

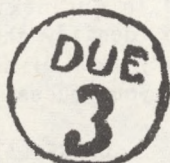
# U S CANCELLATION CLUB Quarterly

VOL 1 - NUMBER 9

APRIL - 1953

**DUE 3**

South Bend, IND.  
1866



Nashville, Tenn.  
1864

**Due 3**

Chicago 1865

ADV  
FEB  
11

(Blue)  
Cincinnati, O.

**FORWARDED**

Lapeer Mich  
1865

**MISSENT**

Waterville, NY  
1862

**FREE**

Red.  
West Point, NY

**MISSENT**

**FORWARDED**



Detroit Mich  
1861



Memphis Tenn  
Steamboat Fee ?

**DUE 6**

Atlanta Ill  
1864



Detroit Mich  
Steamboat Fee  
1861



1861

POSTAL MARKINGS OF THE 1860 DECADE  
FROM DR. WILLIAM E. WILSON'S COLLECTION



## THE U S CANCELLATION CLUB QUARTERLY

Published four times a year, January, April, July & October by the U.S. CANCELLATION CLUB for the benefit of members.

Subscription Price to Others: \$1.00 per yr.  
25¢ per copy.

## ADVERTISING RATES:

|                              |         |
|------------------------------|---------|
| Full Page                    | \$15.00 |
| Half Page                    | 8.00    |
| Quarter Page                 | 4.50    |
| Column Inch                  | 1.00    |
| Adlets 2¢ per word, min. 50¢ |         |

Address communications to the Club Secretary,  
C. D. Root, 855 Cove Way, Denver 9, Colorado.

## PERTINENT PARAGRAPHS

On page 76 we show the Type Chart of Naval Postmarks published by the UNIVERSAL SHIP CANCELLATION SOCIETY. Drawings in this chart were made by John H. Gill, a member of USCS. Permission to reproduce was obtained from the Society's President, Commander H. F. Rommell.

We wish to thank members C. E. Seaver and A. B. Jackson for contributions toward the expenses of the QUARTERLY.

In the January issue we noted that our First Vice President, Burleigh Jacobs, had been nominated to run for President of APS. Your editor believes that Mr. Jacobs is qualified to fill that office with distinction. He was one of our founders and has been active in the Club and well known to collectors of cancellations. His collection of Cancellations on the 3¢ 1861 issue has been widely exhibited and has won many prizes. He helped in sponsoring the project of the Wisconsin Postal History Society which resulted in several instructive and interesting pamphlets on the postal history of his state. Your Editor hopes we will do all we can to help elect him.

QUARTERLIES #s 1, 2, 3 & 6 are entirely out of print. Many new members wish to get a complete file. Any of you who have copies of these members which you no longer need will please notify the Secretary.

## HERST-ZARESKI

Mrs. Philip L. Corson identifies cancel #418 on page 480 as coming from Bangor, Wis.

## SALES DEPARTMENT

We have had good response to our request for more material but with new members coming in we can use still more. Send in whatever you can in 19th or 20th Century stamps or covers.

As an experiment we have accepted a book of foreign from time to time. These seem to have been fairly popular since sales from them have been good. If you object to having a book of foreign stamps or covers included in your circuit please notify the Sales Manager.

If you find a "sleeper" in the circuits we congratulate you on your good fortune but please do not immediately reenter it in the circuits at a greatly increased price. The member from whom you got it may recognize it and be depressed.

## ENVELOPES FOR SHIPPING CIRCUITS

Members getting circuits of stamps who find difficulty obtaining stout manila envelopes of the proper size for forwarding may get the 5½" x 7½" size from the Sales Manager, 10 envelopes postpaid for 12¢ cash or unused US stamps. This is exactly cost to us in thousands and is offered as an accommodation only.

## THE PRESIDENT'S PRIZE CONTEST

Since no one had identified the cancel shown last quarter we must inform you that it is from Lancaster, Texas on #220 (Fig. 1). We submit another now. (Fig. 2). This is on a 5¢ Blue Taylor.

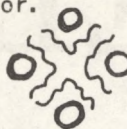


Fig. 1



Fig. 2

The first letter received by our President, Emerson W. Eddy, 75 E. 45th St., New York 17, NY correctly identifying this cancel will be awarded as a prize either "THE GREAT MAIL" by Huber & Wagner or "POSTAL MARKINGS OF BOSTON TO 1890" by Davis & Blake or "20th CENTURY UNITED STATES FANCY CANCELLATIONS" by Loso & deWindt, whichever he chooses, all subject to the possibility of buying the book. The winner will be announced in our next issue and if none has been able to identify the cancel by June 1, 1953 President Eddy will discuss it in the July QUARTERLY. Send in your guess.

CANCELLATIONS FROM THE COLLECTION OF  
J. W. BRADBURY

Members having information on Numbers 2,3,4,5,6, 7,8,9 & 11 will please notify the Editor or Mr. Bradbury.

## Illustrations on Page 72

- # 1-Boston, Mass. killer in black on postcard, Scott #UX5 dated Jan. 4, 1875, also on 3¢ Green, Scott #184
- 2-OK in black on 2¢ 1883, Scott #210
- 3-OK in black on 1¢ Blue, Scott #156
- 4-K in black on 2¢ 1890-'93
- 5-ON 15¢ 1870-'71, Scott #150 in black. May be a Z since it is in that position on the stamp. Entire Cancel shows.
- 6-Colorless P on four leaf clover in black on 2¢, Scott #250
- 7-Colorless D in circle in black on Scott #250
- 8-Colorless H in circle on 2¢ Scott #250
- 9-Jack-O-Lantern on 2¢ 1890-'91 issue
- 10-6 pointed star with S in center in black on 2¢ Brown, Scott #210, on piece of cover tied, Willow Springs, Ill.
- 11-Fancy monogram of the letters ECM on 2¢ 1890
- 12-Carrollton, Ky. & date without year with inverted S in blue on cover with Scott #s 156 & 157.
- 13-Girard, Ill. tied on piece of cover in black on 2¢ brown, Scott #210
- 14-Ridge Hill Mass. on cut-square Scott #U277 in purple.
- 15-On piece of cover, Cadillac, Mich. & shamrock in black on 2¢ Brown, Scott #210
- 16-On piece of cover, tied, on 2¢ blue 1881-2 issue in black
- 17-On piece of cover, tied, Cadillac, Mich. & ET in square in circle in black

In answering ads, please mention  
U S CANCELLATION CLUB QUARTERLY.



When in Southern California  
Visit  
G. H. Berkson  
213 West 4th Street  
Los Angeles, Calif.

STAMPS \* COVERS \* COINS  
20 YEARS ON 4TH STREET

## WANTED

We are interested purchasers of United States cancellations both on and off cover. We will purchase for immediate cash or will gladly dispose of your holdings through the medium of our auction sales, which are held at frequent intervals.

JOHN A. FOX

116 NASSAU ST. NEW YORK 38, N.Y.

A  
S D  
A

OLD U. S. COVERS  
ARE MY SPECIALTY!

PARTICULAR ATTENTION GIVEN TO U. S. C. C. MEMBERS' SPECIAL NEEDS IN OLD U.S. COVERS. APPROVALS GLADLY SUBMITTED ON REQUEST.

WRITE FOR MY FREE SPECIAL LISTS OF OLD U. S. COVERS.

E. N. SAMPSON  
332 SO. ELM ST. ITASCA, ILL.

## WANTED

U. S. 20th CENTURY CANCELLATIONS ON COVER  
Write First: MRS. LARIE KONIKOFF  
634 Humboldt Parkway, Buffalo 11, N.Y.

## REPORT ON SOJEX

Henry F. Walton Jr.

The Eighteenth Annual Stamp Exhibition of the Association of South Jersey Stamp Clubs, SOJEX, was held at the Walt Whitman Hotel in Camden, N.J. March 6-7-8. There were approximately 300 frames in the show and a separate section was set aside for U.S. Cancellations under the joint sponsorship of SOJEX & USCC. Unfortunately there were only four entries in our section, all of which were awarded some recognition.

They were as follows: Edward L. Willard, State College, Pa. with his Selection Cancellations on Bank Note Issues received a First Blue Ribbon Award. Henry F. Walton Jr., Philadelphia received the Second Red Ribbon award for his "Kicking Mules". Gilbert A. Borberg, Afton, Mo. for his St. Louis Street Car RPOs and Dr. C. S. Hitchins, New Haven, Conn. for his 2¢ Vermilions each received Third Green Ribbon awards. All these from Sojex. USCC Awards were as follows: First: Edward L. Willard; Second, Henry F. Walton Jr.; Third, Gilbert A. Borberg; Honorable Mention, Dr. C. S. Hitchins.

Judges were C. Brinkley Turner, Arthur D. Pierce and James M. Keally. They acted for SOJEX & USCC both but used a different point system in judging for USCC than for SOJEX.

The dinner meeting on the opening night sponsored by APS chapter #154 was attended by about 35 members and guests. Mr. Willard, the Guest Speaker, gave an interesting and entertaining talk on Cancellations and USCC. Mr. Willard and I were the only members of USCC there. Other guests noted were Stephen J. Rich, Verona, N.J., Thomas Doane Perry, Moorestown and Malcolm G. O'Reilly, Pres. of EIRE PHILATELIC ASSOCIATION.

The Grand Award of the Show went to Milton Edelman, Philadelphia for his outstanding collection of 19th Century US from Postmaster's Provisionals to 1869. A fine show of some very fine material, well attended during the entire three days.

## WANTED

## FOR A SIDE LINE COLLECTION

Odd Town Names In Post Marks On U.S. Covers  
Non - Philatelic And Preferably Before 1910

R. B. PARKER  
Thomas Wynne Apts., Wynnewood, Pa.

WANTED: PROV. R.I. Stampless 1853 with 24¢ Rate Mark. Also any other small R.I. towns postmarked before 1910

ARTHUR B. JACKSON  
58 Dean Ave. Centredale 11, R.I.

JOIN UNIVERSAL SHIP CANCELLATION SOCIETY  
FOR INFORMATION WRITE:

WESLEY F. DREHER, SEC Y-TREAS.  
507 E. 163RD ST.  
NEW YORK 56, N. Y.

WHO KNOWS WHERE THESE ORIGINATED?  
Wilbur W. Davis

On page 73 are shown illustrations numbered from 41 to 82. These are tracings made from cancellations on 2¢ 1890-'98 stamps all off-cover. They were made by me from my own collection and especially for the QUARTERLY. All are drawn to true scale. The towns which supplied these markings are unknown to me. Members who can identify any of these will please notify the Secretary so the information can be published in the QUARTERLY.

\*\*\*\*\*

Get a new member for USCC.  
Drop a card to the Secretary for application blanks.



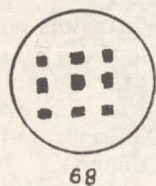
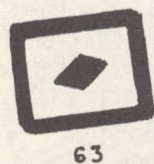
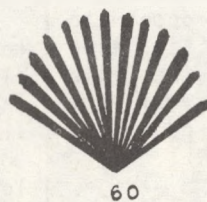
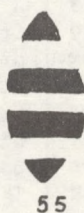
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|  |  |  |  |
| 15                                                                                  |                                                                                     | 16                                                                                    | 17                                                                                    |



SEE PAGE 71 - DAVIS



SUMNER WASH  
Nov 10 91





U. S. FANCY SLOGANS  
by Larie Konikoff  
(reprinted permission from "Gossip")

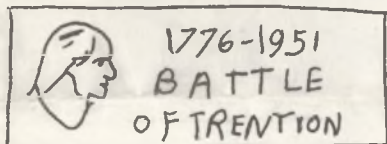
Pictorial slogan cancellations are a beautiful addition to the collection of handstamped fancy cancellations. These items are truly fancy and always carry a message incorporated with the design. To date there exist about forty-three fancy slogan types of the 20th century. Imagine that.

The facts behind these items are most interesting, historical and educational.

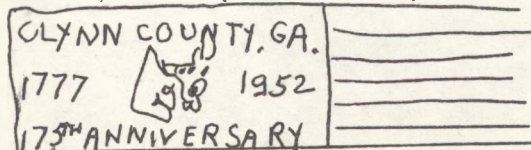
Let's visit with a few of the postmasters and chat with them awhile. Elbert S. Reinke, was appointed postmaster in 1947 of Santa Claus, Ind. The robust pictorial "Santa Claus" die was designed by Modern Products, Inc. of Evansville, Ind., and its first use was June 17, 1952. Only black is used in the Model Fleir canceling machine with proper approval of the P.O.D. The Chamber of Commerce of Santa Claus paid fifty dollars for the die. Mr. Reinke goes on to say "People from all over the world send their mail here to be postmarked from Santa Claus, Inc. We open packages containing letters, cancel and dispatch. Approximately twenty extra clerks are put on the first of November. All children's letters addressed to Santa Claus are opened to make sure they are a Santa Claus letter, then given to the American Legion Post of the Santa Claus committee for answering. Last year some 30,000 children's letters were answered."



From Trenton, N. J. Postmaster John L. Malley informs us the pictorial profile of George Washington was placed in first use December 21, 1951 and used through June 20, 1952. This theme was most appropriate for the 175th Anniversary of the "Battle of Trenton."



One of the most pleasant fellows is Postmaster Harry B. Vickers of Brunswick, Ga. Harry states the "Glynn County (MAP) slogan" was first placed in use July 1, 1952 and will be in use except during the months of October and November at which time they use the "Prevent Fires" slogan. The Glynn County slogan will go back on the canceling machine and will remain there until December 31, 1952. (Finis for it.)



The fancy map design die was the creation of Atwood Freeman. The initial cost of such

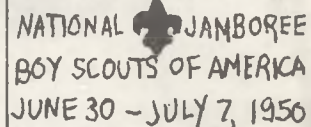
items depend on the amount of work required to manufacture and this one cost approximately forty-five dollars. The die was paid for from county funds and approved by the Board of County Commissioners of Glynn County. The occasion was to commemorate the 175th anniversary of the creation of Glynn County which was one of the original eight counties in the state of Georgia.

Brunswick and Glynn County are the gateway to "The Golden Isles of Georgia." Semi-tropical climate, winter and summer.

The last slave ship that came to America landed on Jekyll Island and it later became the home of the wealthiest group of American financiers in the nation and was known as the Jekyll Island Club. The ebb and flow of all the money in the world was hinged on it. The Goulds, Rockefellers, Harrimans, Bakers, Hills, James, Aldrichs, Lorrilards, Morgans, Maurices and Cranes. Later the older members of the club died and the younger members of the families could not condone such a mild and peaceful place (had to have more life) so it was sold to the State of Georgia for a state park. This place boasts the finest beach on the Atlantic coast. The world's largest shrimp and crab freezer plants are here and they ship frozen sea foods throughout the nation.

It is also the world's largest producer of navel stores and by-products, pulp and paper plant, lumber, one of the finest natural harbors on the Atlantic seaboard, one where the ocean liners going can dock without the aid of a tug boat. A blimp base and Supersonic School is located here and there is no end to history as many books have been written on this place.

Something has just come in from a very enthusiastic collector of slogans. Therefore let's detour and visit with Mr. Moe Luff who sends in the following data on the "National Boy Scout Jamboree of America" slogan. He heard



vague rumors that such a canceling die was made, but not having seen any he believed the information to be in error and probably referred to the first day of issue cancel. A part of a cover was received from Mary Kramer of Oakland, Calif. showing a copy of the Boy Scout cancel. Then the hunt was on to obtain a copy clear enough for reproduction.

After contacting the Boy Scout Officials and many others connected with the Boy Scout movement, copies were finally received through the assistance of Marty Gilman of Gilman, Conn., and we are pleased to present a reproduction of this cancel.

The first and last dates mentioned are based on copies seen. Is it possible that this cancellation may have been used on the 7th as the actual Jamboree took place on June 30th through July 6th. It is not known whether the use of the date July 7th in the slogan was in error or not. Thank you, Mr. Luff, for briefing us on the above information.



# THE RAILWAY MAIL SERVICE by Don Halferty

The first mention of a traveling post office occurs in a memorial addressed to Congress in November, 1776 by Ebenezer Hazard, Postmaster General under the Continental Congress, in which he states that, owing to the frequent removals of the Continental Army, he was subjected to extraordinary expense, difficulties, and fatigues "having paid an exorbitant price for every necessary of life, and having been obligated, for want of a horse- which could not be procured- to follow the Army on foot".

Directly after the inauguration of General Washington, in April 1789, the organization of the Post Office Department followed, and Samuel Osgood of Massachusetts, was appointed Postmaster General.

The Postmaster General had then but one clerk, and there were but 75 post offices and 1,875 miles of post roads in the United States; the cost of mail transportation being \$22,081, the total revenue \$37,935, the total expenditures \$32,140, leaving a surplus of \$5,795. From this time until 1836 the contracts made for transportation of the mails do not mention any kind of service on post roads except stages, sulkies, four-horse post coaches, horseback, packets, and steam boats.

The growth of the Railway Mail Service was coincidental with that of the railway itself, for almost as soon as a railroad was fully organized, it became a mail contractor with the Department.

The act of Congress constituting every railroad in the United States a post-route was approved July 7, 1836. Postmaster General Barry, in his annual report for 1836, speaks of the multiplication of railroads in many parts of the country, and suggests it a subject worthy of inquiry, whether measures may not be taken to secure the transportation of mail on them, and adds, "Already have the railroads between Frenchtown, in Maryland, and Newcastle, in Delaware, and between Camden and South Amboy in New Jersey, afforded great and important facilities to the transmission of the Great Eastern mail."

At this time a railroad between Washington and New York was in the process of construction, and Postmaster-General Barry dwelt in his report

on the importance of the facilities that would be afforded for speedy service between the two cities, predicting that the run between them would probably be made in sixteen hours. The service is now preformed in about  $3\frac{1}{2}$  to 4 hours.

At first, the facilities for mail service were very limited, Postmaster-General Kendall in 1835, suggested that the Baltimore and Ohio Railroad Company might be asked to inclose some portion of their baggage cars a strong lock being placed on the apartment to which only the Postmasters at Washington and New York should have keys. In the same report he adds: "If wheels can be constructed which can be used alike upon the railroads and the streets of the cities respectively, the Department will furnish an entire car containing the mail to be delivered at one depot and received at the other, asking nothing of the Company, but to haul it." It was even proposed at this time that the Government should have its own locomotives, everything else on the road giving right-of-way to the mail train.

This proposition was never adopted however. Fear was expressed that if the Department did not have absolute control over the road, the people would have to depend on stages or other horse-drawn transportation for mail service. All these early troubles passed away in time and through concessions on both sides the railways soon became the most important agents of the Post Office Department.

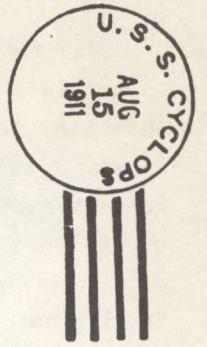
This of course was not accomplished without a great many trials and tribulations. Strange as it may seem, in an early official report of route-agents, they complain that nearly every night, "dead bodies are placed in mail crates between Philadelphia and New York and the mails packed around the coffins." This practice soon disappeared and with it came to an end the freight methods and old stage coach ideas of handling the mails.

A separate compartment in a baggage car, fitted up with a few conveniences necessary for the distribution of local way mail was the beginning of the system which has developed into the railway mail cars of the present time. The United States cannot lay claim to the system however, as it was in use some time before in Canada and they in turn, had adopted it from Great Britain.



# TYPE CHART: U. S. NAVAL POSTMARKS

DRAWINGS BY JOHN E. GILL



TYPE 1.



TYPE 2.



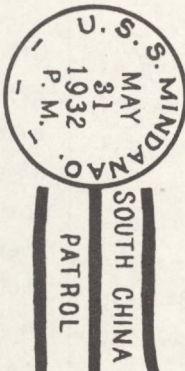
TYPE 2#



TYPE 2nu



TYPE 3



TYPE 5s



TYPE 6



TYPE 7



TYPE 8



TYPE 9

## KEY LETTERS TO VARIATIONS

- All bars missing or removed.
  - One or more, but not all, bars missing or removed. (bars numbered from top to bottom 1, 2, 3, and 4 for description)
  - Any "r" variation with "New York ( Br.) N. Y." removed, or, any "# variation with number and Br. removed.
  - Type 7 cancel with straight bars, or, Type 6 cancel with numeral in open grid.
  - Type 6 cancel with year date inside circle, or, Type 7 cancel with vertical bars for killer.
  - "New York (USS--Br.) N. Y." or New York, N. Y. USS--Br." in addition to ships name.
  - Type 6 cancel with numeral in circle in grid.
  - Entire design in heavier lines than normal.
  - Type 6 cancel with pointed grids, or, Type 7 cancel with wording or slogan in killer.
  - Entire design in lighter lines than normal.
  - Type 5 cancel with dashes absent from bottom of circle.
  - (Will not be used).
  - Entire design smaller than normal.
  - Ships number or classification and number added to ships name. (this does not mean the NPO number which is designated by #).
  - Bars longer than normal.
  - Entire design larger than normal.
  - Type 7 cancel with 6 wavy lines instead of 7.
  - Wider spacing than normal of letters in ships name.
  - U.S.S. and ships name in serif letters.
  - Types 2, 3 and 7 with ships name at top of circle.
  - Types 1, 5, 6 or 9 with ships name at bottom of circle.
  - Type 9 with "Registered" added in circle.
  - Type 9 with "M.O.B." added in circle. (Money order business)
  - Type 9 with "Parcel Post" added in circle.
  - Y. "U. S. Navy instead of ships name in circle.
  - Z. This sign used with Types 2, 7 or 9 indicate the use of the Naval Post Office (NPO) number instead of ships name. These number branches of the New York City P. O. were used for security purposes during the latter half of WW II.
  - \* This sign with 2z, 6z, 7z or 9z indicates a star on each side of the circle. (Example: 2z\* or 9uz\*)
  - F Fancy cancel. Applies to all cancels not government issued. Generally made for special purposes or events. Also includes government issued cancels not classifiable under existing system of classification or coming under Type P classification.
  - P Provisional Cancel. Applies to government issued cancels fixed up by Mail Clerks to fill temporary needs until arrival of new or suitable postmark
  - Most frequent example is substitution of ships name for "Navy" in Type 2z and 3z cancels.
  - PPR Parcel Post Roller.
  - T Target killer.
  - OK Oval killer.
  - OKN Oval killer with name.
- Other abbreviations used in describing covers: SL straight line, BS back stamped, PBC passed by censor, AM air mail, PC post card, CM censor marking (occasionally used as a postmark)
- Note: When the cancel has the ships name at top and number at bottom or the name at top and the NPO number at the bottom this can be shown by changing alphabetical order to cover the situation. (2tnu, 7tnu, 7t#u)