

# Wichita Stamp Club Newsletter



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Editor



*"Go Fly A Stamp"*



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Thought you knew everything about Business Reply envelopes? Check this out.

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An interesting pair of postal cards

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

**Travel Kansas—Ozark**, Anderson County, Kansas in southeastern part of the State (Figure 1 & 2). This 24 square mile County is bordered on the west by Coffey County, north by Franklin County, east by Linn County and on the south by Allen County. The Post Office started out in Allen County but quickly moved to Anderson County on March 4, 1862 shortly after the close of the Civil War. The Post Office was moved to Kincaid on November 9, 1885, due to dwindling population, located in the southeast corner of the County.

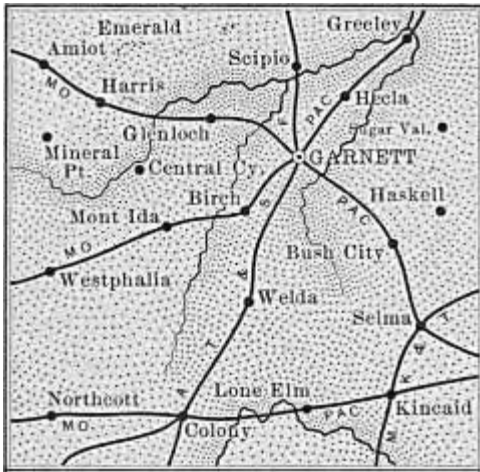


Figure 1-Anderson Co. Railroad Map ca1899

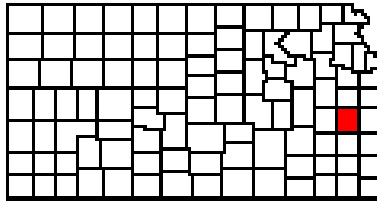


Figure 2-Anderson County



Figure 3-Cover Postmarked from Ozark, Kansas in 1885

Anderson County had its share of troubles from the onset due to pro-slavery verses free-state and the Border Ruffians from Missouri that interfered with early elections. Anderson County was named in honor of Joseph C. Anderson who was serving as a member of the first territorial legislature responsible for the creation and organization of the County in 1855.

A letter postmarked from Ozark, Kans. on Mar 11, 1885 and franked with a 2¢ George Washington stamp (Scott #210) (Figure 3) contained a letter from 'Kate' to her father 'E. H. Palmer residing in Barlow, Washington County, Ohio. The letter talked about Kate's daily activities and letting him know she was having a health issue with her liver. The cover is postmarked shortly before the Post Office moved from Ozark to Kincaid (March to November in 1885).

Early days in virtually every settlement in Anderson County were impacted by the drought and grasshopper infestation in the late 1850s leaving the residents very poor. If that wasn't enough the war of the Rebellion hit the county hard in 1860 and all the able bodied volunteered resulting in someone from the County in virtually every regiment of Kansas troops. The county had about 1000 population in 1861 but about 420 volunteered to serve and bring down the Rebellion.

With the majority of able bodied men joining the Union Army this left the women to manage the homestead. The women cultivated the fields and planted the crops and when the crops were ready for harvest they did the task, even though it was a struggle, but they endured in order to support themselves and their children till their brave husbands returned after four years of service on the battle field. Some did not return home and ended up in unmarked graves on the battlefields, leaving fatherless children in the hands of the mother who continued to toil with hearts nearly broken from grief. There were several from the County that distinguished themselves on the battlefield and were recognized for their meritorious service.

Reference: *History of the State of Kansas*, William G. Cutler' [www.kancoll.org/books/cutler/anderson/anderson-co-p3.html](http://www.kancoll.org/books/cutler/anderson/anderson-co-p3.html)

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**NOW THAT'S INTERESTING** by Tom

This interesting cover was discovered in a bargain box at the Cessna Coin & Stamp Show held February 18-19, 2012 at the Cessna Activity Center, Wichita, Kansas. When you find 'Business Reply Envelope' in a cover box they generally do not have any stamps affixed, as the company (business) that sent out the reply envelopes plans to pay the postage. We have all received 'Business Reply Envelopes' as part of advertising mail and you normally find several in magazines and journals in order to get you to send a reply back without having to pay the postage.

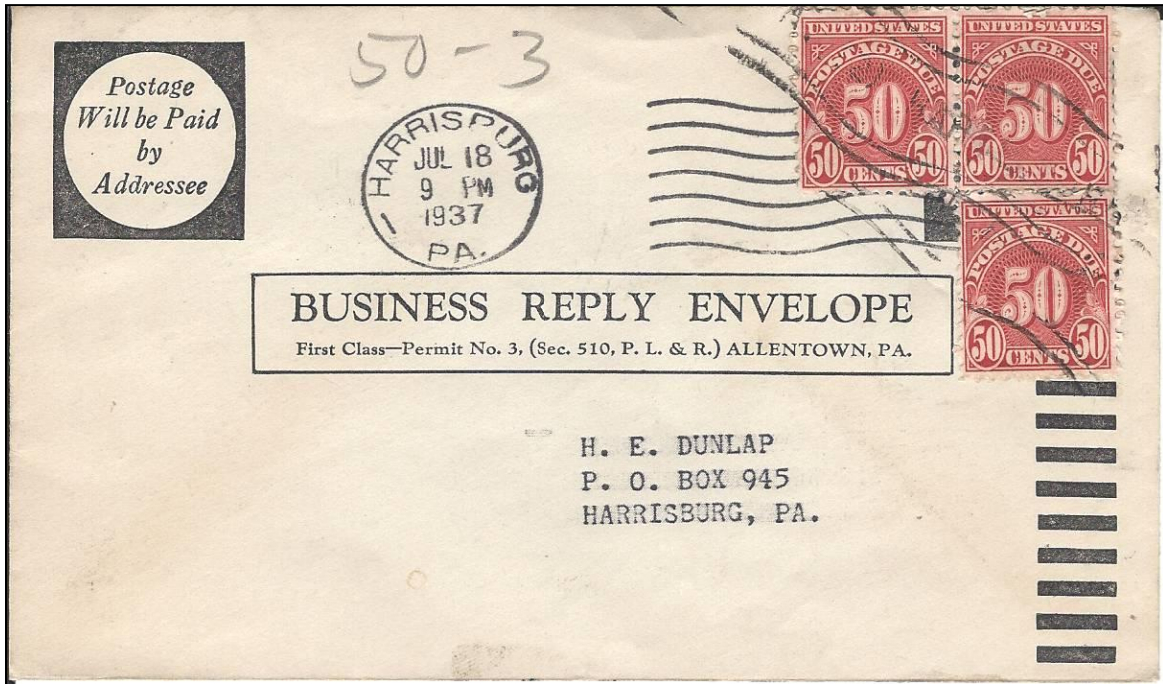


Figure 1-Top Business Reply Cover from stack of 50

The 'Business Reply Envelope' was postmarked in Harrisburg, PA on Jul 18 1937 and sent to H. E. Dunlap, P. O. Box 945, Harrisburg, PA. (Figure 1), thus a local delivery. The unusual aspect of the cover is the three (3) 50¢ Postage Due stamps applied to the cover (Scott #J86). What happened is that the Harrisburg Post Office received numerous 'Business Reply Envelopes' back addressed to H. E. Dunlap. The Postal Clerk bundles the envelopes on top of each other into a stack of 50 at the postal rate of 3¢ each, as can be seen noted on the cover in pencil "50 - 3". This happens to be the cover that was on the top of the bundle thus it had the \$1.50 postage due applied to it **Now That's Interesting**

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**AIR MAIL 1937** by Neal E. Danielson

In 1925 the Federal Government authorized the postmaster general to contract for domestic airmail service with commercial air carriers under the Kelly Act (Air Mail Act of 1925). The act set the airmail rates and the amount that was to be paid to the companies that carried the mail. This move by the Federal Government effectively would help create the commercial aviation industry. Various routes were established and contracts negotiated for carrying the mail over these routes by private air service companies. This became known as the Contract Air Mail or CAM's. AM-34 was awarded to Pennsylvania-Central Airlines (PCA). This Airlines was founded on November 1, 1936 when Pennsylvania Air Lines (PAL) merged with Central Airlines (CA). PCA established their base in Allegheny County Airport near Pittsburg. The AM-34 route was awarded to PCA and on October 26, 1937 the inaugural flight service between Washington DC and Buffalo NY took place using two Boeing 247D aircraft to make the round trip (Figure 1). Both flights were southbound flights with J. H. Neale carrying all the mail from Harrisburg and pilot R. H. Taylor carrying all the mail from Williamsport.



Figure 1--PCA Boeing 247D Aircraft



Figure 2--Airmail Cover from Williamsport, PA

The Boeing Company launched the 247 in 1933 as the first “modern” American airliner, featuring all-metal monocoque construction (a construction technique that supports structural load by using an object’s external skin, as opposed to using an internal frame or truss that is then covered with a non-load-bearing skin or coachwork.). PCA operated the 247 from 1936 through WW-II along its Mid-Atlantic and “Rust Belt” route system.

One of the covers postmarked from Williamsport, PA on Oct 26 1937 (Figure 2) is franked with a 6¢ Air Mail stamp (Scott #C19) and tied to the cover with a seven-wavy line circular date stamp and mailed to an individual in Saranac Lake, NY. The cachet depicts the AM-34 mail route from Buffalo, NY to Olen, to Williamsport, to Sunbury, to Harrisburg, to York, to Baltimore and Washington DC.

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## CANADA AIR MAIL by Neal E. Danielson

This story centers around two remote cities in Saskatchewan, Canada called La Loche and Ile a la Crosse. La Loche is located in the northwestern part of Saskatchewan on the eastern shore of Lac La Loche in the Boreal Forest. The North West Company and the Hudson's Bay Company established trading posts in the 1778 time frame on the shores of Lac La Loche. The two trading post companies would eventually merge in 1821. The area was first inhabited by Missionary priest in 1845 with a separate La Loche Mission in 1860 and following a fire of the Hudson's Bay Companies trading post they moved to the La Loche Mission and established a trading post. A convent was built for the Nuns in 1940's along with the first hospital and the first school. The Mission Church was established in 1953 and still in use today. The first road reached LaLoche in 1963, but electricity and dial telephone was not available until 1974.

Ile-a la Crosse is the second oldest community if Saskatchewan, Canada established in 1846 as a Mission by the Catholics. The Hudson's Bay Company established a trading post a year after La Loche trading posts became a reality in 1779. If you were an explorer in Canada you more than likely visited the post as it connected you to the Churchill River, Beaver River and Canoe River systems. The name was derived when a French fur trader observed the game of lacrosse being played on a nearby island. The voyageurs had come to know the game as la crosse, because the sticks used to play the game resembled a bishop's crozier or *crosse*. Although the name has continued to be used it is sometimes referred to as "Sakitawak" from the Cree Indian term for "the place where the rivers meet." A landing strip was in the late 1940's and in the 1950's an all-weather road was built to the community. Fur trading was the main source of the economy as trappers gathered their furs and shipped them down the Churchill River for Hudson Bay or Montreal.

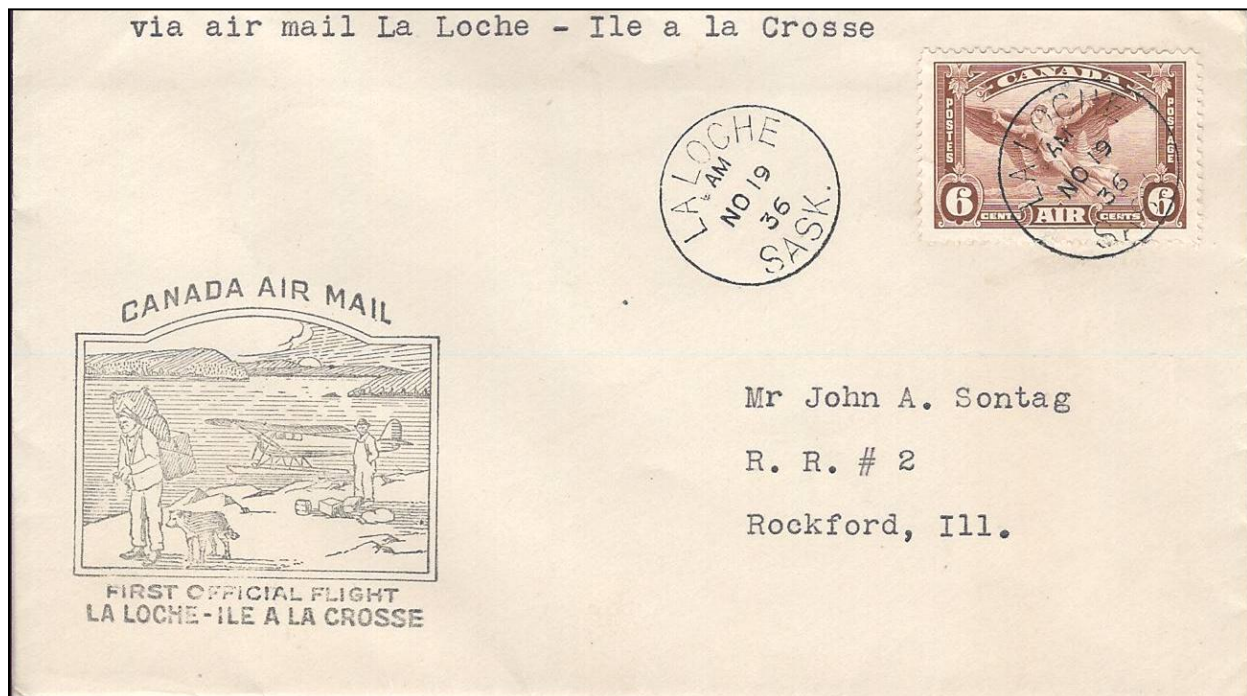


Figure 1--First Flight Air Mail Cover - Canada

Having no landing strip at either La Loche or Ile a la Crosse transportation in and out of the territory was either via dog sled or by airplanes that landed on water. In 1936 the first official flight from La Loche to Ile a la Crosse took place on November 19, 1936. The Canada Air Mail left La Loche, Saskatchewan on the morning of No 19 36 (Figure 1) and arrived in Ile a la Crosse on the morning of No 19 36 (Figure 2). The cover is franked with a Canada Air Mail 6¢ stamp (Scott #C5) depicting “Daedalus” and tied to the cover with a circular-date-stamp. The back of the cover has a circular-date-stamp from Ile a la Crosse. As can be seen on the cachet the aircraft has landed on the water.



Figure 2-Back Cancel from Cover

#### References

The Encyclopedia of Saskatchewan: [http://esak.uregina.ca/entry/la\\_loche.html](http://esak.uregina.ca/entry/la_loche.html)

The Encyclopedia of Saskatchewan: [http://esak.uregina.ca/entry/ile\\_a\\_la\\_crosse.html](http://esak.uregina.ca/entry/ile_a_la_crosse.html)

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## LAST TO FIRST POSTAL RATE by Neal E. Danielson

Back in 1951 the U. S. Post Office Department implemented a postal rate change that would take place on January 1, 1952. The postal rate on Postal Cards was 1¢ and went to 2¢ with the new rate. A Reverend Merrill of Old Saybrook, Conn., took advantage of this change and mailed himself a 1¢ Postal Card (Scott #UX27) on Dec 31, 1951 (Figure 1) the Last Day of 1¢ Rate.

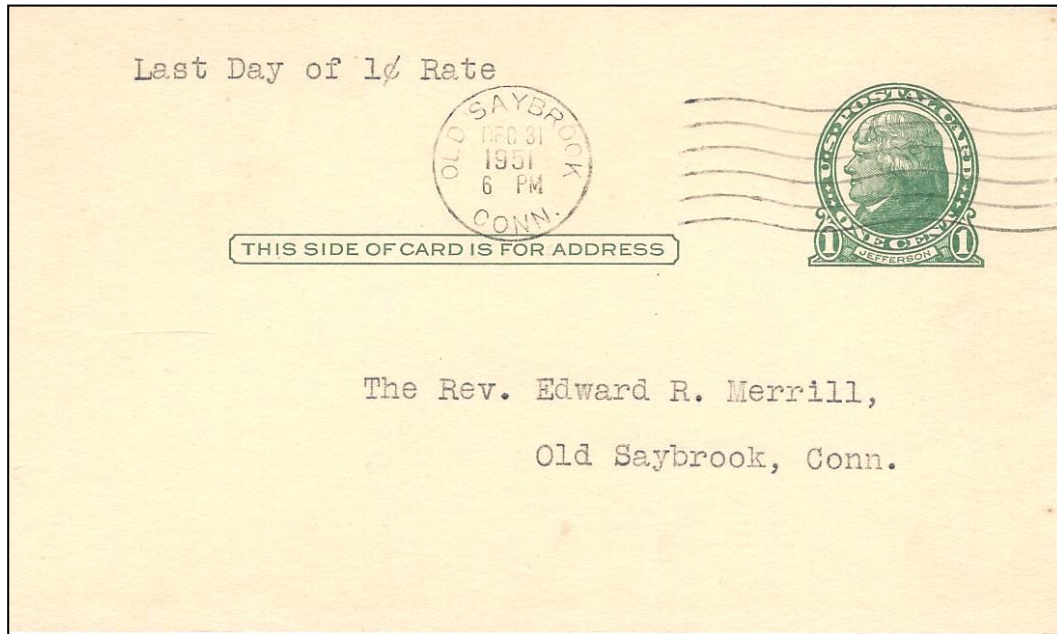


Figure 2-Last Day of one cent Postal Rate

Then on Jan. 1, 1952 the Reverend mailed himself another 1¢ Postal Card (Scott #UX27) franked with a 1¢ George Washington stamp (Scott #804) to meet the First Day of New 2¢ Rate (Figure 2).

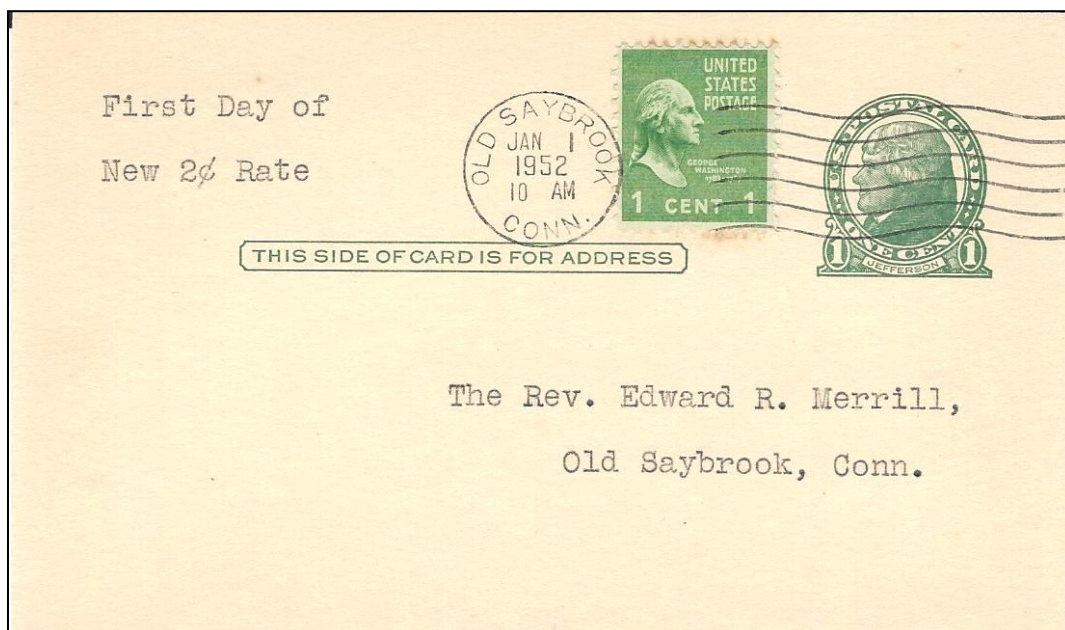


Figure 3-First Day of two cent Postal Rate

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