



# *Cancellation Club* **NEWS**

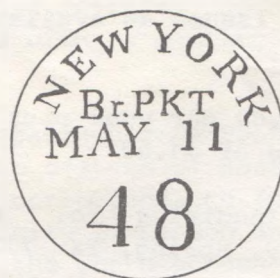
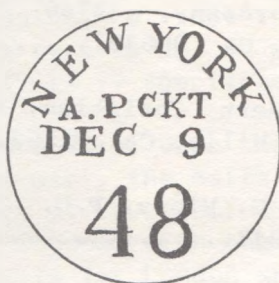
Vol. 19, No. 6

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Spring 1989

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Refer to the article on Exchange Office Markings



## FROM THE EDITOR

With this issue, I have accepted the editorship of the NEWS from Roger Curran. With your valued and necessary assistance I hope that I can maintain the high standard that Roger has set. His will definitely be a difficult act to follow. I know the membership joins me in giving Roger a hearty "WELL DONE" for his five years of outstanding editorship.

This issue is somewhat overbalanced by the three articles on Washington, DC, however, it is up to the readers to provide a more varied selection of topics. I plan to continue my articles on route agent markings and on transatlantic mails, but would appreciate contributions on other subjects, such as fancy corks, machine cancels, RFD markings, special delivery mails or whatever. What I have in mind is a quasi-periodic publication of the order of one-half to one page on an individual theme. Are

there any volunteers out there? Of course extended series, for example, Frank Mandel's on stencil postmarks, Ted Bozarth's on Wesson's time-on-bottom duplexes or Bill Weiss' on NY foreign mail killers are always welcome. Who can produce a series or an article on the increasingly popular Doanes, the transition from Doanes to 4-bar killers?

President Abe Boyarsky requests the assistance of fellow members to man the Cancellation Club's position at the affiliate table at STAMPSHOW '89. The show will be held from August 24th to 27th at the Disneyland Hotel in Anaheim, California. Anyone who plans to attend the show and willing to contribute an hour or so to the club, please contact our president.

Continued on page 103

## THE U.S. CANCELLATION CLUB NEWS

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## EXCHANGE OFFICE MARKINGS

by Richard Winter



Treaties for the regulation of mails between the U.S. and foreign countries were negotiated from the late 1840's as bilateral agreements. One of the provisions in each of these treaties was the establishment of those particular offices in each country which were authorized to exchange mails with offices in the other country. These offices were the only ones that could legally "exchange" mails and were the ones that did the treaty accounting. As a representative treaty, the Postal Convention between the U.S. and Great Britain of 1848 will be used to describe the function of the Exchange Office and to show typical Exchange Office markings used in the U.S.

Identification of the Exchange Offices is usually found in the detailed regulations of a postal treaty. Under the detailed articles of the U.S. - British Treaty is the following:

"Article I. The following shall be the regulations for the exchange of mails between the United Kingdom and the United States: -

There shall be an exchange of mails between the following offices: -

1. Between London and Boston, by way of Liverpool and Boston direct, and also by way of Liverpool and New York.
2. Between London and New York, by way of Liverpool and New York direct, and also by way of Liverpool and Boston.
3. Between Liverpool and Boston direct, and also by way of New York.
4. Between Liverpool and New York direct, and also by way of Boston.
5. Between London and New York, by way of Southampton.
6. Between Southampton and New York direct."

Thus, Exchange Offices were established solely in Boston and New York in the U.S. Later, in additional articles agreed upon between the two countries, Exchange Offices would be established in Philadelphia (Jan 1854), Portland, Maine (Feb 1859), Detroit (Dec 1859), Chicago (Dec 1859), San Francisco (Oct 1863), and Baltimore (Nov 1865). The detailed articles go on to stipulate which mails were to be in each bag exchanged with a particular office. For example, Article IV specified:

"Reciprocally, when the packets are dispatched from Boston, or from New York to Liverpool, the mails forwarded from the offices of Boston and New York to the office of Liverpool shall comprise the correspondence for all parts of the United Kingdom, with the exception of the city of London and its suburbs.

The mails for London shall comprise all the correspondence for that city and its suburbs, and for countries in transit through the United Kingdom."

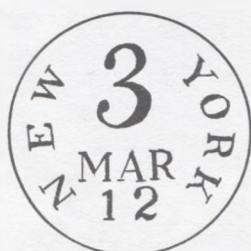
Additional regulations included how the postal accounting was to be performed and specifically what markings were to appear on the letters. Letter weight and rate progressions were also addressed. The markings are the subject of interest here.

In his Annual Report for 1849, Postmaster General J. Collamar reprinted his order of 19 June 1849 with which he established certain instructions to the Exchange Office regarding the marking of letters in support of the new treaty. Instruction 12 reads:

"The exchange offices of the two countries, in mailing to each other, are to postmark the letter, not with the entire postage, but with the credit and debit portions of it only; if a paid letter, with the credit amount in favor of the other country, in *red* ink, and with a 'paid' stamp in same color; if unpaid, with the debit amount against the other country, in *black* ink. But before the exchange office receiving such letter delivers it, or mails it to the interior, it is to re-stamp the letter with its own office stamp, in all cases, and with the 'paid' stamp in *red* ink, if paid; if unpaid, with the amount, in *black*, of the *entire postage* to be collected."

The following are typical Exchange Office markings used at New York under this treaty<sup>1</sup>:

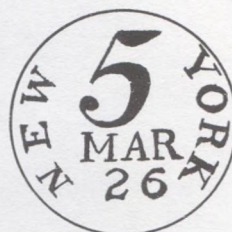
Outgoing Letters



32mm Red  
3 cent credit



30mm Red  
19 cent credit



30mm Black  
5 cent debit



31mm Black  
21 cent debit

Sometimes, postmarks were omitted, contrary to instructions, and only numeral handstamps were used to show credits and debits under the treaty. Each of the following is distinctively a New York Exchange Office marking. Ones in use at Boston have a different character:

3

3 cent credit

19

19 cent credit

5

5 cent debit

21

21 cent debit

<sup>1</sup>. See *Boston Postmarks to 1890*, Maurice C. Blake and Wilbur W. Davis, Severn-Wylie-Jewett Co., 1949 and reprinted by Quarterman Publications, Inc. in 1974 for a detailed listing of markings used at Boston. Also, see *American Stampless Cover Catalog Vol II*, David G. Phillips Publishing Co., 1987 for a listing of Exchange Office markings from other offices.



Incoming Letters



24

48

24 cents due

single rate

double rate

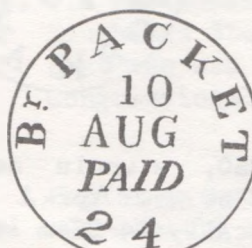
Exchange Office circular date stamps, which identify the treaty country's mail steamship, were introduced early in the U.S. - British Treaty period. AM(ERICAN) and BR(ITISH) PACKET markings do not necessarily mean the vessels were owned by American or British steamship companies, but that the steamship, regardless of ownership, was under contract to that country to carry the mails. The earliest of these markings are from New York but don't identify the Exchange Office by name. Similar markings appeared in Boston a few months later. These always show the name BOSTON in the date stamp. The first packet date stamps recorded by the author with the dates of use are:



32mm Black

1 Dec 49  
18 Dec 49

Unpaid

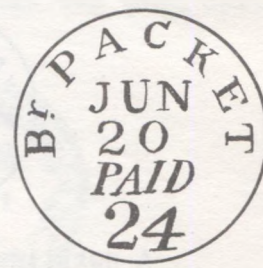
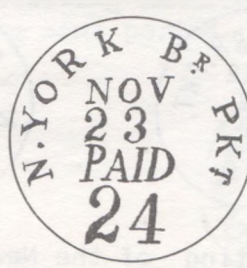
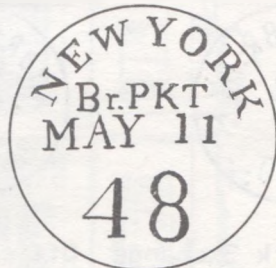


33mm Red

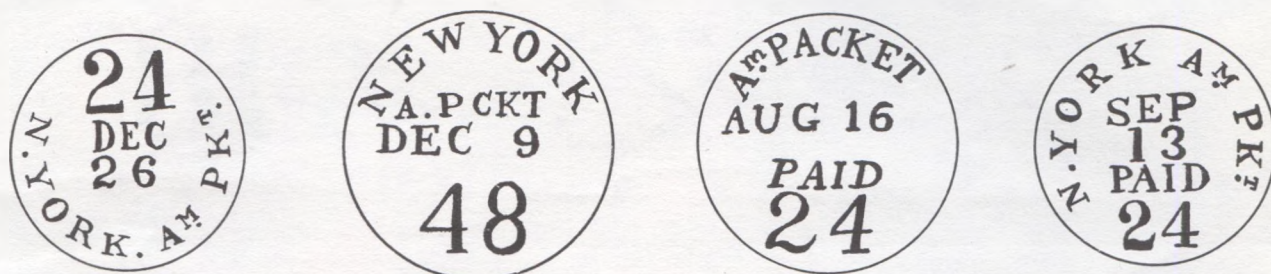
10 Aug 49  
1 Dec 49

Fully Paid

These were followed by a variety of markings other used on incoming letters to show, when struck in black ink, the postage due, and when struck in red ink, that the letter was fully paid to destination.



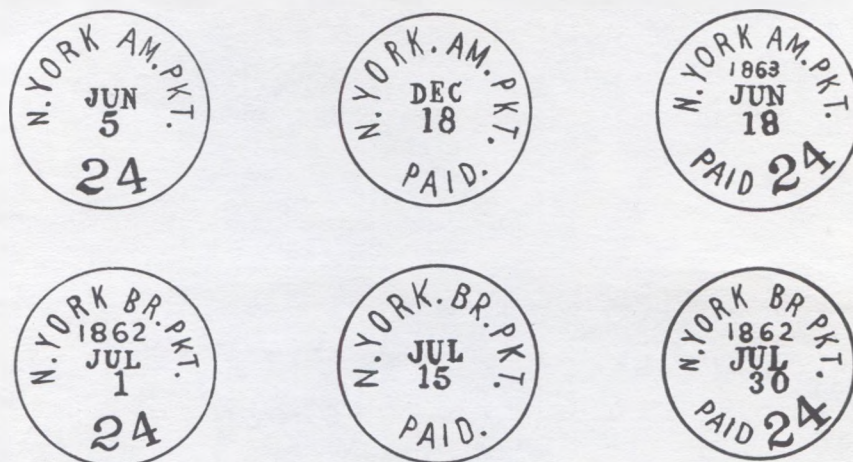




For incoming letters from countries beyond Great Britain that used the British postal system and that were paid as far as they could be paid, special postage due markings were used. Examples of these are:



In early 1860, a whole new series of Exchange Office markings was brought into use at New York. These markings are characterized by their reduced size, typically 24-26mm instead of the 30-32mm size of earlier years. Examples of these markings are:



A detailed listing of the New York Exchange Office markings has been included in the newest publication of the U.S. Philatelic Classics Society, *North Atlantic Mail Sailings 1840-75* by Walter Hubbard and Richard F. Winter. This book contains sailing departure and arrival dates for all contract mail voyages from 1840 to 1875 across the North Atlantic to and from Europe. The book is now available at \$39.50 from the U.S. Philatelic Classics Society, Inc., 2030 Glenmont Drive NW, Canton, Ohio 44708.



## SOUTHWEST STATION -- WASHINGTON, DC

Southwest Station of the Washington post office was established on December 1st, 1890, per order of the 1st Assistant PMG of November 12th. The new station was located at 714 4 $\frac{1}{2}$  St., SW and served as a letter carrier distribution point for that portion of the city south of the Mall and west of New Jersey Avenue. The Washington Star of December 4th expounded on its establishment noting that previously the inhabitants of the region were dependent upon the main post office, located on G St. NW for service. PMG Wanamaker recognized the need for a station in the locale and sought a building to house the facility. Eventually, it was deemed expedient to erect a building to the specifications of the USPOD and construction commenced in September. With a large lobby and more than adequate space to conduct the functions needed, the building was well adapted for the postal service. For instance, working space was provided for up to 20 letter carriers, while only ten were initially assigned; also there was a large area to the rear of the building where mail wagons could drive to leave and pick-up mail bags. Figure 1 is a drawing of the facility that appeared in the "Star", the map (Figure 2) depicts its relative location in the city.



Fig. 1. Sketch of Southwest Station from the Washington Star of December 4th, 1890.

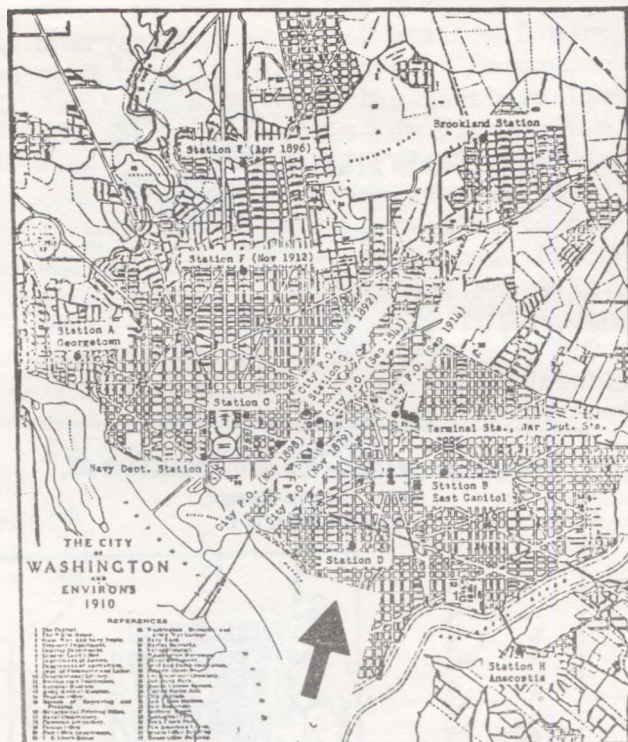


Fig. 2. Map showing the location of Southwest Station (Station D). Base map was taken from the Congressional Directory.

A duplex cancellation was instituted only shortly after the commencement of service. Figure 3 illustrates a postal card dated January 18th, 1891. The marking was used until about 1894. A similar device has been seen with the letters "SWS" within the box of the cancellation. Unfortunately the author does not have an illustration of this marking and further failed to note its date of usage. Illustrated as figure 4 is a receiving handstamp that was used during the same period.



Fig. 4. Southwest Station "RECEIVED" marking used June 1st, 1894.



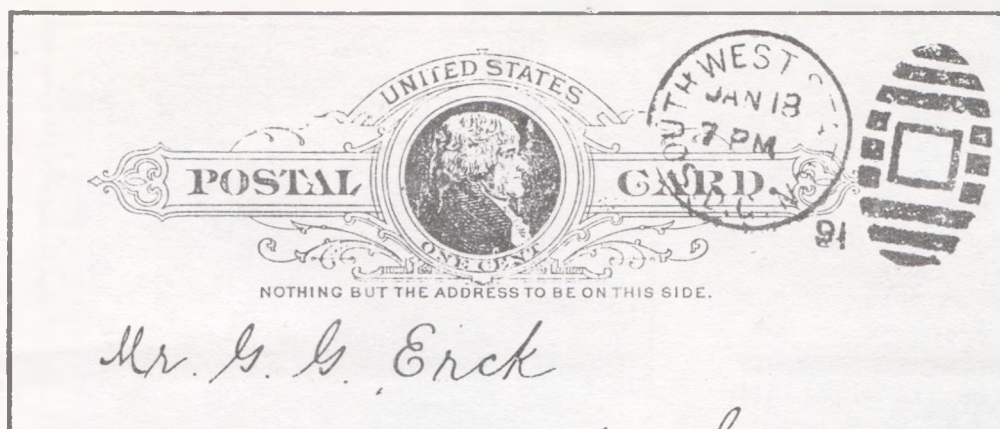


Fig. 3. January 18, 1891 duplexed ellipse on locally used 1886 postal card.

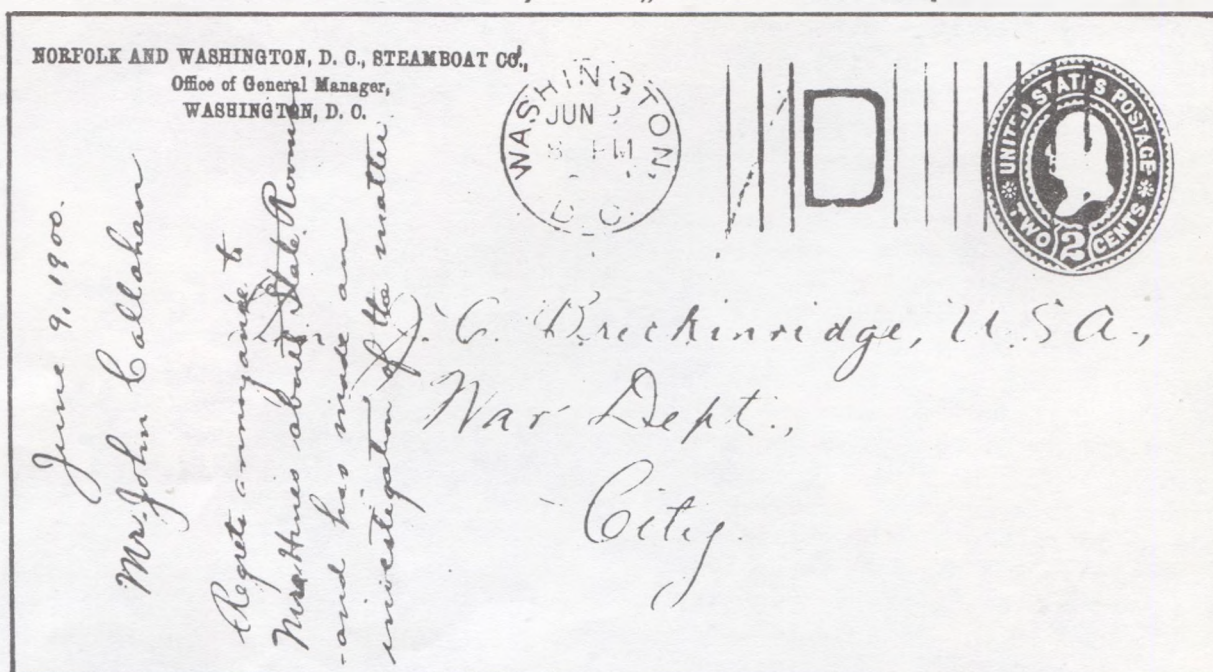


Fig. 5. Barr-Fyke machine cancel used at Station D on June 9th, 1900 on locally used 1899 postal envelope.

(From The Smithsonian Institution)

In March 1895, the stations of the city were administratively reorganized, with full service stations becoming lettered stations, while those with only limited services became numbered substations. Thus Southwest station was renamed Station D and such appellation remained until its discontinuance on November 30th, 1910.

Between 1895 and its closure various improvements in the postal service occurred which affected the station. Two of the most prominent were the introduction of cancelling machines at the station level and the advent of the street-car RPOs.

Four different postal marking companies installed their machines at the station, these included Barr-Fyke, Doremus, International and American. The first was the Barr-Fyke machine installed in 1900. It saw service for approximately one year. Figure 5 illustrates a June 9th, 1900 local usage of this marking. Following in 1901, a Doremus machine was employed at the station, this remained in use for four years and produced four markings, two of which were receiving backstamps. Figure 6 depicts one of the origin markings on an August 1905 cover. These were followed by the ever popular American Machine Company flag cancellations,



figure 7 illustrates this device, which has been cataloged by Langford as B-38. It remained in use until the termination of the station. In the interim an International machine was used in 1903.

The second advance mentioned was the sorting of mail on the street-cars of the city. Although the facility commenced in 1895, Station D did not receive the service until 1897, when the Metropolitan Railroad Company's 9th Street line commenced postal operations. This line was important

since it ran from the steamboat wharves just south of Station D northward past the Baltimore & Potomac Railroad station to the northern limit of the city (what is now Florida Ave.). Thus, mails from both of these steam transportation facilities were rapidly dispatched, when appropriate, to the station for carrier delivery. Unfortunately, this service was short lived as it was discontinued in 1901. Cancellations from this street-car RPO are very scarce, the author would greatly appreciate seeing one that would show a Station D origination.

T.E.S.

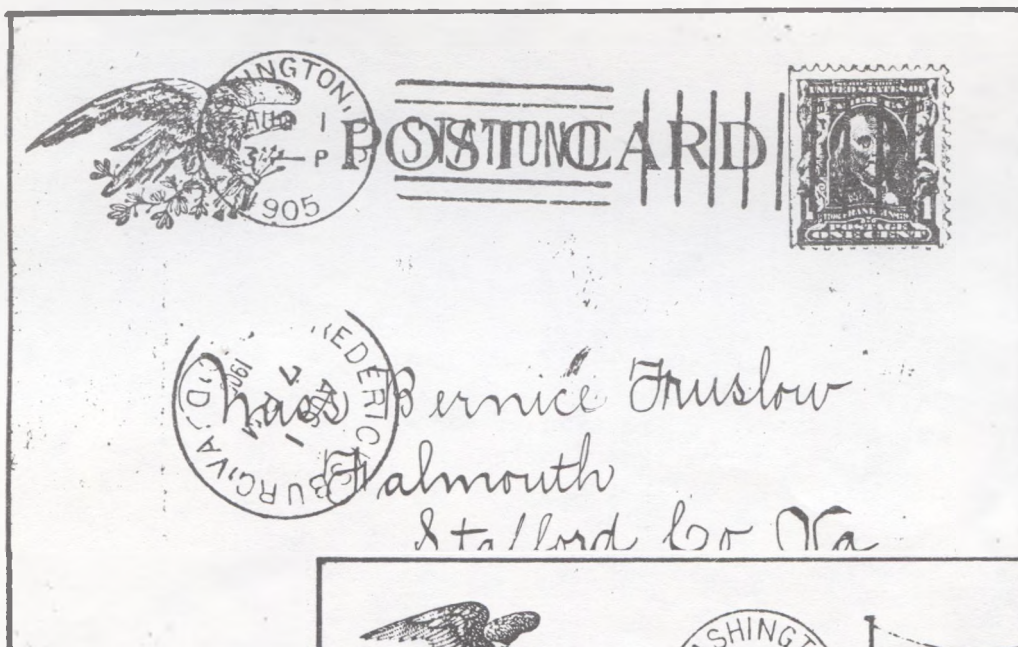
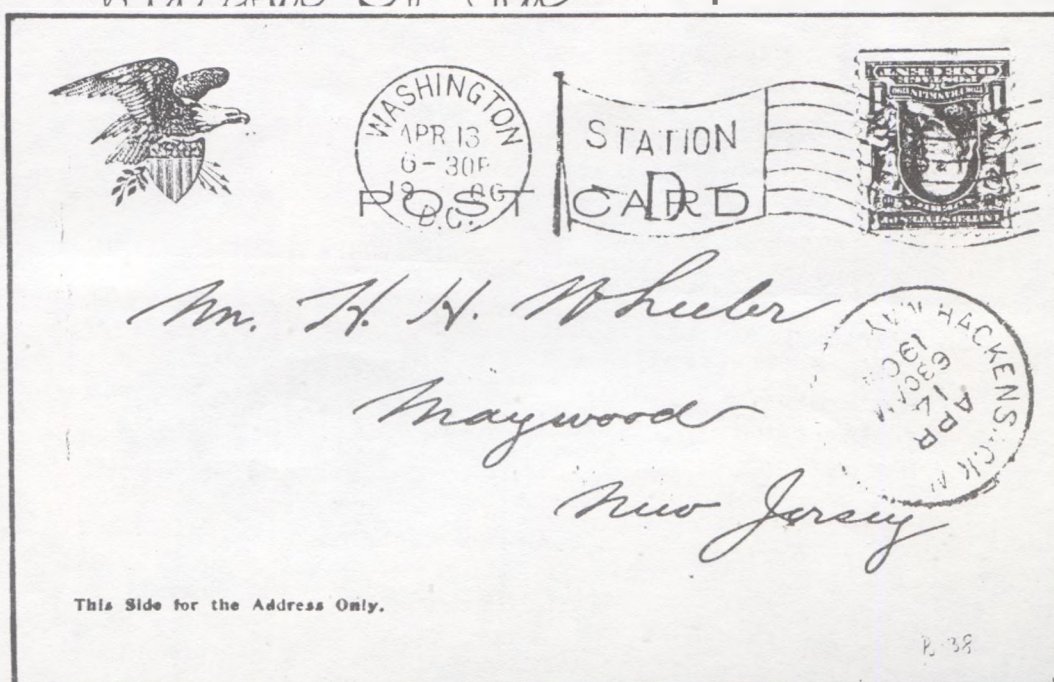


Fig. 6. Doremus Aug. 1st, 1905 machine cancel on a post card to Falmouth, Va.

Fig. 7. American Flag cancel on a April 13th, 1906 post card to New Jersey.



This Side for the Address Only.

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## NEW MEMBERS

- 1783 Kenneth A. Pitt, P.O.  
Box 87, Catharpin, VA  
22018 19th c. covers;  
Suffolk Co., LI. NY.;  
U.S. 1861 3¢ 1851 Dead  
Letter Office usages;  
& used on newspaper  
wrappers.
- 641 Robert L. Markovits,  
P.O. Box 891, Middle-  
town, NY. 10940 \*
- 1784 James A. George, 378  
Charles St., Porters-  
ville, PA 16051 All  
types of postal cancel;  
DPO's, ship cancels,  
FDC's, etc.
- 1785 Howard C. Ellis, P.O.  
Box 232, Elyria, OH  
44036, Early fancy can-  
cels; Ad covers; Ark.; \*
- (1M)1786 Walter Terleski,  
275 Highland Ave., Wall-  
ingford, CT 06492, Post-  
cards
- 1064 Richard Simchak, P.O.  
Box 225, Sudbury, MA  
01776, Fancy cancels;  
19th Century; RPOs;
- 1787 John G. Witthoft, 111  
Dean St., West Chester,  
PA 19382, 19th Century  
U.S. cancels; France;  
Germany
- 1788 Patrick H. Murphy, 1348  
Commerce Lane #287,  
Santa Cruz, CA 95060,  
PH Literature; Ireland;  
New Zealand

## DONATIONS

James M. Mundis

## FINANCIAL REPORT

Presented herewith is the U.S.C.C. financial report for 1988. Your careful attention is invited. Please direct any comments or questions to our treasurer.

## GENERAL ACCOUNT

Balance as of 1/ 1/88 : \$11,754

## Receipts:

Dues	\$4,167
Donations	45
Sale of Back Issues	384
Sale of Mailing Labels	142
Advertisements	16
Interest	778
	<u>5,532</u>
	\$17,286

## Expenditures:

Postage	\$365
Supplies	112
Envelopes & Printing	80
Award Plaques & Ribbons	601
Refund Overpaid Dues	4
Purchase of Book	20
Publication of NEWS	2,900
Mailing Labels	207
Officer's Expenses	70
Phone	27
Misc.	31
	<u>4,417</u>
	\$12,869

Balance as of 12/31/88

\$12,869

## SALES DEPARTMENT ACCOUNT

Balance as of 1/ 1/88 \$5,442

## Receipts:

Sale of Supplies	\$ 97
Sales, Stamps & Covers	4,265
Insurance Fees Rcvd	268
Interest	172
Fines	59
	<u>4,861</u>
	\$10,303



## SALES DEPARTMENT ACCOUNT (CONT.)

## Expenditures:

Retirement of Books	\$2,966	
Circuit Insurance	308	
Postage	464	
Supplies	150	
Photocopies, Phone Calls	31	
Bank Charges and P.O.		
Box Rental	58	
Uninsured Losses	28	
		<u>\$4,005</u>

Balance as of 12/31/88 \$6,298

## NOTES FROM THE SALES DIRECTOR

1. The Sales Department is due \$50 from the Post Office Department for the loss of a stamp circuit consisting of 7 books of stamps, in mid-September. Our Excess Insurance paid off promptly (APS), but the POD is still bogged down in red tape. We do expect full recovery.
2. No circuits were sent out after October 1st, 1988. For all practical purposes the Sales Department was shut down the last quarter due to the Sales Director's health. The Sales Department resumed full business in early 1989. (Treasurer's note: We are delighted that Bill is better and I know that I speak for all USCC members in wishing him good health in the future.)
3. New books are earnestly solicited. Off cover stamps with unusual or fancy cancels seem to do quite well, in particular 3¢ 1861's, all denominations of Banknotes and up to around 1900. Flag cancels, unless valued at 20 pts and up, never seem to sell. Better grade covers -- those priced from \$5 to \$10 and up generally sell on the first circuit out. We have just about retired most of the old material that had made the rounds, and the circuit is in need of fresh material, fairly priced.

Due to the ever increasing cost of postage & insurance, books or envelopes valued at less than \$25 are sincerely discouraged.

## RESIGNATIONS

Richard B. Jordan  
Michael Koplin  
Norman Rushefsky  
Leonard C. Schwartz  
E. M. Bitgood

## CLOSED ALBUMS

C. R. Moyer  
Milton G. Wicker

## FANCY CANCELS

The following tracings were provided by Ron Gross of Scottsdale, Arizona. All are identified on covers with the 1861 3-cent rose stamp.



CAMBRIDGE, MASS



MILLPORT, NY



SIMPSONVILLE, KY



## NEWS PUBLICATION ACCOUNT

Balance as of 1/ 1/88

\$(-206)

## Receipts:

From Treasurer	\$2,900
Advertising and Booklet Sales	112
Interest	<u>46</u>

3,058

\$2,852

## Expenditures:

Print NEWS	\$1,562
Type & Mail NEWS	579
Bulk Mail Postage & Fee	430
Incidental Supplies	25
Photocopies & PIPEX Fee	48
Postage Due & Misc.	<u>144</u>

\$2,788

Balance as of 12/31/88

\$ 64

Let us mark your dues



## MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Albion & Wiscasset R.P.O. (1885-1933)  
 Palermo & Wiscasset R.P.O. (1895-1906)  
 Waterville & Wiscasset R.P.O. (1902-1909)  
 Harrison & Bridgton Jct. R.P.O. (1900-1917)  
 Farmington & Bangor R.P.O. (1892-1903)  
 Ellsworth & Farmington R.P.O. (1903-1913)  
 Phillips & Farmington R.P.O. (1913-1917)  
 BRUCE L. COREY, 109 MARILYN AVE.  
 WESTBROOK, ME 04092

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## BOOK REVIEW

Hubbard, Walter and Richard F. Winter, "North Atlantic Mail Sailings, 1840-75," U.S. Philatelic Classics Society, Inc., Canton, Ohio, 1988, 419pp., (Available at \$39.50 from the U.S. Philatelic Classics Society, Inc., 2030 Glenmont Dr. NW, Canton, Ohio 44708)

The culmination of research, which began in the early 1970's, is this outstanding reference work on the contract trans-atlantic mail sailings of the pre-UPU era. Hubbard commenced the work and could be considered the English connection, while Winter, who joined the effort in 1982, provided the American connection. Thus the pair were able to conduct research on both sides of the Atlantic, so necessary for the definitive work on the subject.

After an introduction that aptly guides the reader through the usage of the book, 31 chapters follow, each devoted to an individual steamship line. The lines are arranged chronologically, commencing with the Cunard line in 1840 and continuing to include all the major and minor steamship lines. These listings contain detailed sailing data. Besides the relevant departure and arrival dates, the tables contain information on the intermediate ports of call. Footnotes are used to depict aberrations from the schedules plus significant changes in mail handling procedures. Further, each chapter commences with a brief history of the steamship line and a detailed discussion of their mail contracts.

Chapter 32 illustrates the postmarks used at the New York exchange office during the period. About 450 markings illustrate the various debit, credit and rate markings, the auxiliary markings necessary to process the foreign mails and the depreciated currency marks. This chapter is particularly significant in that it is the first attempt to delineate the myriad of New York City foreign mail postmarks.

The five appendices that follow are uniquely useful. Besides a perpetual calendar, they include a diagram showing the steamship operations by year of activity, a detailed listing of Saturday sailings of the American mail steamships and an extensive account of the Bremen Closed Mails. The Saturday sailing tables provide not only a listing of the American packets but also from 1860 onward, when more than one sailing took place on a particular Saturday, the details as to which mails were carried by each steamship.

The book is profusely illustrated throughout with pictures of many covers and of the steamships. In all it provides a most useful reference for the student of the classic period and an utmost necessity for those interested in trans-atlantic mails.

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From the Editor (Cont.)

A couple of notes from the secretary-treasurer:

- 1) A new roster will be published soon and anyone wishing to revise their collecting interests should notify George Lewis by the end of June.
- 2) Approximately 100 members have failed to remit their dues for 1989,

reminders have been sent and undoubtedly received before the publication of this issue. Also, a RED dot will appear on the mailing label of those delinquent indicating that this is the last issue of the NEWS they will receive unless their dues are promptly forwarded. Your membership is highly valued, please assist the secretary-treasurer in his arduous task.



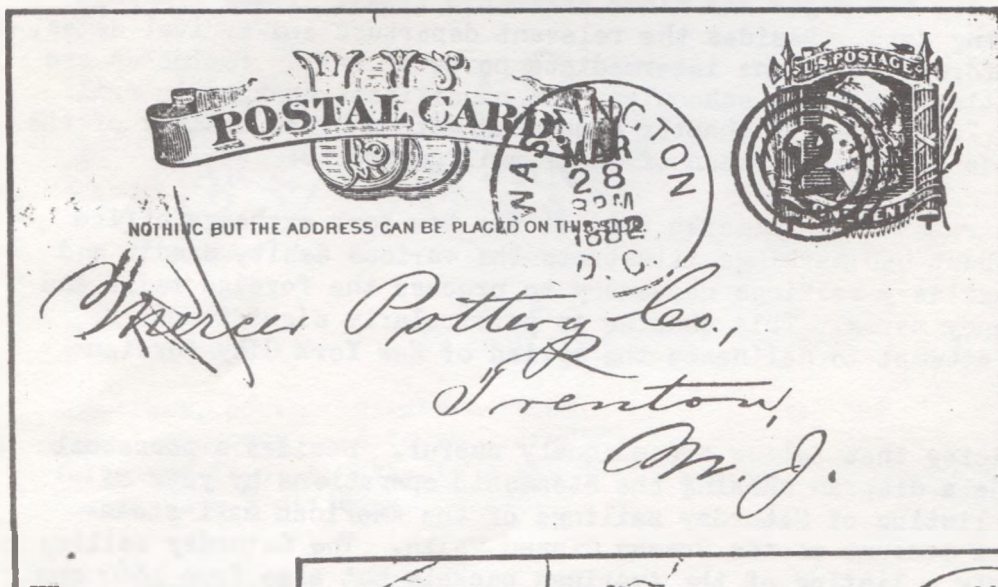
## WASHINGTON, D.C. — DUPLEXED CIRCLES

In this issue of the NEWS appears an update of Jim Coles article on Washington ellipses. In perusing the dates one immediately notes a void from mid-1880 to the end of 1882. This gap was filled by two duplex cancellations, the killer part consisted of a circular marking. These can be considered extensions of the series of ellipses, for the circle is the limiting form of an ellipse, as the major and minor axes approach one another in size. The first had three concentric circles, the outside diameter of which is 20.5 mm. Uses have been seen from March 27th, 1880 to

October 10th, 1882, however, Willard in his book on the 2-cent red-brown reports a January 1885 strike. The second is a double circle cancellation with horizontal bars between the circles. Usages have been noted from October 23rd, 1880 to November 10th, 1882. Again Willard reports a late use in July 1884. Also, its outside diameter is 20.5 mm. Both series contain the numbers from one to six, inclusive, within the circles.

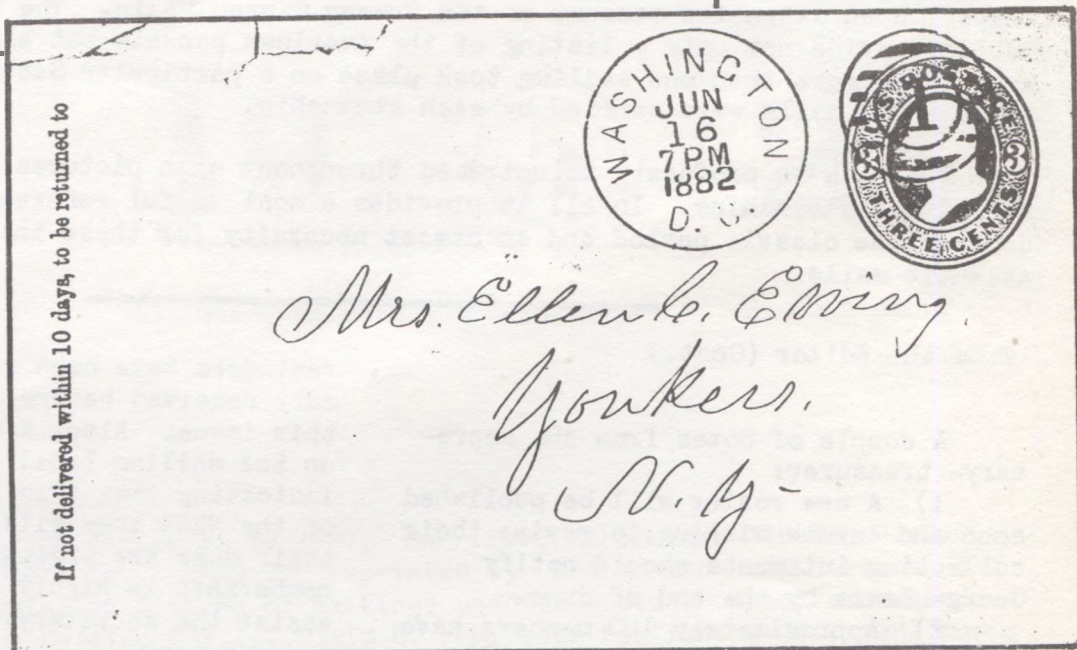
Besides the numeral indications, the letters "L" and "G" are observed in the former cancellations. These represent local usages and mail originating at the Georgetown station, respectively.

T.E.S.



March 28th, 1882  
duplexed concentric circles  
on an 1881 postal  
card to New Jersey.

June 16th, 1882  
duplexed double  
circle with bars  
on a Plimpton  
envelope to  
Yonkers, N.Y.



If not delivered within 10 days, to be returned to



WASHINGTON, D.C. ELLIPSES --- AN UPDATE

by Jim Cole

I would like to thank the people who were so helpful in providing information to expand upon that presented in the Summer 1988 NEWS. The currently known dates of use will be listed with the original figure number. Three new types are shown at the end along with their known dates.

1. 5- 9-79 to 8- 5-79
2. 8- 8-79 to 6-26-80
3. 12- 2-82 to 4-13-85
4. 12- 2-82 to 6-26-85
5. Still no dates
6. 12- 2-83 to 5- 7-89
7. 12-15-84 to 6-12-89
8. 6-25-85 to 9-28-85
9. 12-22-84 to 8- 6-88
10. 2-16-86 to 4-17-89
11. 10-19-86 to 5- 7-89
12. 12-29-86 to 2- 5-92
13. 1-24-87 to 6-30-94
14. 4- 7-87 to 4-14-90
15. 4- 1-87 to 5-12-90
16. 2-27-90
17. 6-10-92
18. 12-11-81 to 1-12-85
19. 1-10-83 to 9-24-88
20. 9-20-86 to 3- 9-90



Fig. 21. East Capitol Station --- 9 horizontal bars forming a pointed ellipse, with no inner circle. Similar to Fig. 20, it has a thick "O" in the center. Known dates of use are from July 22nd, 1887 to February 17th, 1889.



Fig. 22. 8 horizontal bars in a lined ellipse. There is a small oval which contains a small "L" with serifs. It is known in black, blue and purple, and seems to be frequently found on the 2-cent banknote (Scott #183), indicating another drop letter cancel.

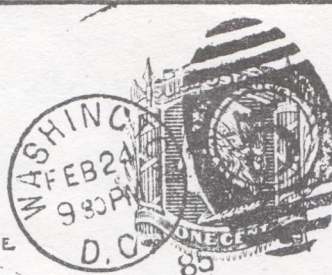


Fig. 23. Blue, 9 squared off horizontal bars in an outer flange, the known date of use is May 9th, 1879.

The following have contributed to this update: Bill Sandrick, Tuck Taylor, Rollin Huggins, Gilbert Levere, Carl Stieg, Warren Tingley, Warren Bower and Norman Shachat. Their efforts are greatly appreciated.



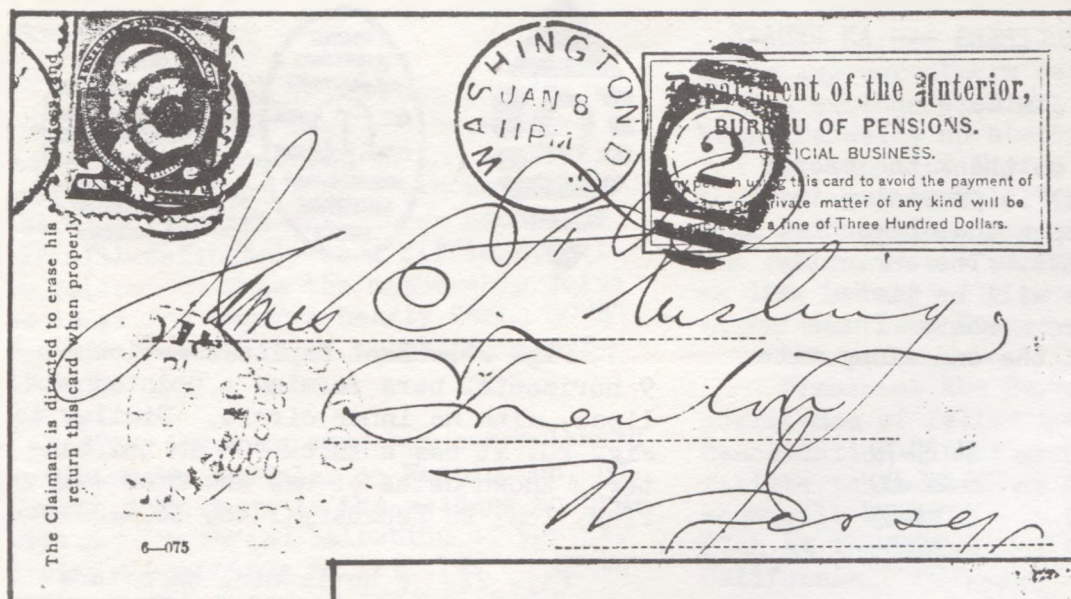
NOTHING BUT THE ADDRESS CAN BE PLACED ON THIS SIDE.



*Mercer Pottery Co.,  
Trenton,  
New Jersey*

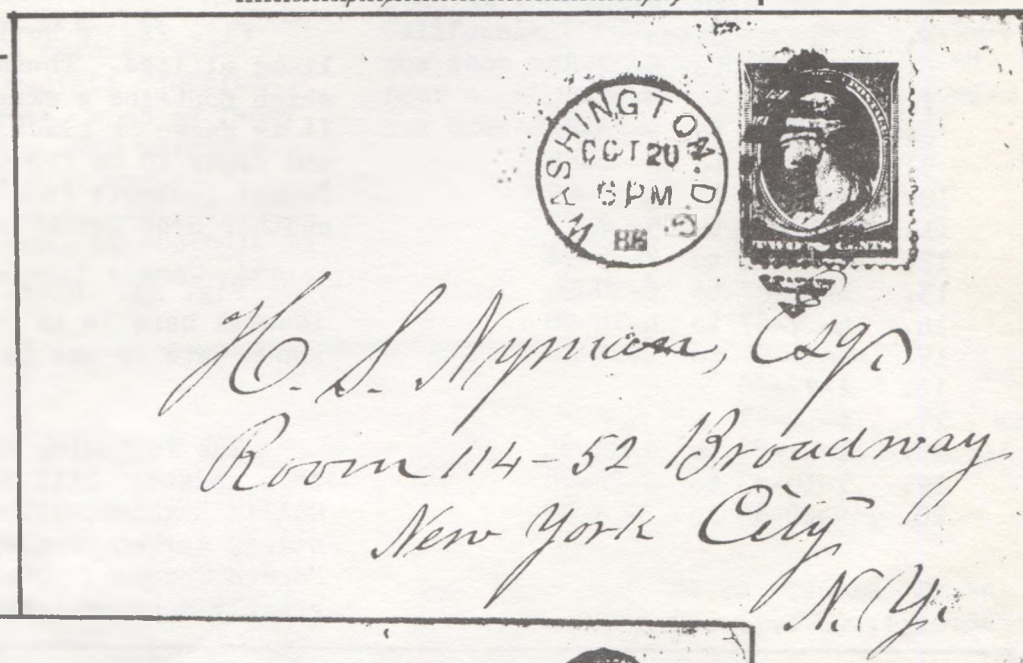
Number 9 cancellation of February 24th, 1885 on an 1881 postal card to New Jersey.



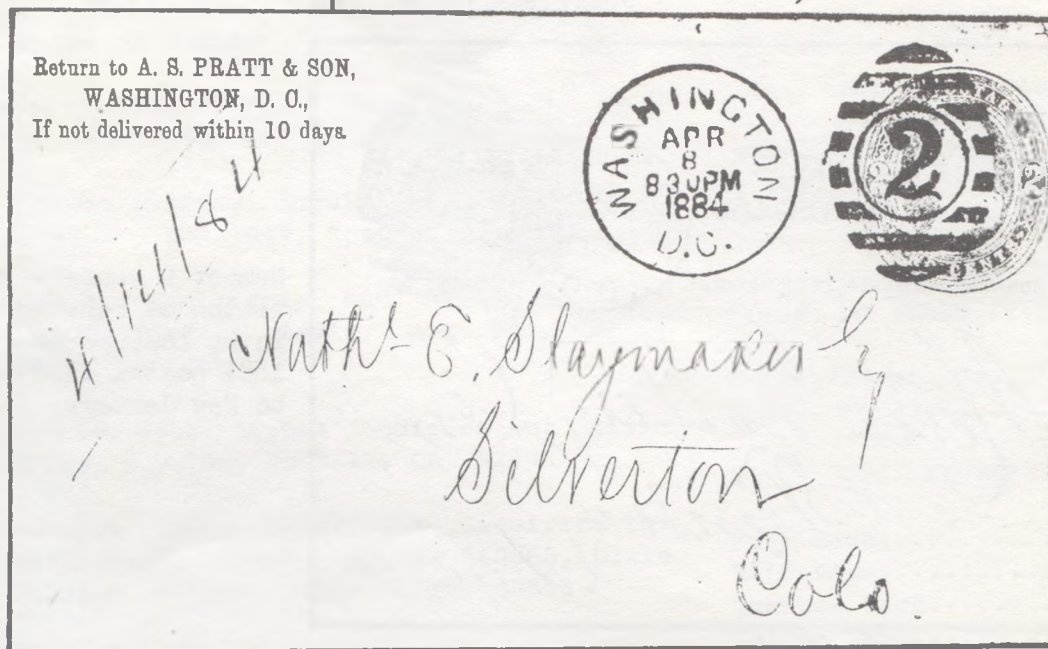


Number 12 cancel-  
lation on Bureau  
of Pensions post  
card used January  
8th, 1890.

Number 6 cancel-  
lation used Oct-  
ober 20th, 1886  
and ties a 2-cent  
red brown on an  
envelope to NYC.



Return to A. S. PRATT & SON,  
WASHINGTON, D. C.,  
If not delivered within 10 days.



Number 3 cancel-  
lation of April  
8th, 1884 on  
Plimpton & Morgan  
envelope to  
Colorado.