

Wichita Stamp Club Newsletter



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Editor



"Go Fly A Stamp"



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

This is the 49th 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.

This Small Stuff (Figure 1) comes to you by way of Mound City, Linn County, Kansas through **Ralph Lott**. This Small Stuff measures 4 ½ inch X 2 inch. The Small Cover is addressed to a Mis Sarah Bouma in Lewistown, Fulton Co., Ill and is franked with a 3¢ Locomotive stamp (Scott #114) and postmarked from Mound City Kan. on Dec. 1 sometime after 1869.



Figure 1-Small Stuff Mound City, Kansas



Figure 2-Linn Co. Railroad Map ca 1899

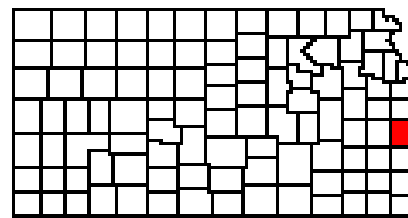


Figure 3-Linn County

Located slightly southeast of the center of Linn County (Figure 2 & 3) Mound City became the County Seat. The village was initially given the name 'Sugar Mound' due to the location of a mound by that name, just east of the village. The Post Office was established on March 15, 1855 in Sugar Mound and Dr. Isaac B. Stockton was appointed Postmaster. The Post Office changed its name to Mound City on February 1, 1859. The town was not officially organized until 1857. However by 1858 the village included a doctor and two lawyers along with a blacksmith shop; sawmill on the Little Sugar Creek; several residents completed their homes; and a store that later housed the Post Office. These were difficult times for the pioneers/settlers arriving in the Territory that was designated to become a slave state or free state.

Linn County including Mound City became heavily involved in the Kansas-Missouri Border War as pro-slavery men and abolitionists fought for control. James Montgomery, a Free-State advocate and Charles R. Jennison, the leader of the Kansas "Jayhawkers" made their headquarters in Mound City. The men of Mound City rode with these leaders as they fought the Missourians as Linn County being located next to the

Missouri border the group would cross the border, strike, and then move back across the border before the Missourians could muster a force to engage the men. In late 1860 a company of infantry came to Mound City under the command of Captain National Lyon to try and capture Captain Montgomery, who had an early warning and when the infantry traveled up the Little Sugar Creek to his residence he was gone.

During the Civil War the Union Army established a military post at Mound City. The post was discontinued in June 1865. On October 25, 1864, Mound City was attacked twice by Confederate soldiers retreating south from the defeat at the Battle of Westport.

During the early years of Mound City several newspapers were part of the community history. The *Linn County Herald* was the first starting on April 1, 1859 by Jonathan Lyman. However a year later the name changed to the *Mound City Report*, but it was moved to Mansfield. On April 1, 1864 the *Border Sentinel* and would survive under several editors until January 1874 when it was moved to Fort Scott. On April 1, 1873 the *Linn County Enterprise* and was sold in January 1876 and the name changed to *Linn County Clarion* and would remain so until 1893 when it merged with the *La Cygne Weekly Journal* and called *Journal-Clarion* until January 1914 when it was discontinued.



Figure 4--Mound City early 1900's

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

Travel Kansas—Hoyt located in Jackson County, Kansas (Figures 1 & 2), on the Chicago, Rock Island & Pacific Railroad. The town is located in Douglas Township about 14 miles south of Holton, the county seat and about the same distance north of Topeka, the State Capitol. Jackson County was one of the first counties established at the beginning of Kansas Territory by the territorial legislature in 1855, but was originally called Calhoun County in honor of John C. Calhoun. The County lines were permanently established in 1858, Holton became the County Seat.



Figure 1--Jackson Co. Railroad Map ca 1899

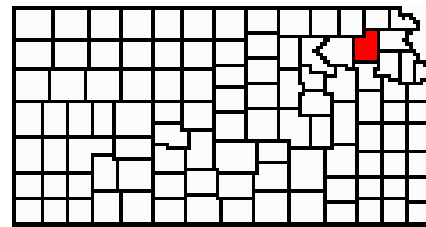


Figure 2--Jackson County

The history of Jackson County reveals the early exploration by a company of Frenchmen led by M. De Bourgmont in 1724 through Kansas to the Padouca Indians (see Note 1); this was followed by Dr. Thomas Say in 1819 in a scientific expedition to a Kansas Village where Manhattan is now; and Fremont “the Pathfinder” passed through the County on his expedition to the Rocky Mountains in 1843.

The first election of county officers took place in 1855, electing a probate judge, sheriff, treasurer, commissioners and some citizens served in a number of capacities at the same time. The county was changed from Calhoun to Jackson by Golden Silvers in 1858, but the county did not recognize the new name until 1859.

The famous Lane Road passed through Jackson County and the “Battle of the Spurs” took place at the Straight Creek Ford, one of several “underground railways”

Schools in the county prior to 1859 were chiefly accomplished by private subscription. The first school was built in 1858 out of logs in Douglas Township. By 1910 the county had 90 school districts with approximately 5,000 school age children and 60 libraries.

The railroad gained interest in 1871 when a bond amounting to \$160,000 was issued to get the Kansas Central railroad, but delays in building the line resulted in the company forfeiting \$100,000 of the money. This line became part of the Union Pacific system. The Chicago, Rock Island and Pacific runs from Topeka to Holton, then to the northeast to Whiting and beyond. The Kansas City Northwestern, a branch of the

Missouri Pacific runs from Valley Falls through Holton and Circleville and on north. Another Missouri Pacific branch enters the county at Nemaha and runs northeast through Netawaka and Whiting. The Topeka and Marysville, a Union Pacific branch crosses the southwest corner of the county.

Agriculture crops, such as corn, oats and wheat were the major money making crops, with Hay crops and Irish potatoes also extensively raised. Jackson County was also known for fruit growing with a quarter million fruit trees. Other sources of income were derived from the quarries of white, gray limestone's, with brick clay and gypsum found along the creeks.

The town of Hoyt was located along the Chicago, Rock Island and Pacific railroad in Douglas Township about half-way between Holton and Topeka. The railroad provide for a hay market and large shipments of livestock. Early business ventures included banking facilities, a newspaper, as well as the general line of businesses, telegraph and express offices, a money order post office with two rural mail routes. The post office was established January 9, 1871 and remains open today.

As noted one of the major commodities of Hoyt was the hay market. One of the players in this business can be seen with the corner card cover (Figure 3) of Jerry Chubb a Dealer in Hay out of Ash Grove (Rural Route 2), Hoyt Kansas. The cover is franked with a 2¢ George Washington stamp (Scott #301) postmarked Oct. 18, 1903 from Hoyt, Kans. and sent to a Mr. James L. Byers, Attorney at Law, Leavenworth, Kans.

The town of Hoyt was named after George Henry Hoyt (Nov. 25, 1837-Feb. 2, 1877) an abolitionist and attorney (Figure 4). Hoyt was born in Athol, Massachusetts, the only surviving son of an Athol Physician and abolitionist George Hoyt and his wife Avelina Witt Hoyt. In 1851 the family moved to Boston where young George studied law. A friend of Dr. Hoyt, Lysander Spooner, abolitionist anarchist and radical orator Wendell Phillips influenced young George in his approach to abolition.

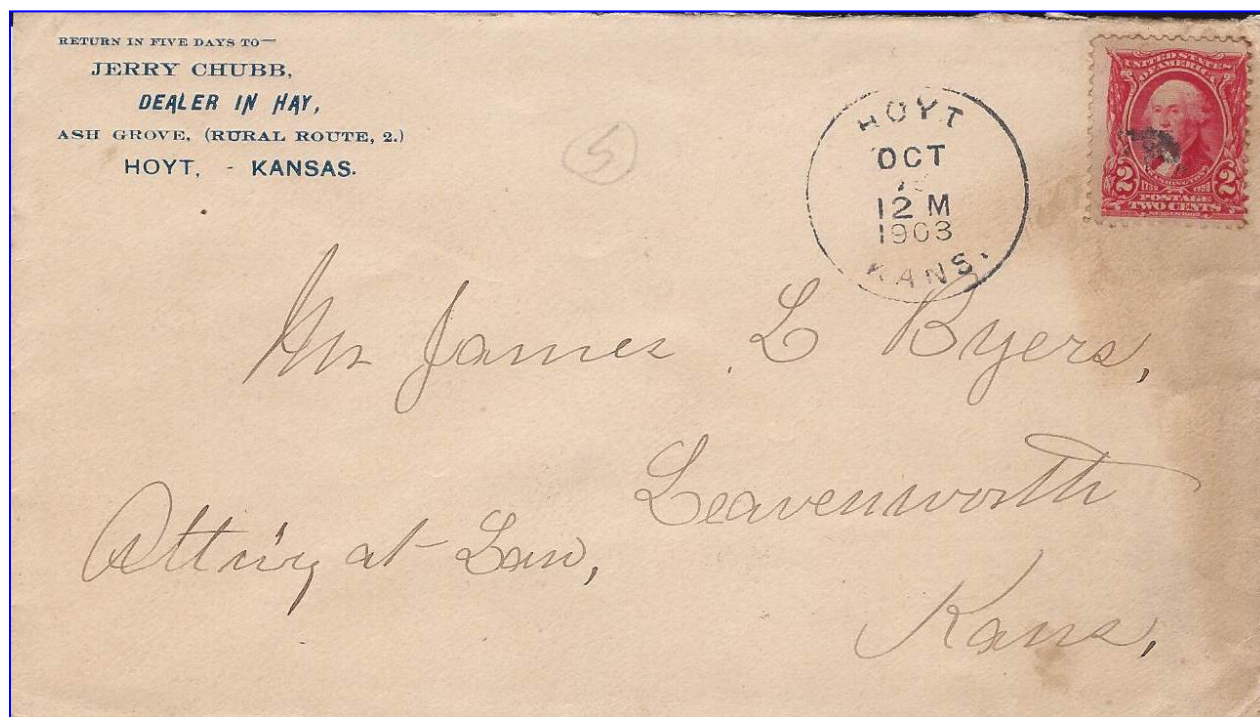


Figure 3--Corner Cover Hoyt , Kansas 1903



Figure 4--George H. Hoyt, Union Army



Figure 5--John Brown

When John Brown was arrested following the Harper's Ferry Raid (Figure 5), 21 year old Hoyt was recruited by Boston abolitionist to volunteer as counsel to Brown, who was on trial in Charlestown, Virginia. Hoyt had no experience in criminal or Virginia law. On October 28, 1859 young George arrived for the trial with order to spy on the proceedings, pass messages to and from Brown and the major assignment to arrange a prison break that would free the prisoner and as many other associates of Brown as possible. Due to a large contingency of militia in Charlestown, Brown refused to cooperate, so Hoyt called off the plot. Following the conviction of John Brown Hoyt was assigned to travel to Ohio to obtain affidavits the defense team hoped would prove Brown insane and thereby avoid his execution. While young George was in Ohio, he befriended old Brown's eldest son, John Brown, Junior and a large number of "fighting abolitionists" with whom he would later enlist in the Union Army.

John Brown, Junior was in Ohio raising a company of sharpshooters in late 1861 and Hoyt joined the company. Upon arriving in Kansas on November 9, 1861, Hoyt was mustered into the Union Army as a second lieutenant. Brown's company became known as Company K of the Seventh Kansas Volunteer Cavalry, also known as Jennison's Jayhawkers. Hoyt would quickly become a part of Colonel Jennison staff. Even though the Civil War was in progress, Hoyt took time out to get married on March 20, 1862 to Mary Anzonette Cheney, an Athol girl who came to Leavenworth for the wedding. After a few months she returned to Massachusetts where their first child, George DeWitt Hoyt, was born August 8, 1863. They would also have a daughter, Mary Clare Hoyt, born May 16, 1868.

Hoyt would be promoted to captain of Company K on May 27, 1862, replacing Brown, Junior who resigned because of rheumatoid arthritis. Hoyt himself would resign his command in July of 1863 after a brief service in the Army of the Tennessee, due to persistent lung problems and immediately returned to Kansas. Late in 1862 through August 1863, Hoyt served an irregular company as "Chief", of scouts and spies known as the Red Leg Scouts. This group of Union troops would venture into Missouri and freed slaves from Missourians. Hoyt's Red Legs were given legal power via commission of detectives in the District of the Border. In September 1863 Hoyt was commissioned as lieutenant colonel in the Kansas Fifteenth Volunteer Cavalry as noted in Figure 4. The photo (Figure 6) of some of his troops, Hoyt is shown

in the center of the photo. Hoyt's troops fought at Second Lexington, Little Blue, and Westport. At the 2nd Battle of Newtonia, Hoyt earned a brevet (see Note 2) promotion to Brigadier General. Hoyt resigned his commission on July 19, 1865.



Figure 6-Union Troops-Hoyt in Center

Following the Civil War, Hoyt entered politics and served a two-year term as Attorney General of Kansas (1867-1869). He had a brief stint with the United States Postal Agent and served as editor of two newspapers in Leavenworth. Following a failed campaign for Congress he returned to Athol and edited the *Athol Transcript* and eventually elected to the Massachusetts House of Representatives in 1871. Hoyt passed away in Athol in 1877 at the age of 39

Note: 1 Padouca Indians: The Padouca were apparently Plains Indians living west to the Mississippi and Missouri Rivers. General William Clark of the famous Lewis & Clark team; acquired land as a result of his older brother George Roger Clark receiving land in Kentucky for his service during the Revolutionary War. This 37,000 acres of land was surveyed and plotted in western Kentucky along the Ohio River, thus establishing a new town naming it Paducah on June 13, 1820 in honor of the Padouca.

Note: 2 Brevet = a warrant authorizing a commissioned officer to hold a higher rank temporarily.

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THE FIRST RURAL WOMAN MAIL CARRIER IN THE UNITED STATES by Jeff Lough



Figure 1-Linn County Map ca 1899

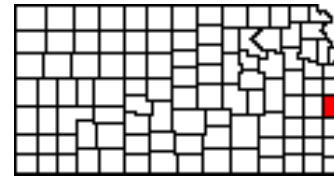


Figure 2-Linn County

In the Pleasanton and Mound City area of Linn County in eastern Kansas (Figures 1 & 2) a divorced single mother named Mary Reynolds Hazelbaker became the first rural woman mail carrier in the United States in 1904. Mrs. Hazelbaker, had attended elementary school in the area and was married, had five children, and then became divorced. She started out as a store clerk and later became a post office clerk. When it was announced that a third mail route for the Pleasanton Post Office was to be started, Mary took the examination, passed with the highest grade and was awarded the position, becoming the first rural woman mail carrier in the United States. See accompanying covers postmarked from Pleasanton and Mound City (Figures 3 & 4)

This was the third route for that post office and it was to be the longest, twenty-five miles, and was also the most crooked. After traveling four miles the carrier had patrons in all four directions, with two retraces. Many prospective patrons were very critical saying, “No woman has the stamina to make such a long drive especially under bad conditions.”

Ms. Hazelbaker had a local trader select two horses and a closed mail wagon. In 1904 she started her route with two strong horses, a cart and the names of her patrons. Regulations required that she appear at the post office at 7 o’clock, leave at 7:30, drive her entire route and check in at 3:30. A daily report had to be kept. For this she received a salary of \$50.00 per month.

The route was quite a challenge; Mine Creek and Silver Creek both had to be forded. Both could be treacherous during a rainy period. When the water was high, Mary would put the mail bags on the buggy seat, sit on her feet and the water would rush between the seat and the dashboard, but the mail was delivered. Often she made her entire trip when the other mail carriers had given up and returned to the post office. Because the mail wagon had proven too heavy, she bought a buggy with a side and front curtains and drove one horse.

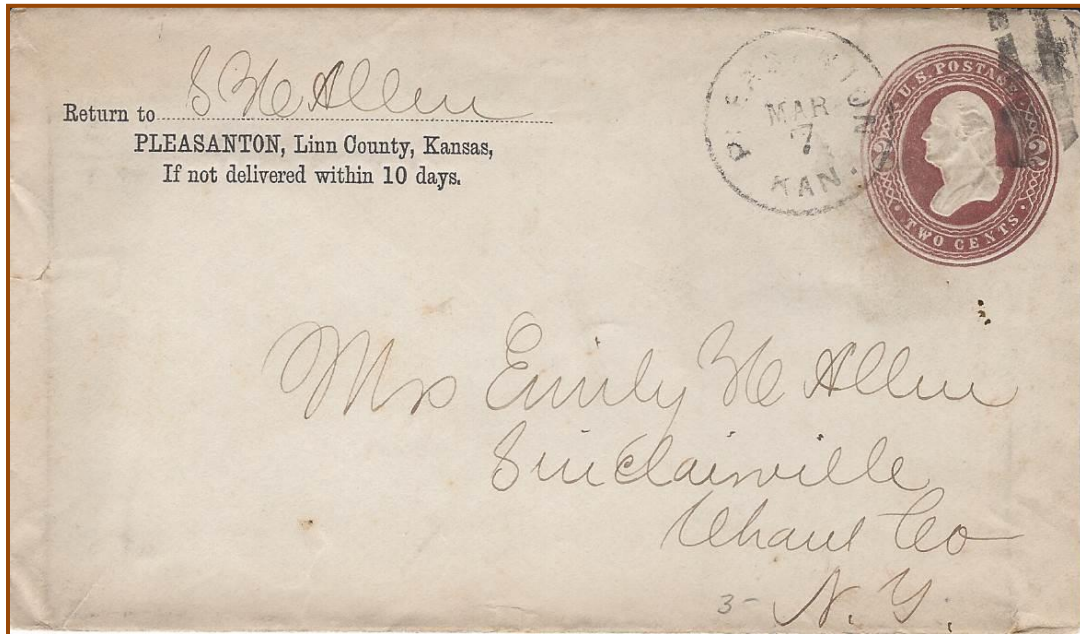


Figure 3--Pleasanton cover postmarked Mar 7



Figure 4--Mound City cover postmarked Oct 28

The roads were usually bad most of the winter. At times the half-frozen mud filled the buggy wheel and had to be beaten out to keep the wheels turning, and in summer the dust was almost hub deep, but the horse from habit stopped at the boxes in exactly the right spot. Some mail boxes were locked. Mary used the time between stops to read, and observe rocks and other landmarks.

Mary taught Bible Class in the local Methodist Church and belonged to the Eastern Star and Rebekah Lodge. Mary had a close relationship with her patrons. She shopped and ran errands for them. In the summer some patrons shared their garden produce and in winter their fresh meat.

In the twenties she purchased a car and reversed the route, and all patrons received their mail in the morning. She served four generations of one family with the same mail box. Mary was compelled to retire at age 65 after 29 years of service. Her patrons presented her with a floor lamp. She lived to see her children grown. Two girls worked in Washington, D.C. and one son was in World War I. Six grandchildren served in World War II. Mary died in 1952 at the age of 84.

This information is taken, often verbatim with some editing, from a publication of the Linn County Historical Society, *From Pioneering to the Present. Linn County: Its People, Events, and Ways of Life* published without authors listed in 1976. It was discovered while thumbing through a library card file under “postal history” at the Kansas State Archives in Topeka.

Editor’s Note: The two covers presented in this article are courtesy of **Ralph Lott**.

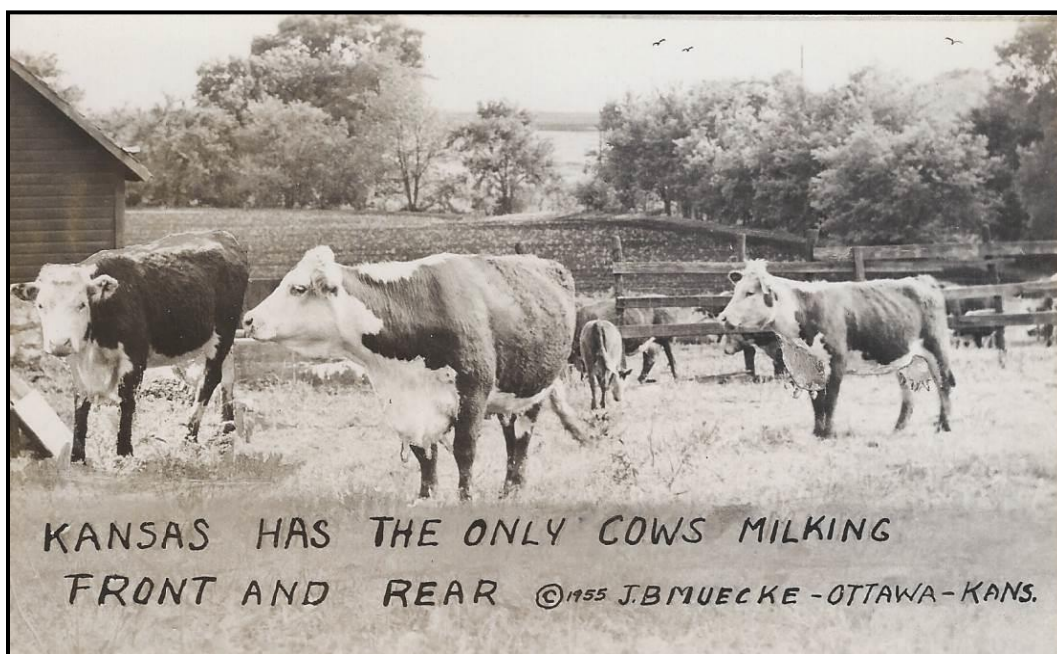
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NOW THAT'S INTERESTING!! by Old MacDonald

In going through a box of covers and post cards at the Wichita Coin & Stamp Show, I came across this post card that caught my eye. I was raised on a farm in Oklahoma and had numerous opportunities to milk our caws and even squirting milk in the cats face or dog whichever one happened to be present and sometimes even my brothers and sisters.

These cows shown on the post card have an udder in front as well as rear—**Now That's Interesting!!**. These 1955 real photo post cards were produced by a J. B. Muecke of Ottawa, Kansas. His sense of humor was captured in a variety of post cards about Ottawa, Kansas and Kansas in general.



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