

# Wichita Stamp Club Newsletter



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Editor



*“Go Fly A Stamp”*



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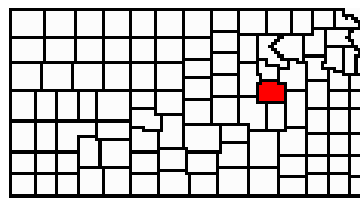
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## TRAVEL KANSAS NORTH TO SOUTH—EAST TO WEST by Neal E. Danielson

**Travel Kansas-White City**, established in 1885 is located in Morris County, Kansas (Figures 1 & 2) along the Chicago, Rock Island and Pacific Railway. The Railroad was originally established in 1887 as the Chicago, Kansas and Nebraska Railway out of Topeka, but it went into foreclosure and taken over by Chicago, Rock Island and Pacific Railway. It would change ownership three times to its current Union Pacific Railroad. Although the locals still call it the “Rock Island”. Morris County was organized as Wise in 1855 and Council Grove was identified as the County Seat. Wise County was named in honor of Henry A. Wise who was the Virginia Governor during the John Brown Harper’s Ferry incident, but when Brown—“the grand old man” was executed at Charlestown, in December 1859 as the County administration changed the name to Morris in February 1859 in honor of a United States Senator, Thomas Morris, from Ohio, who had distinguished himself as an opponent of slavery.



**Figure 1**  
Morris County Railroad Map ca 1899



**Figure 2**  
Morris County

The Missouri, Kansas, & Texas Railway was built in 1868 running from the northwest at Skiddy through White City and on through Council Grove and leaving the County at the southeast just beyond Dunlap. Other Railroads that travels through Morris County includes the Missouri Pacific and the Atchison, Topeka & Santa Fe.

The Methodist Church in White City is one of the major landmarks (Figure 3), along with the Old Parker Station (Figure 4). One of the early entertainment features for White City was their Ladies Band, although there were men members (Figure 5).



**Figure 3--Methodist Church-White City**

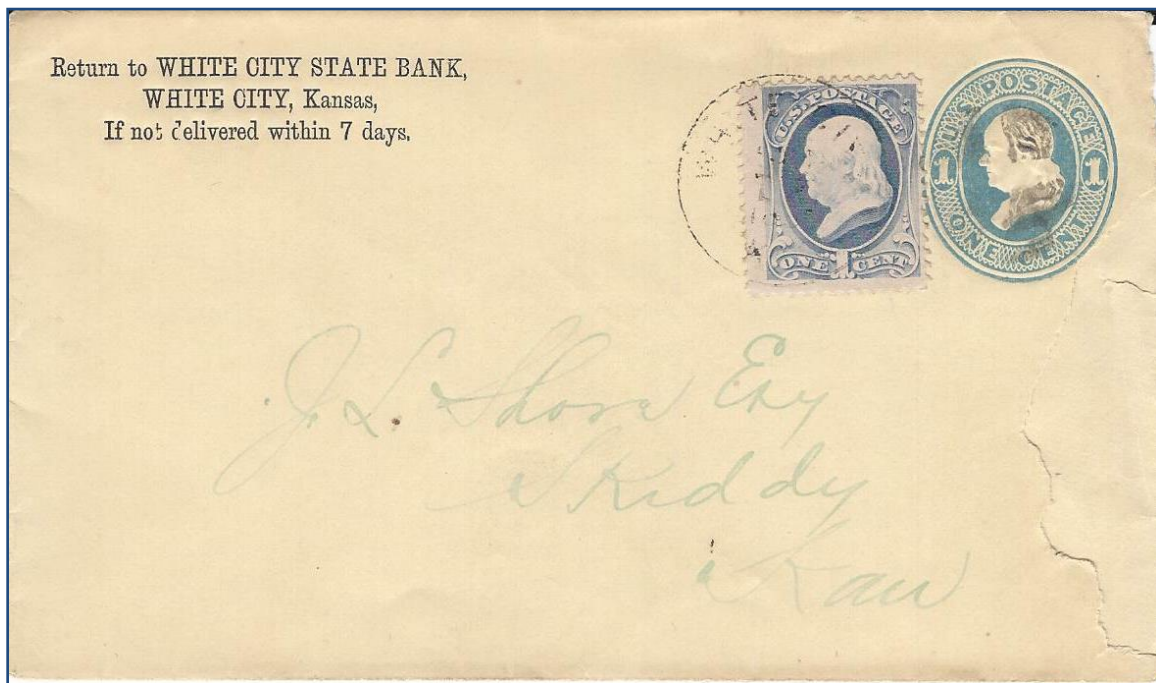


**Figure 4**  
Old Parker Station-White City



**Figure 5**  
White City Ladies Band

The Post Office was opened January 2, 1872 in White City and was still open in 1961. A commercial cover from the White City State Bank (Figure 6) is a 1¢ embossed stamped envelope (Scott #U113) franked with a 1¢ Benjamin Franklin stamp (Scott #206) and addressed to a J.L. Shon Esq. in Skiddy, Kan.



**Figure 6**  
Commercial Cover - White City ca 1880

Skiddy is located at the northwest section of Morris County along the Missouri, Kansas & Texas (Katy) Railway, sometimes referred to as Camden. The settlement was started by a colony from Pennsylvania and New Jersey in 1870. The first general store established in 1870 by J. R. College.

Skiddy was named in honor of a railroad magnate with the old Union Pacific Railroad, Francis Skiddy of New York. The Post Office in Skiddy was established November 16 1869 and change to the name Camden March 11, 1879 but was changed back to Skiddy on August 3, 1883 and finally closed October 31, 1953. The town is considered a 'Ghost Town' as most of the inhabitants have left and businesses are all closed down. A Mann's Grocery & Locker building can still be seen (Figure 7). The True Cowboy of Skiddy was Dustin "Dusty" Anderson who lived his entire life in Skiddy (Figure 8), except during the WW1 and he has his own Anderson "DA" Cemetery. The Baptists were very strong in Skiddy and in White City. The Baptists constructed a frame church building (Figure 9) and the pastor would travel between Skiddy and White City to deliver the Gospel.



**Figure 7**  
Mann's Grocery-Locker-Skiddy



**Figure 8**  
True Cowboy of Skiddy – Birth Place



**Figure 9**  
Old Baptist Church of Skiddy

References:  
Wikipedia Free Encyclopedia  
Legends of Kansas.com/MorrisCountytown2

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

This is the 53<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.

This small stuff comes to you by way of Cherryvale, Kansas through Golden City, Missouri. This small stuff measures 4 ½ inch X 3 inches and contains an insert that measures 4 ¼ inch X 2 ¾ inches (Figure 1). Cherryvale (Cherry Vale) is located in Montgomery County Kansas (Figure 2) at the junction of two lines of the Atchison, Topeka & Santa Fe Railroad in the northeastern part of the County. Cherryvale was established on land that formerly occupied by the Osage Indians who moved or pushed out during the American Civil War.



Figure 1  
Small Stuff Cherryvale, Kans. 1927



Figure 2  
Montgomery Co. Railroad Map ca 1899

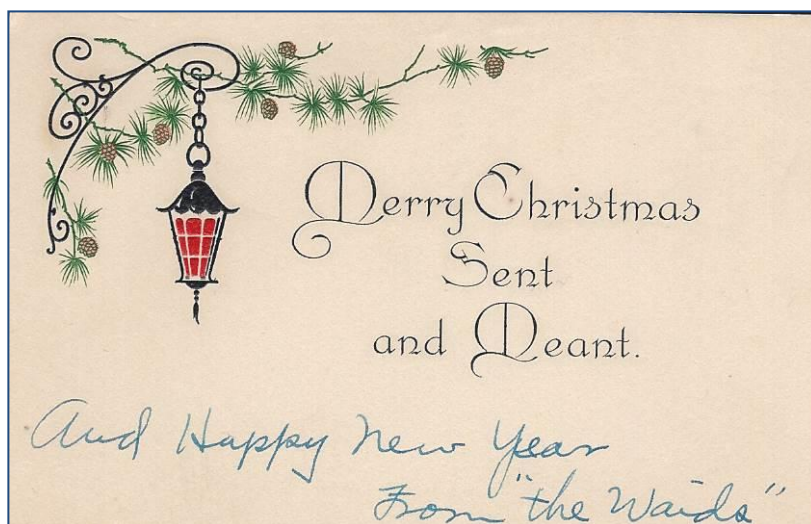
The first white man purchased land and settled in then turned around and sold the land to the Kansas City, Lawrence & Southern Kansas Railroad that then became the Leavenworth, Lawrence & Galveston Railway. The railroad plotted the land in May 1871, that already seen settlers taking up residence in the beautiful spring cherry blossoms area.

Cherryvale grew rapidly due to the railroad and the zinc mining, glass and brick production. The world's largest zinc smelting facility, *Edgar Zinc Company* employed a large number of the residents as did the six brick plants which enjoyed cheap energy from the abundant natural gas in the area to run their kilns cheaply. The town boasted of 11 churches, 10 restaurants, 20 groceries, two theatres by 1925 along with an electric trolley with tracks occupying the center of Main Street. The young boys of the town enjoyed "soaping" the tracks as a prank, which in turn halted the progress of the interurban cars until the operator would climb down and sand the tracks so the trolley could move forward.

One of the unfortunate event that happened about seven miles northeast of Cherryvale was the Bender family of 1871-1873 who had built a small general store and inn and over time they lured travelers into their establishment killing at least 12 travelers that included one child. They were tagged with the name the "Bloody Benders" taking their possessions before burying them in their orchard plot.

The Post Office was originally established May 19, 1870 as Cherryville, but on July 17, 1871 the town was changed to Cherry Vale and would remain that until August 24, 1894 when the name changed to Cherryvale.

The Small Stuff cover was franked with a 2¢ George Washington stamp (Scott #554) and tied to the cover with a seven-wavy-line circular-date-stamp postmarked from Cherryvale, Kansas on Dec. 21, 1927, and mailed to Mr. & Mrs. Elbert Jewell of Golden City, Missouri (Figure 3). The enclosed card wishes them a 'Merry Christmas Sent and Meant' along with a hand written 'And Happy New Year From "the Waids"'. Sure beats Christmas



**Figure 3**  
Christmas Card Insert

Cards in this day and age, size wise. Golden City, Barton County, Missouri is located in the heart of Missouri's Tall Grass Prairie Country. The town was established in 1866 as part of the Butterfield Stagecoach Line stop. This stop eventually turned into a Railroad Depot (Figure 4). This transformation took place in Kansas that resulted in settlements rising to the occasion in helping the Railroad to establish in or near their town.

The early years of Golden City reflected the economic situation thriving with an increase in businesses (Figure 5). The area surrounding Golden City was referred to as Golden Grove and the settlers used the mines to urinate, but in reality the mines were done by Indians mining an outcropping of exceptionally fine flint. This habit reflects the reason that the name Golden City name was derived.



**Figure 4**  
Golden City Depot



**Figure 5**  
Golden City business district

References;

Wikipedia Free Encyclopedia website: [http://en.wikipedia.org/wiki/cherryvale\\_Kansas](http://en.wikipedia.org/wiki/cherryvale_Kansas)

Wikipedia Free Encyclopedia website: [http://en.wikipedia.org/wiki/GoldenCity\\_Missouri](http://en.wikipedia.org/wiki/GoldenCity_Missouri)

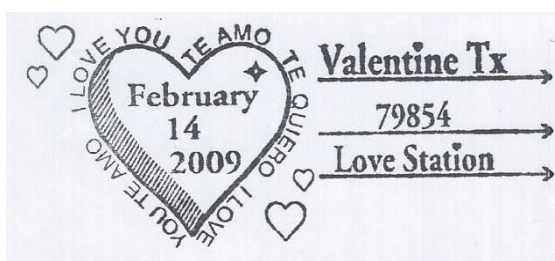
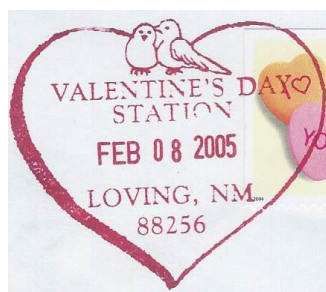
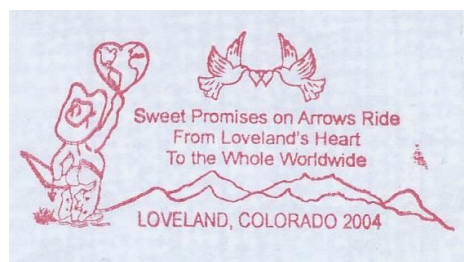
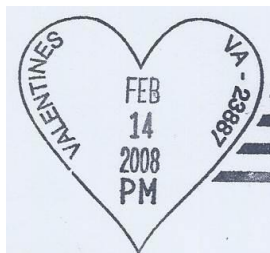
United States Postal Service: <http://webpmt.usps.gov/pmt021.cfm>

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## VALENTINE CANCELS



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# *Iceberg Mail Part IX*

Danielson

by Neal E.

A few months back a series of Iceberg Mail articles appeared in this Newsletter covering events from the North Pole to the South Pole and areas in between. Admiral Richard Evelyn Byrd, Jr. (Figure 1) an American naval officer noted for his feats of exploration and has been the main character in this endeavor as he was responsible for the expeditions that ventured into this vast frozen land that captured the imagination from post office clerks to the President of the United States. Richard Byrd was born 25 October 1888 the son of Richard Evelyn Byrd, Sr. and Esther Bolling (Flood) one of the First Families of Virginia. Byrd spent two years at the Virginia Military Institute and one year at the University of Virginia but due to financial constraints he was inspired to transfer of the United States Naval Academy. He was appointed Midshipman on May 28, 1908 and graduated from the Academy on June 8, 1912 and commissioned an ensign then assigned to the *USS Missouri* on July 14, 1912. He was assigned to the *USS Dolphin*, a gunboat. While at the Academy he had injured his ankle during a performance in a gymnastic routine that would result in his medical retirement from the Navy in 1916.



Figure 1  
Richard E. Byrd in 1928

Byrd was married to the former Marie Donaldson Ames on 20 January 1915 and they had four children: Richard Evelyn III (grandchildren Richard Byrd, Leverett S. Byrd, Ames Byrd, and Harry Flood Byrd II); Evelyn Bolling Byrd Clarke (grandchildren Evelyn Byrd Clarke, Marie Ames Clarke, Eleanor Clarke, and Richard Byrd Clarke); Catherine Agnes Byrd Breyer (grandchildren Robert Byrd Breyer and Katherine Ames Breyer); and Helen Byrd Stabler (grandchildren David Stabler and Ann Blanchard Stabler). His three great grandchildren were through Richard Byrd Clarke (Samuel Ames Clarke, Anna Marie Clarke and Richard Byrd Clarke, Jr.).

Even though Byrd was technically retired he was able to serve during World War I as a retired officer on active duty. He earned his pilot wings in August 1917, developing a passion in piloting an aircraft and developed several techniques in navigating airplanes including drift indicators and bubble sextants during flights over open ocean. He served as Office of Naval Operations and commanded the United States Air Forces of Canada from July 1918 to the signing of armistice in November. Byrd's first U. S. Navy enlistment spanned the years 1912 through 1927, which included WWI years and his second tour of duty spanned the years 1940-1947 which included the WWII years.

May 9, 1926 pilot Floyd Bennett and Byrd attempted to fly over the North Pole in a Fokker F-VII Trimotor, financed in part by Edsel Ford of the Ford Motor Company. Although controversy surrounds the flight, Byrd claimed to have reached the North Pole receiving widespread acclaim and awarded the Medal of Honor which helps him secure funding for a later flight over the South Pole. Both Bennett and Byrd received their Medal of Honor at the White House on March 5, 1927 by then President Calvin Coolidge.

Byrd's first expedition to the Antarctic covered a span of almost three years (1928-1930). This expedition involved two ships and three airplanes. A base camp named "Little America" was established on the Ross Ice Shelf. This expedition involved photographic and geological surveys during the summer and

following the first winter months the famous flight to the South Pole and back was launched on November 28, 1929 making the trip in 18 hours and 41 minutes, thus putting Byrd into the history books. He was promoted to Rear Admiral by a special act of Congress on December 21, 1929 becoming the youngest Admiral in the history of the U. S. Navy, at age 41.

On Byrd's second expedition to the Antarctic in 1934 he would spend five winter months alone operating a meteorological station, Advance Base. This expedition started in 1933 when the first Post Office was officially established in Antarctica on October 6, 1933 arriving with Admiral Byrd and crew that left Norfolk, Virginia for Little America base camp. The Post Office itself was a philatelic project that involved President Franklin Delano Roosevelt, an avid collector of philatelic material. President Roosevelt and Admiral Byrd discussed a suggestion by the President that it would be nice if stamp collectors around the world could have a commemorative stamp from the U. S. Post Office and a special cancellation from Little America that would be used only for mail from this location. President Roosevelt even suggested the stamp design, that being a striking vertical, navy blue and white stamp that would include a large globe showing several events popularized by Admiral Byrd, including those proposed for expedition II.



Figure 2  
Byrd Stamp enlarged

The 3-cent Byrd Antarctic Expedition II commemorative stamp was issued October 9, 1933 (Figure 2). It was issued for the sole purpose as philatelic use on mail sent to Little America for special commemorative cancellation. To offset the cost of handling such an endeavor a 50-cent surcharge was added to the price of the stamp. This surcharge did not discourage the sale of the stamp as an estimated 240,000 letters were transported from the U. S. to Little America. The enlarged version of the stamp shown provides a number of dates that involved Admiral Byrd: upper right date of 1926 for the North Pole Flight; 1927 for the Trans-Atlantic Flight; 1929 at the bottom of the globe for the first expedition to Little America; and 1933-4 for Expedition II. Most of the mail traveled with the crew of the expedition in October 1933, another large volume was sent by regular steamer to Dunedin, New Zealand where it caught up with the expedition before it left for Little America. Mail continued to be transported to New Zealand until November 1, 1934 as this was the last relief ship that would depart for Little America.

The Post Office Department appointed an honorary postmaster, Dr. John Oliver LaGorce, vice president of the National Geographic Society, of the Little America Post Office. However a member of Byrd Expedition, Assistant Postmaster Leroy Clarke was actually handling the postal operations, but due to the large volume of special cancellations he had to ask for assistance so the Post Office turned to a 43-year postal veteran, Charles F. Anderson, who specialized in canceling first-day covers to assist, arriving at Little America in January 1935 along with an additional 40,000 covers (Figure 3). Anderson had brought with him a good supply of stamps, inks, glues, indelible pencils, in case the inks froze. Within a span from January 19 through February 4, 1935, he had cancelled most of the covers that had arrived with Clarke a year earlier, plus the volume he had brought with him. In March 1935 Anderson and the mail returned and the Little America Post Office was officially discontinued on



Figure 3  
Charles F. Anderson in Post Office at  
Little America, Antarctica, cancelling mail

May 31, 1935. Although faster service to Little America has transpired the weather still has a major impact on getting mail to and from the scientific expeditions stationed in the territory.

A commercial cover (Figure 4) franked with the 3¢ Byrd Antarctic Expedition II stamp (Scott #733) and tied to the cover with a seven-wavy line circular-date-stamp, postmarked from Little America Antarctica on Jan 31 1934 and has a hand stamped message “This letter has been delayed for one year because of difficulties in transportation at Little America, Antarctica.” The commercial cover carried a hand back cancellation postmarked from San Francisco, Calif. Mar 25 1935 (Figure 5), giving a delay from Jan 31 1934 to Mar 25 1935 of one year and two months. This delay was due to weather and the ability of steamers to navigate the waters in and around Antarctica, nor airplanes to navigate due to weather issues.

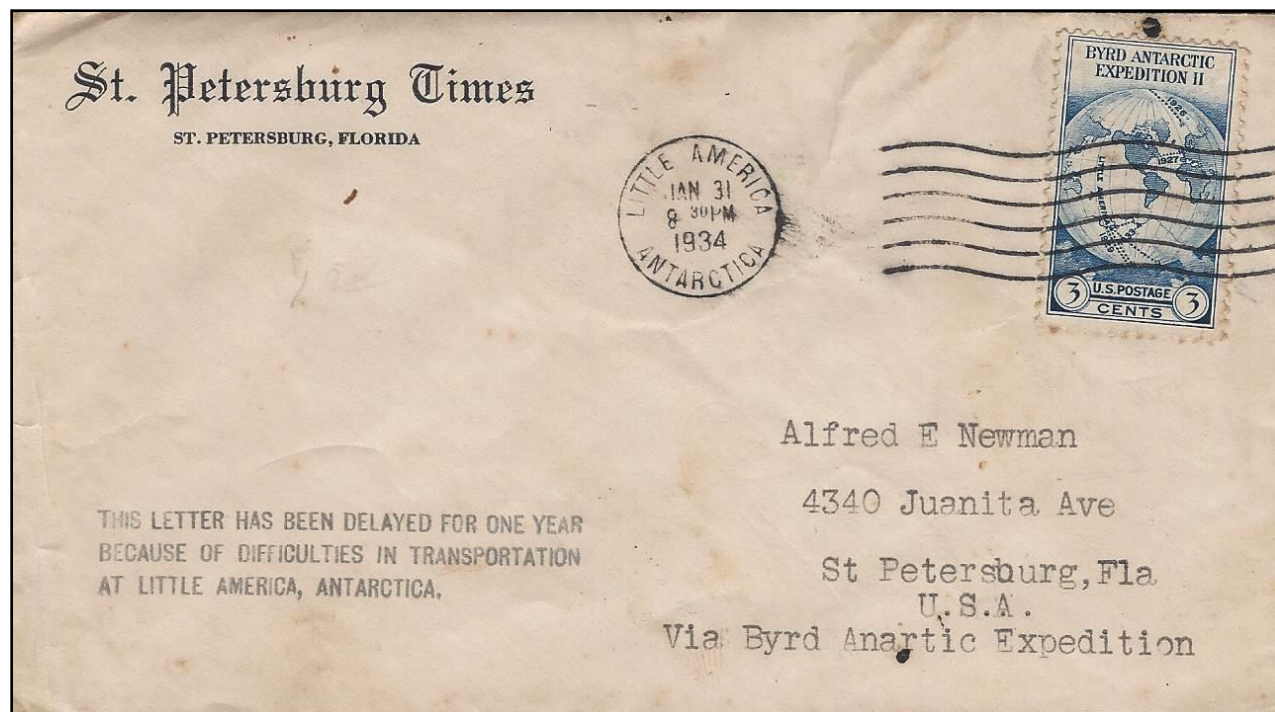


Figure 4-Commercial Cover from Little America, Antarctica



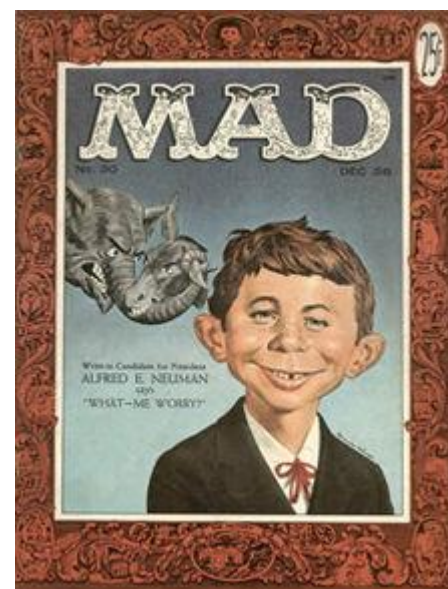
Figure 5  
Back Cancel of Cover



The cover is from the St. Petersburg Times in St. Petersburg, Florida and addressed to an Alfred E. Newman, 4340 Juanita Ave, St. Petersburg, Fla. U.S.A. Via Byrd Antarctic Expedition. The newspaper's origin began as a weekly newspaper, *West Hillsborough Times* in Dunedin, Florida in 1884. The paper's meager beginning started in a back room of a pharmacy with a circulation of 480. Ownership changed six times in 17 years. The paper was moved to Clear Water Harbor (modern Clearwater) when a Mr. Turner purchased the paper in Dec. 1884 and moved to St. Petersburg in 1892. The paper was officially renamed the St. Petersburg Times in 1898. Today it is called the Tampa Bay Times, but is still located in St. Petersburg. The paper became a bi-weekly in 1907 and in 1912 went to six-days a week publication. The paper was purchased in September 1912 and began a seven days a week.

Apparently Alfred E. Newman was an employee of the Newspaper, in order to use the *Times* official envelope and mailed it to his home address. The name "Alfred E. Neuman" is synonymous with *Mad Magazine* and has been used in many ways during its numerous appearances in the magazine or on the cover of the magazine (Figure 6). The red headed freckle face youngster became a popular trademark for *Mad* and is still used today. Alfred is distinguished by his missing front tooth; jug ears and one eye lower than the other.

At the time of this cover in 1934, *Mad* was not being published as it didn't hit the scene until later and Neuman debut on November 1, 1954 on the front cover of *The Mad Reader*. Alfred had a 'signature phrase' that generally accompanied his picture on the front of the magazine—"What, me worry?"



**Figure 6**  
Alfred E. Neuman of *Mad*

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Wikipedia Free Encyclopedia website: Admiral Richard Byrd  
Wikipedia Free Encyclopedia website: Little America, Antarctica  
Little America, Antarctica, Post Office  
Wikipedia Free Encyclopedia website: St. Petersburg Times  
Wikipedia Free Encyclopedia website: Mad Magazine

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