

# Wichita Stamp Club Newsletter



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Editor



*"Go Fly A Stamp"*



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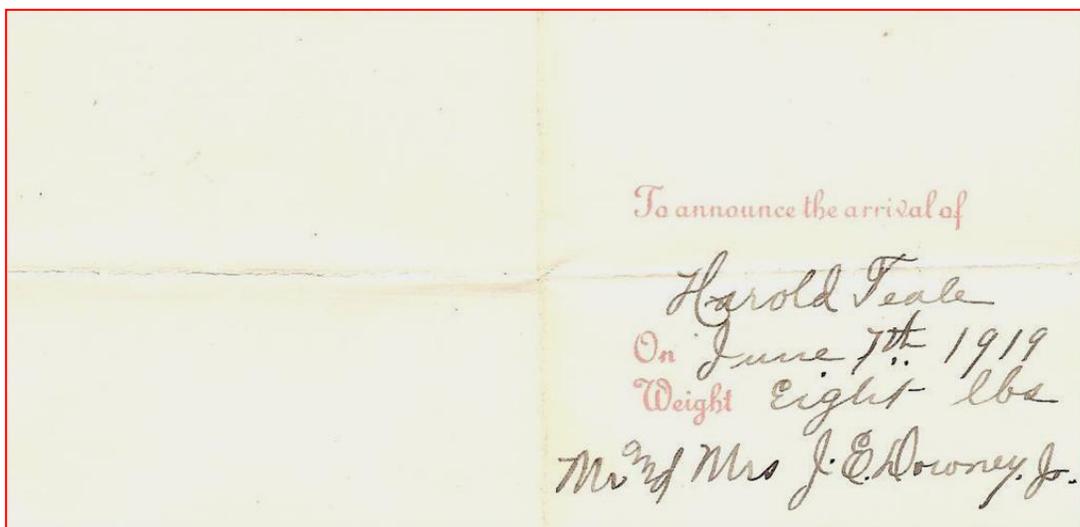
Some history and a cover about the destroyer Zane

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## DON'T SWEAT THE SMALL STUFF by Ralph Lott and Neal Danielson

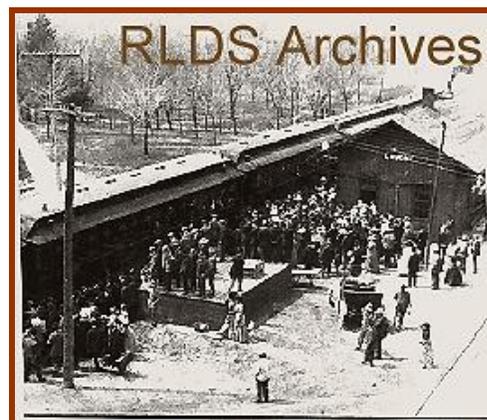
This is the 23<sup>rd</sup> in a series of articles relating to small post cards and small covers so if you have any in your collection that you would like to share please let us know.

Now when it comes to announcing the birth of a baby this Small Stuff fits the occasion. The cover produced by Crane's measures 2 15/16 inch by 1 1/2 inch. Even the stamp, a 3¢ George Washington (Scott #502?) was placed on the cover horizontally with 2/3<sup>rd</sup> on the front and a 1/3<sup>rd</sup> on the back. The stamp is tied to the cover on the reverse with a circular-date-stamp from Lamoni, Iowa on Jun 10 1919.



The announcement that was enclosed in the cover was outlined in red (enhanced by the computer) and was folded lengthwise in half and then folded in half again in order to fit into the cover. The back (flap side) lines were outlined in red. The child was born on June 7, 1919 and the announcement was mailed out on June 10, 1919.

Lamoni is located along the southern border of Iowa in Decatur County and figured prominently in the 'Reorganized Church of Jesus Christ of Latter Day Saints' now known as the Community of Christ. Its history dates back to 1870 when a parcel of land of about three thousand acres was purchased for



the gathering of the Church members. Back in the 1840s under the leadership of Joseph Smith, Jr. the Church of Jesus Christ of Later Day Saints had established a large community in Nauvoo, Illinois. When Smith died in 1844 conflict of cultures forced the Mormons leave. A large group followed Brigham Young westward into Iowa Territory creating the 'Mormon Trail' across Iowa. As they traveled across the territory members of the party would drop out and establish their own community. One of the largest was Garden Grove and another one was Lamoni. Included in this congregation was Joseph Smith, III who along with several others established the 'Reorganized Church of Jesus Christ of Later Day Saints' (RLDS) with general Church offices centralized in Lamoni in 1881. The Herald Publishing House became the central focus of the Church with office space and an important source of business with the Church owned publishing activities. In 1890s the Lamoni Train Station was the site of a RLDS Conference (Photo from the RLDS Archives shown at right).

In 1907 the Herald House Publishing House was destroyed by fire. Joseph Smith, III who was President of the RLDS had moved to Independence, Missouri in 1906 to establish another Church. When the Lamoni Officers gathered following the fire they decided that it was economical to move the printing operations to Independence, Missouri, but the townsfolk determined to keep the printing facility raised the money and built a replacement. However, Independence, Missouri has now become the headquarters of the RLDS and the town of Lamoni has become a sizable Amish community.

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**MIDWAY ATOLL** by Neal E. Danielson

Midway was discovered by Captain N. C. Brooks on July 8, 1859 and he called it Middlebrook Islands (Figure 1). It would be eight years before the Secretary of the Navy ordered the *U.S.S. Lackawanna* to survey the atoll at the urging of the Pacific Mail Steamship Company, and the U. S. formally took possession on August 28, 1867 and called it 'Brooks' Island'. The atoll consists of a circular rim of coral reef, about 5 miles in diameter (Figure 2). Within this rim is a deep lagoon with a depth of 25 to 50 feet, surrounded by areas of shallower water. The north eastern portion of the atoll of the reef forms a continuous flat-topped wall. The area has two islands—Sand Island the largest measuring a mile and a half long by a mile wide has a hill that reaches an elevation of 43 feet and Eastern Island which is triangular shaped and about a mile and a quarter long by three-quarters of a mile wide with very fertile soil (It has been called Green Island). Sand Island on the other hand was nearly bare sand, but man planted grass, shrubs and trees until now much of the Island is well wooded. Spit Island has a land mass of 15 acres, thus its name 'spit' in the ocean.

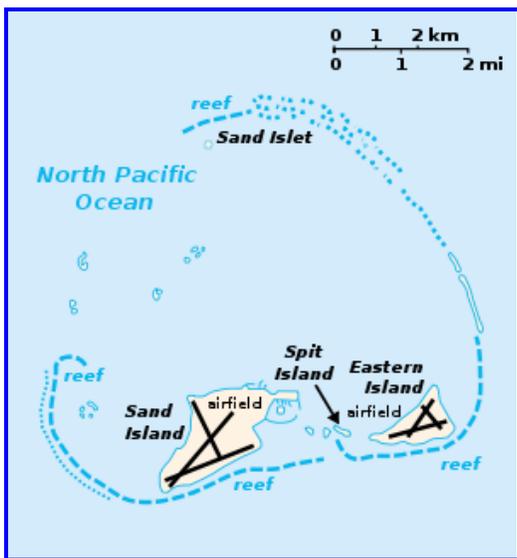


Figure 1

Midway Island showing Airfields

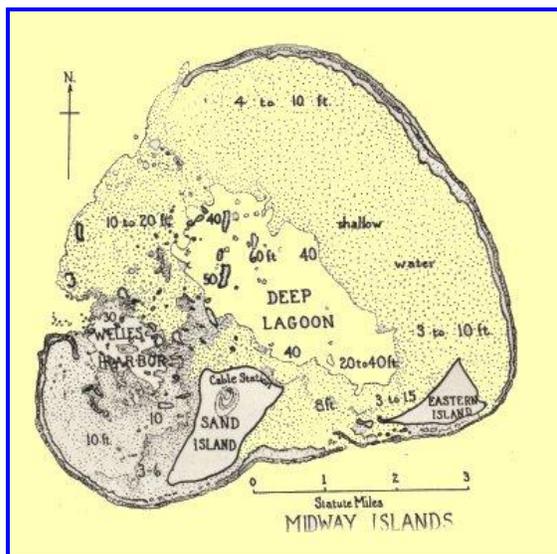


Figure 2

Midway Atoll showing water depths

Figure

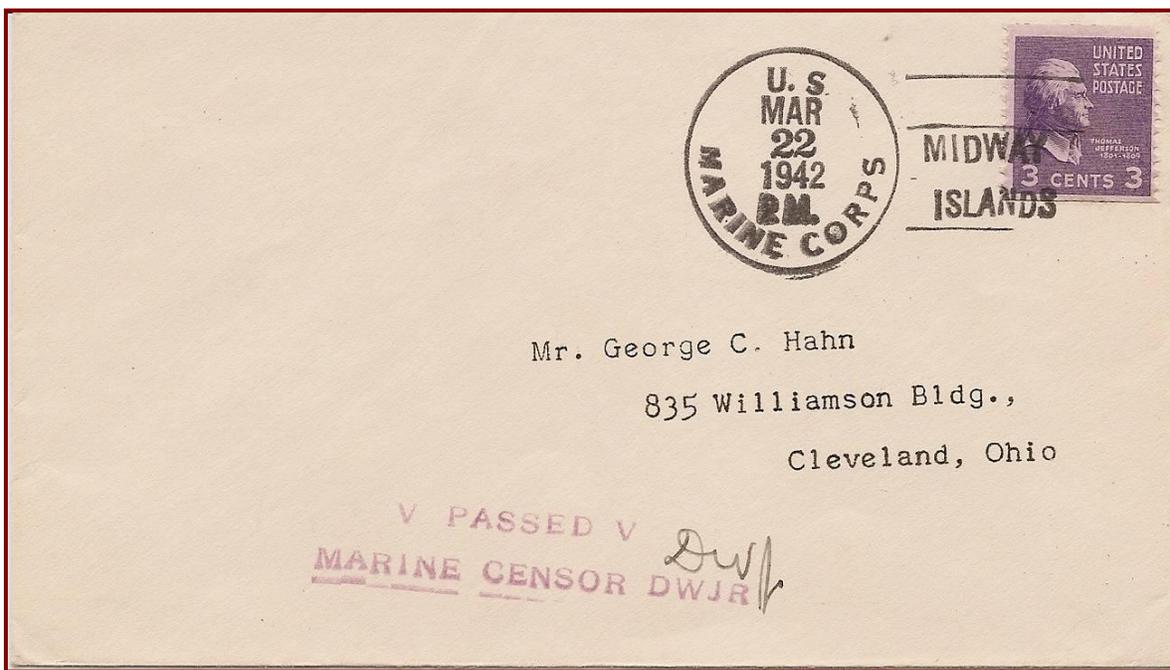


Figure 3

Cover postmarked from Midway Islands 1942

United States companies built a cable relay station there in 1903, located on Sand Island and an airport in 1935, built by Pan American Airways. On March 1904 Marines were ordered to Midway to “protect property and guard the cable employees from marauders who might visit the islands to kill the sea birds.” The Marines arrived on 2 May 1904 and established camp and would remain until 1908. The islands have been under the jurisdiction of the U. S. Navy Department since 30 January 1903. When tensions were high, between the U. S. and Japan, in 1940 airstrips, gun emplacements and a seaplane base quickly became visible on the atoll. The Naval Air Station Midway became a reality once the channel was widened. The island even had a mall and several other hangars and buildings. When Pearl Harbor was attacked on 7 December 1941 and war was declared on Japan, Midway Islands became a vital part of winning the war.

Additional Marines were stationed on Midway when war broke out and on March 22, 1942 a Marine sent a letter to an individual in Cleveland, Ohio (Figure 3). The cover is franked with a 3¢ Thomas Jefferson stamp (Scott #807) and tied to the cover with a four-bar “Midway Islands” balloon cancel from the U. S. Marine Corps. The letter was censored by a ‘DWJR’ and initialed according to the hand cancel on the lower part of the cover.

The Battle of Midway was one of the strategically important battles during WWII, as was the Battle of the Coral Sea. The United States was well aware of the importance Midway held in defeating the Japanese. From June 4 to June 6, 1942, the United States land based planes and carrier planes attacked a Japanese fleet approaching Midway. The U. S. sank four aircraft carriers and one heavy cruiser. The United States lost the destroyer *Hammann* and the aircraft carrier *Yorktown*. The Battle of Midway crippled Japan’s naval air power and ended Japan’s attempt to seize Midway as a base from which to strike Hawaii. Many military experts believe this battle was the turning point in the Pacific campaign, as Japan never replaced their aircraft carriers.

References:

*The World Book Encyclopedia* by Field Enterprise Corp., Chicago 1969

Wikipedia Free Encyclopedia website: Midway Islands and Battle of Midway

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

**Travel Kansas—Ozawkie** located in Jefferson County, but the original unincorporated town does not exist as it is now covered by water as part of the Perry Dam Project. The original Indian Village “Osawkee” was named in honor of the Sak (Sauk) Tribe Chief. Some say the name means “People of the Yellow Earth” and some say the name means “People of the Outlet” as the Sauk Tribe’s Saginaw Bay, Michigan origin. The town of Osawkee was the County Seat of Jefferson County in 1855, but lost out to Oskaloosa later.

The river that runs from the northwest part of the county to the Kansas River was originally called the “Grasshopper” but was changed to the “Delaware River”. This event took place in 1875 due to the frequency of invasions by grasshoppers, so the river was changed from Grasshopper to Delaware. Entire crops and anything else were wiped out due to a massive invasion in 1874. Even the spelling of Osawkee was changed to Osawkie in 1883, then the Leavenworth and Topeka Railroad established a depot and eventually the spelling was “Ozawkie” as it is today. A large stone welcomes visitors to Ozawkie that depicts the Sauk Chief (Figure 3).

The land that became Ozawkie was first inhabited by several Indian Tribes, but a ‘white man’ discovered it and illegally settled prior to the land treaty and the Kansas/Nebraska Act of 1854. His name was William F. Dyer, but he was never charged with any wrong doing and went on to build the first business in the area that eventually became a road to haul military freight between Fort Leavenworth and Fort Riley. By 1885 the town had a newspaper, meat market, lumber yard, dry goods, general merchandise, drug store, hotel, furniture store, flour mill, lawyer, two doctors, veterinarian, blacksmith and post office. The post office was established in 1855 and George M. Dyer was appointed Postmaster on March 15, 1855.

A corner card cover of Albert Noller, General Merchandise, Ozawkie, Kansas (Figure 4) is franked with a 3¢ National Recovery Act issue of Aug. 15, 1933 (Scott #732) and tied to the cover with a serif lettered 4-bar cancel and postmarked Ozawkie Kans. on Jul 2 1934 and sent to “Factory” in Florin, Pennsylvania. The Postmaster in Ozawkie during this era was Mrs. Allie D. Quiett who had been appointed Acting Postmaster on November 23, 1925 and as Postmaster on February 4, 1926 and would remain in this position until July 31, 1943. Not sure which factory as several existed in the area, even Hershey Chocolate Factory was nearby as Hershey built a park in Florin for employees and relatives back on April 24, 1907.



Figure 1

Jefferson Co. Railroad Map ca1899

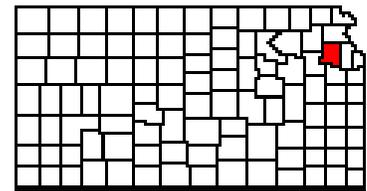


Figure 2

Jefferson County



Figure 3

Ozawkie Stone

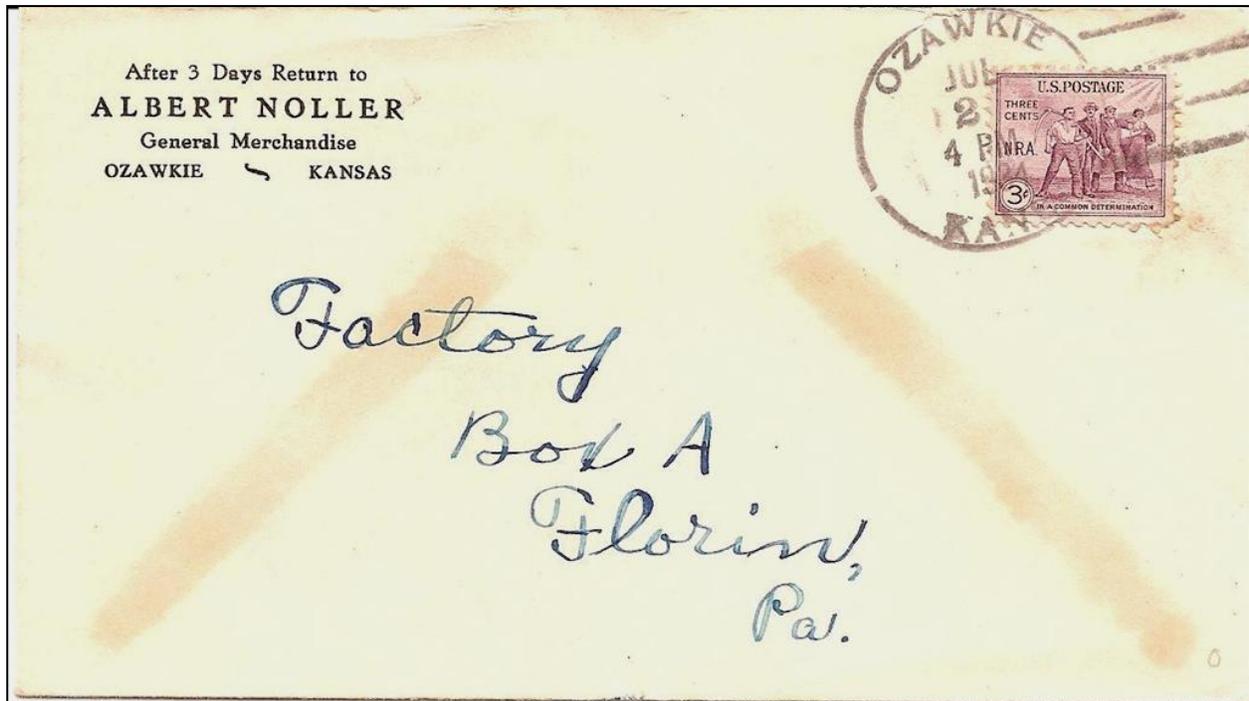


Figure 4—Corner Card Cover postmarked from Ozawkie, Kansas in 1934

Ozawkie as it stands today is known as the “Oldest and Newest Town in Jefferson County.” The town first heard rumors that the Army Corps of Engineers were considering building a Dam on the Delaware River in 1930, which would require that the town would have to be relocated due to its location along the river. In 1948 some of the citizens of Ozawkie opposed the dam and requested an audience with the Engineering Department of Rivers and Harbors in Washington, D.C., but were turned down. The Perry Dam Project was approved in 1954 and due to the fact that Ozawkie had never been incorporated they would not receive funds to pay for the relocation of the town. Through the generosity of the citizens of Ozawkie they formed a non-profit organization in 1964 and purchased land about a mile from the current town and the town was platted and lots were sold to the citizens of the town first. The citizens that owned homes in the original town were offered far less than the appraisal value of their homes, which resulted in another trip to D.C. In 1965 the Kansas State Historical Society obtained access to the old town of Ozawkie in order to excavate area’s looking for Indian dwellings and locate artifacts, but this was halted when they located graves of five white settlers. These had to be moved to an appropriate location. In 1967 the town of Ozawkie became incorporated and W. A. Kramer was elected the first Mayor.

References:

Wikipedia Free Encyclopedia website: [Ozawkie Kansas](http://en.wikipedia.org/wiki/Ozawkie,Kansas)

U. S. P. S. website: <http://webpmt.usps.gov/>

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

Ozawkie Kansas website:

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## **U. S. S. ZANE (DD-337), PROBLEM XX** by Neal E. Danielson

The *U. S. S. Zane* (DD-337) (Figure 1) was launched on 12 August 1919 and Commissioned on 15 February 1921. Named in honor of Randolph Talcott Zane of Philadelphia, Pennsylvania. He received his appointment in the U. S. Marine Corps as a Second Lieutenant in 1909 and joined the Marine detachment in battleship *New Hampshire* at Guantanamo Bay, Cuba on 27 December 1909. Once he reported back to the Marine Barracks at Washington, D.C. on Christmas Day, 1911 and on 1 January 1912 *Zane* became Post Quartermaster until 15 February 1913. *Zane* saw several temporary expeditionary services, including several tours ashore at Pearl Harbor, Territory of Hawaii, and at Quantico, Va. He was promoted to Major just prior to a tour of duty in the Bourmont, France, with the 6<sup>th</sup> Marine Regiment. Then, he went to the front lines, southeast of the famous battlefield at Verdun, where he remained from mid-March to mid-May. He participated in the fighting in the vicinity of Belleau Wood, where the untried marines came up against the 461<sup>st</sup> Imperial German Infantry. He also took part in the second phase of the assault, tragically, *Zane* was wounded and shell-shocked on 7 June 1918 and never recovered and died of his injuries on 24 October, 1918.



**Figure 1**

U.S.S. *Zane* (DD-337)

The *U.S.S. Zane* completed its shakedown on the west coast and on 22 June 1921 departed port assigned to the Destroyer Division 14 out of San Francisco, California bound for the Asiatic Station. On 24 August 1921 the *U.S.S. Zane*, sailing by way of Pearl Harbor; Midway; and Guam; before reaching Cavite, Philippine, Islands. On 2 June 1922, she departed Manila bound for Chinese waters and joined up with her sister ship *Rathburne* (DD-113). On 5 July *Zane* was underway to Chefoo at the North China Port where she remained for a few days before proceeding to Chinwangtao, the seaport at the base of the Great Wall of China. She departed port on 5 August, homeward bound and visited Nagasaki, Japan, then touching at Midway and Pearl Harbor, reaching San Francisco on 2 October 1922. She was decommissioned at San Diego on 1 February 1923, but remained on "Red Load Row" for seven years. Re-commissioned on 25 February 1930 under the command of Lt. Commander C. J. Parrish and would serve within the 2<sup>nd</sup> Destroyer Flotilla squadrons.

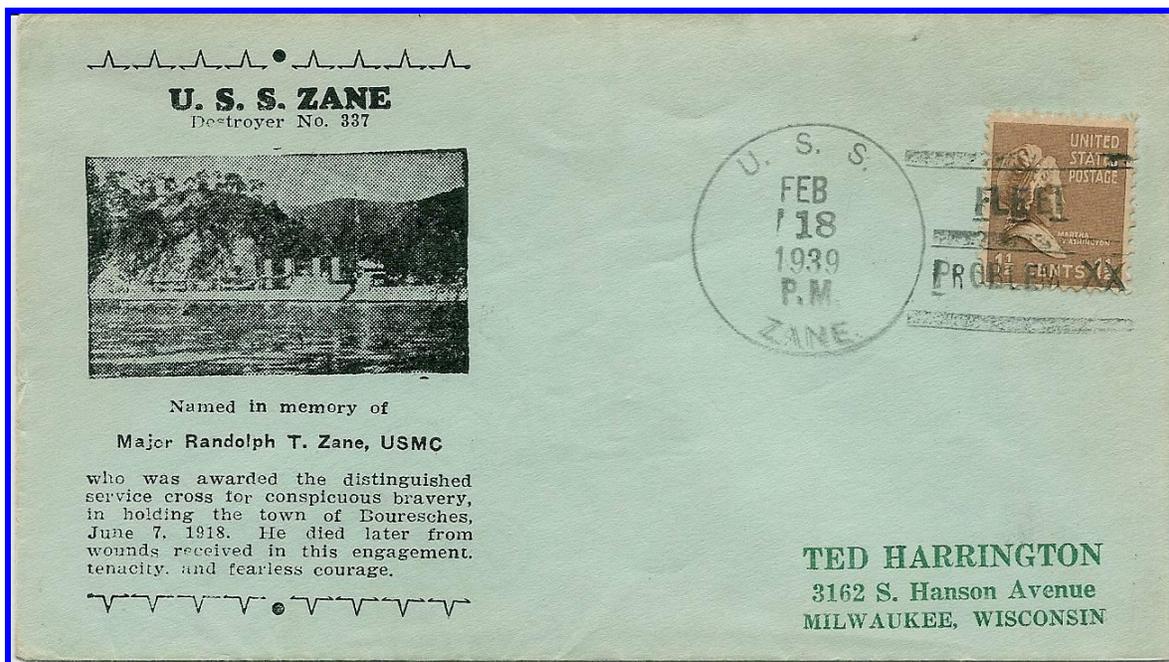


Figure 2—Cachet Cover – U.S.S. Zane, Destroyer No. 337

Saying good-bye to the U. S. Fleet, the U. S. Navy departed from the Pacific for maneuvers in the Atlantic and Caribbean, and a ceremonial visit to the New York World's Fair of 1939. The fleet's maneuvers were significant in bolstering the President's "continental solidarity," and reminded Europe's fascists that the U.S. was still a major power in the Atlantic. Meanwhile in the Pacific, regarded for several years as the most vulnerable sea front of the U.S., four of the Navy's 15 battleships, two of its 31 cruisers, would stay for overhaul and to see that Japan did not forget its manners. The standing force of submarines destroyers and planes in the Pacific Islands would remain undisturbed. Once east of the Panama Canal the Pacific Fleet was joined by two new aircraft carriers, four battleships, seven light cruisers, seven destroyers of the newly formed Atlantic Squadron. A cardinal principle in Navy strategy has long been that "the Fleet" should largely remain together, ready to move as a unit and at maximum strength to any threatened point. Whether the Atlantic Squadron is to grow into a separate Fleet is a matter of dispute.

Decision on that point would be reached after the year's maneuvers, devoted to "Fleet Problem XX," the defense of the eastern shores of the U.S. and (in theory) the Republics of Latin America. An invading "White" fleet would try to outwit defending "Blacks," capture an operating base near the U.S. or Central America. This was no impractical game. Without such a base in Bermuda, the Bahamas or the West Indies, no European invader could get far in the Western Hemisphere. How much of a fleet is necessary in the Atlantic to prevent a foreign Navy from gaining a foothold is the question that the Navy hoped to settle.

Fleet Problem XX (Twenty) took place February, 1939 in the Caribbean and Atlantic, and was observed in person by President Franklin D. Roosevelt. The exercise included 134 ships, 600 planes, and nearly 50,000 officers and men. The exercise was overseen by Admiral Bloch. Figure 2 is a cachet cover from the U.S.S. *Zane* (DD-337) franked with a 1 ½ ¢ Martha Washington stamp and tied to the cover with a three-bar "Fleet Problem XX" circular date stamp from the U.S.S. *Zane* on Feb. 18, 1939 and sent to an individual in Milwaukee, Wisconsin.

The U.S.S. *Zane* would return to the Pacific following a short assignment off the Panama Canal Zone. By this time the U.S. Navy had developed more modern, faster, more heavily armed ships, and the need for old "flush-deckers" in the destroyer role diminished. The *Zane* was converted to a high-speed minesweeper at the Pearl Harbor Navy Yard and reclassified as DMS-14 on 19 November 1940, *Zane* operated primarily in Hawaiian waters on the eve of World War II. She was moored off Pearl City in the nest with three other

minesweepers on the morning of 7 December 1941. She would serve during the war in a variety of maneuvers as a minesweeper and local escort duties until the end of the War. She was struck from the Navy list on 8 January 1946.

References:

Navy History & Heritage Command website: [www.history.navy.mil/danfs/z1/zane.htm](http://www.history.navy.mil/danfs/z1/zane.htm)

Wikipedia Free Encyclopedia website: U.S.S. Zane (DD-337)

Wikipedia Free Encyclopedia website: Fleet Problem XX

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