



Cancellation Club **NEWS**

Vol. 12 No. 19 Whole No. 146

November 1977

Figures 1 and 2 from CANAL BOAT MAIL, on the Following Pages:

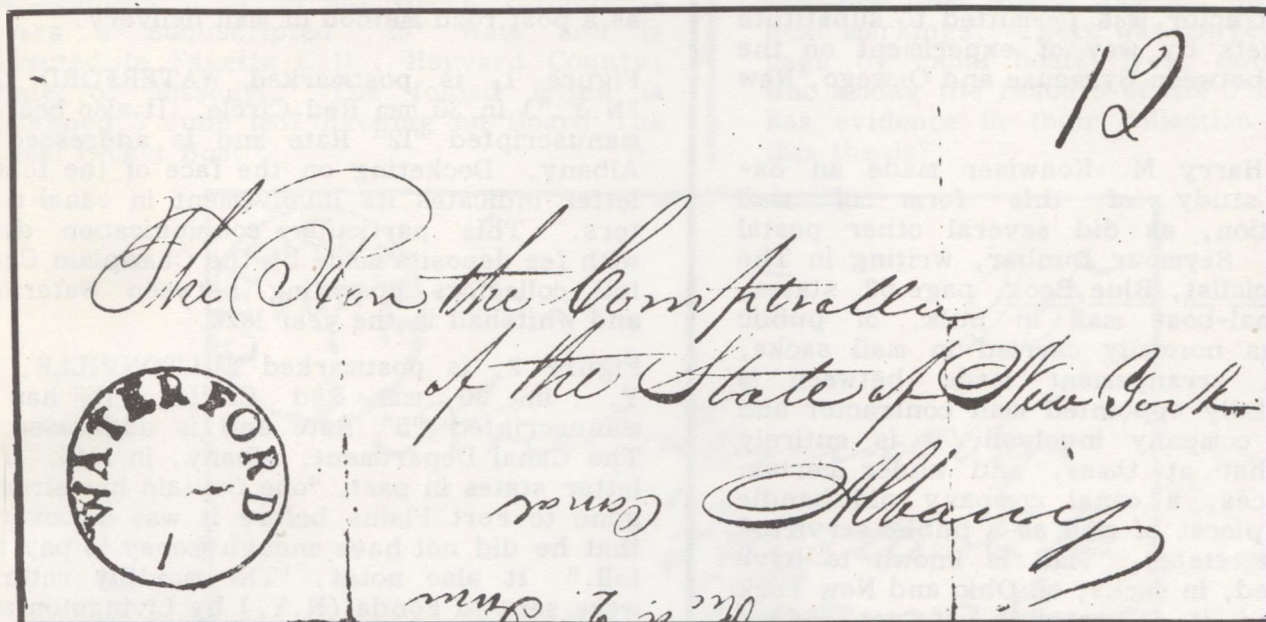
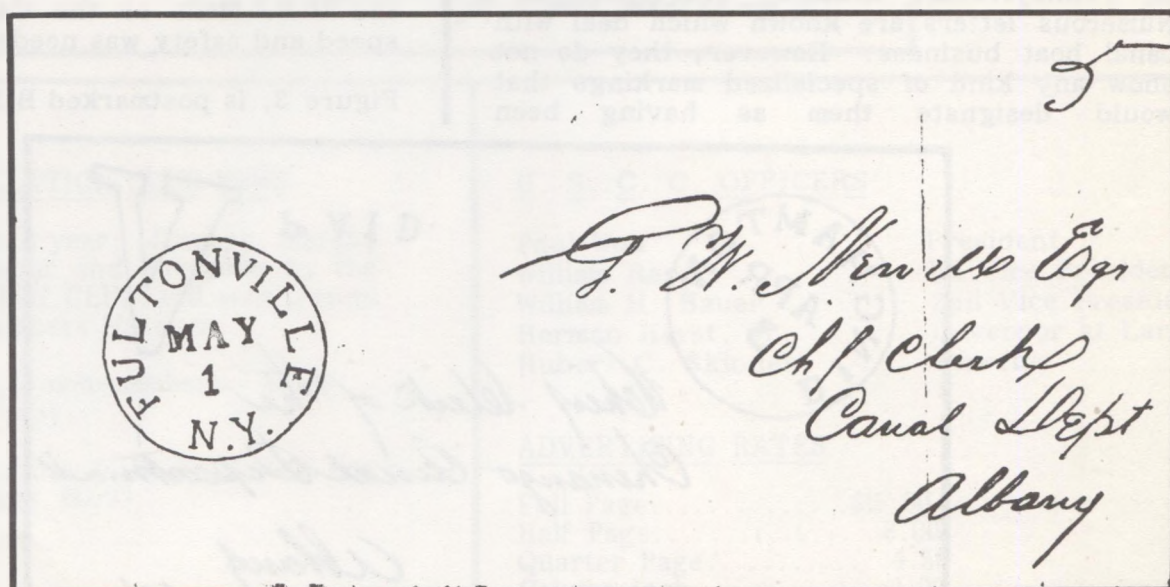


Figure 1:

Figure 2:



PAY 1978 DUES NOW!

CANAL BOAT MAIL

By Professor C. S. Thompson

The use of canals as a source of mail transportation appears to have existed as far back as 1815, when for a period of one year such mail was carried between Norfolk, Virginia, and Elizabeth, North Carolina. However, it was not until an Act of Congress was passed in 1836, that the Postmaster General was empowered "to contract for carrying mail on the navigable canals." Some six years later, a mail contractor was permitted to substitute canal packets by way of experiment on the mail route between Syracuse and Oswego, New York.

The late Harry M. Konwiser made an exhaustive study of this form of mail transportation, as did several other postal historians. Seymour Dunbar, writing in The Stamp Specialist, Blue Book, page 62, states, "While canal-boat mail in bulk, of public origin, was normally carried in mail sacks, under an arrangement made between a governmentally appointed mail contractor and the canal company involved, it is entirely possible that at times, and under certain circumstances, a canal company did handle individual pieces of mail as a public service." He further states, "Mail is known to have been carried, in sacks, on Ohio and New York canals, and it is possible, if not indeed probable, that the same thing is true of canals in Pennsylvania, Indiana, and Michigan." Numerous letters are known which deal with canal boat business. However, they do not show any kind of specialized markings that would designate them as having been

transmitted by canal in the same manner as those covers which bear such notations as Packet, Ship, Steamboat, Steamship, etc. All so-called canal boat letters seen by the writer, appear to have passed through the post office network in the same manner as non water-borne mail and to have received the standard office of input town mark. Figures 1, 2, and 3, illustrate typical letters that deal with canal operations. None show any conclusive evidence that the canals were used as a post road method of mail delivery.

Figure 1, is postmarked WATERFORD (No "N.Y.") in 30 mm Red Circle. It also bears a manuscripted "12" Rate and is addressed to Albany. Docketing on the face of the folded letter indicates its involvement in canal matters. This particular communication deals with fee deposits made by the Champlain Canal toll collectors operating between Waterford and Whitehall in the year 1826.

Figure 2, is postmarked FULTONVILLE, N. Y., in 30 mm Red Circle. It has a manuscripted "5" Rate and is addressed to The Canal Department, Albany, in 1846. The letter states in part, "one Captain has already gone to Fort Plains before it was discovered that he did not have enough money to pay the toll." It also notes, "The monthly returns were sent to Fonda (N.Y.) by Livingston and Mills Express." This seems to indicate that the toll collectors did not place much trust in the U.S. Mails or the Canal Carriers when speed and safety was needed.

Figure 3, is postmarked BINGHAMTON, N. Y.,

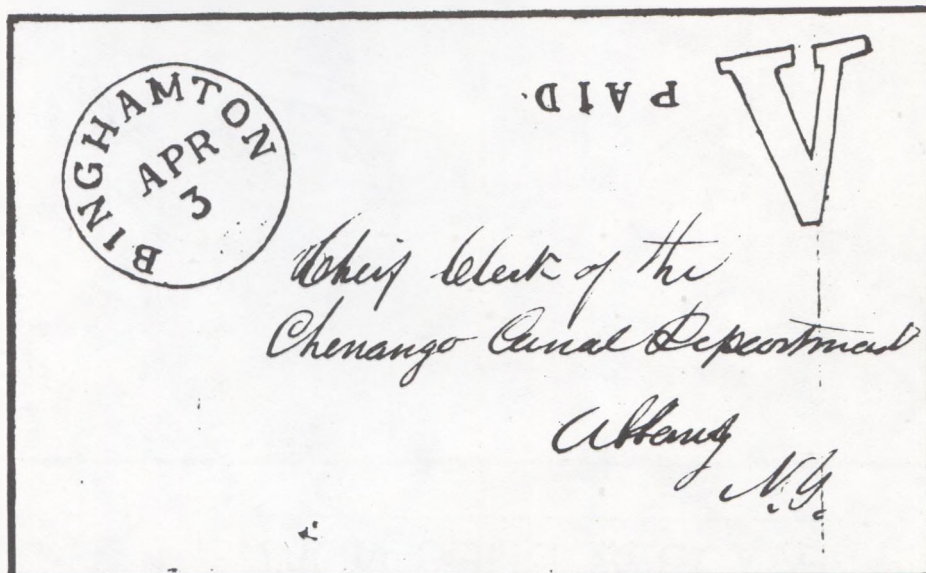


Figure 3

in 30 mm Circle, Straight line "PAID", and fancy "V" Rate, all in Red, addressed to The Chenango Canal Department, Albany, in 1848. This folded letter from the captain and owner of the canal boat "Swan of Binghamton," asks permission of the Canal Board to change the name of his boat to the "City of Binghamton," because of what he says have been "unfavorable remarks made about my canal boat and other reasons I have stated in the letter."

Figure 4, is postmarked CHILICOTHE, O., (Misspelled) in a 30 mm Green Circle. It bears a manuscripted "25" Rate and is directed to Fayette C.H., Harvard County, State of Missouri. The folded letter is datelined 5 June 1837 Evening on Board The Canal Packet Boat.

Mr. Konwiser stated that, "letters written on canal boats by tourists, are uncommon." He further stated, "the scarcity of such letters might be due to the lack of writing conveniences on the canal packet boats of the 1830's and 40's, which are now common-place on contemporary vessels."

Whether this letter was merely written on board the canal packet boat or was in fact carried as a part of a canal mail service is only conjecture. Mr. Konwiser, in reviewing all the facts extant, states, "there is no evidence that there was any definite Canal Boat markings. There was conveyance of mail bags by canal boats, yes; nothing more." Who among the readers of the U.S.C.C. News has evidence in their collection to disprove this thesis?

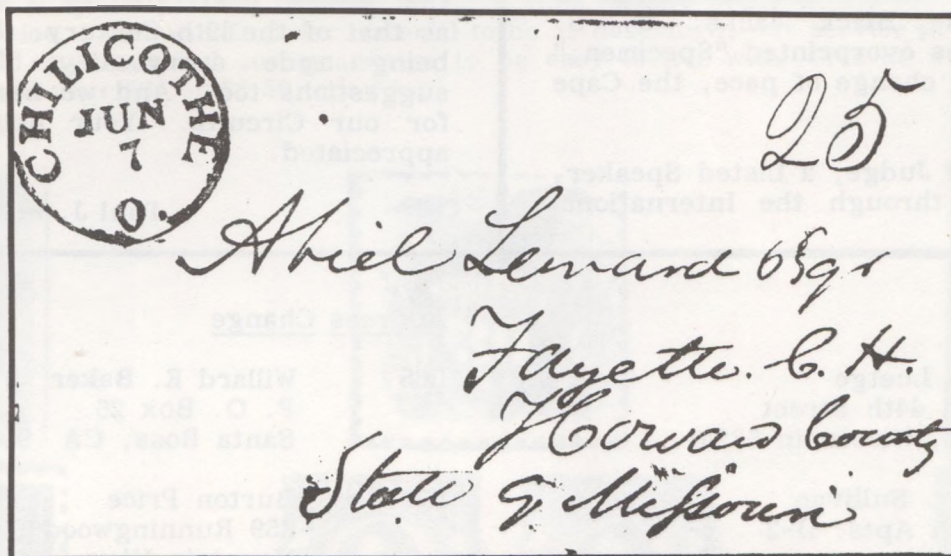


Figure 4

THE U.S. CANCELLATION CLUB NEWS

Published six times a year: January, March, May, July, September and November by the U.S. CANCELLATION CLUB and sent free to members. Back numbers 50¢ each.

Subscription price to non-members: \$6.00 per year, 50¢ per copy.

Address communications to U. S. C. C., Box 83, Winnetka, Illinois 60093.

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A LETTER FROM OUR NEW PRESIDENT

To the Members of the U. S. Cancellation Club:

As you all know from reading the USCC NEWS, I have been honored with nomination to the office of President of our Organization. Most of you, of course, know nothing at all about me. So perhaps an introduction would be in order. A once-overlightly philatelic biography, as it were.

Born in New York City in 1912, Age 65. Educated in City schools and at Columbia.

A comparative newcomer, I've only been collecting stamps seriously for 20 years. As to what I collect: The Trans-Mississippi or Omaha Issue; The Black Jacks; U. S. Departmental Stamps overprinted "Specimen;" and for a complete change of pace, the Cape Triangles.

I am an Accredited Judge, a Listed Speaker, and an Exhibitor through the International

level. I am also the Regional Vice-President of the US Philatelic Classics Society for the Northwest and the Area Representative for Montana and Idaho for the Northwest Federation of Stamp Clubs. Also, President of our local Garden City Stamp Club.

With the help of the Board of Officers and especially, of all the members, I hope to have a successful term of office. The US Cancellation Club is a fine organization, and I hope to see it continue that way.

We NEED several things from the Membership. Articles for the NEWS. This is a continuing and constant need. All Articles, short or long, will be most welcome. And don't forget that modern postal history is just as important as that of the 19th Century. Postal History is being made every day! We want your suggestions too. And we need more material for our Circuits. Your help will be most appreciated.

Paul J. Wolf

New Members

1224 William J. Luetge
3211 North 44th Street
Milwaukee, Wisconsin 53216

1225 Charles A. Sullivan
Kenilworth Apts. D-2
Wilson Street
Chelmsford, Mass. 01824

1226 George Y. Fisher, Jr.
217 Borbeck Avenue
Philadelphia, PA 19111

1227 Ilse Oster
P. O. Box 320
New York, NY 10040

Resigned

952 Arthur N. Storhaug

Revived

Maurice Grossman

Address Change

1165 Willard E. Baker
P. O. Box 26
Santa Rosa, CA 95402

1174 Burton Price
859 Runningwood Circle
Mountain View, CA 94040

1219 James Inverarity
100 6th Street S.E.
Minneapolis, MN 55455

1116 Linford A. Haas
360 New England Road
Guilford, CN 06437

1159 Brady R. Hunt
P. O. Box 10647
Midwest City, OK 73110

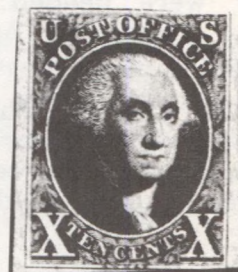
981 Carl J. McMurphy
Box 420
Edmonds, WA 98020

Deceased

800 Robert W. Van Delft

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U.S. Stamps & Postal History are regular features of my "Net Price" Sales. These Sales are conducted every two months or so and are an attractive method of adding desirable items to your collection as an "alternative" to Auction buying. Lots are one of a kind and are sold at the "Net" prices indicated in the Catalog (which is profusely illustrated with hundreds of photographs) to the first order received. While we do offer outstanding quality "gems" such as those shown here, we strive to include "something for everybody" and cover the entire spectrum of U.S. Philately, at prices ranging from \$5.00 to \$3,000.00 per lot. Regular features include; mint & used stamps, plate blocks, fancy cancels, proofs, Postal History of all areas which have proven to be the most popular; classic issues on cover, Civil War area, Advertising covers, fancy cancels on cover, unusual usages, Expositions, Airmails on cover, "back of the book" on cover, scarce first days, etc. U.S. Cancellation Club members wishing to receive a copy of our next catalog may send 50¢ in stamp or coin. We suggest, however, that you try a one-year subscription at \$3.50 - which is deductible on any order in the one-year period. You will find our material to be as described, our service prompt and courteous and our guarantee to be easy to live with! Give us a try, send your 50¢ or \$3.50 today to:



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STATION CANCELS OF PHILADELPHIA

by Alton M. Gaumer

Mr. Paul Johnson asks in the September issue about Philadelphia "G" Cancel.

This cancel refers to the mail of Station "G" of Philadelphia, also known as Germantown. The station cancels of Philadelphia are interesting and show how a large city was bound into a system of mail distribution and collection. This was done by incorporating various types of postal stations whose duty was to collect and serve the public, or to receive and distribute the mail.

The Philadelphia Post Office became active in 1775 and was the nucleus of our mail system. The main Post Office in Philadelphia, located in the heart of the city, was the main office to receive and collect mail for the immediate area. The County of Philadelphia was formed and as the area was settled the central offices served country post offices that sprang up as they were needed: Frankford, March 12, 1800, Halmsbury April 1, 1803, Bustletown November 7, 1803, and so on.

As the City of Philadelphia expanded, the country offices were gradually pulled in under the control of the central offices so that they became stations of the central Philadelphia office.

In 1867 Henry H. Bingham, former Chief Clerk in the Philadelphia Post Office, was appointed postmaster of the central office. He was also during his office as postmaster, the Chairman of the Committee on Post Offices and Post Road of the Forty-Seventh and Fifty-First Congresses, when the Republicans were in control of the House.

His work centered on the legislation that was responsible for reducing the postal rate of that time from 3¢ to 2¢.

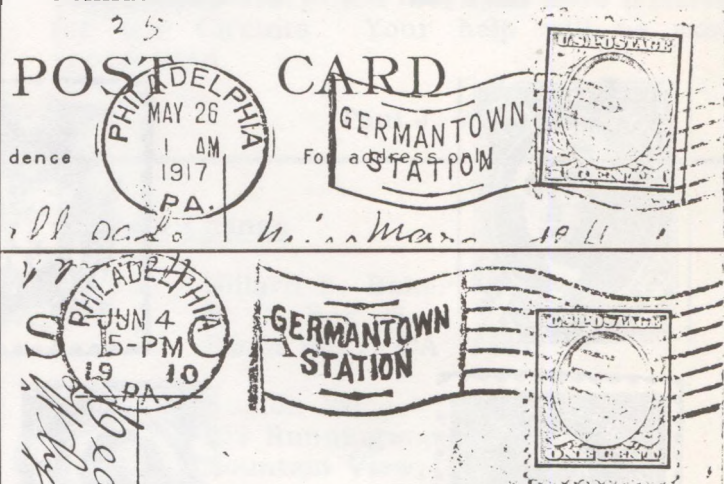
During this administration of the Philadelphia Post Office he effected the establishing of all the post offices in the county of Philadelphia as stations of the Philadelphia post office, therefore, making the country having as uniform rate of 2¢ for letter postage.

These Philadelphia county offices -- having a local area they served -- had their names changed to an alphabet identification. These stations moved many times within their area. Each move, at one time or another, changed

from alphabet identification to numerical designation. But the attached list were the main backbone of the area from 1865 to 1900.

Mr. Johnson's cover shows mail posted from Station "G". Station "G" was an original county post office. Germantown came into existence April, 1805 and was a county post office until August 28, 1863.

In 1863 this Post Office status was changed to a Station -- Station "G" served by the central office, and under the Postmaster of Philadelphia. It remained as Station "G" until January, 1902. In 1902 its name was changed and its cancels reflected the change. Its identity became the "Germantown Station". Note the flag cancels of that period. To this day it is still in existence and now operated as "Germantown, Penna. 19122 Station. Phila., Penna."

GAPS IN U.P.S. DELIVERY

Mr. Dunford-Jackson is only one of several people to bring to our attention the fact that there are many areas of the country to which UPS does not deliver. In those cases, a circuit or some other article sits in a warehouse for weeks (or longer) before the recipient is finally notified by postcard that there is something waiting for him. Much confusion and inconvenience could be avoided if, before shipping an item, members made certain that the recipient resides in an area that receives UPS delivery.

QUESTION CORNER

In response to Theodore O. Mills' questions:

There is a very quick answer to your question in the September issue of the U.S.C.C. News. The information you received from Washington is WRONG!!.

I do not have the complete history of West Point at hand but a quick perusal quickly shows it as a post office as early as the 1838 List of Post Offices. It also reopened after the war on October 17, 1865 and this is confirmed from checking the November, 1865, issue of U. S. MAIL & POST OFFICE ASSISTANT.

I have not taken the time, since I did not feel it was important enough to do so, to check what I do have in post-war West Point markings but I do know that I have a Confederate cover from the town.

Also, after the war, they did begin to use cancellers in addition to the townmarking but most are just smudges and undecipherable. I do not have the Herst-Zareski book but do have Billig's Vol. 33 and can offer no information to be of help there except to say that I also do not have any pre-war West Point covers so any comment I would make would be strictly a guess. I feel sure that if Pat Herst listed it, he is right. It's seldom that you

find him wrong on anything where he makes a positive statement as when he isn't sure of what he is saying, he will so state.

Hope the info on dates help answer your question, but in my opinion, I see no problem.

Charles A. Miller

In the September 1977 issue of the U.S.C.C., Mr. Theodore O. Mills asked the following question in the Question Corner: Would such a cancel be used 19 years before a Post Office was established?

My answer is this: In the List of Post Offices in the United States 1868, West Point Mississippi is listed as being in Lowndes County; the Postmaster at the time was Dennis Brennan.

The cancel that Mr. Mills has is called a large Arrow and Crescent. In the May 1961 sale conducted by Samuel C. Paige, lot #670 shows an excellent strike of this cancel on cover. It does exist on Scott's #65.

Abe Boyarsky

Re: Bob Summerell's question regarding Masonic and Odd Fellow Cancels.

Masonic Lodges use the square and compasses with the letter G. Odd Fellows use the three links which have a certain meaning for their members. Not being an Odd Fellow I do not know the meaning.

My suggestion to Mr. Summerell is that in order to collect such symbols he join the Masons and Odd Fellows. I know that one of the Masonic Lodge's rules is that no one is asked to join the Masons. They have to join of their own will and accord. Masonic Lodges are not secret societies. They are lodges with secrets. Their meeting places are known and advertised. Their officers are also known and usually published at least once a year at installation time. Sometimes installation is an open house to the public and sometimes in conjunction with the ladies order of "Eastern Star."

I have tried to find the key to his postmark but I am unable to find any Masonic symbolism. Still it may be Masonic.

If he cares to write me, I shall be glad to write him and answer if I am able. I shall be glad to know the symbolism of his postmark if it is Masonic.

W. F. Brockman

TIME TO PAY DUES

It is dues time again for the U.S.C.C. We urge all members to fulfill this obligation for 1978 promptly. The life of this organization depends on the support of its members -- and that support has, of course, its financial aspects. Please send the \$6.00 payment to U.S.C.C., Box 83, Winnetka, Illinois 60093.

LETTERS TO THE EDITOR

FROM: Members of Circuit #1075

Dear Sir:

Since you have addressed your complaint to us as an open letter to all, I will respond in the same manner in the hope that others on this circuit will add their comments below. This is the second or third note that you have written to us on the subject of tardy returns, but in the absence of specific data it is not possible to define your problem. It would seem that there are three general possibilities:

- A. That all of us on the circuit take more than the 10 day maximum suggested in the guidelines.
- B. That only one or two members in the circuit keep the material for prolonged periods, and that they do this every time.
- C. That all of the members pass on the circuit promptly but the mail time is much slower in this heavily populated area than it is in more rural regions.

If the problem is A, I am truly sorry to hear it, but I doubt that it is for I note that this circuit, sent out on 1 July, has already been through four hands by the end of the month. Perhaps this is better than usual, but since you make no provision for recording date of receipt and date of transmittal on the inventory form, it is not possible to measure against past performance. While I dislike complicating our very simple record system, if tardy circuits continued to be a problem, the simple addition of those two blanks alongside each name will reveal to all who is delaying the circuit.

If the problem is B, you appear to have the authority now to deny them circuits, either permanently, or on suspension. Only you can determine if such action would hurt the sellers more than it would the delinquent buyers; I suspect that such action would, indeed, be counterproductive. Again, use of dates would help.

If the problem is C, then I suggest that you are going to have to live with it. I do NOT recommend that we require Special Handling, postal costs are high enough already for our

circuits, and I applaud the APS for withdrawing that requirement from their circuits. However, if the problem is truly C, then I think that you should re-organize the circuits in the most efficient geographical manner possible, regardless of the shuffling of individual positions. There are still too many zig-zags in it, despite some volunteer realignment.

I hope that the above will be helpful to you, and I trust that those below my name in the circuit will add their comments below or in the margins.

Theodore W. Bozarth #1013

Dear Sir:

Having been a point of delay for a circuit in the past I think it is safe to say that most of the delays are oversights (lapses of memory, etc.) on the part of individuals. That is not meant to be an excuse but it does serve to ameliorate one's impatience in the future.

Bob Gaylor #1045

Dear Sir:

I suspect that the problem is a combination of "B" & "C" as outlined by Ted Bozarth. I note Mr. Micchelli received on 7-14 and I received on 8-23, that is 5 weeks for 5 people, yet Mr. Bozarth used only 4 days. You should require a notice of receiving and mailing like the A.P.S. does.

W. R. Weiss #863

Editor: All of your points are well taken. We do not like having to reprimand members, but it is unfortunate when the few inconvenience the many in a case like this. In response to Mr. Bozarth's suggestions:

- 1) The brunt of the problem is point A, as far as I can tell.
- 2) Regarding point B, one or two members do hold up the circuit; I can identify specific individuals. What should I do about it?
- 3) To reorganize the circuits would create major problems. If you could see the number of letters I have received from people requesting to be first on the list, you would appreciate more fully the dilemma.

NEW U.S.C.C. OFFICERS

The new Board of Governors and Officers of the U. S. Cancellation Club have been elected. They are:

President.....Paul Wolf
 1st Vice President.....William Rapp
 2nd Vice President.....William H. Bauer
 Secretary-Treasurer...James E. Challenger
 Governor at Large.....Herman Herst, Jr.
 Director.....Hubert C. Skinner

The new officers will discharge their responsibilities for the next two years. We are confident that 1978 and 1979 will be productive and successful years for the U.S.C.C., and that under the leadership of these officers the organization will fully realize its potential. The Cancellation Club News congratulates these individuals, and we wish them luck in their endeavors for the next two years.

LETTERS TO THE EDITOR

Dear Sir:

The new look of the NEWS is much appreciated. Hopefully, our members will now consider it a vehicle worthy of their immortal words. The use of halftones for illustrations and the clear justified type are a very much needed improvement.

I cannot understand the 50¢ per copy rate for non-members, since the annual rate comes to \$1.00 per copy. In the July 1977 NEWS, it was explained that printing and postage costs come to 54¢ per copy, not including envelopes and labor of addressing and mailing. Thus a non-member who buys single copies is being subsidized by the members and the editor's aides.

I find no fault with the increased dues. The other option, decreased size or frequency of the NEWS does not merit my consideration.

Fred F. Seifert

Editor: Should back copies cost more? Comments would be appreciated.

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AUCTIONS

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POOLING OUT-OF-PRINT RESOURCES

Joseph C. Banchak has made a suggestion that we put out a request to the U.S.C.C. membership to donate or sell out of print handbooks to other members. He points out that many members have expressed a willingness to purchase such materials. If you have extra copies of out of print books, perhaps you would agree to help out, as there are many members desirous of obtaining information which is relatively difficult to acquire now. The U.S.C.C. News would like to receive some response on this topic.

W - A - N - T - E - D
New Mexico Postmarks Prior to 1912.
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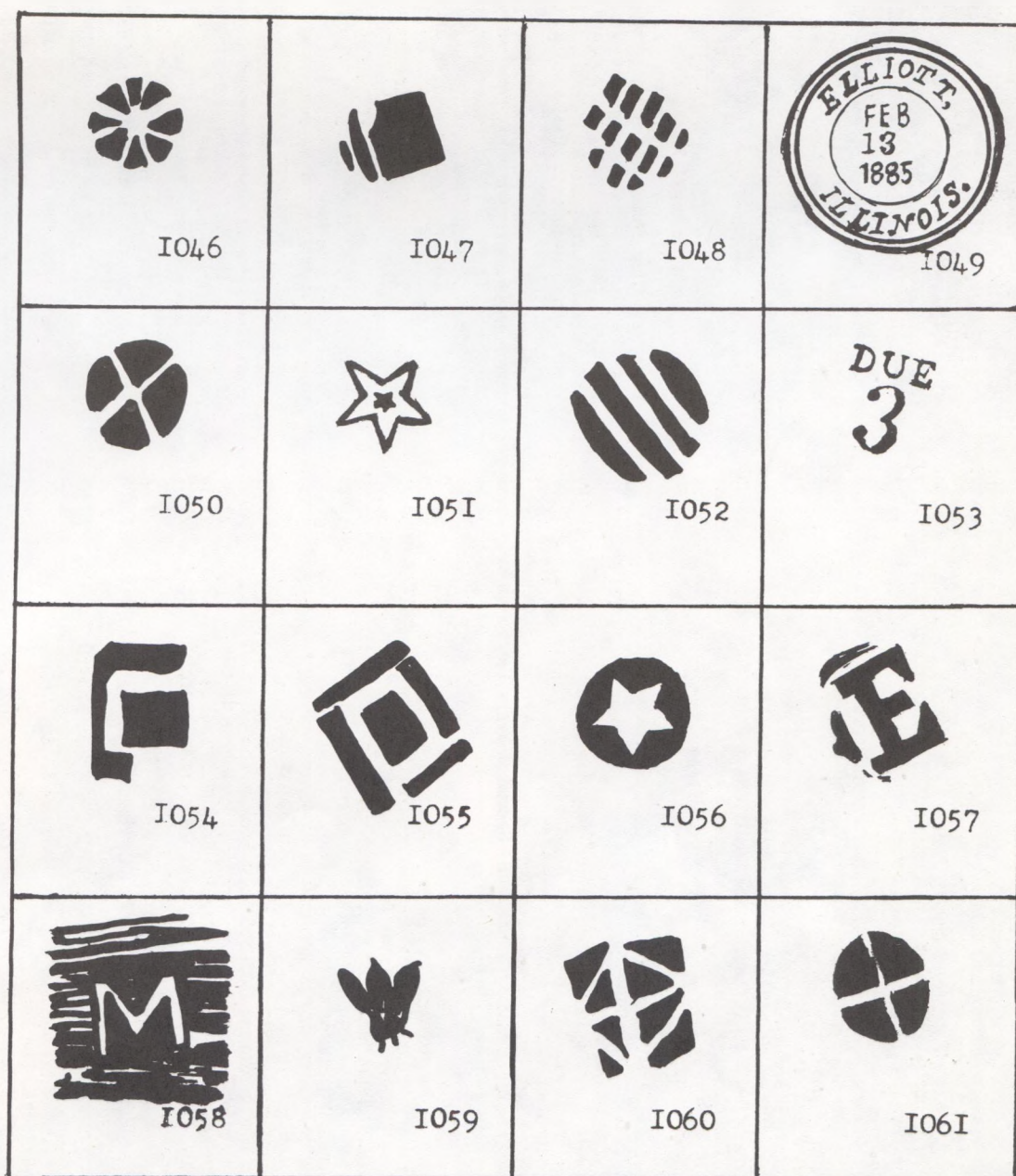
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More Illinois Cancels from the Collection of Mr. Richard Russell:

- | | |
|------------------------------------|------------------------------------|
| #1046 - BLACK, DUDLEY, #213 | #1055 - BLACK, EVANSTON #UX 5 |
| #1047 - BLACK, EDWARDSVILLE, #UX 7 | #1056 - BLACK, FRANKLIN STA. #U277 |
| #1048 - BLACK, EDWARDSVILLE, #U82 | #1057 - BLACK, FREEPORT, #147 |
| #1049 - ELLIOTT, #UX7 | PAIR, SEE CANCEL #94 |
| #1050 - BLACK, ENGLEWOOD, #210 | #1058 - BLACK, FREEPORT, #UX 5, |
| #1051 - BLACK, EVANSTON, #147 | SEE CANCEL #415 |
| #1052 - ORANGE, EVANSTON, #158 | #1059 - BLACK, FREEPORT, #114 |
| #1053 - BLUE, EVANSTON, #184 | #1060 - BLUE, GALESBURG, #94 |
| #1054 - BLACK, EVANSTON #147 | #1061 - BLUE, GALESBURG, #114 |



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