

Wichita Stamp Club Newsletter



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Editor



"Go Fly A Stamp"



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

Travel Kansas—Cassoday located in Butler County Kansas (Figures 1 & 2), the largest organized county in the State. From North to South you would travel 42 miles as the crow flies and from East to West you would travel 34 ½ miles as the crow flies. Geographically, Butler County was defined by the legislature by 1855 while Kansas was still a Territory. Changes were made in several counties surrounding Butler County, including Butler itself until February 26, 1867 when it was established as it now shown.

Butler County is basically prairie country with 95% considered prairie and 5% timber. El Dorado is the central focus of the County and is the largest city and county seat, located on the Walnut River about 15 miles above the confluence with the Whitewater River. The Little Walnut River flows along the southeastern part of the County by Leon before it travels on to the Walnut below the confluence of the two major Rivers.

The first Post Office in Butler County was established at Chelsea on August 20, 1858, located northeast of El Dorado. The Railroad encountered numerous roadblocks when they attempted to build a line through Butler County. After four failed attempts the Atchison, Topeka & Santa Fe Railroad Company made their proposal in April 1876 and the track completed to El Dorado on July 31, 1877.

The northern part of Butler County is home to the finest cattle grazing land in the county, a part of what is called the Flint Hills. As early as the 1850s the Flint Hills were used to pasture cattle. Small settlements became major stopovers for the cattlemen and as the railroad spread across the county so did the increase in cattle from other states poured into the grassland.

One of the small settlements was Cassoday, founded in 1869 but became a town with its first post office that was established July 9, 1906, the same year that the railroad made its way through the town. Cassoday soon became known as the 'Cow Capital of Kansas' as cattle from Texas brought in by rail were set out to graze on the rich grasses of the Flint Hills. More cattle were shipped in and out by rail in towns such as Aikman, Cassoday, Matfield Green and Bazaar than any place along the Santa Fe Railroad. Today large cattle trucks transport the cattle.

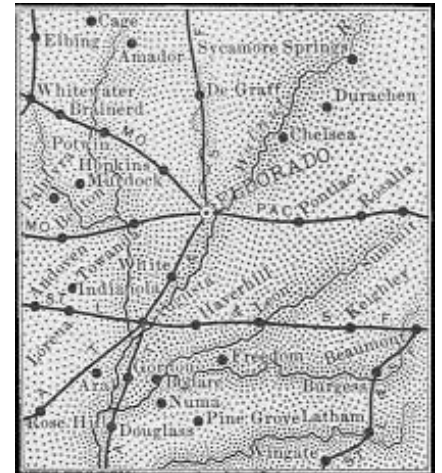


Figure 1

Butler Co. Railroad Map ca1899

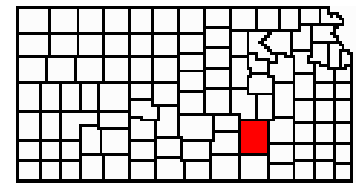


Figure 2

Butler County

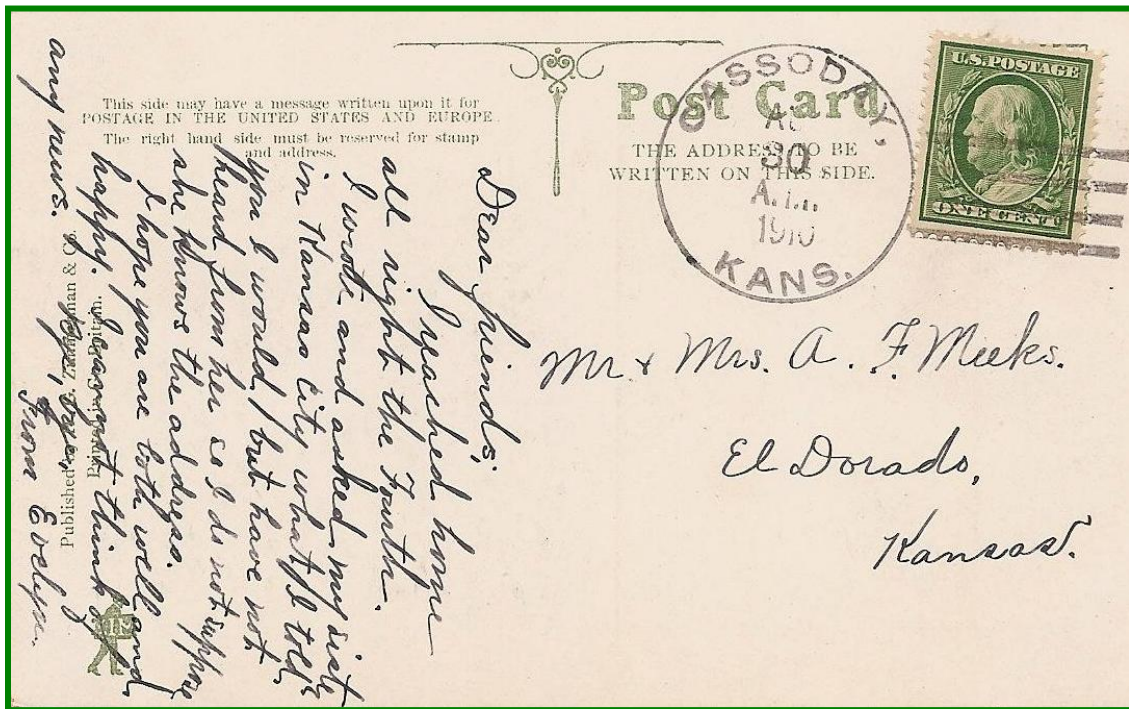


Figure 3—Postcard postmarked from Cassoday, Kans. in 1910

As I continue to write articles relating to Travel Kansas in most cases the correspondence is on a postcard. This was probably due to the cost of mailing a postcard versus a letter when the postcard rate remained at 1¢ for a long period of time, but the letter rates were 2¢ to 3¢ and most written communications were short and to the point. The picture postcard shown (Figure 3) was franked with a one cent Benjamin Franklin stamp (Scott #331) and tied to the card with a four-bar balloon cancel postmarked from Cassoday, Kans. in 1910 (Note: the month is probably January based on the reverse side being a Christmas theme—Figure 4.)

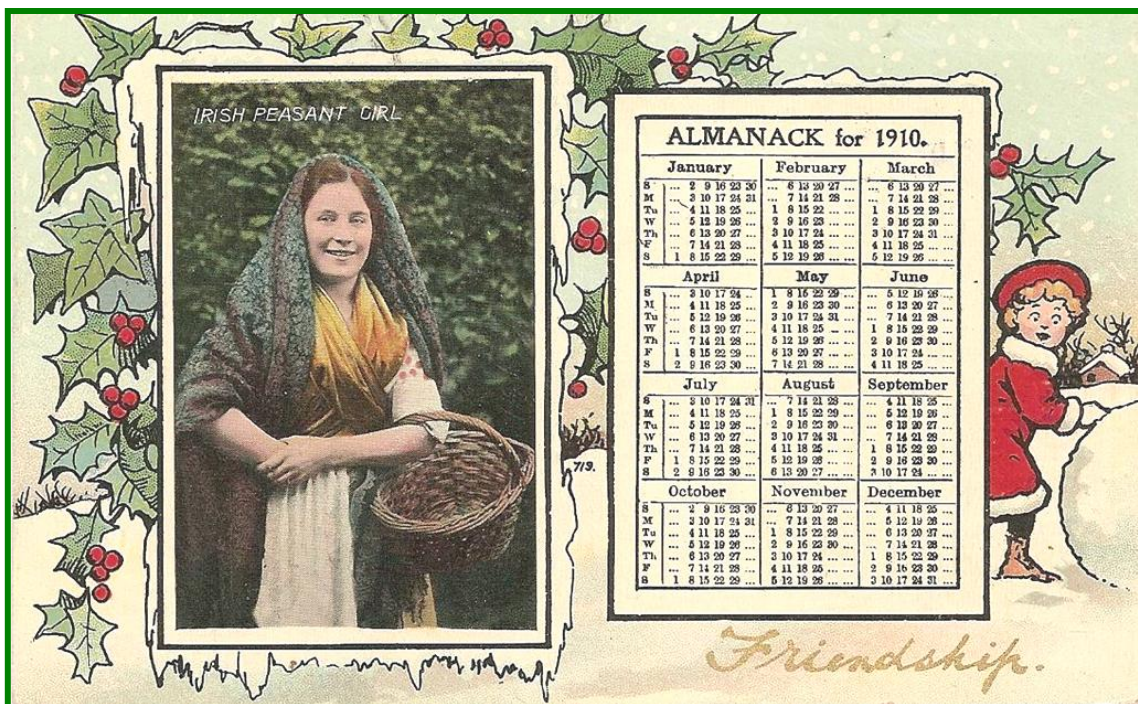


Figure 4—Pictorial side of the Postcard—Cassoday, Kans. 1910

The pictorial side of the postcard notes that it is a 'Friendship' card and apparently the author of the postcard may have had some Irish background as the caption above the young lady states "Irish Peasant Girl". The card also has a Christmas theme, as mentioned earlier. The interesting part of the card is the *Almanack* for 1910 that we would call a Calendar for the year 1910. However, instead of the days of the week going across the top they are along the side of each month and the days of the month go down instead of across. See cropped section of the *Almanack* in Figure 5.

S	1 8 15 22 29 ...	6 13 19 26 ...	6 12 19 26 ...
	April	May	June
S	3 10 17 24 ...	1 8 15 22 29 ...	5 12 19 26 ...
M	4 11 18 25 ...	2 9 16 23 30 ...	6 13 20 27 ...
Tu	5 12 19 26 ...	3 10 17 24 31 ...	7 14 21 28 ...
W	6 13 20 27 ...	4 11 18 25 ...	1 8 15 22 29 ...
Th	7 14 21 28 ...	5 12 19 26 ...	2 9 16 23 30 ...
F	1 8 15 22 29 ...	6 13 20 27 ...	3 10 17 24 ...
S	2 9 16 23 30 ...	7 14 21 28 ...	4 11 18 25 ...
	July	August	September

Figure 5

Cropped & Enlarged section of *Almanack*

Cassoday, Kansas is known as the Prairie Chicken Capital of the World (Figure 6). The Flint Hills of Kansas are home to the Greater Prairie Chicken (Figure 7). Harper's Weekly carried a sketch by Theodore R. Davis of a "Prairie-Chicken Shooting in Kansas" from the December 21, 1867 issue depicting hunters on horseback having a 'hay-day shooting into a large flock of Prairie Chickens. I can attest to the fact that in the 1960s and 1970s hunting Prairie Chickens around Cassoday was a blast as they would come in to feed early in the morning and late in the afternoon and you had no problem in getting your limit of two, that is if you could follow their flight of about 60 miles and hour across the field. Kansas has two species of the Prairie Chicken (Prairie Grouse); the Greater Prairie Chicken located in the eastern part of the state and Lesser Prairie Chicken located in the southwestern part of the state. There was a third species, the Sharp-Tailed Grouse, but they disappeared from their western Kansas habitat during the droughts of the 1930s. The Kansas Department of Wildlife and Parks has attempted to restore the Sharp-Tailed but without success. The Flint Hills are a roughly 50-miles wide path of tallgrass prairie that extends from the Oklahoma border northward to about the Nebraska border. As you travel the Turnpike you will now see a Monument when you enter the Flint Hills from both directions.



Figure 6

Cassoday Sign



Figure 7

A Pair of Greater Prairie Chickens

References

Cassoday, Kansas website: <http://www.skyways.org/towns/Cassoday/index.html>

Butler County: <http://skyways.lib.ks.us/counties/BU/>

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SALEM TAVERN by Neal E. Danielson

When I purchased this Air Mail Cover (Figure 1) it caught my eye from the standpoint of the recipient's mailing address at 2950 Bainbridge Ave. since I went to Bainbridge, Maryland when I entered the U. S. Navy for 'boot training' as well as 'Hospital Corps School'. However now that I have the cover another aspect has my attention. The Air Mail Cover is franked with six of the twelve stamps issued January 1, 1932 to celebrate the Washington Bicentennial—from left to right 1/2¢ George Washington by Charles Wilson Peale in 1777 (#704); 1¢ George Washington from Houdon Bust of 1785 (#705); 1 1/2¢ George Washington by Charles Wilson Peale in 1772 (#706); 2¢ George Washington by Gilbert Stuart in 1796 (#707); 3¢ George Washington by Charles Wilson Peale in 1777 (#708); and the 4¢ George Washington by Charles Peale Polk (#709), for a total of 12¢ which was an overpayment since the domestic rate at the time was 5¢ for the fist ounce.



Figure 1—Washington Bicentennial Issues of 1932 on Air Mail Cover



Figure 2

Salem Tavern



Figure 3

Salem Tavern

The stamps are tied to the cover with a footprint killer cancel and circular-date-stamp from Winston-Salem, N.C., Salem Station on May 28, 1932. The Cover is an event cover celebrating George Washington's visit to the Salem Tavern in 1792. Salem Tavern was in Salem, North Carolina during the 18th Century (Figure 2). The tavern was originally constructed in 1771, but that building burned to the ground in 1784, but was rebuilt on the old tavern foundation since it was an important aspect for the Moravian Church community. George Washington lodged at the tavern for two nights.

The tavern has undergone remodeling and in 1815 a wooden building was added to the north, followed by another building that connected the two structures in 1832 and in 1938 a two story porch was run across the three buildings. The current Salem Tavern (Figure 3) reflects what the original structure was like.

References:

Wikipedia Free Encyclopedia: Winston-Salem, North Carolina

Wikipedia Free Encyclopedia: Salem Tavern

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U. S. S. LEYTE (CV-32) by Neal E. Danielson

The *USS Leyte* built during and shortly after WWII is one of 24 *Ticonderoga*-class “long-hull” aircraft carriers (Figure 1). She was laid down on 21 February 1944 in Newport News, Virginia at the Newport News Shipbuilding & Dry Dock Co. It was originally laid-down as “*Crown Point*” but was renamed *Leyte* to commemorate the Battle of Leyte Gulf on 8 May 1945. The *USS Leyte* (CV32) was commissioned on 11 April 1946 and joined the *USS Wisconsin* battleship for a good will tour along the South American western seaboard before resuming her shakedown operations on 18 November 1946 in the Caribbean.



Figure 1

U.S.S. Leyte (CV-32) Aircraft Carrier

In 1948 she was equipped with the first helicopter detachment and participated in Operation Frigid exercises in the North Atlantic. Prior to the outbreak of the Korean War the *USS Leyte* participated in the Atlantic and Caribbean fleet exercises, training naval reservists and made three visits to the Mediterranean in April 1947 and August 1950. She would provide airpower over Beirut, Lebanon on the last deployment to the Mediterranean. After a couple of weeks back in the States she departed on 6 September 1950 to join Task Force 77 in support of United Nations Forces in Korea.

On 8 October 1950 she arrived in Sasebo, Japan and was stationed at the Sasebo base for U. S. Fleet Activities preparing for combat operations. From 9 October 1950 through 19 January 1951 the *USS Leyte* and her aircraft flew 3,933 sorties against the aggressors of North Korea. The VF-32 Swordsmen squadrons were based on the *Leyte* flying F4U Corsair, which included one of the first African-American Naval Aviators, Ensign Jesse LeRoy Brown who died in action on 4 December 1950.

During the latter part of these combat operations, a young naval airman wrote a letter home (Figure 2). The cover was sent as ‘free mail’ by the United States Navy as noted in the upper right corner of the cover. The cover is postmarked from the *U.S.S. Leyte* on Dec 18 1950 and has a very interesting cachet depicting a young seaman holding a letter.

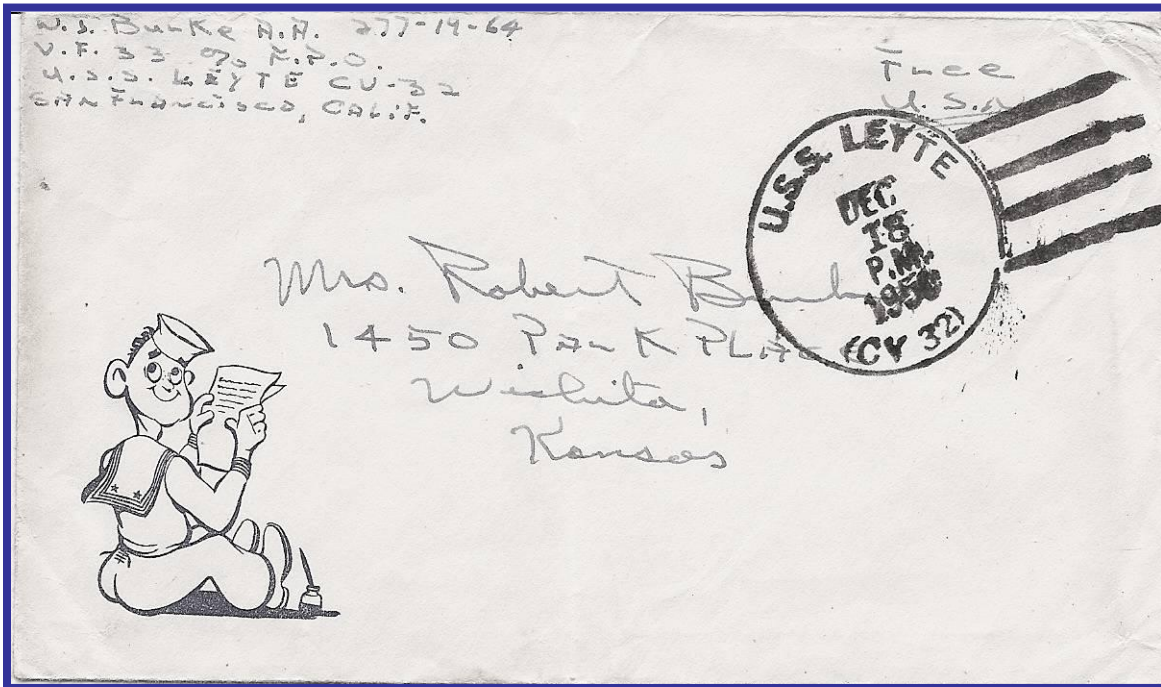


Figure 2—Free U.S.N. Cover from the *U.S.S. Leyte* (CV 32)

Following the combat operations the *Leyte* returned to Norfolk, Virginia for overhaul in February 1951 and then went for some fleet training exercises in the Caribbean. From 3 September 1951 to 21 December 1951 she was attached to the 6th Fleet. She was reclassified as an Attack Carrier (CVA-32) on 1 October 1952. On 16 February 1953 she was deactivated, but on 8 August 1953 she was ordered to the active fleet and redesigned as an Antisubmarine Aircraft Carrier (CVS-32), but this conversion was interrupted by fire on board ship where 37 men died and 28 were injured. She was completed 4 January 1954 and served the next five years in ASW tactical operations. May 1959 she was redesignated AVT-10 (aircraft transport) and decommissioned and assigned to the Reserve Fleet.

References:

Navy Historical Center: <http://www.history.navy.mil/photos/sh-usn/usnsh-1/cv-32.htm>

Wikipedia Free Encyclopedia: [en.wikipedia.org/wiki/USS_Leyte_\(cv-32\)](http://en.wikipedia.org/wiki/USS_Leyte_(cv-32))

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Iceberg Mail Part VI

by Neal E. Danielson



Figure 1

Photograph taken at the North Pole

The day is May 11, 2009 and as the sun is setting here at the North Pole and the moon is at its closest point; I'm off on another expedition.

This expedition will take a great deal of time to complete and return to my home down south and the Antarctic. This will be an educational journey for me as I travel around the world in the North Country (Figure 2).

When Captain James Cook (1728-1779) of the Royal Navy distinguished himself with his exploration of the South Pacific he also ventured north to explore and map the territory and create charts for future explorations. One of the Islands I passed through on my venture northward was Norfolk Island located in the South Pacific (Figure 3) between Australia and New Zealand which is part of the Commonwealth of Australia. The island was first inhabited by Polynesian seafarers; the first European to identify the island was Captain Cook in 1774 and he gave it the name Norfolk. The Norfolk Island was so impressed by Captain Cook's expedition they issued two stamps to celebrate the 200th Anniversary of the northernmost point of his voyage in August 1778 (Figure 4 & 5). The 25¢ stamp (Scott #235) issued August 29, 1978 depicted a Map of the Bering Sea and Pacific Ocean Routes of *Discovery* and *Resolution* the two ships carrying his exploration team. The map shows the two ships traveled along the west coast of Canada; around Alaska and through the Bering Sea. The 90¢ stamp (Scott #236) issued August 29, 1978 depicted *Discovery* and *Resolution* trapped in ice.



Figure 2

Map of the Arctic Region



Figure 3

Norfolk Island



Figure 5

Scott #235



Figure 4

Scott #236



Figure 6

Scott #235



Figure 7

Scott #236

As I journeyed to the Arctic the Bering Strait and Bering Sea brought to mind the accomplishments of those early explorers and the hazards they encountered in order to attain their goal in life. One such explorer was Vitus Bering (1681-1741) who explored the Arctic Region in 1728 subsequent to Semyon Dezhnyov the first European in 1648 to pass through the Strait. However Vitus Bering, the great explorer received the honor of having the strait bear his name. The Bering Strait is approximately 53 miles wide from Cape Dezhniva, Siberia the eastern point of the Asian continent and Cape Prince of Wales, Alaska the western point of the North American continent. Some believe that many years ago the water level was such that it created a 'land bridge' between the two continents thus allowing humans to cross and populate North and South America.

On the 200th Anniversary of the Constitution of the United States of America the Grenadines of St. Vincent issued two stamps on July 29, 1988 in a set of eight that commemorated Bering. A 15¢ Vitus Bering and his ship the *St. Peter* (Figure 6) and a 75¢ Vitus Bering and pancake ice (Figure 7). Saint

Vincent and the Grenadines are located in the Lesser Antilles chain at the southern end of the eastern border of the Caribbean Sea. The chain of small islands known as the Grenadines, stretches from St. Vincent south to Grenada. Other stamps in the series included Columbus, Livingstone and Spike.

The North Pole is located in the middle of the Arctic Ocean and does not have any land mass as does the South Pole. The nearest land is off the coast of Greenland, about 430 miles away. No one owns the geographic North Pole or the Arctic Ocean surrounding it. Those countries bordering the Arctic Ocean: Russia, Norway, Canada, Denmark (Greenland) and the United States are limited to 200 nautical miles as an economic zone along their coasts. The North Pole is surrounded by almost permanent, yet shifting sea ice. The Soviet Union and Russia have constructed manned drifting stations. On June 8, 1956 the Soviet Union issued an air mail stamp (C97) commemorating an Arctic Camp at North Pole-6 for scientific experiments (Figure 8).



Figure 8

Arctic Camp N. Pole-6

The Soviet Union and thereafter Russia are considered pioneers of the northern sea where Russians inhabit the coast and travel back and forth dating back to the 16-17 century and have contributed greatly to the science and development of the North. One major development was undertaken by the Tchelyuskin Arctic Expedition in the 1930s. The expedition ship “*Tchelyuskin*” ended up being caught in the shifting ice and was crushed and eventually sank. The expedition crew survived the horrible weather conditions on the drifting ice for 60 days before being rescued by a polar aircraft. Russia commemorated the 50th anniversary of the *Tchelyuskin* Arctic Expedition with three stamps (Figure 9 a-c). The stamps were issued on April 13, 1984 depicting the Ship *Tchelyuskin* k6 (Scott #5246); the Shipwreck k15 (Scott #5247); and the Rescue k45 (Scott #5248)



Figure 9—a-k Ship

Figure 9—b-k15 Shipwreck

Figure 9—c-k45 Rescue

The Soviet Union was home to another pioneer polar explorer, Evgeny K. Fedorov (1910-81), who was commemorated by Russia on April 9, 2010 with a 12r stamp (Figure 10). Fedorov entered Leningrad University in 1928 and graduated from the geophysics department of the Faculty of Physics in 1932. He joined the Hydrometeorological Service and for two years worked at a polar station in Tikhiaia Harbor conducting magnetic and astronomical observations in Franz Josef Land. He married one of the first Soviet women polar explorers and geophysicists, Anna Gnedich in 1933. During the winter of 1934-1935 he worked at the Cape Cheliuskin polar station. His accomplishments also included a number of magnetic



Figure 10

Evgeny K. Fedorov (Scott #7206)

determinations while traveling across nearly 15,000 square kilometers (about 5,790 square miles). You might say that up to now his life has been on ‘ice’, but he still had another venture. In 1937-38 he was one of a four member team of the famous expedition called North-Pole-1 under the leadership of Ivan Papanin. They landed on the drifting ice-floes in an airplane and remained for 234 days. The team carried out a wide range of scientific observations as it was the first expedition of its kind in the world, which paved the way for extensive exploration of the vast central polar basin. They were taken back by the two icebreakers “*Murman*” and “*Taimyr*”. They all received doctorates in geographical sciences. Fedorov would become head of the Hydrometeorological Service until 1947 and then started working in the Soviet Academy of Sciences. He would remain involved with the Academy as well as the Hydrometeorological Service for many years. He served as vice president of the World Meteorological Organization from 1963 to 1971 and was a prominent political and public figure. An enthusiastic peace activist, he was chairman of the Soviet Peace Committee starting in 1965 and served as vice president of the World Peace Council 1978 to 1981.

Russia has continued to organize and support expeditions to the Arctic Ocean staying involved with the International Polar Conferences and Research along with projects involving the Antarctic Region. In 1987 another North Pole Expedition was undertaken by Russia and was commemorated on October 25, 1988 by the Russian Post with a stamp (Scott #5713) showing a map of the expedition route; the Atomic Ice Breaker *Sibirj* and Expedition Members (Figure 11). Some of the manned drifting stations built by the Soviet Union and later Russia have come very close to the North Pole. The sea depth at the North Pole is about 13,980 feet and in recent years studies have shown that the North Pole may become ice free due to the shrinkage of the Arctic. Some predict within a few years and others indicate around 50 years.



Figure 11—Icebreaker *Sibirj* & Expedition Members



Figure 12—Nils Adolf Erik Nordenskjöld



Figure 13

Nordenskjöld and *Vega*

The Swedish explorer, Nils Adolf Erik Nordenskjöld (1832-1901) was the first explorer to complete the Northeast Passage by way of the sea from the Atlantic Ocean to the Pacific Ocean in 1878. On 22 June 1878 he accomplished his voyage in his ship the *Vega* following the coast lines of Europe and Asia and arrived at Cape Chelyuskin in August. He became frozen in at the end of September near the Bering Strait and waited it out until the summer of 1879. The Sweden Post commemorated this famous Northeast Passage by Nordenskjöld on September 23, 1973 with a stamp (Scott #1007) depicting Nordenskjöld and his ship the *Vega* (Figure 12.) An artist by the name of Georg von Rosen produced a painting of Nordenskjöld and his ship the *Vega* in 1986 (Figure 13).

Nordenskjold was honored by Sweden by being made a baron. He was born in Helsinki, Finland, of a Swedish family. He participated in several geological expeditions to Spitsbergen and Arctic explorations in 1867, 1870, 1872, and 1875, that led up to his Northeast Passage voyage. The Northeast Passage became popular with Russian vessels as they used it extensively. By 1915 the first east to west passage was made. The Northeast Passage has become a very popular shipping lane over the Northwest Passage. The Northwest Passage follows along the northern coast of North America via waterways amid the Canadian Arctic Archipelago connecting the Atlantic and Pacific Oceans. Spitsbergen is the largest island populated in archipelago of Norway; it borders Arctic Ocean, the Norwegian Sea and Greenland Sea. The island was formerly a whaling base in the 17th and 18th centuries.

My next stop will be my home port the Antarctic. A treaty was signed back in 1961 that ensure that Antarctica is used only for peaceful purposes, that the environment is respected and conserved and that scientific information and expertise are freely exchanged. Thirty-two nations, including Australia, are now party to the Treaty.

The upcoming International Polar Year (IPY) will begin in Montreal, Canada in April 2012 so look for new stamp issues relating to the event.

References:

Wikipedia Free Encyclopedia – Bering Strait
Wikipedia Free Encyclopedia – North Pole
Wikipedia Free Encyclopedia – Artic Circle
Wikipedia Free Encyclopedia – Soviet Union Artic Explorers
Eric Nordenskjold website

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ICEHOUSE MAIL by Neal E. Danielson and Ralph Lott

Oh, the 'good old days' when we did not have a refrigerator with an ice machine and in some areas no electricity or even think about electrical appliances. This scenario played out in numerous states for many years following the inventions of electrical appliances. Someone came along and invented an "Icebox" that you could place a block of ice in a galvanized bin with a drain that maintained the cabinet at a colder temperature in order to store food. In some parts of the country the Country Store had an insulated icehouse to store cakes of ice that were shipped in by truck or rail. In some parts of the country once the rivers and streams were frozen companies as well as individuals acquired their ice from this natural source. Using saws and chisels they would score large chunks of ice and float them to shore, and then score the cake to create smaller blocks of ice. Manufacturers of ice produced large 300 pound blocks. Water was placed in a large rectangular metal container and placed in a large tank of salt water (brine) that was kept at a low temperature of 6°F to 18°F by running liquid ammonia through a series of pipes. Once the water in the container was frozen they were lifted out of the pool of salt water and placed in warm water to loosen the large cake of ice. It was then scored to produce three 100 pound blocks or six 50 pound blocks. The Storekeeper could chisel the blocks into smaller sizes if the customer wanted a different size.

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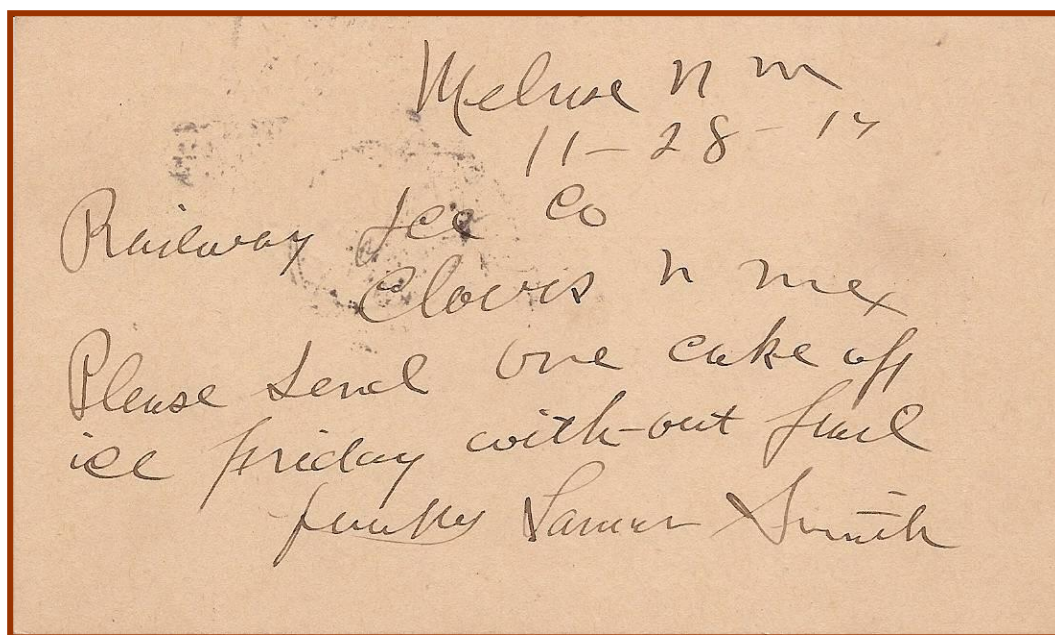


Figure 1—Postcard message to the Railway Ice Co. for a cake of ice

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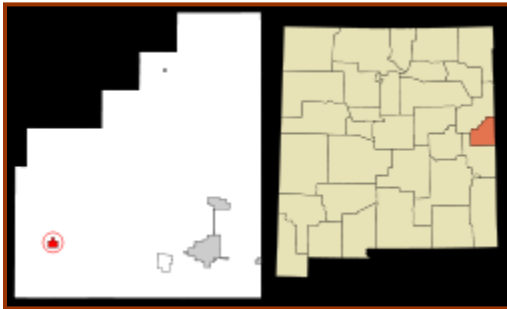


Figure 2

Curry Co. Map & New Mexico Map



Figure 3

Melrose Depot in Melrose, New Mexico, ca 1925

A James Smith of Melrose, New Mexico needed to obtain a cake of ice from the Railway Ice Co. as quickly as possible so he mailed a postal card (Figure 1) to the Railway Ice Co. on November 28, 1917. Melrose is located in Curry County, New Mexico (Figure 2) and was more than likely sent by rail out of the Melrose Depot (Figure 3). The postal card is addressed to the Railway Ice Co. in Clovis, New Mexico, just a short distance from Melrose as both towns are located in Curry County.

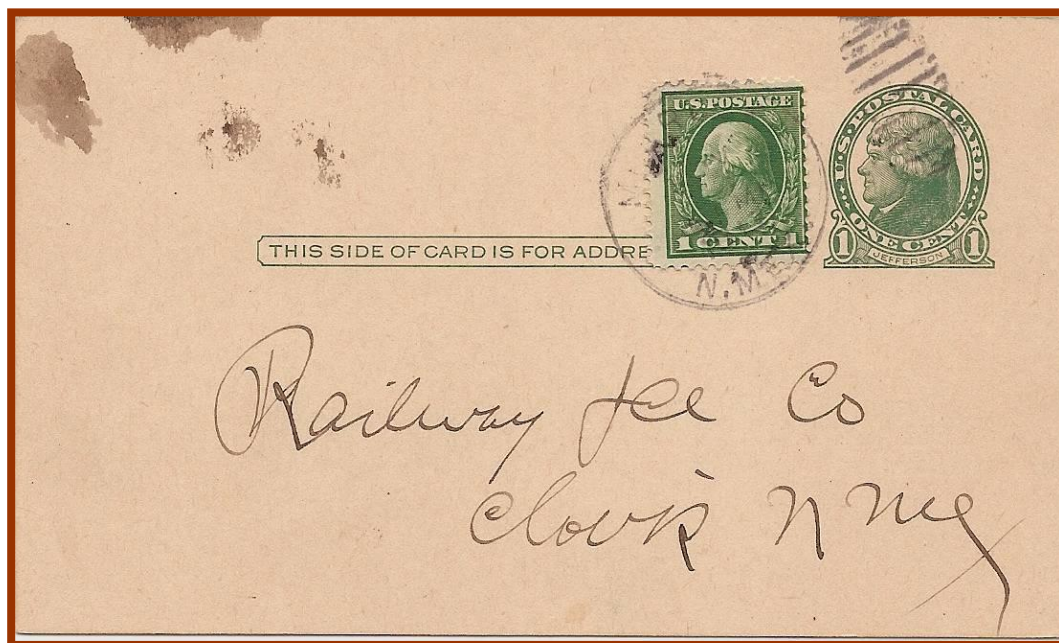


Figure 4—Postal Card mailed to Railway Ice Co. in Clovis, New Mexico

The 1¢ Thomas Jefferson Postal Card (Scott #UX27) issued in March of 1917 is also franked with a 1¢ George Washington stamp (Scott #498) and tied to the card with a footprint killer cancel and circular-date-stamp from Melrose, N. Mex. The Post Office in Clovis originally established as Riley in Roosevelt County on May 12, 1906 when the Santa Fe Railroad was being built through the area and a station was selected by the railway engineer he called Riley's Switch. Riley was changed to Clovis on April 11, 1907, but Roosevelt County did not change to Curry County until 1909. The Postmaster in Clovis at the time of this Postal Card was Arthur B. Wagner who was appointed on June 24, 1913 and remained in this position until February 6, 1922. The village of Melrose, New Mexico has a land area that encompasses about 1.7 square miles. Its claim to fame is William Hanna (1910-2001), born in Melrose and co-founder of Hanna Barbera Studios.

References:

The World Book Encyclopedia, Ice, Field Enterprises Educational Corporation, Chicago, 1969

Wikipedia Free Encyclopedia website: Melrose and Clovis New Mexico

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