small planet, which the Romans named Mercury, influenced the way our hero-god came to be viewed.

Figure 2 is the U. S. Stamp (Scott #2568) depicting the planet Mercury and Spacecraft Mariner 10.



Figure 2—Scott #2568



Figure 3—Austria #799

Mercury became the rapidly moving messenger-god of merchants, tradesmen, shop owners, farmers, and those “who cross borders on business,” ... as well as the purveyor of personal messages. Moving forward, jerkily from here to there, and often retracing his path, the messenger performs his new job, a service for the common man and not just for the powerful god-like. The Austria stamp (showing the head of Mercury) in Figure 3 was issued for an international trade fair in 1967.

It is not a large imaginative step to see the role of Hermes–Mercury in today’s society. Figure 4 (Philippines stamp #C87) portrays him carrying a modern letter and Figure 5 (Ascension stamp #180) shows the god on a 1974 United Postal Union stamp.



Figure 4—Philippines stamp #C87



Figure 5—Ascension stamp #180

In 1974, the spacecraft Mariner 10 (shown in Figure 2) provided our first close-up view of Mercury. In 2008, another U.S. craft made a first-pass of Mercury, ... its name, more appropriately, was The Messenger.

A Kite's Tale



The moon and other celestial bodies should be free for exploration and use by all Countries. No country should be permitted to advance a claim of sovereignty.
Lyndon Baines Johnson

SPRING INTO ACTION by Neal E. Danielson

As far back as 1825 the Territory that was called Kansas was destined to be a land of opportunity and entrepreneurs. Leavenworth is the oldest point in the State of Kansas and can justly lay claim to being a pioneer in nearly every branch of business. The largest wholesale establishment, dealing in hardware and cutlery west of the Mississippi, was one of the great pioneer businesses established in 1856 by J. F. Richardson & Co.; the oldest and one of the most extensive wholesale and retail jewelry houses, established in 1856 by R. N. Hershfield; the oldest clothing house in Kansas, J. Wollman, proprietor, who commenced business in 1855; one of the oldest and most extensive dry goods establishments in the West, Flesher, Schuneman & Co., established in 1857; pioneer sporting goods house of the West established by J. F. Schmelzer in 1857; Catlin & Knox, the oldest wholesale boot and shoe house in Kansas established in 1859; Leavenworth was considered one of the most important commercial points of the Missouri Valley based upon the variety and extent of her manufacturers. An abundance of coal was found just a few miles from the city at the State Penitentiary, and coal was mined in North Leavenworth by the Leavenworth Coal Company.

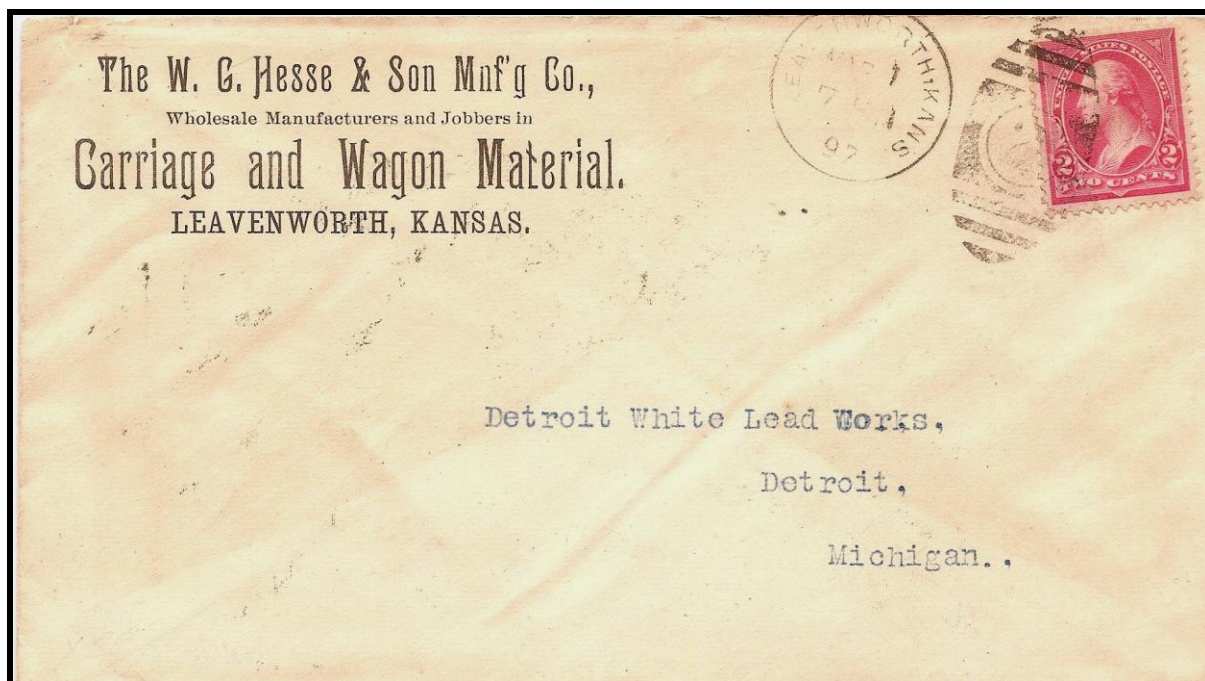


Figure 1—Commercial/Advertising Cover—Leavenworth, Kansas 1897



Figure 2—Reverse side of Commercial/Advertising cover—Leavenworth, Kansas 1897

One of Leavenworth's pioneering entrepreneurs, William G. Hesse, established his carriage and wagon manufacturer business located at 420 and 422 Cherokee Street. His blacksmith and wagon repairer were located on Seventh Street in 1858. By his industry and foresight he built up a large and constantly increasing business by 1878, having increased his capacity to fully double the size in a large building. Its dimensions were 48 X 112 feet, three-story brick factory valued at \$10,000 at the time. The Hesse Company employed thirty-five men, in the busy season, and his annual product was around \$40,000. In addition to the manufacture of farm and spring wagons, buggies, carriages, etc., his business in the repairing and general blacksmithing line prospered in the city and surrounding area.

Figure 1 is a commercial advertising cover from The W. G. Hesse & Son Mnf'g Co., Wholesale Manufacturers and Jobbers in Carriage and Wagon Material located in Leavenworth, Kansas. The cover is franked with a 2¢ George Washington stamp (Scott #252 of March 1895) and tied to the cover with a killer cancel and CDS from Leavenworth, Kans Mar 1 1897. The cover is addressed to a Detroit White Lead Works in Detroit, Michigan.

The back of the commercial cover (Figure 2) carries an advertisement indicating that the Hesse Company is the Sole Manufacturers of No. 020 Gold Medal Spring Wagons—LUDLOW PATENT and showing a two seat Spring Wagon. The advertisement indicates the Company had Finished Wagon -: Wood Stock. Buggy Tops, -: Cushions. The back has a Rec'd CDS from the Detroit Sta. 4 Mich., on Mar 3 1897.

William G. Hesse, was born in Prussia in 1838, and was early connected with his present business, his father carried on the same kind in Prussia manufacturing all kinds of light carriages, buggies, and wagons. He came to America in 1853, and followed his trade in New York, Maryland, and St. Louis, consecutively, until 1857 when he came to Leavenworth and became actively connected with the city and his business. In 1858 he married Miss Salina Stauber, who was born in Switzerland in 1838, and came to America in 1857. To this marriage was born one son, Otto, and three daughters – Amelia, Sophia, and Louisa. In connection with the establishment of Mr. Hesse's carriage factory, it may be said to his credit, that his was the second factory established in Leavenworth, and that he was so enlarged upon it as to make it *par excellence* with all others of the kind. His factory provided employment to 28 skilled workmen in the city and did a booming business. In 1880, Mr. Hesse began a more extended manufacture of light work, and prospered in his specialty.

Reference: Blue Skyways website: <http://skyways.lib.ks.us>

TRAVEL KANSAS—EAST TO WEST—NORTH TO SOUTH by Neal E. Danielson

Travel Kansas—Blue Rapids located in Marshall County (Figures 1 & 2) the first tier of Counties along the Nebraska border and the fourth west of the Missouri River. Marshall County lays claim to several geological formations which are most apparent in the hills and bluffs along the Big and Little Blue Rivers, which divide the uplands from the river valleys. The Big Blue River runs across the county from north to south and the Little Blue River, about half the size of the Big Blue, enters the County near the southwestern corner. It comes in from the northwest and empties into the Big Blue two miles above the town of Blue Rapids.

Marshall County was one of the original 33 counties created by the first Territorial Legislature in 1855 when it was organized and the County Seat was established at Marysville. The County is named in honor of General Francis ‘Frank’ J. Marshall, the most prominent man in the settlement and early development of the County. He came from Missouri in 1849 and established a ferry at California crossing, but for several seasons he returned to his old home every winter. In the spring of 1851 he moved his ferry six miles up the river and established a trading post where Marysville now stands.

Figure 1—Marshall County, Kansas

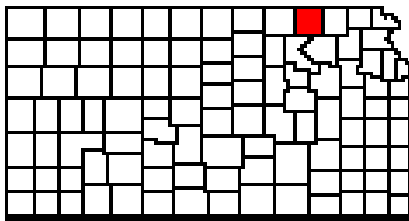


Figure 2—Marshall County, Kansas—Railroad Map ca 1899



Another early settler was Thomas C. Palmer who arrived in the summer of 1857 and gathered together some grayish-white rocks to surround a camp fire that he had built along the Big Blue River, an area about three miles from the confluence of the Big and Little Blue Rivers. After the fire burned down he noticed that the rocks had turned to powder. Gathering up the powder he later used it to plaster his cabin. In 1858, General Frank Marshall investigated the plaster used by Mr. Palmer. The General was a college graduate with knowledge of mineralogy and classified the rock as gypsum. Gathering up some of the rocks he “burned” the gypsum and used the powdery substance to plaster his own house he was building in Marysville.

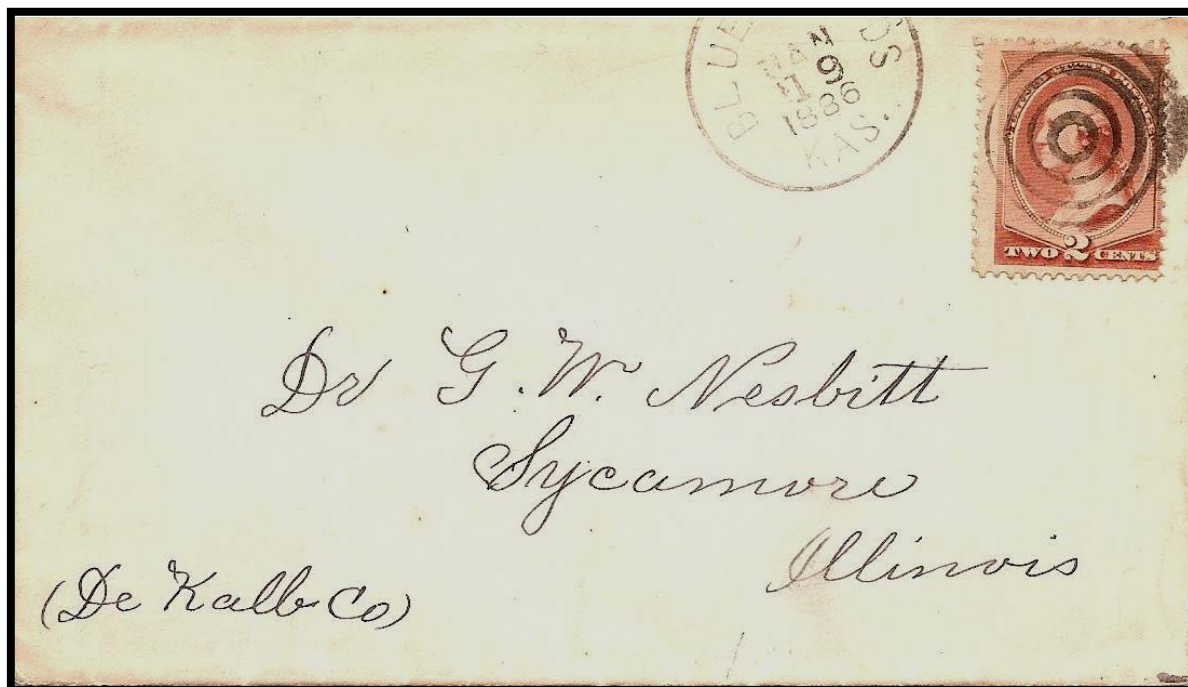
In the fall of 1859 as emigrants began pouring into the Territory, a preliminary meeting of pioneers held in LeRoy, Genesee County, New York. A colony would be formed and ten years later during the winter of 1869-1870 about 50 families traveled west, purchased land and settled in the Blue Rapids area and began making improvements. The town of Blue Rapids, the only town with that name in America, was located two and one-half miles below the junction of the Big and Little Blue Rivers. A post office was established a short distance from the settlement in 1860 with William Thompson as the first Postmaster. When the railroads began crisscrossing the state of Kansas, Blue Rapids was on the Central Branch of the Missouri Pacific Railroad. The Rivers gave the pioneers the resource to build a hydro-electric power plant and the plentiful supply of gypsum led to four different mines being established in the area.

Figure 3—United States Gypsum Company, Blue Rapids, Kansas



The Electric Plaster Mill was located north of Blue Rapids, but was torn down in 1914. The Fowler Brothers Mine was also located north of town. The rocks from the mines were transported down the river on barges. The United States Gypsum Co. (Figure 3) operated a mine on the Little Blue River and later moved south of town. The fourth mine was the Great Western Plaster Company Mine, which eventually became the Georgia-Pacific Corporation mine, now owned by Koch and called 'Koch Georgia Pacific'.

Figure 4—Cover Postmarked Blue Rapids, Kas. Jan 19 1886



Gypsum was not the only industry in Marshall County and Blue Rapids. The availability of the electrical plant resulted in a Flouring Mill in 1871; a Woolen Mill in 1872; a Paper Mill in 1873; and Foundry and Machine Shops in 1877. Building stone is quarried out of the limestone bluffs along the Rivers. The leading farm crops are corn and wheat. Figure 4 is a cover franked with a 2¢ George Washington stamp (Scott #210) and tied to the cover with a ‘bullseye’ killer cancel and a CDS from Blue Rapids, Kas. Jan 19 1886. The cover is addressed to a Dr. G. W. Nesbitt, Sycamore, De Kalb County, Illinois (Figure 5). The cover contained a letter dated Jan 17/86 and addressed to Dr. Nesbitt. Philip McRae of Blue Rapids writes: “Dear Sir I saw your advertisement in the Sycamore paper in regard to your Farms in Kansas I have lots of help of my own to work a large farm let me know by Return of mail where your place is and how you wanted it worked Gen Dustin Elwoods Watermans knew me years ago, yours Respectfully”.

Figure 5—De Kalb Co., Ill.



The Post Office in Blue Rapids was officially established on March 14, 1860 with Mr. Thompson as Postmaster. He remained in this position for three years and was followed by three other Postmasters before it closed May 28 1866; it reopened June 29, 1866 in a new location with John Weber as the Postmaster but was closed again on September 10, 1868; when the Genesee Colony came out and located a town site and commenced their improvements, the post office relocated again and reopened May 2, 1870, with S. H. Parmalee as Postmaster. It was during his tenure that the post office was made a money-order office in July 1882, and has remained open since. No records as to who was Postmaster in 1886. Meanwhile the Sycamore, Illinois Post Office was established in September 1836 and Charles F. Martin was just ending his tenure as Postmaster (Jan. 30, 1873 to Feb. 19, 1886), when the cover was received in Sycamore.

Reference:

Blue Skyways website: <http://skyways.lib.ks.us/>

United States Postal Service website for Postmasters: <http://webpmt.usps.gov/>

Wichita State Library photo gallery.

DON'T SWEAT THE SMALL STUFF Submitted by Ralph Lott

The small cover shown in Figure 1, measures 3 1/8 by 2 1/8 inches and contained a small card with a hand written note; "Hope you are having a most jolly vacation". The envelope was produced by Sage, Allen & Co. of Hartford Connecticut. The cover is franked with a 1¢ Scott #331 Franklin stamp, issued Dec. 1908 and tied to the cover with a killer cancel along with a Circular Date Stamp (CDS) from a town in Connecticut. The CDS, according to regulations for first class mail was not to tie the stamp to the cover, but some other method of actually canceling the stamp, such as a bullseye or footprint cancel. The cover was cancelled as 1st class on Dec. 1911, but sent 3rd class as the envelope was not sealed.

The small cover shown in Figure 2, measures 3 3/16 by 2 3/16 inches and is franked with a 1¢ Scott #405 Washington stamp, issued Feb. 1912. The stamp is tied to the cover with a double oval cancellation used on 3rd class mail. The cover was sent from Lynn, Massachusetts, which is located in Essex County and was first settled in 1629 and became known as the tannery city and was first in the iron works.



Figure 1—1st Class sent 3rd Class

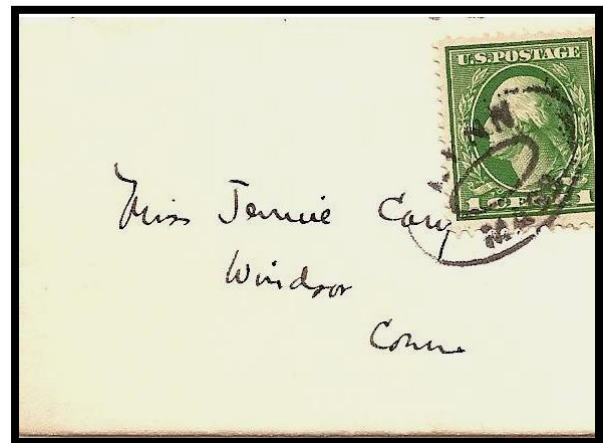


Figure 2—3rd Class

All three of the covers in this article were mailed to an individual in Windsor, Connecticut. Windsor is located in Hartford County Connecticut and was the first English settlement in the state. In the early part of the 17th Century, the Pequot and Mohawk Nations were at war with the Podunk Indians and they lost, resulting in the Podunk inviting settlers from nearby Plymouth, Massachusetts to mediate the land dispute. In return the Podunk granted them a plot of land at the confluence of the Farmington and Connecticut Rivers. A trading post was established on the land on September 26, 1633. As time passed, more settlers moved in, including 60 or more from Dorchester, Massachusetts, led by Reverends Maverick and Warham in 1635. Reverend Warham promptly named the area Dorchester, which resulted in more settlers from Massachusetts and eventually the original Plymouth settlers. In 1637, the Colony's General Court changed the name of the settlement to Windsor, after the town of Windsor England on the River Thames. The original Windsor settlers have many descendants around the country and beyond. Many are members of The Descendants of the Founders of Ancient Windsor (DFAW).

The small cover shown in Figure 3, measures 3 1/2 by 2 5/8 inches and is franked with a 2¢ Scott #409 Washington stamp, issued Feb. 1912. The stamp is tied to the cover with a Circular Date Stamp (CDS) with wavy lines. It is postmarked Dec. 22, 1912 from Rochester, NY. The cover was opened along the top, thus indicating that it was sealed and mailed as First Class.

The small cover from Rochester, NY was also mailed to the individual in Windsor, Connecticut. Rochester, Monroe County, New York is located south of Lake Ontario. On Nov. 8, 1803, Col. Nathaniel Rochester, along with Maj. Clark Carroll and Col. William Fitzhugh, Jr. of Hagertown, Maryland purchased 100 acres of land along the Genesee River as a source of water power. In 1811 the three laid out streets and tracts. Then the Brown Brothers purchased an adjoining 100 acres to for the village of Rochesterville. In 1823 Rochesterville became known as Rochester.



Figure 3—1st Class Mail

Reference: Wikipedia Free Encyclopedia website: Windsor, Conn., Lynn, Mass., and Rochester, NY

SHIPS MAIL by Neal E. Danielson

In June 2008 I wrote an article for this Newsletter “*German Steamships*” and its history during WWI and WWII. The company that owned the steamships was called “German Lloyd Steamship Company” out of New York City, NY, but their home country was Bremen, Germany under the name *Norddeutscher Lloyd (NDL)* or North German Lloyd (NDL) formed in 1856. Although their ships were confiscated during WWI they were allowed to reclaim the ships at the close of the war. The steamships transported passengers from Bremen to New York. The NDL launched a new *Bremen* in 1929 (Figure 1 and Figure 2).

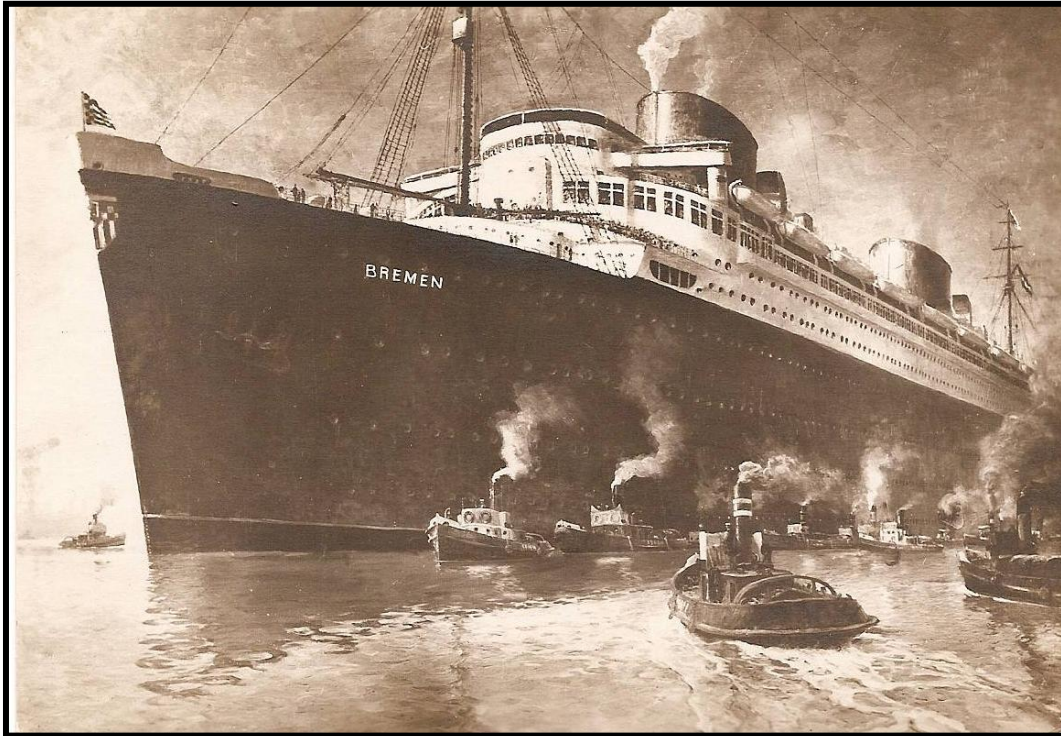


Figure 1—Post Card of *Bremen* in Harbor

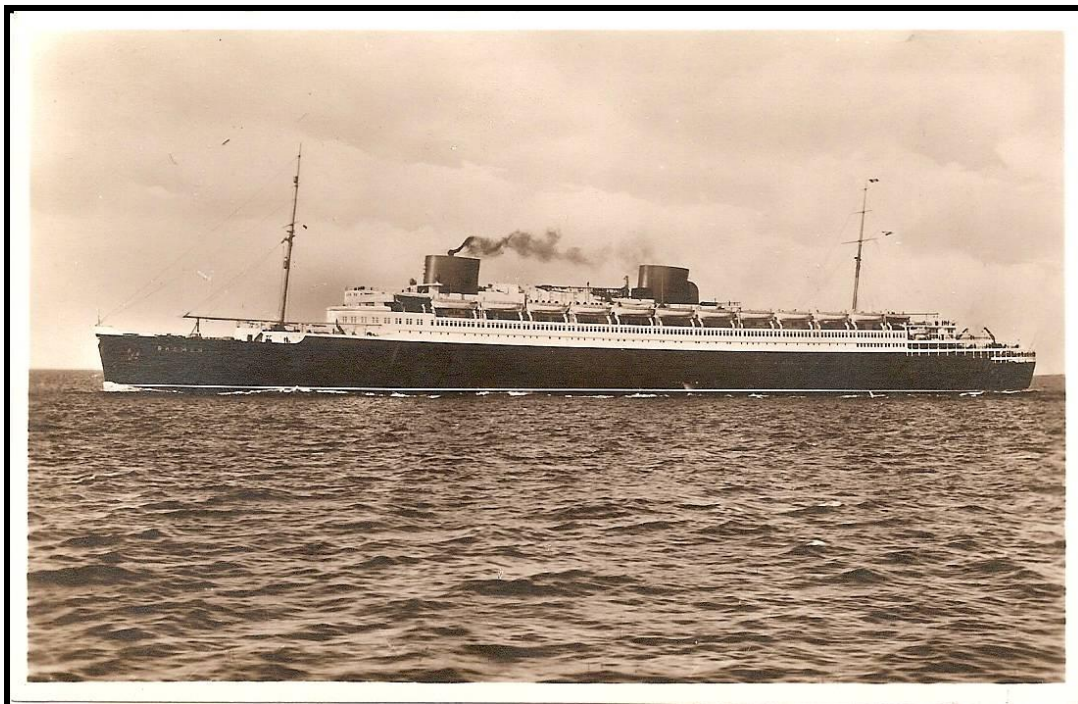


Figure 2—Post Card of *Bremen* at Sea

The *Bremen* provided post cards of the ship to passengers aboard depicting the *Bremen* as shown in Figure 1 except in a smaller version shown in Figures 2 and 3. The individual party aboard the ship acquired one of the post cards of the ship shown in Figure 1 and addressed it to an individual in Wichita, Kansas (Figure 3). The post card is postmarked July 30, 1930 and is franked with a 15pf Pres. Paul von Hindenburg stamp (Scott #374) with a printed date of '30 Juni 1930' and tied to the post card with a *Bremen* NDL ship cancel. The writer notes that she was writing the card from aboard ship and that an air plane was scheduled to leave the ship at 6 PM that evening and carry to New York.

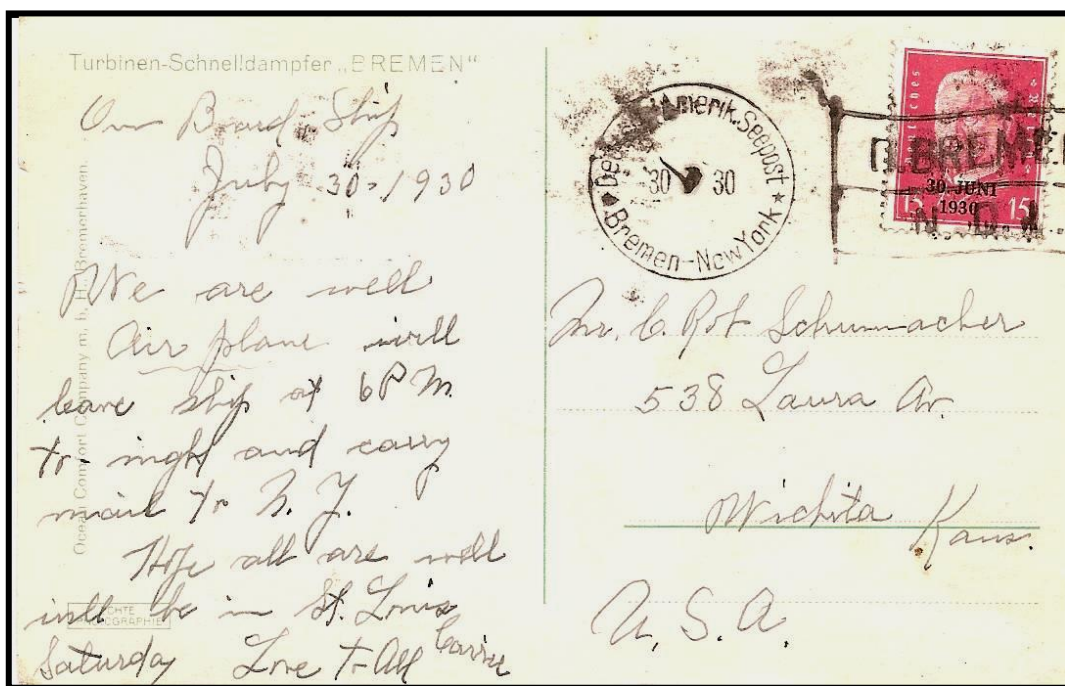


Figure 3—Post Card from aboard the *Bremen* 30 July 1930

The German Lloyd Steamship Company continued to ferry passengers across the Atlantic aboard their ships between wars. The *Bremen* raced across the Atlantic at the outbreak of WWII and achieved protection at Murmansk in 1939, later moving on to its namesake city where it remained for the duration of the war. Service resumed again in 1951 with the reconditioned *Bremen*.

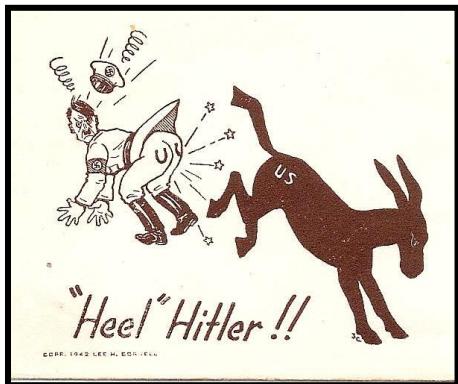
All three post cards depicted in the article were produced by Ocean Comfort Company m. b. H., Bremen in brown tone.

Reference:

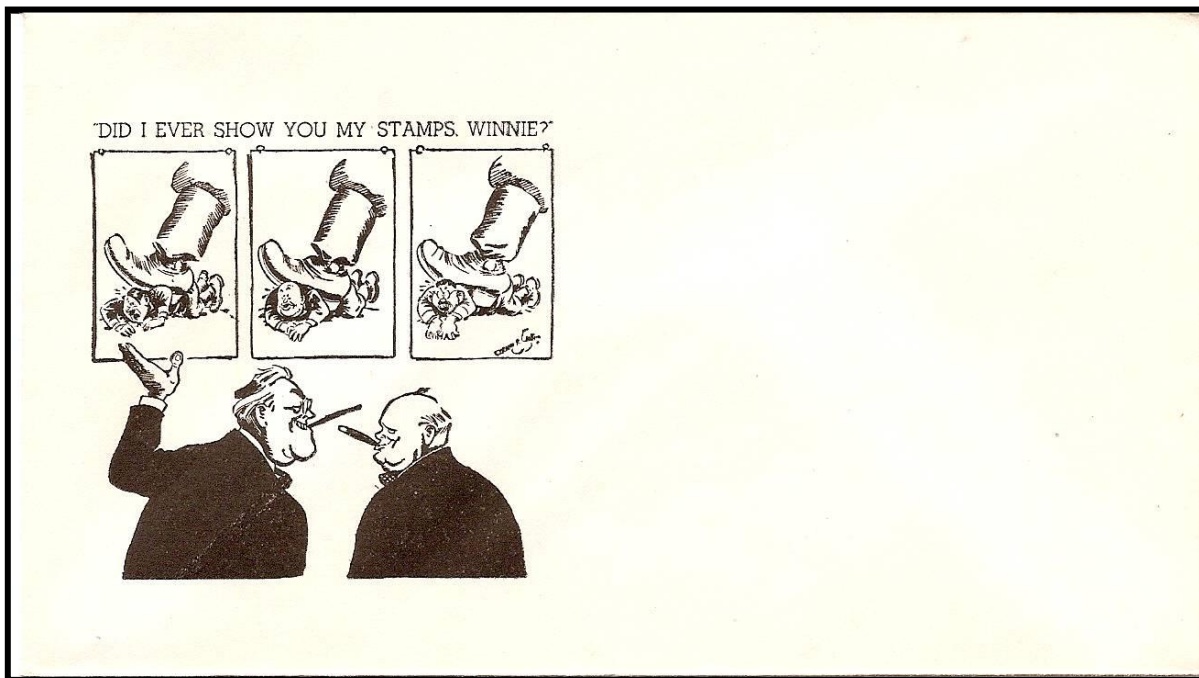
Wichita Stamp Club Newsletter, June 2008 “German Steamships”, by Neal E. Danielson

NOW THAT'S INTERESTING!! by *DM*

While browsing through a box of covers at one of our local events I came across a cover with a cachet that caught my eye even though it had not been addressed and sent through the mail. The cachet reminded me of the recent article about Lee Cornell and his Kicking Mule Covers produced during WWII. The Kicking Mule Covers depict three 'axis of evil' leaders during WWII.



The cachet cover depicts the same three 'axis of evil' leaders during WWII except this one depicts them being booted or stepped on. It also depicts two of the winning side leaders—President Franklin D. Roosevelt and his signature cigarette holder along with Prime Minister Winston Churchill and his signature cigar. **Now That's Interesting!!**



The caption "DID I EVER SHOW YOU MY STAMPS, WINNIE?" comes from FDR, who was an avid stamp collector and his nickname for Winston Churchill was "Winnie". The producer of the cover could not be determined as the noted artist or designer was not legible on the cover in the lower right corner of the third "stamp".

Two Kite's Tales



**The inherent vice of capitalism is the unequal sharing of blessings;
the inherent virtue of socialism is the equal sharing of miseries.**

Winston Churchill

Human kindness has never weakened the stamina or softened the fiber of a free people.

A nation does not have to be cruel in order to be tough.

Franklin Delano Roosevelt