



Cancellation Club NEWS

VOL. 19, NO. 2

WHOLE NO. 196

SPRING 1988

MANUSCRIPTS DESERVE RESPECT, TOO!

Let's say a word for manuscripts. They seem at times to be the Rodney Dangerfields of cancellations. Consider the 1988 Scotts specialized catalog for a minute. A used Scott #1 is valued at \$700 but if it is unfortunate enough to be associated with a manuscript cancellation, its value drops like a rock to \$375. Other cancels are listed but, except for red ink which does not influence value one way or the other, they of course all add to the value of the stamp. It's enough to give the poor manuscript an inferiority complex!

Chase in his 3c book comments on the matter as follows:

"Pen cancellations are just as legitimate as any form of cancellation as far as the 1851-'57 stamps are concerned. No revenue stamps were in use by the government during this period; therefore pen cancellation cannot by any stretch of the imagination mean fiscal usage. Pen cancellations undoubtedly are looked down upon by the general collector because of the fact that British and British Colonial stamps as well as those of certain other foreign countries were very frequently used for both postal and fiscal purposes, and when employed for the latter were fre-

quently pen canceled."

It is quite ironic that the stamps devalued in Scotts for manuscript cancellation are those in use before the 1861 issue and there were no revenue stamps issued by the U.S. until 1862.

In the Fall 1984 News we quoted the 1847 POD regulation stating that a post office, not having an "instrument" to cancel stamps, should cancel stamps ". . . by making a cross X on each with a pen." The 1851 regulation on the subject of manuscript cancellations states: ". . . the operation should be performed by making several

heavy crosses or parallel lines upon each stamp with a pen dipped in a good black writing ink."

Our attention was drawn to manuscripts by an interesting cover that appeared as lot 267 in the Siegel sale of June 25, 1987. Figure 1 is a copy of the lot illustration from the catalog and will probably not show clearly. Tracings of the markings (not actual size) in the illustration are shown in Figure 2. According to the lot description, the cover bears a Brighton, Mass. postmark.

Cancellation collectors know well the variety and frequently intriguing nature of



Figure 1

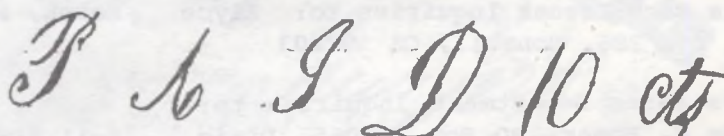


Figure 2

See MANUSCRIPTS, p. 31

Dear Reader:

This year marks the 50th anniversary of the founding of the USCC! In the August issue we will reprint portions of a history of the origins of the USCC taken from early issues of the club publication.

There has been discussion of holding a USCC meeting in recognition of our 50th anniversary at VAPEX in Virginia Beach this November. (You will recall Clyde Jennings' VAPEX report in the last issue.) We would consider some or all of the following: one (or perhaps two) seminars, a hospitality suite, and a breakfast or luncheon. To assess whether such an endeavor would be promising, please drop me a line right away if you would be interested in attending. (We realize that you wouldn't necessarily be able to make a firm commitment.)

Also, your suggestions on what a meeting should include would be very much appreciated. Based on your response, we'll decide whether and how to proceed!

Roger Curran



AWARD WINNERS

Norman Shachat
Vermeil - Philadelphia
Maritime Mail (SEPAD 87)

Darrell R. Ertzberger
Silver - Cottrell Press
Transportation Coils (SEPAD 87)

John M. Hotchner
Gold - Stamp Separation:
Development from 1840 - 1940

(SEPAD 87)

Reserve Grand, gold and VPF
award - Stamp Separation:
From 1840 to Modern Times
(VAPEX 87)
CCKC national prize - The
Philadelphia Exhibitor
(editor) (MIDAPHIL 87); also
Vermeil for U.S. Notes
(column) and silver for
Stamp Club Idea Trading Post

Walton E. Tinsley
Gold - Tasmania: The
Pictorial Issue, 1899-1912"
(SESCAL 87, Los Angeles)

Richard J. Marek
Gold, APS research award,
and CCC research award -
Vermont's Stampless Era
(MIDAPHIL 87)
Paul C. Rohloff memorial
award (reserve grand for
U.S.), gold, PHS award, Ben
B. Newman award, and USPCS

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MORE ON NYC "PAID"

We discussed in the Fall 1985 News the marking in Figure 1 which is from New York City and was applied in red ink. This marking was

PAID

Figure 1

designed, of course, for use on stampless mail to indicate prepayment of postage by the sender. It found, however, another use--to cancel some New York postmaster's provisional stamps (Scott #9X1)--which makes it dear to the hearts of cancellation enthusiasts. In the earlier article we concluded that it was used as the first cancellation of an adhesive stamp prepaying postage between post offices. This was based on Philip T. Wall's article (one of a most interesting and informative series on 9X1) in the February 1982 Chronicle on the earliest uses known to him of the 9X1 stamp. He reported seven July 15, 1845 usages that he considered genuine, with one of the covers bearing an uncanceled 9X1. Each of the other six covers bore a 9X1 canceled by the red curved "PAID". The 9X1 adhesive was the first postmaster's provisional in the U.S.

In our earlier article we wondered about when this type of "PAID" marking was first used by New York on stampless mail. We still wonder! And we might add a similar interest in finding out how late it was used. However, we can report several covers that have come to our attention that show uses considerably earlier and later than 1845 and we urge readers to

report examples that will extend these dates.

The folded letter in Figure 2 is datelined "30 Oct. 1828." Addressed to Rahway, NJ, the letter was prepaid 6c for the "not over 30 miles" single letter rate. According to the American Stampless Cover Catalog, red "PAID" markings were used as early as the 1802-4 period in New York City but size and shape are not described.

In terms of late use, we recently noted the cover in Figure 3 as lot 1397 in the David G. Phillips Co. auction of January 15, 1988. It is an 1861 cover from

London to New York City. In his History of Letter Post Communications Between the United States and Europe 1845-1875 Hargest illustrates a July 1866 cover from Liverpool to New York and states "The cover bears a PAID in arc marking which is in brown and was apparently applied at New York." The brown color presumably represents a degradation of ink, that was originally red, due either to poor ink formulation or action of adverse environmental conditions to which the cover was subjected.)

We consulted transatlantic mails specialist Dick Winter

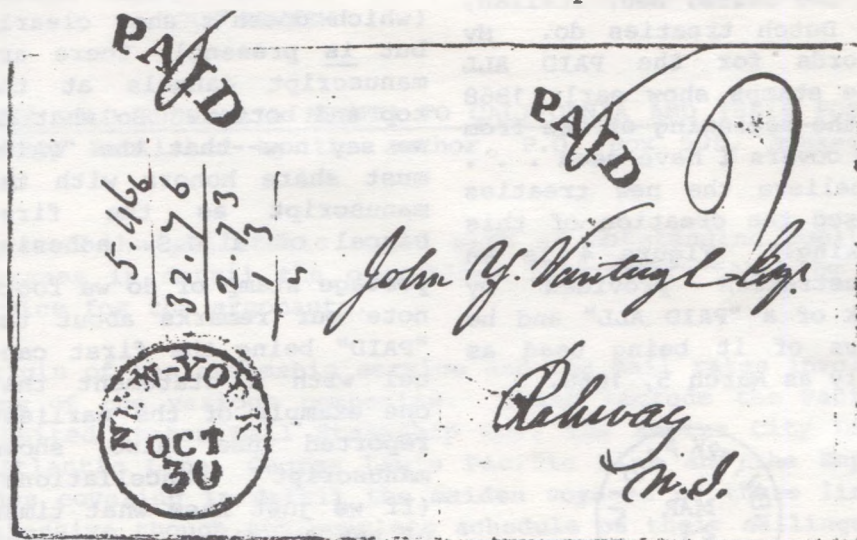


Figure 2

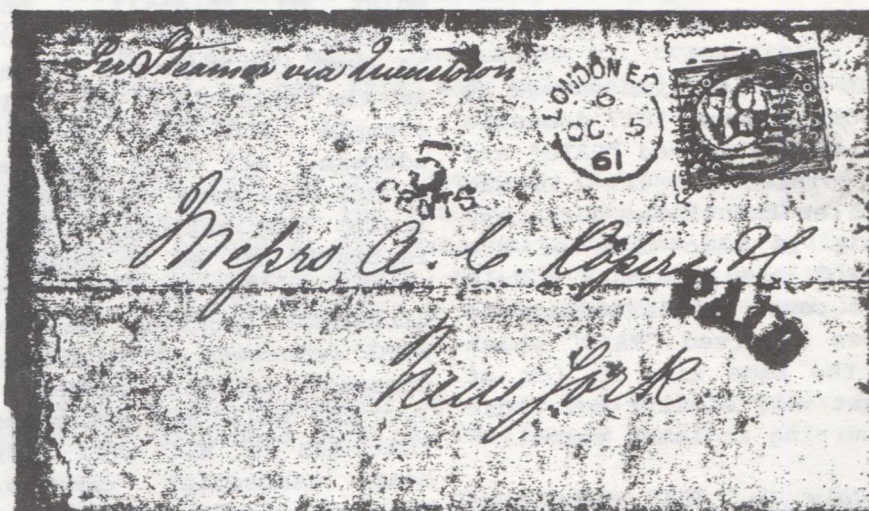


Figure 3

about late uses of the curved "PAID." After mentioning that he had not seen it used on domestic mail after June 1851 he stated:

"They do continue to be used on foreign letters (incoming) until 1866. The latest that I have seen is the July 1866 cover you reported in Hargest. I see no reason why the marking couldn't be used up to 31 Dec 1867 however. The new series of treaties that went into effect on 1 Jan 1868, for the most part, specifically called for the use of a PAID ALL marking. The British Treaty doesn't mention this, but the Swiss, NGU, Italian, and Dutch treaties do. My records for the PAID ALL date stamps show early 1868 as the beginning of use from the covers I have seen . . . I believe the new treaties caused the creation of this marking." Figure 4 is an illustration provided by Dick of a "PAID ALL" and he knows of it being used as early as March 5, 1868.

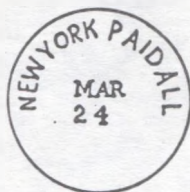


Figure 4

Dick was also kind enough to report a March 1827 domestic use of the curved "PAID" and he pointed out that it was smaller than later versions. (This is also true of the "PAID" in Figure 2). A July 1835 cover in his collection shows a curved "PAID" which is the same size as (or at least very similar to) those occurring in later years.

A July 15, 1845 9X1 cover beyond those reported by Mr. Wall has come to light and



Figure 5

was sold at the Matthew Bennett auction at BALPEX in September 1987. It is illustrated in Figure 5 and you'll note that, in addition to the "PAID" cancel (which doesn't show clearly but is present), there are manuscript cancels at the top and bottom. So what do we say now--that the "PAID" must share honors with the manuscript as the first cancel of a U.S. adhesive postage stamp or do we footnote our remarks about the "PAID" being the first cancel with a statement that one example of the earliest reported use also shows manuscript cancellations? (If we just knew what times of the day these covers were processed--but now we are really putting too fine a point on things!) One distinction we can point out is that the Figure 5 letter is the only July 15, 1845 example with a domestic address. All those reported by Mr. Wall were to transatlantic destinations, albeit initially routed to Boston. (Could it be that in 1845 different sections of the NYPO processed foreign and domestic mail?) Incidentally, Mr. Wall has estimated that 80% of all used 9X1s bear manuscript cancels. Use of the "PAID" did not last as the primary canceler.

We will close with an observation about this "PAID" and its intended purpose for use on stampless mail. Since the 9X1 stamps were only recognized by the New York Post Office, their presence on a letter was of no moment to other postmasters and so the New York postmaster decided to treat letters bearing his stamp in the same way he treated stampless prepaid mail; i.e., he would place a strike of the "PAID" on the letter regardless of any additional use of the marking as a canceler. The text of an interesting and pertinent letter he sent to several postmasters is shown in Figure 6.

Roger Curran

My Dear Sir: I have adopted a stamp which I sell at 5 cents each. The accompanying is one. I prefer losing the cost of making them to having it insinuated that I am speculating out of the public. Your office of course will not officially notice my stamp, but will be governed by the post office stamp of prepayment. Should there be any accident be deposited at your office a letter directed to the City of New York with one of my stamps upon it, you will mark the letter unpaid the same as though no stamp was upon it, though when it reaches my office I shall deliver it as a paid letter. In this manner the accounts, of the offices will kept as now, there can be no confusion, and as each office is the judge of its own stamps there will be no danger from counterfeits.

Robt. H. Morris, P.M.

Figure 6

BOOK REVIEW

Wierenga, Theron, 1987, THE GOLD RUSH MAIL AGENTS TO CALIFORNIA AND THEIR POSTAL MARKINGS, 1849 - 1852 278pp Published by the author, P.O. Box 595, Muskegon, Michigan, 49443, price \$40.

Mr. Wierenga has again graced the philatelic world with an outstanding publication. In this work he traces in detail the operations that were taken by the USPOD to provide mail service for the argonauts.

He aptly discusses the origin of the steamship service and the mail rates involved by covering the operations of the various companies. These include the Pacific Mail Steamship Co., the United States Mail Steamship Co., the Empire City Line, Howland's & Aspinwall's Atlantic Line, George Law's Pacific Line and the Empire City Pacific Line. Besides covering in detail the maiden voyages of these lines, he proceeds to give an extensive though not complete schedule of their sailings.

The functions and tribulations of the U.S. Despatch Agents stationed at Panama are chronicled in detail. Mr. Wierenga utilized contemporary newspaper articles to portray the praise and condemnation of their work. He further illustrates the difficulties encountered with the Grenada mail contractors in transporting the mail across the Isthmus and alludes to how this was alleviated by the Panama Railroad during its construction stages.

The most impressive portion of the work is the detailed listing of the route agents who plied the route from New York via the Isthmus to San Francisco. With this data derived from the records housed at the National Archives and a listing of the covers on which the various postmarks appear, Mr. Wierenga has been able to correlate the individual marking with its user -- a truly noteworthy accomplishment.

This most important book belongs on the bookshelf of every U.S. postal historian, not only those who are intimately concerned with the California mails.

Tom Stanton

Trans-Atlantic Mail Markings

DEPRECIATED CURRENCY COVER VIA THE U.S.-BREMEN CONVENTION OF 1853

by Tom Stanton

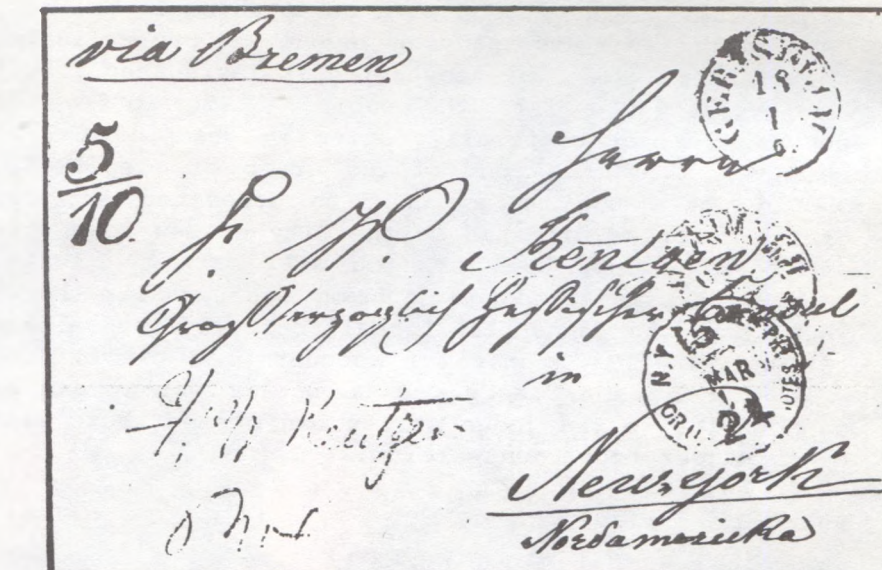
In this issue we will feature two aspects of trans-Atlantic markings: the first being the postal treaty between the U.S. and Bremen; secondly the subject of depreciated currency covers. Both of these features are illustrated on the early 1864 cover from Gernsheim, Hesse-Darmstadt to New York.

The initial U.S.-Bremen postal treaty went into effect in 1848 and was significantly revised in 1853. The latter treaty reduced the international rate to 10-cents per one-half ounce for states that reduced their inland postage to Bremen to 5-cents. Such is the case presented here. This 15-cent rate is broken down as follows:

U.S. inland	3-cents
Packet	6 "
Bremen inland	1 "
Union transit	5 "

This breakdown applies to mails after July 1858. Prior to that, the U.S. inland rate was 5 cents and the packet rate was 4 cents. The international rate was thus the same at both times. The term Union refers to the German-Austrian Postal Union.

The folded letter illustrated in Figure 1 was mailed at Gernsheim on January 18, 1864. The Thurn & Taxis Post carried it via Darmstadt to Bremen, where it arrived on the 20th. Here the letter was held



January 18, 1864 folded letter from Gernsheim, Germany via Bremen to New York

Figure 1

until the sailing of the steamship "Bremen" on February 14th. The missive arrived in New York on March 1st as indicated by the depreciated currency exchange marking. Note that debits or credits are lacking on covers mailed from Germany. The "5/10" on the left side of the cover refers to the GAPU transit rate and the international rate respectively. The steamship "Bremen" was built by Caird & Co. at Greenock, Scotland for the North German Lloyd (Norddeutscher Lloyd). Launched in February 1858, her maiden voyage in June inaugurated the NGL's service between Bremen and New York. The almost 2700 ton vessel remained in the service of the steamship company until 1873.

The black New York exchange marking depicts, besides the date of arrival, that the letter was carried by a Bremen packet, was unpaid and the two currencies that were acceptable from the addressee. The "15" at the

top of the marking denotes the treaty rate of 15 cents and this amount could be paid in specie (gold or silver coin). The "24" at the bottom of the CDS represents the amount to be collected in depreciated currency, that is, greenbacks.

Because of a general shortage of gold and silver coins during the Civil War the Government began to issue "Greenbacks" in 1862 and by the following year they were the principal medium of exchange. However, practically immediately upon their issuance, the greenbacks began to depreciate with respect to specie. Since the payments made by the USPOD to foreign countries, based on the respective treaty credits and debits, were based on the gold standard, it was not long before the USPOD realized that they were losing revenue by making collections in greenbacks. Thus they began to specify

See TRANS-ATLANTIC, p. 30

DRAWING TO AN INSIDE STRAIGHT

Does any one of you out there happen to know if I'll ever complete my "straight"? I am aware that one of the axioms of good poker is never to draw to an inside straight, but I am still (drawing?) trying!

Those numbers (2, 2-1/2, 3, 4, 5-1/2 and 6) that are hopefully illustrated clearly enough to see are cancels made by rubber stoppers for bottles, and they indicate neck sizes of bottles. If you were to hold one of the stoppers in your hand the size number would read correctly - - - i.e., not in reverse, or "mirror", image, but "right side up", so to speak.

Of course, I guess I could always consider the 2 1/2 and 5 1/2 as wild cards, but what I would really love to have eventually are a 1 and a 5. Do they exist? Have you ever seen either one? Any information would be greatly appreciated.

Incidentally, it is easy to imagine a druggist doubling as a postmaster in those days of the 1870's and '80's and his apothecary shop also being the local post office. So what could be more handy for a canceler than a rubber stopper from a discarded bottle!

Clyde Jennings
319 W. 70th St.
Jacksonville, FL 32208

NOTE: In the Fall 1982 News Alyce Evans touched on this and several other "quaint cancelling methods."

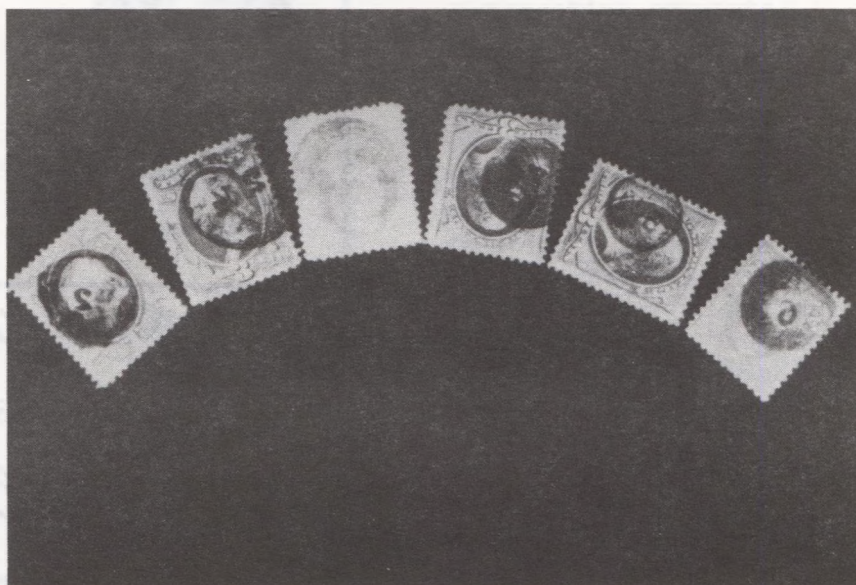


Figure 1

MORE ON NYC "B.L." AND "C.L." MARKINGS

In the last issue we discussed "B.L." and "C.L." markings noted on mail addressed to New York City that could not be delivered and we pondered their meaning. These markings brought forth some interesting responses. Pat Herst wrote that he has had for 20-30 years a handstamp with "C.L." initials enclosed in what is a nearly circular but a bit oblong ring. It is entirely made of wood with a very short handle - 2 1/4 inches in length. Pat said he knew nothing of its origin but always assumed it was just a privately made handstamp with someone's initials. The "C.L." marking produced by this handstamp is not the same as the several on NYC covers your editor has seen but perhaps there was more than one handstamp design used as was the case with the "B.L.".

Tom Stanton searched through old copies of the Official Register and learned some interesting information. There was a letter carrier in the NYPO named Benjamin T. Lee for at least the 1875-1899 period and another carrier named Charles S. Levi who started in 1883. And there was a Charles W. Lewis who began as a carrier in 1875 or earlier and continued until 1887. Therefore, one might speculate that the "B.L." and "C.L." markings were those of carriers who tried to deliver the letters but couldn't and thus applied their handstamps to vouch for attempted delivery when they turned their letters back over to the post office.

However, another correspondent on the subject, Warren Bower, mentioned some real problems with that theory.

See B.L. and C.L., p. 25

U.S. Transit Markings

UNUSUAL USAGES OF THE U.S. EXPRESS MAIL MARKINGS

by Tom Stanton

The first "Transit Marking" article appeared in the Spring 1986 News. In that article I discussed the U.S. Express Mail route between Boston and New York. In this issue I will return to that topic, but as a digression, will illustrate two unusual usages of the postmarks. The First cover shows the application of the Boston CDS on a folded letter to California during the 40-cent rate period. (Figure 1 is a tracing from Simpson's USPM.) On the Second cover, the New York CDS is employed on a missive to London during the early treaty period. Both of these covers were transported between New York and Stonington, Ct. by steamboat and between Boston and Stonington, Ct by railroad. During a portion of these legs the route agent applied the "U.S. Express Mail" postmark.

The Congressional Act of March 3, 1847 established a 40-cent rate to California, which would remain in effect until July 1, 1851. Figure 2 shows a December 9, 1850 letter from a clothier in Boston to a San Francisco merchant. The letter reached New York in season for the December 11th sailing of the steamer "Georgia" ;or Chagres on the Isthmus, where it arrived on the 24th. After crossing the Isthmus, the cover departed Panama City on January 3rd aboard the "Oregon" and reached San Francisco on the 20th. Thus the total passage required 43 days.

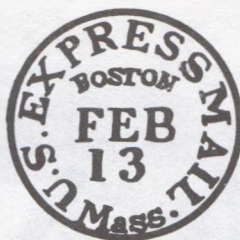
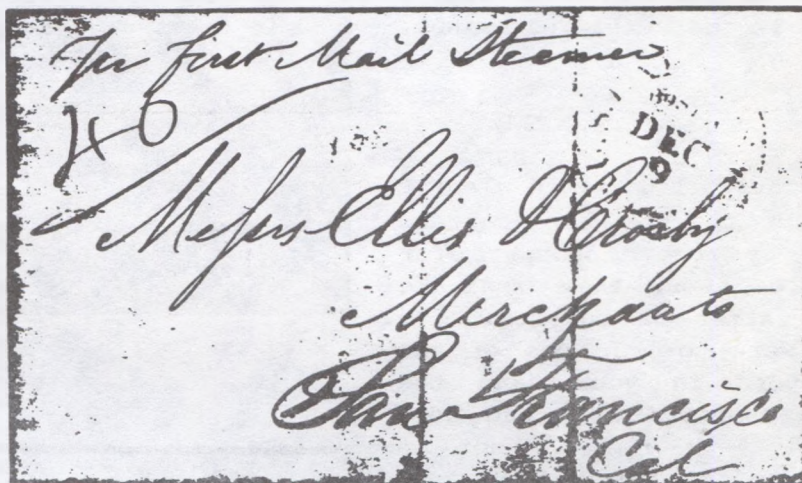


Figure 1



A December 9, 1850 folded letter from Boston to San Francisco during the 40-cent rate period, carried to New York by the U.S. Express Mail route agent.

Figure 2

The "Georgia" was built at New York for the United States Mail Steamship Company. This 2700 ton vessel, although launched in late 1848, did not commence service until over a year later when she cleared New York for Chagres on January 28, 1850. The "Oregon" was also built at New York, but for the Pacific Mail Steamship Company. This 1100 ton vessel was launched in 1848 and cleared Panama in March of 1849 on her first trip up the Pacific Coast. Both ships were the second of the initial brace built for their respective companies to enter their services.

The author is in debt to Theron Wierenga and his recent opus on Gold Rush Mail Agents for much of the data in this analysis.

The postal treaty between the U.S. and Great Britain went into effect in February of 1849. The details of this treaty appeared in the Summer 1987 issue of the News. Figure 3 illustrates a May 14, 1850 letter from New York to London. The express mail route agent car-

ried it to Boston in time for the Cunard steamship "Canada" sailing of the 15th and it reached London on the 27th. Thus the transit time was 13 days. Although a Boston exchange CDS was not struck upon the letter, the handstamp "5" is distinctive of Boston and listed as BPM-515 by Blake and Davis. This represents a 5-cent debit to England for the U.S. inland postage. One shilling (1/-) was collected from the addressee in London.

On both letters a manuscript rate marking, "40" on the letter to California and "24" on the one to England, was applied by the U.S. Express Mail route agent.

See EXPRESS MAIL, p. 30

LATE NYC PATENT CANCEL

New York City certainly did its share of experimenting with patent cancellations and this was primarily in 1862 and then again in 1866. By the time of the banknote era of the 1870's and beyond, however, New York had apparently just about had it with patent cancels although in some other past offices there was a bit of a resurgence beginning in 1872/3 for awhile. Fred R. Schmalzriedt, in his landmark patent cancellation article as it appeared in Delf Norona's Cyclopedia of United States Postmarks and Postal History, noted only the cancels illustrated in Figures 1 and 2, which are taken from the Quarterman reprint, as New York City patent cancellations on banknote stamps. He reported five examples known of the Figure 1 cancel and one example of the Figure 2. We show a cover with the curious Figure 1 cancel which has been referred to as a "cobweb" cancel. ■



Figure 1



Figure 2

B.L. and C.L. fr. p. 23

First, he pointed out that in 1875 there were reported to be about 350 carriers and by 1890 about 600. That would mean alot of hand-stamps (quite an expense!) and many more markings (that is, combinations of initials) than are actually encountered. Warren believes "B.L." and "C.L." mean branch letter and carrier

letter respectively and we quote a portion of his interesting comments:

"Per Cushing, and other sources in that era, the NYC PO sorted its own NYC mail to be delivered by 3 categories: (1) per each carrier's route, (2) by each Branch PO, and (3) by (Main PO) post office boxes. The carriers had to pick up their sorted piles and further sort them into route sequence before delivery. The Branch mail was sent out to the Branches for resorting. The PO Box mail was given to clerks for sorting into box sequence numbers and then stuffing into boxes. The Main PO delivered about 75% of the mail in the 1890's, and the Branches about 25%.

"As to those 'B.L.' hand-stamps, remember that they seem to have been used only on those letters that had

See B.L. and C.L., p. 30

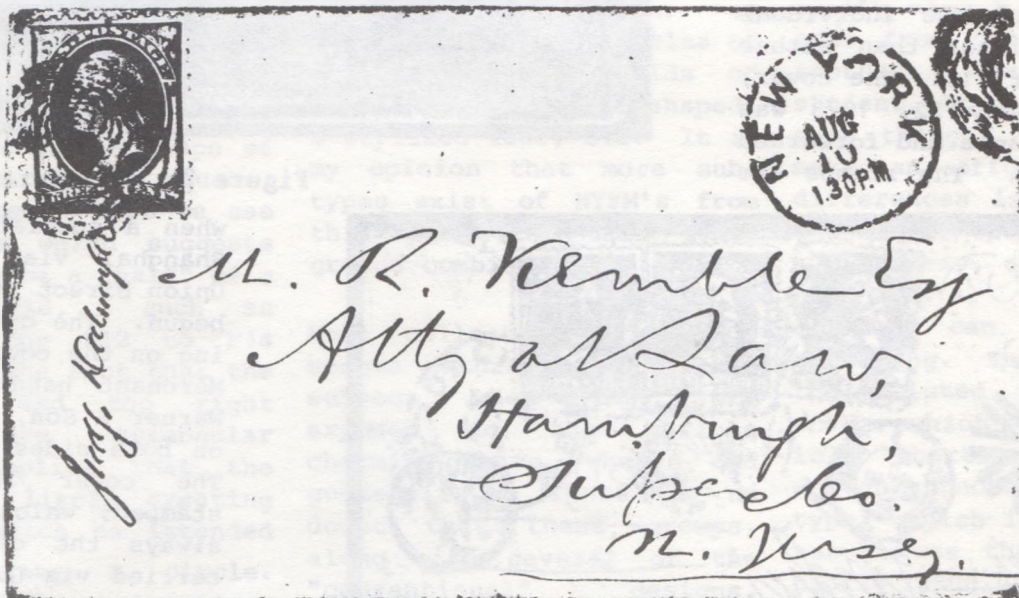


Figure 3

NEW YORK FOREIGN MAIL CANCELLATIONS
Unlisted Types (Continued)
By W.R. Weiss, Jr.

We are continually amazed at the number of new and previously unrecorded types of NYFM's that come to light, and equally amazed at the apparent number of collectors who seem oblivious to merely checking covers they own to find them! We have personally uncovered over 25 new types in the past three years. We have purchased them in some cases from dealers and auctions that were very aware that they were offering previously unrecorded types but, just as often, they were not aware!

Figure 1 bears what, at first glance, appears to be either a type S17 or S18, a "circle of Vs", consisting of 8 individual Vs arranged in a circle. Upon closer examination, however, we find that type S17 measures 23mm in diameter, as does type S18, the difference in those two types merely being the space between the Vs. The new type measures between 19-20mm in diameter, and most of the individual Vs are thinner than either type S17 or S18. The cover, dated January 22, 1873 was used to France and forwarded to England. The stamps are



Figure 1

Continental printings and paid the 10¢ "Progressive" rate via British Mail which became effective in July 1870 for letters weighing up to 1/3 oz. Markings include the red "NEW YORK/PAID 6," red "PD," red "PAID" of England, a black "LONDON" receiving CDS and a French receiving CDS in red. This cover was in a leading New York auction and identified as an unrecorded type.

Most NYFM cancels are fairly symmetrical in design as are most fancy cancels. Figure 2 is an exception! Originally sold to us as a listed "S10" (to which it bears no resemblance at all!), the

cancel defies a simple description as it is four separately-shaped quadrants with seemingly no symmetry. Not all cancels are "raving beauties" however, and any new type becomes, until a confirming example is reported, a "unique" item and, in theory, worth every penny as much as the most beautiful geometric known! The black CDS is the controversial (see earlier installments) "time below date" type and is dated September 20 (1871). The 10¢ Continental stamp paid the 10¢ rate by direct American Packet via San Francisco. This rate was amended the following month

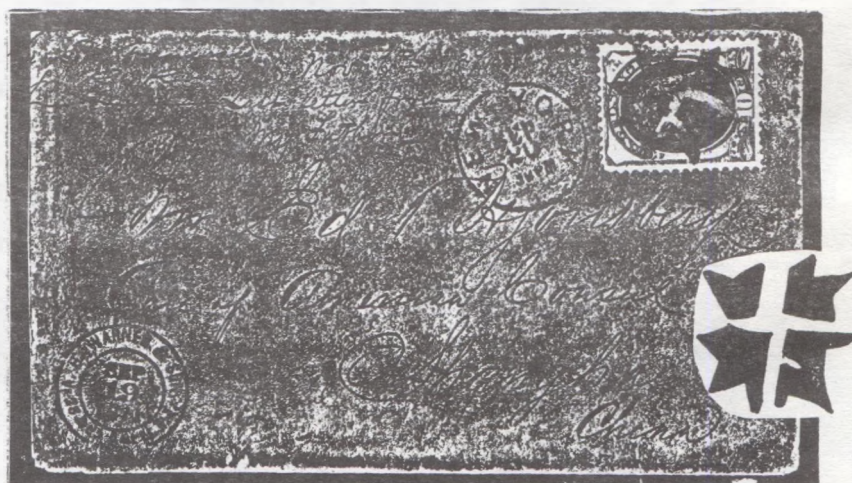


Figure 2

when a special 20¢ rate to Shanghai via North German Union Direct via Britain was begun. The only other marking on the cover is the blue Merchant handstamp of A.B. Warner & Son, which appears on both sides of the cover. The cover is not back-stamped, which is virtually always the case with mail carried via Direct American Packet. We are amused by those collectors who sternly refuse to buy a cover unless

it is backstamped! The fact that the cover bears the correct rate, the correct routing instructions ("via San Francisco") at upper left as well as the personal note "Last letter from My Father" leaves no doubt that the cover made it to China!

I would suggest that the asymmetrical nature of this cancel would point to a broken device, thus a very short life. Many collectors, even some advanced cancel collectors, are not aware that in most cases these devices were inserted into a hammer-like device, and often were literally "pounded to death" when used. I have seen several NYFM's in a broken state and very often, in my opinion, this can explain the short life of a particular device. This "hammer" action also resulted in a few altered devices where, when one section of a device was broken, the clerk merely cut off the damaged section and continued to use the canceling device with a "new" appearance to it. Figure 3 may just be an illustration of the point. All previously recorded NYFM's that are composed of a series of squares, rectangles or tiny wedges, are in the shape of either a circle, a square, or an ellipse. Here we see a new type which suggests that it may be a "half" of a circular grid, such as those of the F12 to F14 families. The fact that the top left and top right figures are triangular "wedges" implies that the carver was likely creating something which he intended to look like a circle. Whatever the explanation, the result is a new type. Consisting of two horizontal rows of three, the cancel is

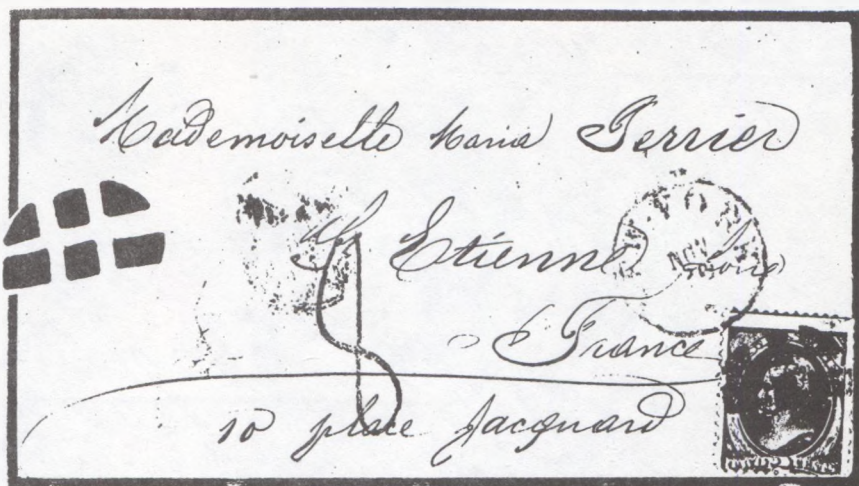


Figure 3

22mm long at the base and 12mm high. The 2¢ National stamp was used to pay the 2¢ Circular rate to France on November 20, 1870. The "New-York" CDS is red, as is the French receiving mark. Can any reader show us a second example of this new type which, by the way, was acquired from a seasoned NYFM collector who had no idea it was a new type!

I would like now to elaborate on the particular group if NYFM cancels known as "free hand designs". Within this group we find an interesting cross-section of cancels including circles of wedges, crosses, grids of all kinds, propeller-shaped, a stylized leaf, etc. It is my opinion that more subtypes exist of NYFM's from this group than all other groups combined.

Most collectors of NYFM's become enthralled with this subject when they are exposed to the various charming stars, wheels and geometrics. There is no doubt that these groups, along with several of the "conventional" designs, comprise the glamour items of NYFM's and the cancels of no city during the Bank Note stamp era can compare with

these New York glamour groups of perfectly symmetrical beauty. One soon learns however, that if these groups are the glamour cancels of NYFM's, then the free hand designs are surely the "Meat and Potatoes" of NYFM's! Nearly all new types that have been discovered in the past two decades have been free hand designs. Why? In my view, simply because it is easy to overlook something that does not grab your attention to begin with. Since this group is basically "dull", the average collector can easily miss a minor difference from one grid-type to another. The serious NYFM student, however, can do no such thing! The desire to make an effort to notice differences is what enables the astute collector to make a discovery, and in the area of NYFM's, this trained ability can become very rewarding. The auction house that listed the Figure 4 cover, which we will chronicle shortly, was astute enough to note it as a "new" type - which it is - and the result was that it cost me nearly \$300.00 to acquire. The Figure 5 cover was offered by a different auction house with no note as to it even being a NYFM,



Figure 4

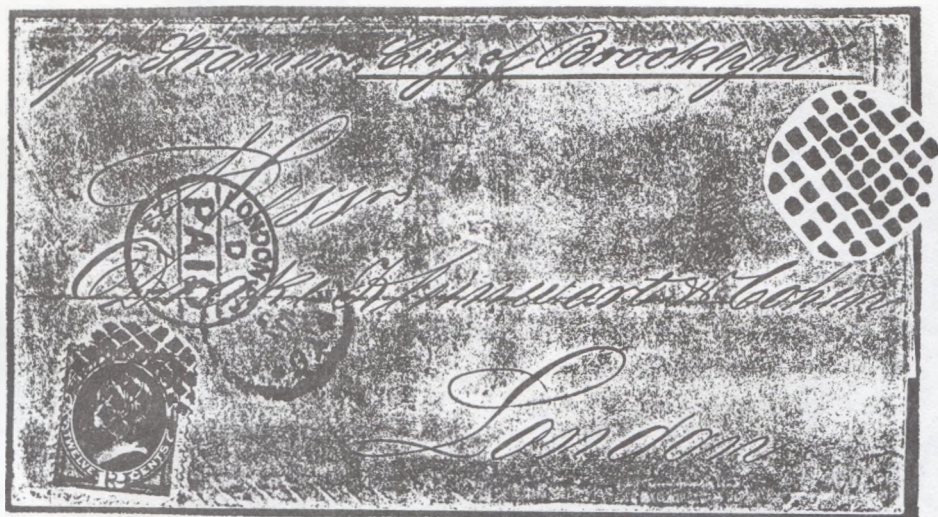


Figure 5

let alone a new type, and although the 12¢ stamp catalogs several hundred dollars more on cover than does the 7¢, the second cover cost me \$110.00! As of now, they both bear "unique" cancels and, in theory, should both be of similar monetary value except for the mentioned difference in catalog value. However, as illustrated, the knowledge of the seller versus the knowledge of the buyer made a difference of over \$200.00 in the two covers.

Figure 4 is a circular segmented grid. It measures 17 to 18mm in diameter, making

it a small grid-type. The 7¢ National stamp paid the 7¢ rate to Germany by North German Union Direct via Bremen. The "New York Paid All Direct" of July 8 (1871) is red, as is the "BREMEN/Franco" boxed marking. The grid is not perfectly symmetrical and should be classified as a member of the F15 family of grids.

Figure 5 is a most unusual circular grid consisting of more individual segments than any I have seen. The grid measures from 21 to 23mm in diameter at different points. The stamp is a 12¢ National printing paying the double rate to London.

The "New-York" CDS is in red, as is the "LONDON/PAID" and the date of mailing is May 13, 1871. The grid cancel, since it is composed of so many rows, is a distinct and completely new type which rightfully deserves a new number in the F family.

The grid-type cancels which dominate the "F" family types of NYFM were common throughout the entire 1870-80 period, but I notice that they were particularly evident in the 1870-73 period, and a quick check of the Van Vlissingen-Waud "earliest date" listings confirms that the majority of "F" cancels saw early uses in these years. Most of the star, geometric and wheel groups came into use during the 1874-76 period. We encourage you to take a second look at your Bank Note covers used out of New York City, and we would not be surprised to hear of many other new types being discovered. Please report any new types to either the author (POB 5358, Bethlehem, PA, 18015) or the editor.

Figure 6 is, to me, quite an enigma among NYFM's. At first glance, this is merely a strike of wheel type 5, a sort of "pinwheel". Not a rare NYFM, I record 14 examples reported on cover, and the type is fairly easy to locate off cover as well. So what is it about this particular cancel that is unusual? First, please compare the tracing which is used to illustrate Figure 6 with the tracing of W5 (Figure 7) from the V-W book. Note immediately that the Figure 6 strike is substantially heavier inside the circle than in the V-W tracing. Now compare the Figure 6 strike with the



Figure 6



Figure 9

inner design with an extremely thin outer design? The only "easy" explanation would be that Figure 6 is a very early strike of the device, but we quickly rule that out as W5 is used as early as August 7, 1875. Figure 6 was used on



W5

Figure 7



Figure 8

strikes on Figure 8. You will quickly note that the Figure 8 strikes are much thinner than either the Figure 6 strike or the Figure 7 tracing. Let me quickly point out that type W5 is found in many degrees of thickness in the inner design (see also Figure 9 - an off-cover 12¢). The Figure 9 strike is much thicker than Figure 8, but not as thick as Figure 6. I note variations of diameter on W5's as being fairly common. For example, the Figure 7 tracing measures exactly 27mm in outer diameter. Figure 8 strikes measure exactly 26mm and Figure 9 measures a whopping 29mm in outer diameter! Contributing factors could include the amount of ink on the device and the striking pressure (and whether the strike was straight down or a glancing blow) as the cancel hammer was applied by

the clerk. Another minor factor could also occur if excessive ink was allowed to accumulate on the device, especially during hot and humid weather. This could have caused the softening of the wood of the device, thus expanding the diameter a trifle.

Now back to Figure 6. Although the inner design is much thicker than any other we show you, or any we have ever seen, the outer circle is not only extremely thin, but it measures only 24-25mm at the same points where all others measure 26mm or more. How can we explain the enigma of an extremely thick

September 23, 1875, a full six-plus weeks after the earliest reported usage. In fact, Figure 8 is the earliest recorded usage! Now if on August 7, 1875 Type W5 measured 26mm in diameter, how in the world did it get smaller 6 weeks later?

Only one explanation has merit in my mind. Figure 6 is a new and completely different type! This is borne out by the features already mentioned as well as one other. Close examination of the Figure 6 strike reveals that not only is the outer circle thinner than the other examples, but it

is also not a perfect circle. It is quite irregular, measuring 25mm from 9 O'Clock to 3 O'Clock, but only 24mm from 10 O'Clock to 4 O'Clock! I would be very interested in knowing what readers think about these observations. The "new" type could be classified as Type W5a or as a completely new major number. What do you think?

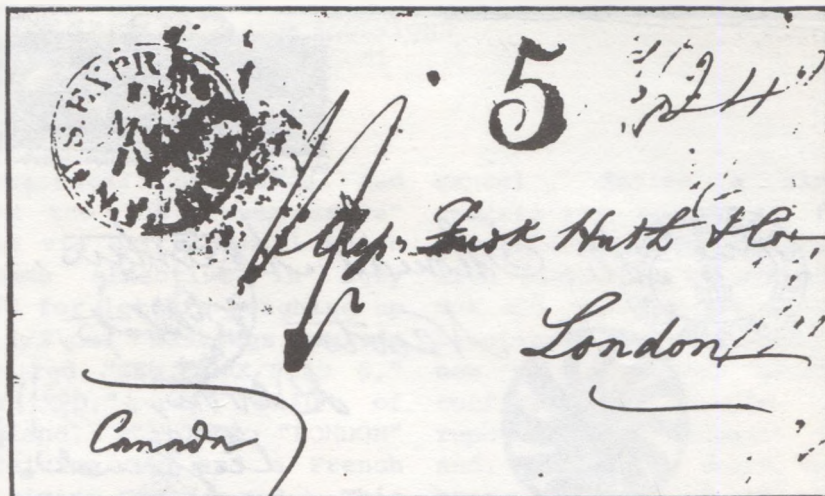
(To be continued)

TRANS-ATLANTIC fr. p. 22

the amount to be collected in both currencies, ergo, the depreciated currency exchange markings. Of course, the price of gold in greenbacks fluctuated from day to day and reached a maximum of over 2.5 to 1 in mid-1864. On the date of the cover illustrated the ratio was 1.6 to 1, which agrees with the two currency markings in the New York postmark. However, this is an oversimplification, as the computational technique was more complex. But despite the other ratios involved, the basic relationship between gold and greenbacks yields a good first guess to the final greenback value. ■

EXPRESS MAIL fr. p. 24

During this time period the USPOD employed two agents on the New York to Boston route, John H. Shaw and Robert J. Lawrence. To the author's eye the numerals appear quite similar and assumed to be applied by one or the other agent. However, the determination of which agent processed these letters requires further data and any assistance the readership could



A May 14, 1850 letter from New York to London during the early treaty period, carried to Boston by the U.S. Express Mail route agent.

Figure 3

supply would be greatly appreciated. ■

B.L. and C.L. fr. p. 25

been routed to Branch PO's, undelivered and then returned to the Main PO. They do not seem to occur on letters that would have been delivered via the Main PO carriers, so that the 'B' very strongly suggests 'Branch'."

Finally, Warren mentions a "D.S." marking noted occasionally on NYC mail of the period. A reduced size illustration is presented in Figure 1 from Norona's General Catalog of United States Postmarks as revised by Konwiser (1946). This marking indicated a "directory search" had been made. It shows that initials in a



Figure 1

handstamp used to denote some internal-to-the-post office processing or routing did occur. And since it is somewhat akin to using "B.L." to denote branch letter and "C.L." for carrier letter, your editor believes it gives added strength to Warren's conclusions. ■

UNLISTED CANCEL

Figure 1 illustrates a Boston cancel, unlisted in Blake and Davis, of the general type used in 1878-82 period. Various killers were altered by cutting away part or parts of the original design. See Fall 1984 News. ■



Figure 1

MANUSCRIPTS fr. front pg.

manuscript cancels and we shall here make no attempt at a full discussion of the subject. Let's just touch on some of the types and individual oddities encountered on nineteenth century U.S. stamps.

Year dates are noted with some frequency, most commonly during the banknote era. Several are illustrated in Figure 3 including a rather



Figure 3

unusual "1853" item. A very attractive page in a cancellation collection can be formed of manuscript year dates.

With pen in hand and no great rush, doodling sometimes resulted, a simple example of which appears as Figure 4. Rates were sometimes cited as in Figure 5.



Figure 4



Figure 5

One of our favorites is the item in Figure 6 which bears one-half of a target on the left stamp and manuscript cancels on the middle and right stamps. (Incidentally, this strip cost about 15 cents.) Presumably the target was duplexed to a CDS and rather than violate postal regulations by canceling stamps with the CDS, the postmaster (or clerk) completed the cancellation process by hand.



Figure 6

Something seems clearly intended in the cancellation in Figure 7, but what is it?



Figure 7

Now how about the cancellation in Figure 8 which is designed to look like (albeit a smaller version) the common grid cancel? Perhaps the postmaster thought an established cancellation shape to be more proper than random marks.



Figure 8

Figures 9 and 10 depict stamps with revenue cancellations. The stamp in Figure 8 is cancelled with "MER & Co/8,28,63". The initials are those, of course, of the company issuing the check.

Manuscript precancels are represented by the example in Figure 11. In addition to the precanceled adhesive, the report has written on it

the recipient's name and post office address. It was not necessary on circulars for the originating post office to apply its postmark. It appears from the report that it probably originated in Montpelier, VT. Perhaps knowing of large mailings periodically by the insurance company, the postmaster sold sheets of stamps precanceled by him to the company to facilitate subsequent processing in his office. Or perhaps it was agreed that the company would apply the cancellation?

We'll close this brief presentation with two stamps bearing manuscript marks in addition to other cancellations. Perhaps the cover

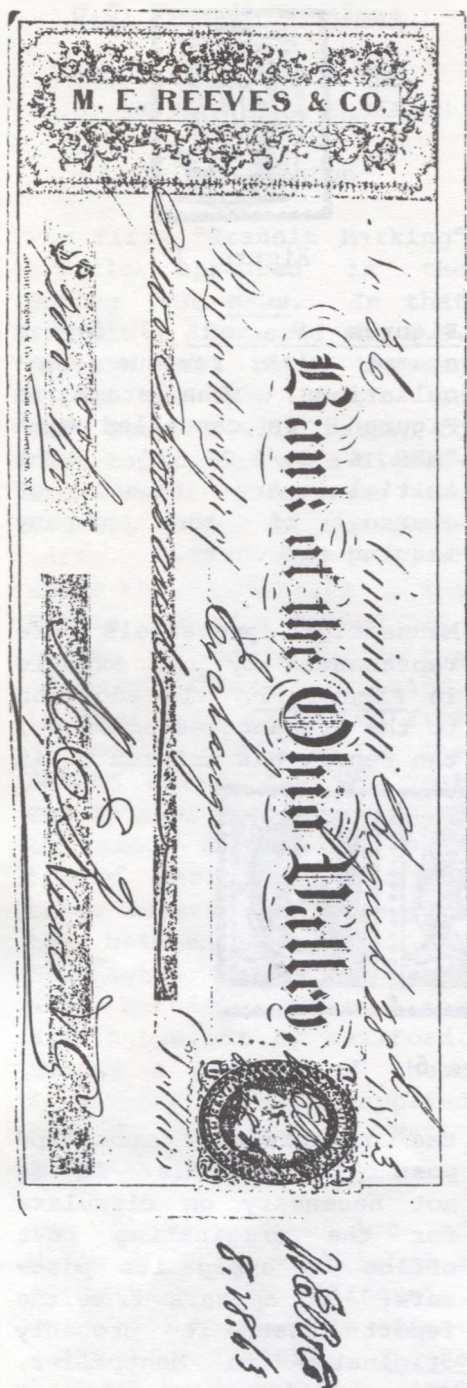


Figure 9



Figure 10

from which the piece in Figure 11 was taken was brought into Petersburg, VA

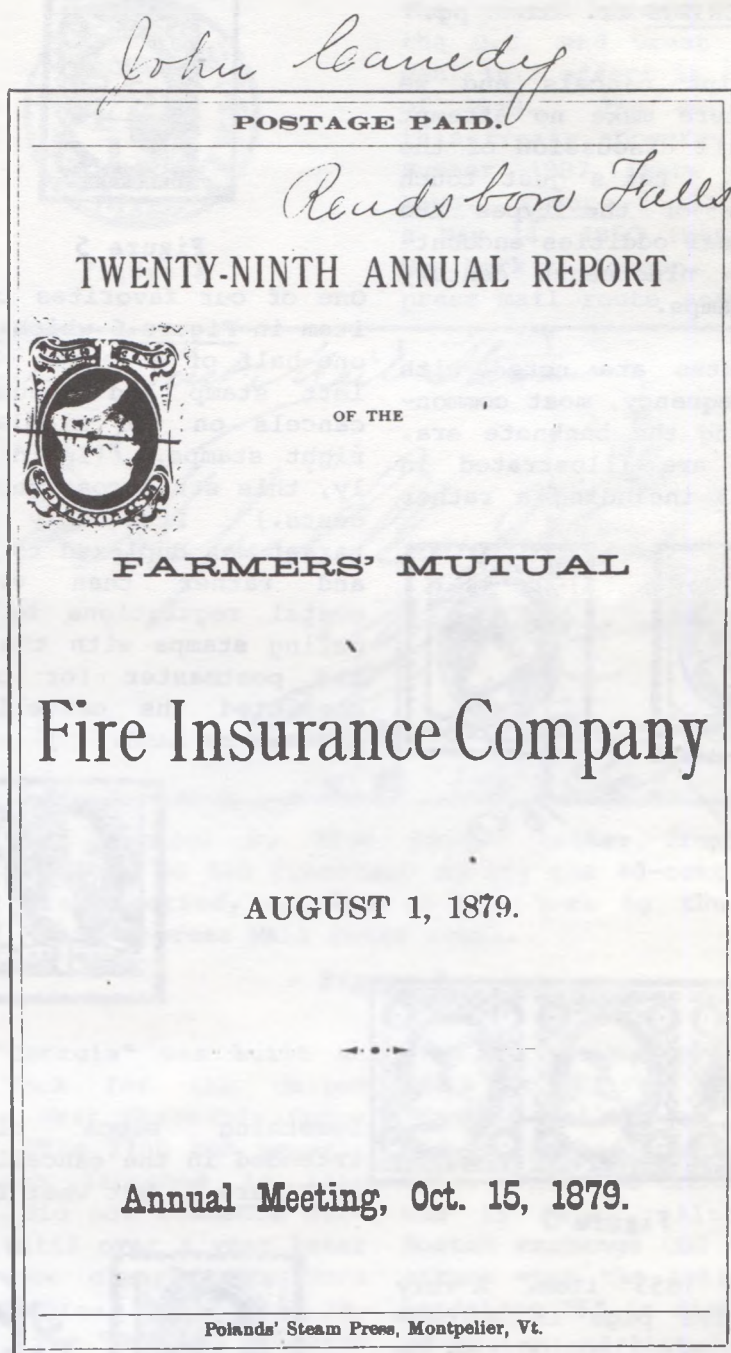


Figure 11

by a contract mail steamer that plied the Appomattox and James Rivers. Figure 12 shows real conscientiousness. Although thoroughly -- indeed heavily -- canceled by the grid, the stamp received two rather bold pen strokes in an area where ink from the grid did not take. No one was going to reuse

this stamp!

It is hoped that the above will encourage readers to submit interesting manuscript cancels from their collections to the News. We would very much like to run other examples. Please, take a few minutes, and send in clear photocopies of one

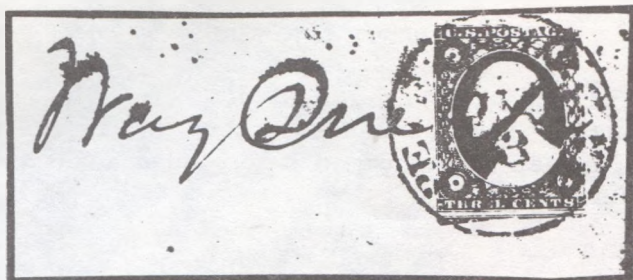


Figure 12



Figure 13

or more of your favorites.

AWARDS fr. p. 18

award - Vermont Postal History 1790-1899

James R. Kesterson
Silver - Stencil Usages (MIDAPHIL 87)

Niles F. Schuh
Gold - Florida Stampless (FLOREX 87, Orlando)

Randy L. Neil
David T. Beals III memorial grand award, USPCS award, BIA award, Trans-Miss. PS award, and Gold - U.S. Two Cent Issue of 1883-87 (MIDAPHIL 87, Kan. City, KS)
Silver - The Unusual Postal Usages of the 1938 Presidential Issue (CHICAGOPEX 87)
Vermeil - Great Britain - The Half Penny Value of the Queen Victoria Jubilee Issue (VAPEX 87)

Dr. William H. P. Emery
Gold and Western PH Museum award - Early Texas Mail 1833-61 (ARIPEX '88)
Vermeil and USCC award - same exhibit (INTERPEX '88)

BOOK REVIEW

Star Cancels of New York State by Dave Proulx, Empire State Postal History Society, 1987. \$6.00 pp from author at 7629 Homestead Drive, Baldwinsville, New York 13027.

This 23-page full-sized booklet begins with tracings of 70 star cancels, most of which were used between 1870 and 1900, and proceeds to an alphabetical listing of New York State post offices employing one or more of these cancels. For each post office, the specific cancel or cancels used are noted and in what year or years. As a cancel collector, the reviewer found himself wishing that the post office listings were arranged according to cancel type; i.e., begin with cancel #1 and show all post offices using that, then go to cancel #2, etc. However, it is not difficult to scan through the clearly presented listings and pick out the post offices using a particular cancel. We suppose, from the broader postal history standpoint, focus on individual post offices may be more compatible with other literature and areas of interest. A number of covers are illustrated and the booklet concludes with a post office listing by county. All in all, an excellent compilation of data about one of the most popular cancel designs of the period that tells us alot about the extent and years of use of specific stars not only in New York State but, through generalizing from New York as a reasonably representative sample, in a broader geographic area. To this reviewer, noting the relative popularity of various commercially prepared cancels was of especial interest. Highly recommended.

Roger Curran

NOTE: As of March 10, 1988 only 14 copies of an initial printing of 250 remained available. A second printing is possible but no decision had been made.

NEW MEMBERS

- 1747 Craig C. Mathewson, Jr., 636 Ocean Ave., Ocean City, NJ 08226 Cape May & Atlantic Co., N.J.; Kent Co., Mich.; James City Co., Va. postal history; postally used pioneer & private mailing view cards
- 1748 C.L. Casebier, Jr., P.O. Box 1123, Austin, TX 78767 Texas P.H.
- 1749 Lora F. Wright, 444-149 N. El Camino Real, Encinitas, CA 92024 19th c. cancels
- 1750 Bruce L. Corey, 108 Marilyn Ave., Westbrook, ME 04092 ME DPO's; ME N.G. RPO's; ME RPO's by Tr. Nos.; Collection & Distribution Wagon Cancels-WA, NY, BU; HPO's (FT, FT Variant, FT Provisional & LT, FT Steel, LT RPO Replaced by HPO, HPO Fairs, HPO Experimental & Emergency Routes); 20th c. Fancy Cancels; Misc. Rare Cancels.
- 1751 Jack Yao, 1-S.-222 Ardmore Ave., Villa Park, IL 60181 Dealer and Collector; SON cancels
- 1752 A.G. Miller, 7082 NW 3rd Ave., Boca Raton, FL 33487 #210 Fancy Cancels on and off cover
- (LM) 1753 Ted Wassam, 3504 South Court, Palo Alto, CA 94306 Cancels on Banknote issues; Boston earliest to present; Machine cancels to 1920.

FINANCIAL REPORT

Presented herewith is a U.S.C.C. financial report for 1987. Your careful attention is invited. Please direct any comments or questions to our treasurer.

GENERAL ACCOUNT

Balance 12/31/86 \$11,199

Receipts

Dues	\$ 3,028	
Sale of back issues of <u>News</u>	63	
Donations	39	
Interest	624	3,754

\$14,953

Expenditures

Postage	\$ 406	
Supplies	169	
Refund Overpaid Dues	29	
Purchase of Books	20	
Officers' Expenses	64	
Publication of <u>News</u>	2,200	
Printing of Forms and Letterheads	107	
Mailing Labels for <u>News</u>	131	
Phone	51	
Miscellaneous	22	3,199

Balance 12/31/87 \$11,754

NEWS PUBLICATION ACCOUNT

Balance 12/31/86 \$ 296

Receipts

From Treasurer	\$ 2,200	
Advertising	150	
Interest	65	2,415

\$ 2,711

Expenditures

Printing <u>News</u>	\$ 1,508	
Type and Mail <u>News</u>	845	
Bulk Mail Fee	50	
Envelopes for <u>News</u>	376	\$ 2,779

Incidental Supplies	\$ 45	
Photocopies and Misc. Postage	90	
Miscellaneous	3	138

2,917

Balance 12/31/87 \$ - 206

SALES DEPARTMENT

Balance 12/31/86 \$ 4,687

Receipts

Sale of Mounting Supplies	\$ 128	
Sale of Stamps and Covers	4,118	
Insurance Fees Received	329	
Interest	141	
Fines-Circuits Held & Overdue	79	4,795
		\$ 9,484

Expenditures

Retirement of Sales Books	\$ 2,510	
Circuit Insurance (to 2/1/88)	348	
Postage	500	
Supplies (New Form, etc.)	288	
Authorized Trip: Penna. to Fla. to transport and set up Sales Department	250	
Photocopies, phone calls	62	
Bank charges, Post Office Box Rent, Miscellaneous	84	4,042

Balance 12/31/87 \$ 5,442

NOTES FROM SALES DIRECTOR

A program of retirement of Books will take place around the 1st of April, 1988. It will be an accomplished fact by the time you read this. New books are earnestly solicited. Stamps, with decent cancels, off cover, seem to do quite well. In particular the 3¢ 1861, (#65) and all banknotes, even the 1890's. Better grade covers - those priced at \$5.00 and up seem to sell on the first circuit out. With the extensive retirement program scheduled for April '88 the circuit is in need of fresh material, fairly priced. Due to the ever-increasing cost of postage and insurance, books valued at less than \$25.00 are sincerely discouraged.

Dealer U.S.; Confed. States; Canada & Providences

1758 William J. Ainsworth, 80 Sequoia Lane, Deerfield, IL 60015 NYFM/Fancy cancels on 6¢ Lincoln Banknotes on/off cover; Cancels on 2¢ Banknotes-off cover.

REINSTATEMENT

1453 Benjamin Ladin, PO Box 2789, W. Palmetto Sta. Boca Raton, FL 33427 U.S. & foreign World's Fair Expo. cancels; Trolley (Street) Car RPOs; Pioneer Aviation (1909-20); Civil War Sanitary Fair letters, covers, stamps, memorabilia, etc.

CORRECTED FROM EARLIER LISTING

1738(LM) Robert Piltch, 4146 Belford Avenue Brooklyn, NY 11229 19th c. town and fancy cancels

RESIGNATIONS

1603 R.H. Brown, III
1399 Thomas A. Regan
1572 David S. Anderson, Jr.
1451 L.H. Lewis
999 Thomas R. Stone
1682 T.A. Church

CLOSED ALBUM

Albert E. Clattenburg, Jr.
Arthur Van Vlissingen
N. Leonard Persson
B.W. Dickey
David C.B. Marchant

DONATIONS

1650 Ray Norris

1754 James W. Kern, 440 1st Ave, NE, Oronoco, MN 55960 Specialized collection of 3¢ #65, 88, 94 etc; Art on stamps; All areas of cancellations.

plane & Monoplane Cancels; Flight covers; War covers; etc.

1756 Norman Rushefsky, 277 Bonnie Brae Avenue, Rochester, NY 14618 Baseball postmarks

1755 R.J. Daniel Wells, 10800 SW 62nd Ave., Miami, FL 33156 "Air Mail Saves Time" Bi-

1757 Dan Rodak, 1741 Kirk Road South, Rochester, NY 14612 Collector/

CANCELLATION INFORMATION

From Ted Mills' collection of fancy cancellations on the 3c regular issues of 1861 and 1867, we are pleased to report the following items that are either not listed in Skinner-Eno or are listed without the post office of origin. Cancellations are in black ink on Scott #65 unless otherwise noted.



Attleborough, MS
(bluish-green)



Brattleboro, VT
(S/E #GE-C 157)



New York City



Pleasant Valley, NY²
(blue on 1867 issue)
(S/E #GE-C 39)



Torrington, CT



Talcottville, CT¹



Rutland, VT
(blue)



Algona, IA



Stuyvesant, NY
(1867 issue)



Rutland, VT
(blue)

²Reported by Ted from auction catalog; not in his collection

¹Described in auction catalog as an "elaborate T"

From the cancellation collection of George and Evelyn Lewis that covers the same 3c stamp issues as that of Ted Mills, we are pleased to present the following items unlisted in Skinner-Eno except as noted. All cancellations are in black ink on Scott #65 unless otherwise identified. Post offices of origin are stated where known. Readers who can identify additional origin post offices are urged to contact either George and Evelyn or the editor.



New York City



New York City



New York City



Scott #94



S/E # GE-P49



Scott #94



Scott #88



Colosse, NY



Morenci, MI



Cold Spring, NY



Romeo, MI



Shelbyville, TN



Philadelphia, PA



Lockport, NY



Burlington, VT
(blue)



New York City



New York City



New York City



Rochester, N.H.



Scott #94



blue



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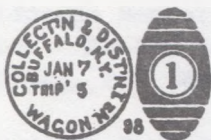
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WANTED: Collection & Distribution Wagon cancels from N.Y., Washington, Buffalo. Send Xerox copies. Will pay cash or trade. Bruce L. Corey, 108 Marilyn Ave., Westbrook, ME 04092.



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Alexandria, VA 22301 - 2325,
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Harrison & Bridgton Jct. R.P.O. (1900-1917)
Farmington & Rangeley R.P.O. (1892-1903)
Kingfield & Farmington R.P.O. (1903-1913)
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