

Wichita Stamp Club Newsletter



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Editor



“Go Fly A Stamp”



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Musical Scores and Birds by Jeff Lough

I collect stamps with musical scores and am an avid collector of a couple esoteric composers' scores. It was with great pleasure that I discovered a book on display at the Linda Hall Library in Kansas City, MO entitled *Fieldbook of Wild Birds and Their Music* that displayed the musical scoring of many American birds with wonderful accompanying stories and descriptions, some colored paintings and a variety of really nice short chapters for learning how to read music. Stamps for seven of these birds were issued by the USPS as part of the state wildflower and bird series. Several of those stamps and their birds' scores appear below.



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The Remarkable Story of the Famous Stamp Twins “Pem and Bina.” by Jeff Lough



Contemporary “local” cinderella



Illustration of early Pembina, North Dakota area

Pembina is an Algonquian term for a species of cranberry.

On November 2nd, 1858 it was also the name of a small town in the Dakotas.

The story begins when a Canadian fur trader arrives in town to mail a letter, bearing an imperforate pair of 7 ½ penny green Canadian stamps, issued in 1857 and later to become very rare. The letter was mailed on the American side of the Canadian-U.S. border because it contained complaints about the poor living conditions that the ruling Hudson Bay Company were imposing on the inhabitants of the Canadian area. The Company imposed strict censorship on outgoing letters.

Many years later during the winter of 1906, a philatelist who was in the urgent need of money, decided to sell his holdings which included the cover with the pair of Canadian stamps cancelled “PEMBINA.” The owner, not knowing the real value of the stamps on a cover, washed it from the envelope. Being rare and of high value, the owner was unable to sell the item as a very expensive pair so he separated the two stamps to facilitate their sale. In 1906 one of these stamps bearing the “PEM” portion of the postmark was sold at auction in London. The stamp bearing the “BINA” portion was sold at auction in New York in 1901.

The stamp bearing carrying the “BINA” portion became the property of a noted authority on Canadian stamps during that early era, Dr. Lewis Reford, and the “PEM” found its way into the hands of another Canadian specialist, Colonel J. S. O'Meara. The two gentlemen were both members of the Royal Philatelic Society of London and were very good friends. They spent hours looking at one another's collections and visiting with one another. One day in 1936 when Dr. Reford was making a meticulous examination of Mr. O'Meara's stamps, he noticed the 7½ penny green with the “PEM” cancellation. This greatly intrigued him as he knew he had one himself bearing the letters “BINA.” To satisfy his curiosity, he placed his copy beside that of the Colonel and found that they lined up perfectly, establishing without doubt that they had been an original pair. Both men being wealthy, a

drawing was agreed upon to determine who would become the first owner of the re-unified pair, a considerable sum of money which the loser would receive having been decided upon beforehand. The honor of ownership fell upon Dr. Reford and the famous "PEMBINA" pair were reunited. Dr. Reford had a friendly spot in his heart for his colleague, and upon his death, willed the pair to Colonel O'Meara.



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

Travel Kansas—Mingo, Thomas County, Kansas (Figures 1 & 2) is a town along the Union Pacific Railroad line slightly southeast of the county seat of Colby, Kansas. Thomas County is located in the far corner of the Great Plains of northwest Kansas and its early inhabitants were nomadic Native Americans. Thomas County was established on October 8, 1885, being named after George Henry Thomas, a Union General during the American Civil War and hero of the Battle of Chickamauga. Most of the townships in the county are named after soldiers that died at this battle.

The first post office in the county was located in basically the geographical center of the county in 1882. Early inhabitants lived in harsh condition in sod houses, thus there was a need for a town to provide lumber and other provisions to the early settlers.

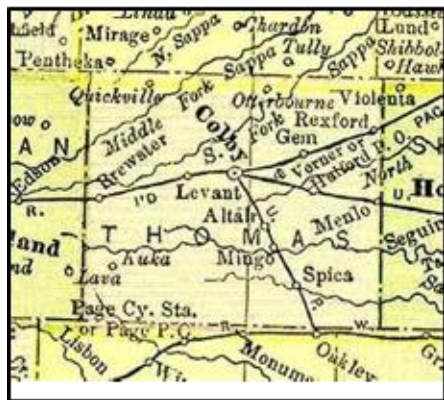


Figure 1

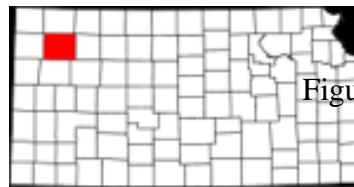


Figure 1

Figure 2

When J. R. Colby, a preacher and assessor of local land deals arrived on the scene, he filed a patent for a town site approximately three miles north of the post office in March 1885. The Secretary of State issued the Town Charter in April 1885 and Governor John Martin named Colby as the County Seat in 1885 and Colby was incorporated in 1886. The Union Pacific Railroad arrived in the city in 1887 followed by the Rock Island Railroad in 1888.

The town of Mingo had its beginning as Thurford with the post office being established October 3, 1888; the post office was named Mingo on April 4, 1894. The post office in Mingo would remain open until May 15, 1940. A Last Day Cover (Figure 3) is franked with a 3¢ Pony Express 80th Anniversary Stamp (Scott #894) and tied to the cover with a four-bar circular-date-stamp postmarked Mingo, Kans. May 15, 1940, at the request of a Mr. Joseph P. Fox of South Philadelphia, Pennsylvania.

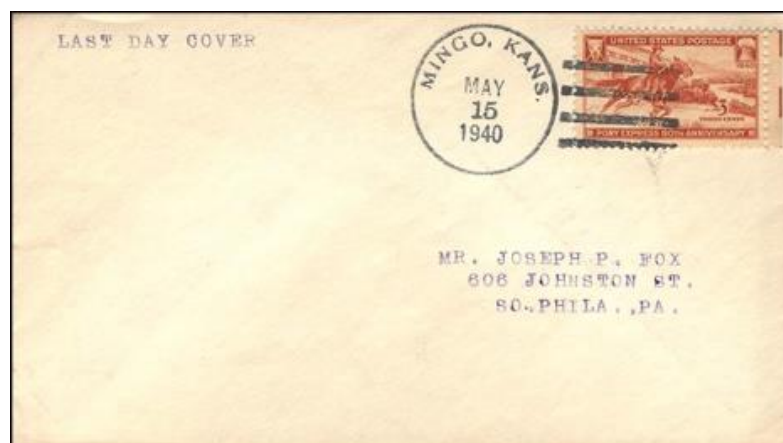


Figure 3

Mingo was named after a group of Iroquoian speaking Native Americans of the mid-18th century, primarily Seneca and Cayuga. West Virginia and Ohio was home to the Mingo's. Eventually the tribes were moved to Indian Territory under the Indian Removal program in early 1830s. Mingo descendants reorganized as a tribe and the federal government recognized the tribe in 1937 as the Seneca-Cayuga Tribe of Oklahoma. West Virginia recognized the Mingo tribe in Wheeling (Figure 4) and Logan (Figure 5) with memorial statues.



Figure 5



Figure 4

Mingo is a very popular site for individuals involved in what is called “Geocaching.” Geocaching is an outdoor recreational activity, in which participants use a Global Positioning System (GPS) receiver or mobile device and other navigational techniques to hide and to find containers, called “geocaches” or “caches”, at specific locations marked by coordinates all over the world. A typical “cache” is a small waterproof container that contains a logbook with a pen or pencil. The adventurer or geocacher that locates the container enters the date and time and signature then replaces the container where they found it. Some larger containers are used such as plastic storage containers or ammunition boxes, which may contain trade items, normally not of high monetary value, such as coins, small toys, ornamental buttons, CDs, or books.

Mingo has been described by the Geocachers as one of the oldest Geocache in the world (Figure 6). One Geocacher on a road trip from Atlanta, Georgia to Boise, Idaho recorded his find in an article “10 Aug Accidentally Discovering the Oldest Active Geocache in the World – Mingo, Kansas (Figure 7). Mingo’s Geocache is just a wide expansion of the Great Plains as seen by the person. There is a group called “Kansas Geocaching & Wichita Geocaching Society (Figure 8)



Figure 7



Figure 7



Figure 6

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DON'T SWEAT THE SMALL STUFF by Neal E. Danielson

This is the 80th in a series of articles relating to small post cards and small covers so if you have any in your collection that you would like to share please let us know.

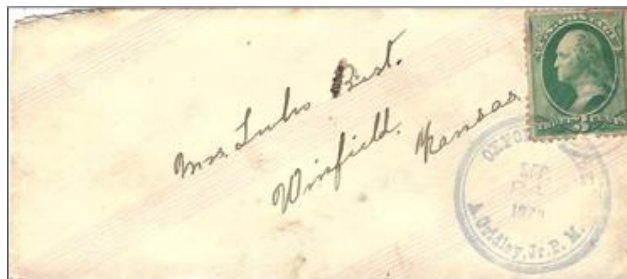


Figure 1

This Small Stuff comes to you from Oxford, Sumner County, Kansas by way of Winfield, Cowley County, Kansas thanks to **Ralph Lott** (Figure 1) This Small Stuff measures 4 3/16 inch by 2 5/16 inch and franked with a Scott #158 and tied the cover with a bull's eye killer cancel and double circle balloon cancel postmarked from Oxford, Kans. Sep 24 1879. The postmark is unusual in that it also contains the name of the postmaster at the time 'A. Gridley, Jr. P. M.' along the bottom of the circular- date-stamp. The cover has eight straight red lines running diagonally across the cover alternating with eight straight blue lines running diagonally across the cover. The Post Office for Oxford was originally established as

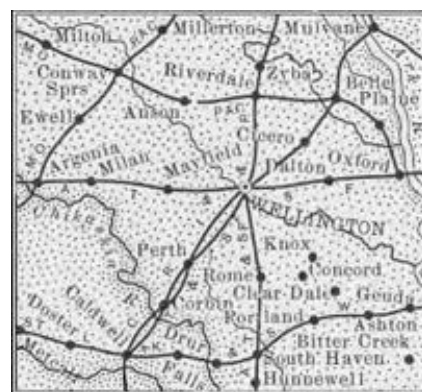


Figure 2

Neptawah with Marcus L. Binkley as Postmaster appointed Postmaster appointed on April 5, 1871 and was still in charge when the Post Office name was changed to Oxford on June 23, 1871 and would remain in this position until October 6, 1871 when a T. Elwood Clark took over the responsibility of being postmaster. Ansel Gridley, JR was appointed postmaster on March 12, 1878 and was still postmaster when the Oxford facility was discontinued on October 20, 1879, but was reestablished seven days later on October 27, 1879 and Ansel would remain in the position until a Henry H. Buckles took over the postmaster job on February 24, 1881. The town of Oxford was founded in 1871 at what was once a former trading post. Named after the famous Oxford University in England the town was incorporated as a city in 1879. Education became a major project for the citizens of Oxford and thus constructed a large school campus. Sumner County (Figure 2) was created February 26, 1867 from parts of Marion and Butler Counties and was named in honor of Charles Sumner, a US Senator from Massachusetts who was in hopes that Kansas would become a free state. The railroad played a major role in numerous towns emerging along the railroad lines, as can be seen from the map of Sumner County. The town of Oxford was no exception in having access from the railroad as well as the Arkansas River. The Atchison, Topeka and Santa Fe line crossed the county from the eastern border to the western border. The Missouri Pacific Railroad covered the upper portion of the County that included Oxford. Oxford enjoyed the benefits of the oil industry that transpired in the county as well

as the agriculture products and cattle industry. However the major feature of the town of Oxford was the “Oxford Flour Mill”. The construction of the Mill became a reality when D. N. Cook and John Hewitt built the Mill in 1874. A hand dug millrace was dug parallel to the Arkansas River for three miles in order to supply sufficient water to produce the electricity necessary to run the mill. A dam was built on the Arkansas River in order to divert the water to the mill that produced the flour and cornmeal. The mill was purchased by Charles Champeny in 1910 and would work the mill until his death producing “Oxford’s Best” flour and cornmeal. The mill was constructed in accordance with most steam-side mills with supporting walls built with limestone block to provide strength to withstand area flooding. The Oxford Flour Mill was very successful during the Depression Era and was operated by the Champenys for three generations and would eventually cease milling flour and cornmeal and went to producing birdseed and conducting tours of the mill. The old mill was converted to a restaurant for a period of time but the mill had seen a lot of neglect and deteriorating elements that took a toll on the building. In 1988 a third generation miller Wallace Champeny and friend Hal Ross stepped up to save the old mill. The restoration was completed in 2000 (Figure 4) and the mill is part of the local school’s entrepreneurship program in the restaurant business. Students donated countless hours in clean up and trail blazing to be able to manage the mill restaurant. The school system manages the facility and rents it out for special occasions but the major benefit is for the students who operate the business and provide a Sunday lunch from 11am to 2pm.

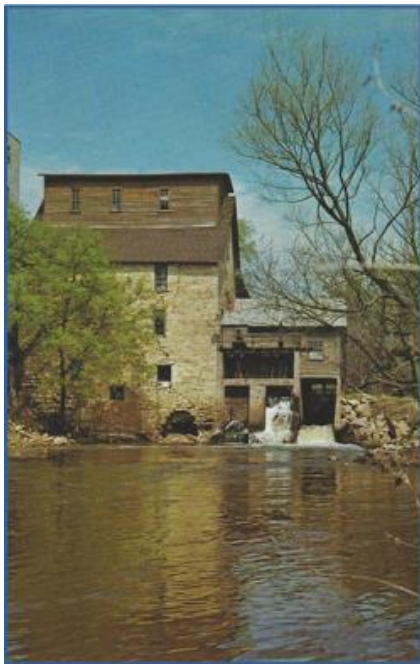


Figure 3
Oxford Flour Mill Post Card



Figure 4
Photo of Restored Oxford Mill

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Here are a couple stamps illustrating interesting sidelines to the topic/theme of “Maps on Stamps.” Bob Hirschman had mentioned the ones to the right in his presentation about perfin. A map of the state of Illinois is shown as a perfin on a couple stamps. It is generally regarded as being best practice to show both front and back of a perfin with a dark background. These perfins were probably created to deter employees of the Illinois state government from using the stamps privately. The Florida stamp has a map of Florida and was to be placed on bills of lading for shipments of grapefruits, oranges or lemons to show that producers had paid required fees for state sponsored citrus fruit advertising.

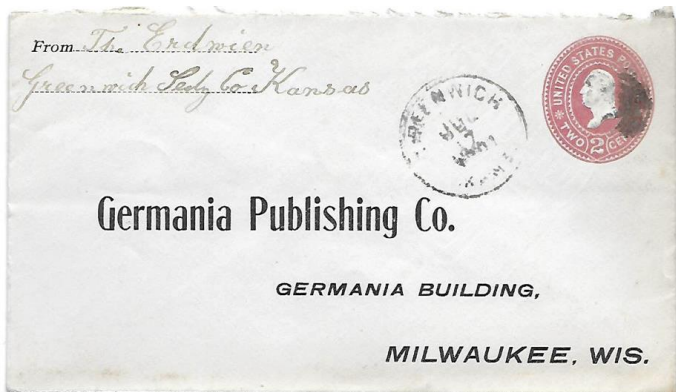


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Sedgwick County V by **Jeff Lough**

Greenwich developed along the St. Louis, Fort Scott & Wichita Railroad east of Wichita. There has been some suggestion it was named for Greenwich, Connecticut since a prominent early settler was from that community. It became part of the Missouri Pacific Rail Road system. Greenwich farmers tended to produce livestock as well as corn, wheat, rye and barley. The first Greenwich post master was Robert L. Wilson whose post office began operation September 3, 1874 and ceased operations October 10, 1974.

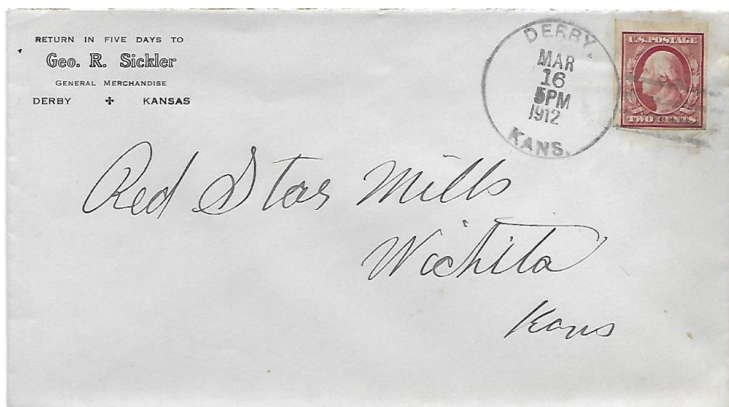


Greenwich cover with postal envelope U365 cancelled with a CDS dated December 7, 1893 with a cork killer



Garden Plaine cover with Scott Number 210 with a CDS dated August 16, 1886 with commercially provided star killer.

Garden Plain developed along the Santa Fe, Wichita & Western branch of the Santa Fe Rail Road route going west from Wichita to Kingman and was incorporated in 1902. Word has it that an early resident suggested the name Garden Plain because it was on level ground suitable for gardening. Its early German settlers build large prosperous retail stores that served a large portion of western Sedgwick County and eastern Kingman County. Corn as well as wheat were harvested in the area. The first post master was Ferdinand Lewis and the post office began operations on August 19, 1875. The post office was closed January 25, 1881 and reopened January 15, 1883. Another early postmaster, Billy Taylor, was a popular figure.



Derby cover with a Scott Number 332 cancelled with a March 16, 1912 Ovate Bar Duplex handstamp.

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Derby Post Office

Derby is a prosperous town south of Wichita. It was originally known as El Paso. It was laid out and platted in the spring of 1871 by John Huffbauef and J. Hout Winnich. The first post master was Henry C. Tucker and the post office was established July 5, 1881. At first a ferry boat was located near a dugout to help people cross the Arkansas River but a bridge was soon build in 1873. During the flood of 1877 the bridge went out and the west side of El Paso was not able to communicate with the east side. Timber to build El Paso was hauled in from Salina. In November of 1879 the Atchison, Topeka and Santa Fe Rail Road build the first depot. The town prospered in large part due to the activity generated by the railway. The Santa Fe changed the name of the town to Derby in 1880 to try to end confusion with El Paso, Texas. Bruntzel reports that some Derby residents petitioned to recognize the old name of El Paso and forget about the name Derby. The required referendum determined that the name would remain Derby. A subsequent court ruling confirmed the election results. A prominent south Sedgwick County doctor, H. C. Tucker, operated out of Derby. He had a couple brother who were prominent area farmers and held county government offices.

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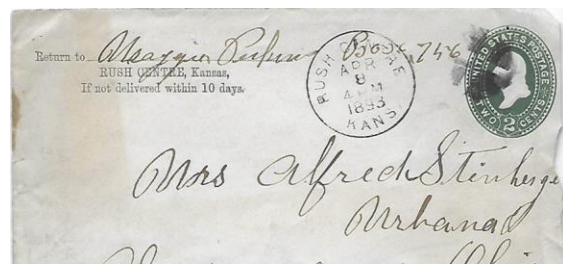
RUSH COUNTY Part 2: The Foundation and Center. by *Jeff Lough*

In 1869 the first settlers in Rush County lived along Walnut Creek. The rich bottom lands of the Walnut Valley gave the promise of bountiful crops. The first post office near Rush Center was established on October 3, 1871 on Walnut Creek about three miles east of what is now Rush Center in an area served by military mail couriers on the Fort Hays-Fort Dodge trail. It was known as Economy. The postmaster was Newton L. Gilbert. This post office was abandoned on January 18, 1872.

The second post office in the county was established at what was known as **Walnut City** in 1874 with J. H. Hubbard serving as postmaster. The Post Office Department referred to the town as **Rush Centre**. Rush Centre later became **Rushcenter** June 13, 1894. The first postmaster for Rushcenter was Freddie W. Miller. The town and post office had a final name change to **Rush Center** on December 1, 1924.

By the time the railroad arrived in 1886 Rush Center was a thriving city. It was the county seat from 1874 until 1887 when, after a bitter dispute, the county seat was moved four miles north to LaCrosse. As early as 1874 many business houses and dwellings had been erected. The first school district in the county was organized in the city in 1875. The town had two fine large hotels, the Pennsylvania House, named for the state where the first settlers came, and the Harvey House built by the Santa Fe Railroad as a regular stop for passengers before continuing their journey. The Harvey House dining rooms were famous for their Harvey Girl waitresses, big steaks and sharp knives. This hotel had three fireplaces, a wrap-around porch, and a passenger depot for the City Bus Line. The City Bus Line had fancy coaches drawn by two matching horses. By 1878 the population was more than 1500.

The county was re-surveyed in 1876 and six miles were cut off the south boundary of the county survey and given to Pawnee County. This put the center of the county four miles north of Rush Center, and on the future Missouri Pacific Railroad Line. The new town of **LaCrosse** was immediately platted. A rivalry or county court house war sprang up between the two towns to determine the location of the County Seat. It lasted from 1876 to 1888. After a couple county wide elections, the movement of courthouse records back and forth, some firing of weapons and a judgment of the Kansas Supreme Court, it was finally determined that LaCrosse was to be the County Seat. This period is celebrated every year in the two mile long St. Patrick's Day Parade in which "The Courthouse" is carried by wagon back to Rush Center.

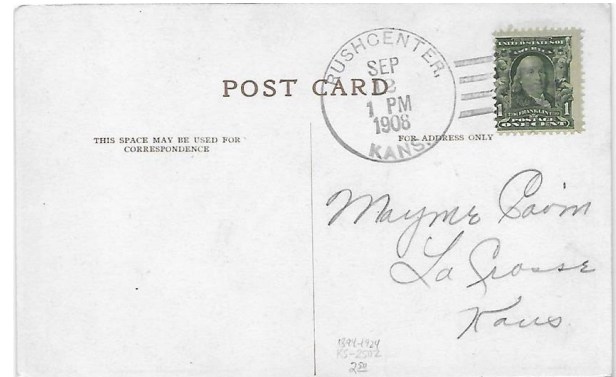


Rush Centre cover with a circular date stamp (CDS) cancel (April 8, 1893) and a simple crossroads cork killer on its postal envelope Scott Number U311.

The postal carrier's delivery notation is written over the cancel.



Rush Center Post Office



Rushcenter post card with a penny Franklin definitive Scott Number 300 cancelled with a four bar CDS dated September 18, 1908.

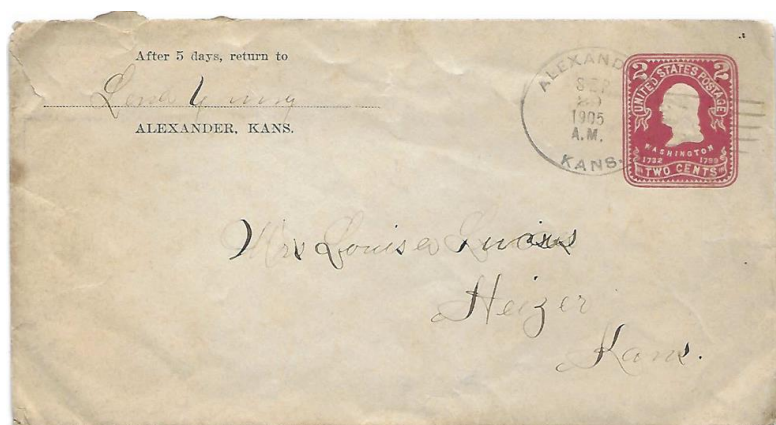
LaCrosse, Kansas was founded in 1876 and was named after the city of LaCrosse, Wisconsin. The post office consisted of a three room building. The front room was where the mail was handled and the back two rooms were the living quarters of the town's first postmaster and his family, Mr. Edwin F. Brown. Brown was postmaster for 10 years. This first post office was near the corner of 6th and Main. At first the arrival of mail was very erratic, but before long La Crosse received mail more or less regularly twice a week. The arrival of mail was an important event in the routine of the homesteaders because it was their link to the people and events they had left behind them. The mail was brought into town on what was referred to as a mail hack. This was a stage coach and carried passengers and a little freight. It ran between Fort Hays and Fort Larned. The regular arrival of mail for LaCrosse commenced in July of 1877. It became the county seat following the above discussed county seat war with Rush Center, a few miles to the south. Construction of the county courthouse began in 1888. In the 1960s LaCrosse became a regional center of barbed wire collecting, leading to the establishment of the Kansas Barbed Wire Museum and the nicknaming of the city as "The Barbed Wire Capital of the World." Back in 1910 it had about 100 businesses including three hotels, two banks, a grain elevator, a foundry and two weekly newspapers. At that time LaCrosse had about 800 residents; it now has about 1350 and about 20 businesses. The Kansas and Oklahoma Railroad runs southeast-northwest through La Crosse, using a track abandoned by the Missouri Pacific Railroad. At its height LaCrosse had two stores, 2 blacksmiths, 2 hotels, a livery stable, 4 lawyers, 3 doctors, 2 real estate agencies, a dentist, printing shop, school. In the early days there was a water well at intersection of 6th & Main. it was dug and walled with native rock and had a wooden bucket and pulley. Farmers came to town for water from this well. After it was decided that LaCrosse was the county seat mules and horses brought the court house building to LaCrosse from Rush Center. The LaCrosse Missouri Pacific depot was reportedly the fanciest building in town.



LaCrosse cover postal enveloped U277 with a July 4, ~1885 Circle Date Stamp cancel and a heavily used cork killer



Post card view of 19th Century La Crosse



Alexander cover postal envelope Scott Number U387 with a steel Ovate Bar Type Duplex handstamp dated September 29, 1905



Alexander Post Office

Alexander was founded in 1869 as a trading post and is the oldest town in Rush County, being settled five years before the county was created. The trading post, called "Harvey's Ranch", was established in 1868 by Alexander Harvey, a soldier in General Custer's 6th Cavalry during his 1868 campaign, and in whose honor the town is named. The post was located on the north bank of the Walnut Creek on the Fort Hays-Fort Dodge Military Trail and served as a refuge for cavalry, freighters, surveyors, hunters, trappers, traders, and travelers, as they worked their way along the trail. The stockade that surrounded the post was a protection against renegade Whites, Indians, and other prairie wildlife. The first settlers were the J. C. Young family who came in 1872 from Pennsylvania. The first schoolhouse in the region was made of logs from the trees along the Walnut Creek. Public meetings, Bible school and prayer meetings, were conducted in this school house. The first mail service was carried by train to the "end of the line depot" where it was transferred to stagecoach and carried along the Fort Hays-Fort Dodge Trail to Alexander. In 1886 the Santa Fe Railroad was nearing completion in Rush County. At that time, Alexander was situated on the north side of Walnut Creek but after a second railroad survey, Alexander relocated to the south bank of the Walnut and soon businesses flourished in the new location. The year 1909 marked a general building boom with new people moving in from the eastern and midwestern states. The town continued to grow until after World War II. Today, a plaque located on the west edge of town commemorates the location of Alexander Harvey's Trading Post and the Fort Hays-Ford Dodge Military Trail.

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Campione d'Italia by **Jeff Lough**

One of the strangest things in European geo-politics (outside of fairly similar common Russian Federation occurrences) is the community of Campione d'Italia, an island of Italy completely surrounded by Switzerland. The small town is built into the lower part of a mountain range that rises steeply from the edge of Lake Lugano. It is several miles from the Swiss-Italian border. Campione has had famous hotels and sports festivals. Campione d'Italia was founded by people serving a nobleman owing allegiance to the King of Lombardy. The nobleman became a cleric and ceded the town to a monastery in Milan, Italy. The monks taught local artisans fine stone masonry which is now apparent on their local buildings and some of the subsequent stamps issued when the community remained loyal to the king of Italy toward the end of the second world war. The stamps were issued with the permission of the Royal Italian Embassy in Bern, Switzerland. Due to philatelic speculative buying there were two very different printings. The Basilica of Santa Maria Maggiore in Bergamo, Italy and a tombstone of one of the historical leaders of Verona, Italy are shown in the two rectangular definitives below. A total of 6 definitives and 4 postage due stamps, that show the coat of arms of the monastery and, subsequently, the town itself were printed and used. Since Swiss stamps were also required, Scott's Catalog does not list these stamps individually. They are locals that had been sanctioned toward the end of World War II by a provisional Italian government in exile.



1895of the lake front in Campaione d'Italia

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