



# Cancellation Club NEWS

VOL. 12 - NO. 15 WHOLE NO. 142

MARCH 1977

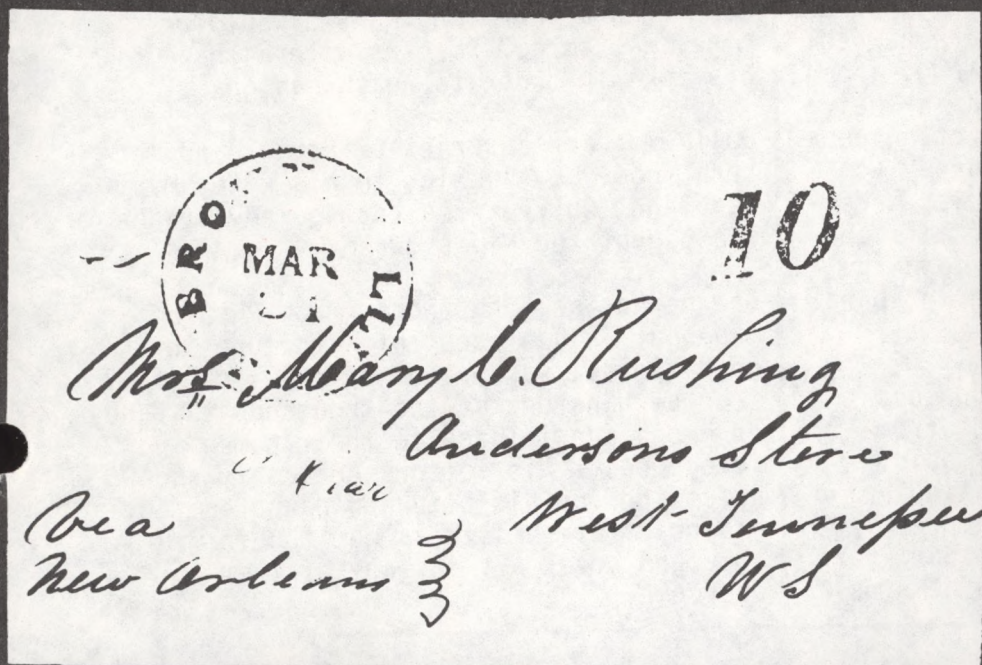


Figure 4.

## ON OUR COVER

An example (figure 4)

from Professor C.S.

Thompson's article on  
the gold rush era.

(see page 115)



My dear Wife—

Monterrey, 11th March 1850.

We reached this place yesterday evening at 4 o'clock, all in good health. We were out 11 days from Matamoras to this city and traveled 9 days out of that number, distance 280 miles. We are 18 in number besides our guide. We have a very good wagon and 4 mules to carry our baggage and each man has a mule or horse to ride, so we get along very well. The road is not without a hill as I wrote you from Brownsville but it is the best road I ever saw beyond a doubt. We have traveled over the most waste, desolate looking country I ever saw but the soil is very fertile generally, and if this country was blessed with timber and water as Tennessee is I would rather live in it than any country in the world. But both are very scarce. Monterrey would be a pleasant place if it had the right kind of improvements. We passed through the city yesterday evening and are camped on the edge. The city on the banks of a very pretty running branch of good water for the purpose of having some mules shod. We are surrounded by tall mountains. There is one south of the city covered with large pine trees which don't look taller than a man. The distance to the top is 7 miles. With that exception I have not seen a tree in Mexico that would make a fence rail. There is a fine mist of rain falling at this time. It is the first rain we have had since leaving New Orleans. The citizens say there has not been rain to wet the ground in 6 months.

We expect to leave here this evening or tomorrow morning. We have seen several Americans here that say we can carry our wagon to Durango at the foot of the mountains within 100 miles of Mazatlan in some 20 or 25 days. E. V. Gatlin had the diarrhoea last week but got entirely clear of it. C. D. Holliman is well and is writing a letter at this time. J. M. Hendrix is also well. My dear I have no doubt you are very uneasy about me and believing that to be the case it creates some uneasiness on my part. I have never had as great a desire for anything as I have to see you and Loraine, but I hope it will all work out for our good. My dear I will write you again from Mazatlan where, I hope, I will have time to write more satisfactorily. I hope to be remembered to all my friends. Receive to yourself my purest love and affection until death.

J. L. RUSHING.

N. B. My greatest request is to take care of  
yourself and Loraine until I return.

J. L. R.



## GOLD FEVER - CALIFORNIA OR BUST

by Prof. C. S. Thompson

From King Solomon's mines in Africa to John Sutter's sluices in California, man has lusted, fought, and died for the yellow dust called gold. The lure of this metal treasure tends to produce a fever that medicine cannot cure. Once afflicted, the thirst can only be slaked by joining the gold rush scene. Individuals looked upon as solid, level-headed persons seemed suddenly, in the 1850's, to become wild-eyed, super-charged fanatics once bitten by the gold bug. Home, family and friends were discarded in their headlong rush to free themselves of any encumbrances that might deter a journey to the land of instant wealth. Stories were told and retold about a friend of a friend of a friend who had only to bend down and scoop up the precious metal lying in abundance on the ground.

Such was the situation in many populous cities once the word filtered back from California about the discovery of gold. Great numbers of individuals, particularly in the eastern coastal towns, clamored for ship passage "Around-The-Horn" to San Francisco and the promised land. The demands

for such transportation far exceeded the total capacity of available vessels. Those lucky enough to have confirmed reservations found their fortunes soaring by buying and selling the spaces they controlled--an early example of our present day travel agents, perhaps. In many instances, the waiting time ranged from several months to more than a year, and many a would-be miner was forced to part with a share of his poke in order to reach his goal.

Following are a series of covers and letters from J.L. Rushing to his wife, Mary Caroline, which trace the journey of one who caught the Midas curse.

One cannot help but wonder how Rushing made out in his quest of a fortune in the gold fields: was he one of the lucky few? --or perhaps one of the thousands that never even made it back to their homes and loved ones? His letters certainly show affection for his wife and daughter, but his gold fever mistress was too formidable and adversary for any of them to overcome.

My Most Affectionate Companion—

No doubt you will like to hear from me by the time this letter reaches you. We are here in the midst of the Californians who came on the Steamer Albania a few days since. It is very exciting to be about the Brokers' offices and see the amount of gold they are handling. They generally have from 1 to 4 quarts pure gold and some have a great deal more, say 20 to 30 thousands of dollars. The accounts they bring from California are more flattering than I could have expected when I

The passengers from  
and they don't call it  
nothing in California.

Fig. 1: A folded letter with NEW ORLEANS, LA., and "10" rate on Red 34mm Circle to Anderson's Store, Ten., manuscript "via Memphis." Letter datelined New Orleans, 6th Feby, 1850. He details excitement created by the recent arrival of the Steamer Albania from California, and states, "there is no difficulty in getting a passport to go through Mexico and... will go with party to Matamoras and from there to Mazatlan where a steamer will pick us up and take us to San Francisco."



Mary C. Rushing—

My lovely companion, your kind favor of the 2nd instant was received this morning and you may be sure it gave me grateful feelings to hear from you once more before leaving California. I am very sorry to learn that my absence gives to come home. But that when I shall return from for through tickets but some 750 miles. Wm. us to California. I. L. that your father had but you had not heard I wrote some two or

New Orleans, La. Feby 13th, 1850.



Mary C. Rushing  
Anderson's Store  
Ten.  
via  
Memphis

Fig. 2: A folded letter with NEW ORLEANS, LA., and "10" rate in Red 34mm Circle to Anderson's Store, Ten., manuscript "via Memphis", letter datelined New Orleans, La., Feby 13th, 1850. "We waited to hear some three weeks for through tickets but are disappointed and have concluded to go through Mexico, ... a distance of some 750 miles," he states. "We expect to leave for the Brazos tomorrow morning aboard the Steam Ship Portland ... a three to four days sail [which will take us] within 18 miles of Matamoras by land but some farther by water."

a long farewell to your father and mother and the rest of the to be remembered until I return. And receive to yourself and Lorane my most tender affection and  
Yours husband

Brownsville, Texas, 26th Feby, 1850.

My dear Caroline—

I wrote you by the Steamer Portland stating that we got near Brazos on Tuesday the 19th. We were not able to land until Saturday evening following and reached this place about 11 o'clock at night. I could write a thousand things that would interest you and would do so if I had time but it is enough to say that we are here, encamped on the banks of the Rio Grande, and all our company, which consists of 18 men, and are in first rate health and spirits. We have purchased a good wagon and 4 mules to carry our baggage and 12 mules to ride. The wagon, trimmed ready for the road cost \$170.00 and the mules average \$35.00 each, and broke. We are to leave Matamoras tomorrow. The distance from here to Mazatlan is 800 miles and 600 miles of the road are without a hill.

We all get along very well, peace and harmony prevailing throughout the whole company. It generally takes from 1½ to 2 months to travel from here to San Francisco and I hope we will reach California in that time. Send word to John M. fellows and I think we are not time to write.

Direct your next

Mary C. Rushing  
Anderson's Store  
Tennessee  
via  
New Orleans

Fig. 3: A folded letter with BROWNSVILLE, TXS., in Blue 33mm Circle, slanted "10" rate, to Anderson's Store, Ten., manuscript "via New Orleans". Letter datelined Brownsville, Tx, 26th Feby, 1850. He states, we are "encamped on the banks of the Rio Grande...company consists of 18 men...have purchased a good wagon and 4 mules.... The distance from here to Mazatlan is 800 miles and 600 miles of road are without hill. It generally takes 1½ to 2 months to travel from here to San Francisco and I hope we will reach California in that time."



FIGURE 4: (see cover) A folded letter with BROWNSVILLE, Txs., in Blue 33mm Circle, slanted "10" rate, to Anderson's Store, West Ten., U.S., manuscript "via New Orleans." Letter datelined Monterrey, 11th March 1850. Hand carried from Monterrey and placed in the mails at Brownsville, Tx. The writer states, "We reached this place yesterday...were out 11 days from Matamoras to this city and traveled 9 days out of that number, distance 220

miles. ...The road is not without a hill as I wrote (previously). We have traveled over the most waste, desolate looking country I ever saw but the soil is very fertile generally, (timber and water are very scarce)... We are surrounded by tall mountains. There is one south of the city [whose] distance to the top is 7 miles. ...Americans here say we can carry our wagon to Durango at the foot of the mountains within 100 miles of Mazatlan in some 20 to 25 days."



*Mary C. Rushing*  
*Anderson's Store*  
*West Tennessee*  
*via New Orleans*  
*MS*

FIGURE 5: A folded letter with STEAM SHIP 30 Cts., in black 32mm Circle, to Anderson's Store, West Tennessee, U.S., manuscript "via New Orleans." Letter datelined Mazatlan, 9th April 1850. This letter was placed on board ship to be delivered to Panama City. (It was probably one of the Aspinwall vessels). It subsequently entered the U.S. mail system at Panama City, was transported across the isthmus to Chagres, again placed on board a contract mail steamer for New York, at which point the STEAM SHIP 30 Cts., Circle was applied in keeping with the congressional Act of March 3, 1847. This fixed the rate to and from the Eastern States and Panama City, (New Granada), At 30 cts. Rushing says, "... sending you a few lines by the Steamer

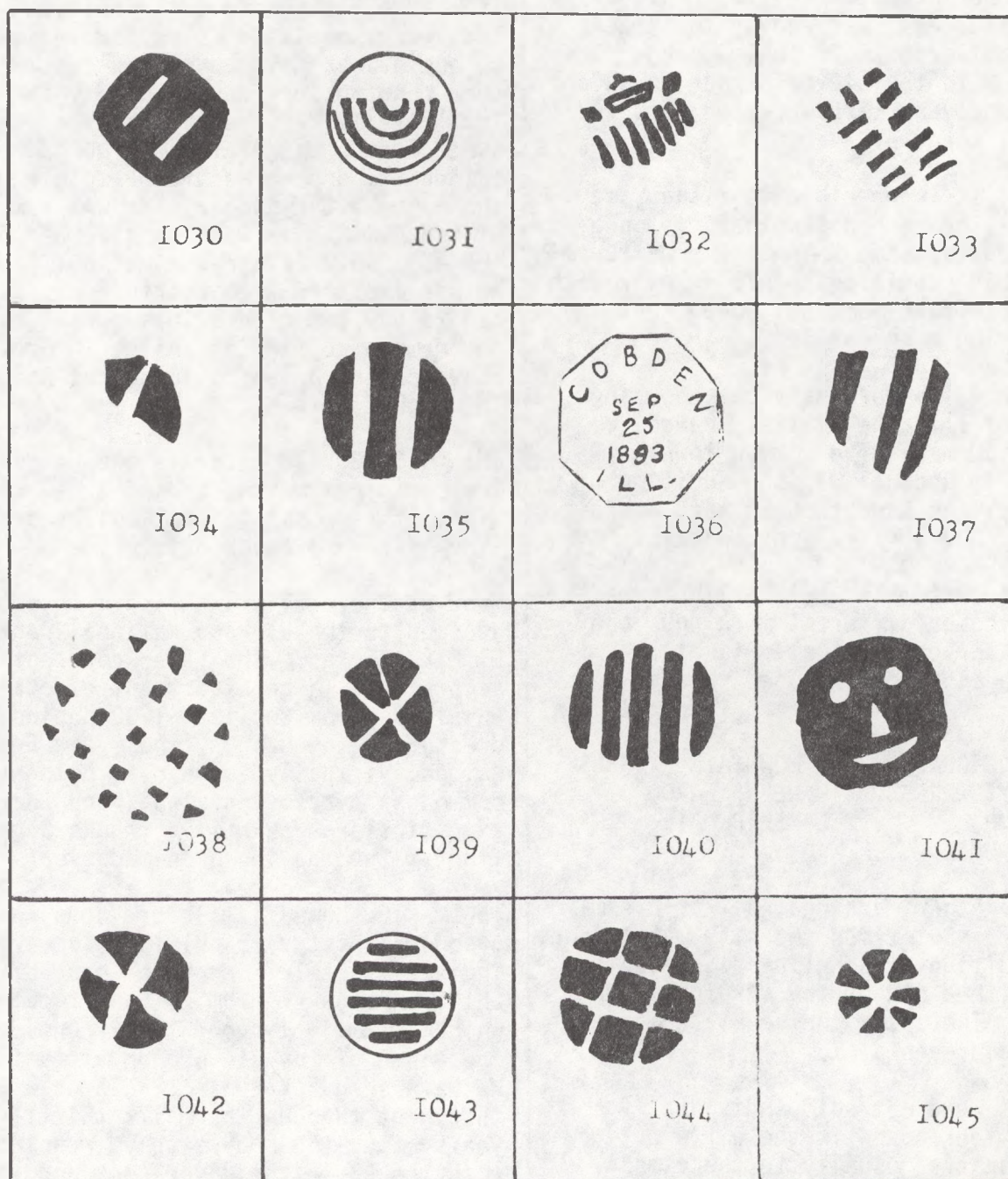
California which is lying off this place and will leave this evening at 4 o'clock for Panama. We arrived...yesterday... were out 40 days from Matamoras...traveled 30 days of that time.... The distance is about 1000 miles (Spanish) and 760 of that distance is the best road in the world. For some 3 days we were winding up and down mountains and presently could see neither top nor bottom and were confined to narrow track from 1 to 3 feet in width. An awkward step by a mule would have thrown him, in many places, 2 or 3 miles down the mountains. ...no chance to get passage on a Steamer to San Francisco so we expect to go in a sail vessel...passage (on which) is \$60.00 in the steerage."



Following are more of the Illinois Cancels from the collection of Mr. Russell.

#1030 - Black Bushnell, #U277  
 #1031 - Black, Cairo, #65  
 #1032 - Blue, Champaign, #158  
 #1033 - Black, Clay City, #213  
 #1034 - Black, Clay City, #213  
 #1035 - Black, Cobden, #207  
 #1036 - Black, Cobden, #207 (BKSTP)  
 #1037 - Black, Cobden, #158

#1038 - Black, Colehour, #UX3a  
 #1039 - Black, Collinsville, #UX9  
 #1040 - Black, Cuba, #207  
 #1041 - Black, Decatur, #U277  
 #1042 - Black, Delavan, #231  
 #1043 - Black, Denver, #65, smaller  
 than #92  
 #1044 - Black, Dixon, #114  
 #1045 - Black, Dudley, #207





A WARNING TO COLLECTORS

By Herman Herst, Jr.

About ten or twelve years ago, an Illinois collector who also tried his hand at stamp dealing, had a dozen or more rubber stamp postal markings made, which he applied to nineteenth century covers that had gone through the mail.

The sight of a legitimate United States stamp, properly postmarked, with a contemporary address, was enough to throw ordinary collectors off their guard. This fact, added to the clever manner in which these fake covers were marketed, assured they still turn up.

Worse yet, it is possible that the same individual, or perhaps another, is once again doing the same thing. The writer has just had submitted to him a cover with one of these fake markings added, but unlike anything seen earlier.

This cover was an ordinary one, bearing a single of #11, the 3¢ 1851, cancel with the townmark of a common town. What made it unusual was the addition of a straight line handstamp in back, reading "U. S. GOV'T.", all in capitals.

The earlier attempts at fakery numbered perhaps a dozen different markings, and if memory serves us rightly (as it usually does), they included the following:

PER STAGE COACH	PER MOUNTAIN EXPRESS
PER PONY EXPRESS	PER WELLS FARGO
STEAMSHIP	STEAMSHIP MAIL
EXPRESS MAIL	

There were other markings, all of a similar nature. Sometimes the lily was gilded by the addition of a hollow five pointed star at either end of the straight line markings. The color can be black, green or blue, and even pink.

The covers were not sold individually. The crook took space in the different stamp magazines, usually in the classified section, offering a lot of nineteenth century U.S. covers with a retail

value of \$110 or more for \$10.00. It was intended to sound like a bargain.

Each lot consisted of a half dozen or so relatively common covers, stampless or stamped, each priced in pencil at from \$2 to \$5 each. Then five or six fakes were put into the lot, each of these priced at \$20 or \$25. The scoundrel had no trouble in reaching that \$110 figure.

It was not long before several of these lots were submitted to us for inclusion in one of our cover auctions (we were then running auctions regularly in New York City). We immediately asked the owner of the material where he had obtained it, and he was frank to give us the name of the sender. He was a member of the A.P.S., as well as a member of the A.S.D.A. (It took time, but happily he was expelled from both groups, but we had to buy two of his lots ourselves, under the name of a married child, in order to convince the organizations that he was up to no good).

The "U.S. GOV'T" cover is one not seen in the original batch, and if a new concoction, it is possible that collectors have a new faker to watch out for.

Many of the earlier fakes are covers addressed to the El Paso National Bank, of El Paso, Texas. The faker apparently had access to a large assortment of stamped envelopes from the 1880-1900 period, addressed to the bank. (These are extremely common, virtually valueless, being the commonest type of envelope, and they do exist in large quantity, thanks to a huge find of them having been made years back).

The faker showed little previous knowledge of postal history, applying his markings indiscriminately. We have seen "STEAMSHIP" on a cover from El Paso to El Paso, which is a mighty good trick considering the depth of the Rio Grande at that point. We have seen PER PONY EXPRESS on a cover that went through the mails thirty-five years after the Pony stopped running, with the route the cover took hundreds of miles or more from where it once did operate.

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## (A WARNING TO COLLECTORS, cont.)

It is easy to say that these covers will fool no one, but the unfortunate truth is that there are still people in our hobby who believe in bargains, and who think that someone can actually sell \$110 worth of classic covers for \$10. And as long as suckers exist, there will be crooks to take advantage of them.

And sad to say, as long as there are buyers who do not take the trouble to learn something about what they are buying, they will continue to be the crooks' lawful prey. We say "lawful" for there does not seem to be any law against this type of faking, and if there were, Uncle Sam's Postal Inspectors show precious little interest in putting a stop to it.

## Letters to the Editor

Dear Sir:

I am writing this letter in regard to what I feel is a general lack of interest and response involving the future of the U.S. Cancellation Club. Let me hasten to point out that as a Dealer-member I am a member of twelve Philatelic Organizations and therefore feel that I am in a position to evaluate the progress of twelve different operations, ie; the Publication or the Newsletter of the Organizations - including the quality of the articles, information contained, membership participation, etc., - the "usefulness" of the Organization in its particular Specialty area and other such factors which make an Organization a successful one or one which literally "is going nowhere".

It saddens me deeply to see what I gather is a gross lack of aid on the part of the general Membership of our Club in regard to the important areas mentioned above. Which person among us is silly enough to believe that an Organization can be a useful and successful one without the wholehearted support of the Membership? I dearly love the area of U.S. Cancellations, especially those which are "fancy" or those which show interesting Auxiliary uses. I assume therefore that the bulk

of our Membership share this same "enthusiasm" in one form or another for cancellations. Carrying this assumption one step further, does it not therefore behoove each and every Member to get involved in one way or another? Can the Organizations succeed without this enthusiasm? I choose to think not.

There are many ways which one can get involved in an Organization which they care about. They can write articles for the Newsletter, they can submit material to the Circuits so that fellow members may purchase material for their own collections, dealers can pass out publicity and information about the benefits of the Organization, members can (and should) suggest new ideas to the Membership - ideas which either have proven to "work" in other organizations or original ideas. I'm sure with a little imagination one in every ten members could if they tried, come up with something positive to add to the Organization. A few ideas (some original, some not) have struck me as I am writing this, and I am but one person. Problem cancels, ie; those which a member is having difficulty gathering an accurate explanation for. A report of Auction realizations for various types of cancels. Someone who would be willing to cross-index all "specialized" interests of Members for the purpose of trading - this could either be printed in its entirety in the Newsletter or sent only to those Members who desire to receive it for a modest fee (yes friends, it costs money to produce such lists). To demonstrate my seriousness on this one, I am willing to compile such a list of "special" interests, have it printed and distribute it to interested members. (Details on this separately). I also think that a method whereby our Newsletter could be divided into convenient "sections" would be valuable. Have a section dealing only with 19th Century Fancy cancels, another on Water markings ("Ship, Steamship, etc.), one on Revenue cancellations, 20th Century Fancy cancels - the list could go on and on - but it could only go so far as any one person (or persons) is willing to supply the necessary articles. Someone could compile a list of all known books dealing with cancels. This does not seem to me to be a monumental task - who is willing? Current book reviews dealing with books (or even

(Continued, next page)



articles) is another area worth pursuing. A list of those dealers who are known to carry a stock of Cancellations. Since many of our members are dealers I'm sure they would be happy to advise the Club if they carry Cancellations; what type, methods of selling (approval, Auction, Mail Bid, Net Price, etc.), terms of sale and other pertinent information so as to make the Membership aware of what they offer.

I can recall a few years ago when another Organization to which I belong was experiencing similar problems of member disinterest. The Editor made a wonderful plea to the members for more articles, etc. Happily, the Editor was successful. Articles came in, and are still coming in to the point that this particular Society has won numerous awards for their Periodical. Why can't we do the same for the U.S. Cancel Club? Do we care so little about the existence of the Club that we are willing to stand by and just let it cease to exist? I see what appears to be much more enthusiasm being put forth in many smaller Organizations, and in a field as important and as wide as Cancellations it disturbs me to no end to see the apparent disinterest we are experiencing. Does this not bother you, Reader? If it does, then pledge yourself to do something positive about it - anything that you feel is worthwhile is a step in the right direction. If it doesn't bother you, and in the future we find that we no longer have a U.S. Cancel Club, then please don't blame me, for I plan to do something about it, don't blame yourself Editor, don't blame the people who have been constant sources of articles and material for circuits - you know who to blame.

Sincerest Regards,

Wm. R. Weiss, Jr.

We agree with Mr. Weiss. As our members may or may not be aware, Mr. Weiss is a member of many organizations: A.S.D.A., C.S.D.A., A.P.S., S.P.A., U.S.C.C., Classics Soc., Essay-Proof Soc., American Air Mail Soc., Jack Knight Federation,

U.S. Postal Stationery Soc., Pennsylvania Postal History Soc., and Allentown Philatelic Soc. In regard to circuits, we are already trying to note special interests (if very specialized) on the computer. In this manner, we hope to place them as an early recipient of this specialized material on the circuits--as long as it ultimately does not place one member consistently before another.

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I ask my fellow members for help in any background information at all about the following cancellation:

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...I have already checked for a listing in 1890, Konwiser, Billig's Philatelic Handbook No. 33.... Good Hunting!

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...What's the origin, history, etc. of the patent cancels known as "Doane's"?

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In reply to Dr. Price's query in the January issue:

...The whole thing is a forgery including the Centennial cut square, of which there are several types. First, check the paper--the original envelopes are on laid paper, not woven. Type 11 forgery has flat bottom's to the "7's" in the dates. Also the initials on the cancel read "UBM" not "USM." Next, the cancel is that of US Carrier 7LB11.... It too is a forgery and was never used on any stamp of the period. The above refers to the type...made in France which differs from that made in England at the time.

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... See Scott specialized for 1977, page 368, Scott 7LB13, priced at \$500. However let Mr. Price not get excited. These have been extensively counterfeited.

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--Herman Herst, Jr.



Since the next listed item, 7LB16 [in Scott], is a handstamp (Philadelphia), Mr. Price's cancel could have also been a handstamp precursor to the adhesive. Speculation, but maybe a clue.

--H. E. Menker

...As this type was not issued in Handstamps, I presume some prankster applied the postmark on the 1876 Centennial red cut square, as this was also issued in Philadelphia in 1876, by having access to the original printing plates or by making a canceller of his own. Most of the Carrier Stamps were only used but a few years and surely not as late as 1876.

--Gerald H. Metzger

#### NEW MEMBERS

- 1186--Smith, Paul: Box 426, Jacksboro, Texas 76056  
 1187--Levere, Gilbert J.: 26 Ellsworth Rd., West Hartford, Ct. 06107  
 1188--Mitchell, Gretchen H.: 2269 Fink St., Los Angeles, Calif. 90068  
 1189--Jones, Robert G.: Timberline, Woodlands Rd. East, Wentworth, Surrey England  
 1190--Vacca, Frank: 27 Grand Ave., Poughkeepsie, New York 12603

#### CHANGE OF ADDRESS

- Good, Andrew: 114 Eulalia, #9, Glendale, Calif. 91204  
 Baughman, Russell G.: 1305 Meadow Ln., Kirksville, Mo. 63501  
 Blaikie, Bruce W.: 1305 Calaveras Dr., Santa Rosa, Calif. 95405  
 Gaylor, Robert L., R.D. #6, Box 72, Punsutawney, Pa. 15767  
 Hemphill, Maj. F.H.: 31071 Van Cristal, San Juan Capistrano, 92675  
 Wuichet, John W.: 1000 Urlin Ave., #1015, Columbus, Ohio 43212  
 Waite, Robert K. Sr.: 10 Berkshire Plaza, North Adams, Mass. 01247  
 Franciosa, George: 120 Avenue E., Rochester, New York 14621  
 Kanne, Sidney P.: P.O. Box 13383, Sta. K, Atlanta, Georgia 30324  
 Lawson, David: Rt. 7, Box 455-A Woodlake, Middleboro, Ms. 02346  
 Mitchell, Milton: 3166 Adderley Ct., Silver Springs, Md. 20906  
 Van Why, Chester H.: R.D. #5, Box 743B, E. Stroudsburg, Pa. 18301

Ahrens, Philip.: RRI, Box 145, Cousins Island, Yarmouth, Me. 04096  
 Boyd, Robert E.: 2517 Danville Rd., Woodbridge, Va. 22193  
 Small, Richard: 6178 Woodbury Ave., Las Vegas, Nevada 89103  
 McHenry: Gordon: Box 14463, Gainesville, Florida 32604 (zip change only)  
 McLaughlin, John E.: 2517 E. Hills Dr., Williamsport, Pa. 17701

#### NAME CHANGE

C.S. Dunford-Jackson: RFD #2, Box 5, Gordonsville, Va. 22942

#### RESIGNED

Etherton, James J.: 222 N. Madison, Grand Island, Neb. 68801  
 Herzog, William K.: 915 Cass St., Saginaw, Michigan 48602

#### THE U. S. CANCELLATION CLUB NEWS

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I STOCK ALL AREAS, ISSUES, USAGES, CANCELS EXCEPT MODERN FDC. WHAT WOULD YOU LIKE TO SEE? SELECTIONS SENT ON APPROVAL TO USCC MEMBERS ON REQUEST.

HENRY M. SPELMAN III



P.O. BOX 645

SAN ANSELMO, CALIF. 94960

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Box 12814

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TO U.S.C.C. MEMBERS:

OUR BI-MONTHLY MAGAZINE HAS LISTINGS OF FANCY AND COLORED CANCELS ON POSTAL CARDS, AS WELL AS ARTICLES ON CANCELLATIONS.

WE ARE ALWAYS IN NEED OF POSTAL CARDS WITH FANCY OR COLORED CANCELS. SEND PRICED TO US.

PRICE LIST OF U.S. POSTAL CARDS BY SCOTT OR UPSS NUMBERS AVAILABLE FOR SALE.

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410 South Air Depot

MIDWEST CITY, OKLA. 73110

PHONE: (405) 733-2717



PROFIT AND LOSS STATEMENT

USCC -- 8 Months, Ending December 31, 1976

Many members have complained they have no information as to the financial status of the USCC and its operation. The following material constitutes the effect of the operation for eight months of 1976:

INCOME

Dues/Supplies/Advertising ...	\$ 822.30
Circuit Insurance .....	141.00
Sales Commissions Earned ....	397.33
Interest Income .....	378.87
Miscellaneous Income .....	33.85
TOTAL .....	\$1773.35

EXPENSES

Supplies .....	\$1182.80
Newsletter/Mailing .....	895.03
Postage .....	310.57
Member Refunds .....	2.56
Miscellaneous Expense .....	17.50
TOTAL .....	\$2408.46

INCOME (LOSS) ON OPERATIONS \$ 635.11

CASH FLOW STATEMENT

INCOME

Income Per Above .....	\$1773.35
Circuit Receipts .....	3462.54
TOTAL .....	\$5235.89

CASH EXPENDITURES

Expenses Per Above .....	\$2408.46
Circuit Payments To Owners ..	2230.97
TOTAL .....	\$4639.43

CASH FLOW ..... \$ 596.46

NOTES TO ABOVE STATEMENTS

- 1) In supply expense is an item for Circuit Booklets for better covers. Minimum purchase was \$498.00, hopefully a supply for many years.
- 2) Supplies in addition include reprinting

of many forms with new addresses, though old forms have been utilized wherever possible  
3) Interest income constituted income from Midland Federal Savings of Denver and the Winnetka Bank of Winnetka, Ill., where USCC keeps its emergency savings account.

4) Dues collections for 1976 were obviously not normal as payment was purely on a voluntar basis.

5) Separate records have never been maintained for Insurance Funds collected at a rate of \$0.35 per circuit mailing and this income is not contained in the statements -- Insurance income is only the amount that is charged to the submittees of Circuits (2% of value).

SALES CIRCUITS, AGAIN!

In the last issue I dropped my bi-monthly harangue about the need for more contributors to the sales circuits as we had been achieving some success in getting more contributors. Immediately the rise in new books dropped to a trickle. The U.S. C.C. belongs to its members. If the members want sales circuits, they must not only buy, but a substantial number must sell. I would hope that it would not be necessary for me to continually fight for new books month after month taking up unnecessary space in the Newsletter which should be devoted to more important material.

Since last thanking those members who have been contributing material on a regular basis, a number of these people (Pat Herst, Dr. G.A. McIntyre, William Walker, Martin Toly, John McGee, George Phillips, William James, Donald Tucker, Arthur Van Vlissingen) continue to be substantial contributors.

However, a number of new members have also come forward for the first time in response to my complaints. Among these helpers are Elwyn Doubleday, Jr. (who has already submitted 25+ booklets), William Barlow (submittals in the teens), Robert Hedges, N.L. Persson, William Brockman, James Kesterson, Vernon Grosse, and Richard Cross. I would like to thank them for their contributions and concern.



---

# FANCY CANCELS ILLUSTRATED

NEW SPRING-SUMMER LIST  
SEND 50¢ IN STAMPS FOR  
ILLUSTRATED PRICE LIST  
OF CHOICE  
19th CENTURY CANCELS  
BOTH ON AND OFF COVERS

j.m. classics co.  
p. o. box 11402  
shorewood, wisconsin 53211



(Continued from page 123)

**\*\* MORE LETTERS TO THE EDITOR \*\***

Dear Sir:

This scrappy not is inspired by your January USCC News.... It is an excellent issue. Keep up the good work. Now for a few miscellaneous comments, suggestions, and requests: 1) If you succeed in setting up specialized circuits, it is a fine idea--but I doubt it can be worked out practically. There are too many specialties and too few members in any one category, e.g., I now collect only Wisconsin Postal History, viz. 19th Century covers. If I find anything to purchase in a circuit, it is incredible good fortune. 2) Pfu on Kesterton's idea of an annual minimum purchase. As long as I am willing to spend \$2 or \$3 postage for the privilege of pawing through a bale of covers, I will fight for that right. A lot of members would resent any minimum restriction--and they would not get mad at Kesterton, but rather at USCC.... 5) ...I really do prefer to have my name spelled right.... My impression is that up to now--including the Jan. '77 issue--you are batting .000. I'll admit that Van Vlissingen isn't as easy as Smith, but it is perfectly possible, if you try!

Arthur Van Vlissingen

Sorry. How your editor could misspell the name of a man who contributed so much to philatelic circles is impossible to fathom. Sincere apologies.

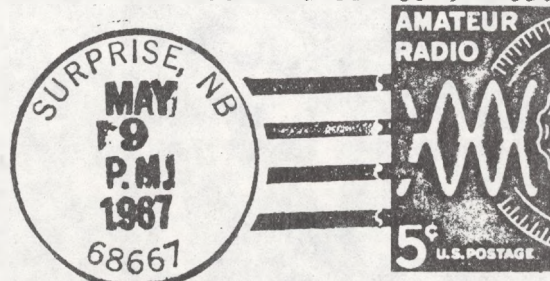
Dear Sir:

...I would favor some degree of specialization--in circuits I realize that this could be carried too far. How about: 1) Town Cancels 2) Carrier Cancels 3) FDC's 4) Machine Cancels 5) Advertising Covers; and Town Cancels could be divided into Territorial and 19th Century. Just an idea; you would get better ideas from checking APS and TMPS circuit managers.

George Phillips

HISTORIES OF TOWN NAMES

Did you ever wonder where the town names you come across on cancellations originated? Mrs. Leonard Liebenau has compiled short histories from her research, and here is the first in a series of features.



Surprise, Neb. P.O., established 1869: According to legend, Surprise got its name from its location along the banks of the Big Blue River, which flows east along a valley bounded north and south by high hills. An early settler built a mill on the river, and as other settlers following the westward trek came over the hills, they always exclaimed about the SURPRISE of finding a mill and colony. The name has lingered while the mill has disappeared.

NEW MACHINE CANCEL CIRCUIT

In response to requests from members, we have begun a machine cancel circuit. Those presently on the list of the special circuit are: McClarren, Beach, Pollard, D. Smith, Geschwindner, Heisler, Repa, Gaumer, Landino, Stuart, McDonald, Myers, Rapp, and Summerill. Others with a special interest in machine cancels should write to have their name placed on the list to receive the circuits.

BAUER MADE CHAIRMAN

Howard Mader has recently appointed Mr. William Bauer to the post of Chairman of the Nominating Committee. Mr. Bauer has made contributions to many philatelic organizations, and we feel this is a wonderful choice. Congratulations.

SORRY WE'RE LATE....

We've been waiting for the new IBM Impact Printer, promised forty-five days ago but still not in operation. We have finally gone ahead without it, and we're sorry for the delay.



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BARRY MACHINE CANCELS FOR SALE

Oval Barry Machine Cancel Collection; Collection of 50 different Barry oval cancels on covers. Other different ones on GPC, fronts, etc. not counted. Several scarcer varieties included. Collection has been systematically upgraded in condition. Excellent opportunity at a reasonable price to acquire a strong showing of these cancels that have all but disappeared from dealers "junk boxes." \$110.00

Type Q-1 Experimental, Washington, D.C. Jun 23, '94 VF on GPC \$30.00

Type Q-1 Experimental, Chicago, Ill. Dec 10, '94 F-VF on F- stamped env. \$45.00

Barry Machine Cancel Type Collectors - please send me your want list by type; several of the slogan types are available.

Martin Toly  
4159 Chariot Lane  
Liverpool, N.Y. 13088  
(315) 652-8261

stamps and coins not kept at residence