



Cancellation Club NEWS

VOL. 8 - NO. 2 WHOLE NO. 81

MARCH - 1966

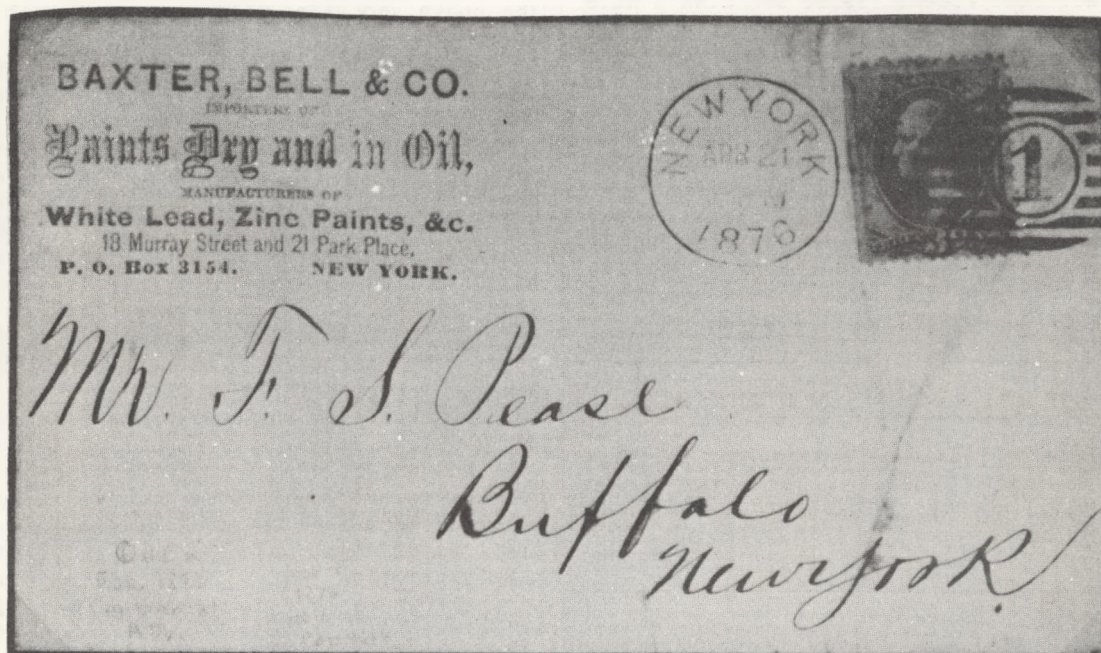


Fig. 1

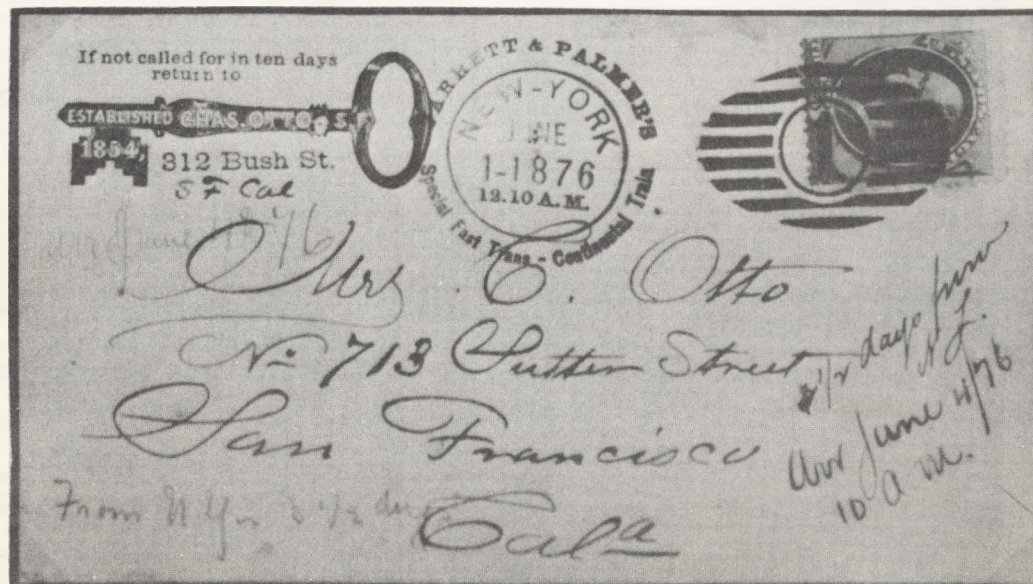


Fig. 2

SEE PAGES 12-13

THE U S CANCELLATION CLUB NEWS

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Address communications to the Club Secretary
C. D. Root, 855 Cove Way, Denver, Colo. 80209

FLAG CANCELLATIONS

The fact that recent issues of LINN'S have been devoted to Flag Cancellations again emphasizes that these are an important part of the Postal Markings field. The fact also that so many members of the Flag Cancel Society are also members of USCC makes us realize that the purposes of both organizations are similar. Currently several members of USCC are Officers of the Flag Cancel Society. William J. Boman (#483) is President, Edwin E. Puls (#60) is Vice President, and Editor of their publication, FLAG CANCELLATIONS, Harry S. Taber (#479) is Secretary and William P. Barlow (#381) is a Director.

STRAIGHT LINE POSTMARKS OF WISCONSIN

On page 14 we reproduce a page from Bulletin #1 of the Wisconsin Federation of Stamp Clubs Postal History Project. Collectors who can add to this list should report to Arthur Van Vlissingen (#49) P.O. Box 912, Lake Forest, Ill. 60045.

USCC CERTIFICATE

For his exhibit of Postmarks with Zip Code Numbers Dr. Harry J. Kunstadter of Springfield, Mo. received the USCC Certificate awarded at the annual Exhibit of the OZARK MOUNTAIN STAMP CLUB held in Springfield in January.

PALMER MACHINE

On pages 12&13 is an article on this machine by Robert J. Payne (#669). Members having further information regarding this machine or covers similar to those shown on the front page of this issue are asked to communicate with Mr. Payne at 1245 E. Jackson St., Long Beach, Calif. 90805 or with your editor.

POST OFFICE EQUIPMENT & SUPPLIES

In this issue we start on pages 15 & 16 a series on Post Office Supplies and Equipment and the Manufacturers of them by Richard Russell (#444). The next installment will appear in an early issue.

A NEW? IDEA

In the UNITED STATES SPECIALIST for February, 1966 Robert L. Markovits (#641) suggests an idea which appears to promote possibility of considerable controversy. After listing the initials of 19 different Philatelic Organizations, he stated that he is a dues-paying member of all but two of them. Like Robert Masters, Editor of the SPECIALIST, we are not sure we agree but we print a part of his article as follows:

Of course, the articles in their journals prove most worthwhile in my research. But isn't it ridiculous. I propose that action be taken to put these organizations under one roof, with one large journal, with one dues set-up, with one sales division, with one stamp insurance package and expertization service. SIPEX, where some of the above societies will separately gather in convention in May, in Washington, would be the perfect time for a merger to be considered and committees formed to effect a workable plan.

Practically, it would give all U.S. collectors an opportunity to be members of a full service philatelic organization which would have a great deal of influence with our Government, to avoid the type of outrage which almost saw the Philatelic Agency closed down, which might aid in selection of philatelic issues and remove same from the political pork barrel; and which would allow its members to read all they wanted about any particular phase of their hobby, to benefit from the large buying power of a group, to participate in worthwhile insurance programs, and the like.

How would this affect all of those persons who now so ably contribute to the above organizations? How many Chiefs would become Indians? Few. First, most organizations suffer from budgetary problems which limit the size and scope of their journals. One large organization would be able to pay a good salary to an outstanding philatelic journalist to be its editor, to hire a most capable advertising manager, and run a most efficient executive office. All those individuals who now serve in a multi-capacity so far as any organization is concerned, i.e. editor, copy writer, etc. would be able to serve in a like capacity on a Board of Editors for one journal; these people could proof read, edit, etc. specialized articles from writers who wrote for them or on their specialty in pre-merger days. This would aid the general editor whose job would be layout and the like. Each organization now in existence would be able to maintain a Department in the new journal and those articles which would span two or more areas of specialized interest could be run in a general section of the combined magazine which probably would be able to run 50-100 pages six times per year.

All those single or multi-philatelic organization members who are interested in this idea are urged not to write me, but rather to the Board of Directors and President of the various organizations to which they belong and urge that a conference of President and Chairmen of the Boards of Directors be convened and an exploratory committee appointed to hear and report all possibilities for such a plan and to propose a solution to this problem within a short period of time.

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2 Linden St., Kingston, Mass. 02364

MORE ABOUT SIPEX

Many dedicated Philatelists are devoting hours and days of their time to the preparations for the SIXTH INTERNATIONAL PHILATELIC EXHIBITION to be held May 21-30 in Washington, D.C. Seymour B. Stiss (#330) is one of two co-Chairmen of the Committee on Official SIPEX Publications. Milton Mitchell (#279) is Chairman of the Committee for Foreign Government Liaison.

A panel of 30 distinguished Stamp Collectors from 15 Nations have been selected to judge the exhibit of some 2200 frames from worldwide top collections and Literature. The Bourse will consist of 80 Dealers' Booths.

In addition SIPEX will feature the first-day sales of a US Stamp and a Souvenir Sheet to be issued in honor of the event, a full program of lectures and seminars, tours of Government Agencies, social events and sightseeing. Information may be obtained by writing SIPEX, 408 A St., SE, Washington, D.C. 20003.

Interested members of USCC are urged to attend. Although your Secretary does not plan, at this time, to attend, we hope a meeting of USCC members may be arranged. Members who find it possible to be there will please declare themselves to Robert Stets (#482) at 328 Trenton Road, Fairless Hills, Pa. 19030.

NEW MEMBERS

- 697 Ralph Wadhams, Camp Dutton Road, Litchfield, Conn. 06759-US Precancels, Postmarks, old Covers, First Flights, First Days. (Sampson)
- 698 Robert K. Waite Sr., 34 Main St., North Adams, Mass. 01247-Flag Cancels, Straight Lines, #1 World. (S.H.Waite)
- 699 King Wheeler, 1140 S. Dale Court, Denver, Colo. 80219-3¢ Greens, Masonic, US Telegraph

DECEASED

- 140 W. I. Plant, Sr.
- 257 Ben B. Newman
- 587 Russell K. Bower

STENCIL CANCELLATIONS

Here is an interesting subject about which not much has been published. James Kesterson (#473) 628 Pennsylvania Ave., Delaware, Ohio 43015 has assumed the responsibility of giving us an article about these cancels for a future issue and would welcome correspondence with any who have such markings or information about them.

PALMER MACHINE MARKING

By Robert J. Payne

(Illustrations on Front Page.)

One of the most exciting aspects of Philately is the uncovering of a part of Postal History previously thought lost or non-existent. Bits of information have filtered down but nothing has ever been found to substantiate the use of the Palmer Machine Canceler in any Post Office.

Figure 1 (Front Page) shows a cover the author believes to be a Palmer Marking dated April 21, 1876 from New York City.

This predates the earliest known machine cancel from New York City by over two months. June 24, 1876 was the earliest known machine marking for a Leavitt straight-line dial, Type A-2 marking. The Leavitt Type B New York Circular dial marking has not been found earlier than March, 1878.

There are a number of reasons for the conclusion that this is a Palmer Marking:

1, in the Post Office Department Library in Washington, D.C. a letter from the Librarian reads substantially as follows: On March 30, 1876, Marshall Jewell, Postmaster General, wrote to Mr. T. G. Palmer, Schultsville, N.Y. authorizing him to furnish the Post Office Department with 'ten postmarking, stamping and cancel printing machines, of the same kind as the one exhibited in this Department on the 29th inst., but of perfect mechanical construction and with such improvements as may suggest themselves', for which Mr. Palmer was to be paid \$100.00 each on their delivery and acceptance. Each machine to be furnished with a full outfit of dates, including year, month, day and hour blocks. He was directed to construct machines for use in the following cities: New York 2, Albany 1, Washington 1, Philadelphia 2, Hartford 1, Boston 2, Cleveland 1.

2, The following article appeared in the "Daily Union" Newspaper of New York City on Friday April 14, 1876:

"Stamping Letters by Machinery"

"The smartest Post Office clerk can cancel only 160 stamps per minute, and a New Yorker has now invented a machine that will do the stamping at the rate of 400 a minute, provided, of course, that the stamps are all in the upper right hand corner. It looks like a miniature Hoe printing press set on a sewing machine stand. The letters are placed in a pile of from fifty to several hundred in a deep box open at one end, and with a bottom that moves up and down like that of a cotton press. This movable bottom exerts a constant pressure upward, given to it by means of a weight. The letters are thus forced up against slightly yielding strips of steel. A wooden

cylinder revolves above them just high enough not to touch the pile, but on every revolution this rubber touches the top letter and since the friction between it and the letter is greater than that between the letter and the next letter below it, the top letter is thrust off the pile and caught between two rollers. These convey it between two other rollers, the lower one of which is of rubber and the upper one fitted with two printing dies. The cylinders are of such diameters and the last pair is placed at such a distance from the wooden cylinder that the right hand upper corner of every letter comes under the cancelling die, while the date and the name of the office is printed about a half inch nearer the middle. Ink is spread on the dies in substantially the same manner as in a hand press. As the letters shoot out from between the rollers they are carried on two canvas belts along a trough and fall, each on top of its predecessor in a regular pile in a tin box made to receive them. As they leave the trough they are a half inch apart. The machine is altogether three feet long, the trough being nearly two feet. It does its work very successfully. A self-registering apparatus is attached which counts the number of letters stamped."

The preceding article gives no clue as to the Patentee of this equipment other than that he is a "New Yorker". The Leavitts were from Massachusetts. Note that the marking on Figure 1 was only seven days later than the newspaper article.

3, Notice the killer in the illustration. One identification of an early machine marking is for the killer and dial to be of nearly equal height and parallel to the top of the cover.

4, A patent (#182,698) was granted Sept. 26, 1876 (application date March 18, 1876) to Timothy G. Palmer of Schultsville, N.Y. and Henry F. Clark of Poughkeepsie, N.Y. for a "machine for cancelling postage stamps and post marking letters". Henry F. Clark also invented many devices and procedures in the art of Dentistry for which he was internationally recognized.

It has been suggested in articles that the Leavitt Bros. of Everett, Mass. and Palmer and Clark were somehow connected with each other. Everything to date suggests these two parties were working on separate machines to cancel mail. The Leavitt Bros. patent was #175290 issued March 28, 1876 and it was an experimental installation made in Boston. Earliest known Boston Leavitt machine cancel is dated Jan. 6, 1876, a straight-line type dial with no circle type dial appearing until 1878.

Keeping in mind all the facts mentioned, let's go one step further in noting the similarity of another scarce New York City marking. I will show why I believe it to be that of the Palmer Machine. To date, we have assumed that the rare

Palmer Machine Markings, Cont.

"Jarrett and Palmer" Special First Train Marking was a hand stamp imprint.

Figure 2, Front page, shows a cover with this marking.

Notice the identical eight bar I Killer on both illustrations. Measurements of the killers are found to be identical in all respects, indicating that, in all probability, the same machine was used for both postmarks. It should be noted, however, that there is a slight difference of 1.5 mm from center to center in the dial and killer. Various reasons can be used to explain this difference. Until we learn more on the actual physical construction of this machinery I will not attempt an explanation. It is hoped that this article will bring responses from other owners of covers showing this same killer, so that the validity of these assumptions and the period of use may be determined.

The Jarrett and Palmer cancel has a historical and colorful background. The names were those of Henry C. Jarrett and Henry D. Palmer, who were lessees of the Booth Theatre in New York and who arranged a promotional stunt of a fast Transcontinental Train. Realizing that the country was now welded together in a Trans-Continental railroad system, they hit upon the idea of a special fast train to set a speed record for crossing the United States, and, at the same time, to carry their Shakespearian repertory company, headed by Lawrence Barrett, to a new theatre opening in San Francisco.

The train consisted of a Pullman car, "Marlborough" and a baggage smoker which left Jersey City at 12:40 A.M. June 1, 1876 (cancellation time is 12:10 A.M.). Apparently all went well and the train averaged 40 m.p.h. and set the first Transcontinental speed record for the 3313 miles. Note time of arrival, 10:00 A.M. June 4, 1876, on the illustration. Records show the time as being 83 hours and 34 minutes but do not indicate to which point, Oakland or San Francisco. Time of the envelope arrival was 81 hours 20 minutes. Difference in time might be the ferry connection between Oakland and San Francisco to cross the bay.

An article appeared in the New York Daily Tribune June 5, 1876, "THE LIGHTENING TRAIN TO THE PACIFIC". It states that a special mail was made up at the Post Office for 5 stopping places, Philadelphia, Pittsburgh, Chicago, Omaha and Ogden, time 83 hours 34 minutes to Oakland, Calif. from Jersey City, N.J. It also says: "James Gordon Bennett, Proprietor of the N.Y. Herald undertook to pay half or more of the expenses of the train which would take Lawrence Barrett and a company of actors from New York to San Francisco between their closing performance at New York on May 31st and their opening in San Francisco on June 5."

The Booth Theatre on May 31st advertised "Barrett's Farewell-The occasion being the last appearance of the distinguished tragedian, Lawrence Barrett, prior

to his departure for California on the Jarrett and Palmer Fast Train".

The following appeared in Harper's weekly, June 3, 1876;

"It is about 3308 miles by the most direct route from New York to San Francisco. The trip across the Continent usually occupies 7 days when no delays are made beyond what are absolutely needful. But now it is proposed to render the Centennial Year more memorable by a remarkable railroad feat. At one o'clock on the morning of Thursday, June 1 a "Special Fast Transcontinental Train" consisting of one combination baggage and mail car, one elegant day coach and one Pullman Palace Hotel car will leave New York-or strictly speaking, Jersey City-and it is expected that the passengers will dine in San Francisco on the following Sunday. The design is to accomplish the whole trip in 88 hours. About 20 passengers will be carried. This enterprise is in charge of Mr. Henry C. Jarrett and special precautions are to be taken to insure the comfort and safety of the passengers. It is the intention to run the train only about 40 miles an hour but this speed will be kept up continuously. The tickets for the trip are elegant and unique, being finely engraved and making a little book of ten leaves which is bound in silver and for which a satin-lined casket is provided. The price of the tickets is \$500.00 including a week's board at the Grand Palace Hotel in San Francisco and passengers can return any time within six months from June 1st".

Cancels for this trip are very scarce, one authority has seen only 2 in auctions in over 20 years. It will be argued that this promotional stunt was made up in such haste that a dial for the machine canceling device couldn't have been set up this quickly. However, they did have time to engrave and bind in silver these elegant sounding tickets. Also one copy is known not to be parallel to the letter's top edge, even today machine cancels are sometimes not parallel. I believe our forefathers had the ingenuity to come up with a workable die for the Palmer Machine as the killer was already in use. It is an interesting fact that Timothy E. Palmer, co-inventor of the machine and Henry D. Palmer, Theatre Manager have the same family name. Any finding that they were closely related would lend further weight to our hypothesis that these markings were made by a Palmer machine.

In conclusion, I wish to thank everyone who helped dig up these pertinent facts, especially Mr. Arthur H. Bond, a student of New York City Cancels, Mr. Charles L. Towle, specialist in railroad markings and Bill J. Bomar, an ardent Postal History student.

STRAIGHT LINE POSTMARKS OF WISCONSIN

The record is divided into three broad groups:

1. The Stampless Covers. To about 1856.
2. Subsidiary and Emergency Postmarks. 1856 to current date.
3. Machine Cancellations with town name in straight line.
Approximately from 1896 to 1920.

Not included in this record are the registry markings of which numerous early forms exist in straight line arrangement, nor the straight line R. F. D. handstamps.

GROUP 1. STAMPLESS. To about 1856. These are the regular handstamps of the period used for postmarking all outgoing mail. In some instances typical markings of this period were used some years longer and are found on stamped covers. See Lisbon, Hingham and Rolling Prairie.



NEW DIGGINGS DEC 8

ROLLING PRAIRIE WIS
Jan. 58

NEW DIGGINGS WT

Fort Winnebago - M. T.

NEW GLARUS,

RIPON, JAN 7

GREEN BAY, W. T.

Wis.

24 Feb 1857

LISBON, WIS. APRIL. 6

WASHINGTON, W. T.

LEGEND:	DATE	DIMENSIONS	COLOR	REMARKS
Fort Winnebago, M.T.	1834	36½ x 3	Black	In Mich. Terr. at this date. C.C.Chase (Am. Phil.)
FOUNTAIN, WIS.	1855	30 x 2	Black	R.F.Chambers report from O'Donahue collection.
	1857	27 x 2	Black	R.F.Chambers report from W.G.Ogden collection.
	(Known with both domestic and foreign ratings.)			
GREEN BAY, W.T.	1836; 37; 39	41 x 3	Red	Many copies known.
HINGHAM, WIS.	Various	36 x 6	Black	2 stampless; four with U.S. #65 known. Frontispiece from Van Handel collection.
LISBON, WIS.	1852	43 x 3	Black	Dated. With #33 on cover. Collections of A.R.Rowell and R.F.Chambers.
NEW DIGGINGS	1845	28 x 2½	Black	Dated. R.F.Chambers collection.
NEW DIGGINGS W T	1846	33 x 2½	Black	C.C.Chase (Amer.Phil.)
NEW DIGGINGS, W.T. also is known in arc form with slant serif letters. NEW DIGGINS -- The name thus spelled and reported by previous compilers is believed to be a typographical error. The Committee has traced back and found no evidence that authentic specimens exist.				
NEW GLARUS, Wis.	1851	46 x 11	Black	Backstamp on folded letter. Segnitz collection.
PLOVER WIS.	1849; 51	17 x 7 in box	Red	Dated. Chambers, Segnitz, and others.
RIPON,	1853	19 x 4	Black	Dated. Chambers collection.
ROLLING PRAIRIE WIS.	1858	47 x 7 in box	Black	Year dated. With 10¢ of 1855. Shown by Ashbrook in his "Ten Cent of 1855-57" p. 76 and 82.
WASHINGTON, W.T.	1838	49 x 3	Red	C.C.Chase (Amer. Phil.)

"Dated" means that the month (and sometimes the date) in movable type appears as part of the marking; "Year dated" means that the year is also part of the stamped marking.

This listing has drawn freely on previous compilers: R.F.Chambers in Vol. 1. of the Cyclopedica of U.S.Postmarks and Postal History; H.M.Konwiser's U.S.Stampless Cover Catalog (S.G.Rich, publisher); C.C.Chase and R.McP.Cabeen "The First 100 Years of U.S.Territorial Postmarks" in the American Philatelist. Revisions and corrections by the Committee based on Wisconsin collections and recent research.

P. O. EQUIPMENTS.



WE illustrate above an equipment especially designed for third and fourth class offices, and we have furnished a great number of them with it. It is very handsome, always gives satisfaction, and is very reasonable in price. We have also prepared some attractive and convenient designs for cabinets, to set on store counters, from fifty boxes up, which are the greatest bargains yet offered.

It will pay every Postmaster to correspond with us before deciding upon any outfit for his office. Sixty-page catalogue on application. See page 1.

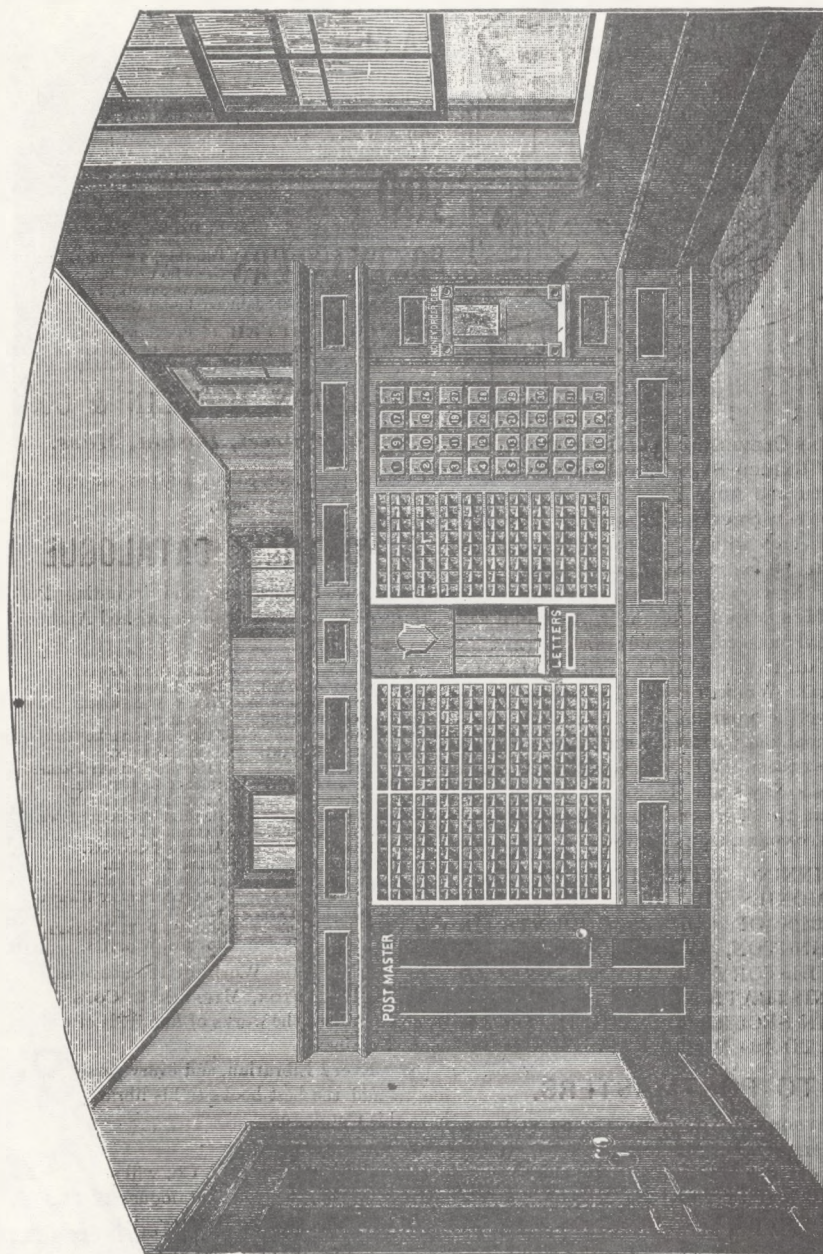
THE YALE & TOWNE MFG. CO.

STAMFORD, CONN.

NEW YORK, 62 READE STREET. | CHICAGO, 64 LAKE STREET.
PHILADELPHIA, 15 No. 6TH ST. | BOSTON, 224 FRANKLIN STREET.

3

Most post offices were just a corner in a room of a home, store or tavern. The above cut pictures a third class or fourth class post office in a store. Note the letters in the call boxes to the right. Could be some of these are in our collections today. COULD BE!
Reading ads in the 1800's postal guides induced the post masters to be agents of all sorts of merchandise.



This style is now in use at Whiting, Kans.; Lake Charles, La.; Vermillionville, La.; Chetek, Wis.; Hartington, Nebr.; Bentonville, Ark.; Vienna, Ill.; and many other places.

Plan No. 5. This cut represents a complete Post Office Outfit, consisting of 240 Call, 32 Lock Boxes, Box Delivery, Money-Order Window, and door to Postmaster's room. Paneled Counter and Cornice. For Illustrated Catalogue and Price List send to

JOHN McLANE, Milford, N. H.

32

Plan #5 is a complete post office with money order window to the far right. This style now in use at the several places Mr. McLane lists all were M.O. offices with exception of Hartington, Nebr; and Vermillionville, La. This is evidently a typographical error as no La. office is listed in the guide. This probably was the Vermillionville, Ill. office.