



# *Cancellation Club* **NEWS**

Vol. 19, No. 8

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**US**



See Alyce Evan's article --- page 126

## REPORT FROM THE PRESIDENT

We had space at the affiliates table at the recent APS STaMpsSHOW in Anaheim, CA - August 24-27, 1989 and signed up 6 new members.

Two of our members had exhibits in the World Series of Philately. C.W. "Bert" Christian showed "The U.S. 1-Cent Issue of 1861" with which he had won the Grand Award at Kansas City - MIDAPHIL. Randy L. Neil showed "Great Britain: The Half Penny Value of the Queen Victoria Issue." That exhibit won the Grand Award at the Omaha Stamp Show. Mr. Neil showed a second exhibit called "The U.S. 2-Cent Issue of 1883-87" that had taken the Grand Award at March Party in Cleveland, Ohio. Congratulations for three beautiful exhibits. I would like to add that Mr. Neil's "The Philatelic Exhibitors Handbook" was also in the literature competition and received a Vermeil.

Mr. Clyde Jennings, also a member of the USCC was the Chairman of the Jury that judged the Philatelic Exhibits and was also honored at the Awards Banquet by receiving the Luff Award, the highest recognition accorded by the American Philatelic Society.

I do want to thank Stanley Beecher and Gary Fredericksen for helping at the APS affiliates table. We handed out over 60 U.S. Cancellation Club Newsletters. Hopefully we will add more members in the near future.

Abe Boyarsky

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Address Library Inquiries to: William H. Bauer, Box 1449, Spring, TX 77383

Address Membership and Award Inquiries to: Evelyn L. Lewis, Box 545, Clearfield, PA 16830

Address Back Issues Inquiries to: Alyce Evans, Box 286, Bonsall, CA 92003

Address Sales Department Inquiries to: William J. Bomar, PO Box 560065, Dixie Village Station, Orlando, FL 32856

Address all other communications to:

Thomas E. Stanton, Editor, 2109 Alice Avenue, Apt. #2, Oxon Hill, MD 20745

## U.S.C.C. Officers

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## PROCEED WITH CAUTION

by Herman Herst, Jr.

One of the largest finds of near worthless covers was made in El Paso, Texas many years ago. The stamped envelopes were worthless as were the postmarks, all of which were from the early 1890s. But a philatelic crook in Illinois decided to turn the covers into rare ones, and until publicity killed his venture, he made several hundred dollars. All he did was to add new postmarks to the worthless envelopes. There were Express and Steamship mark-

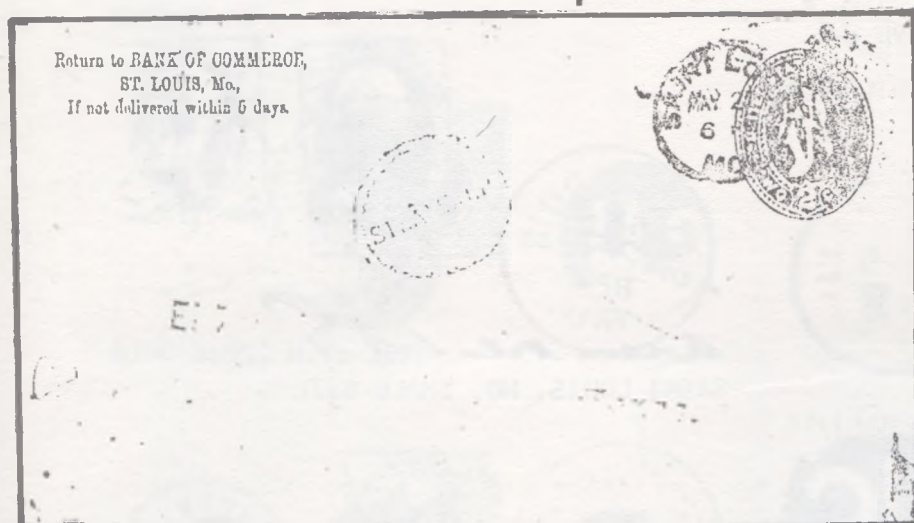
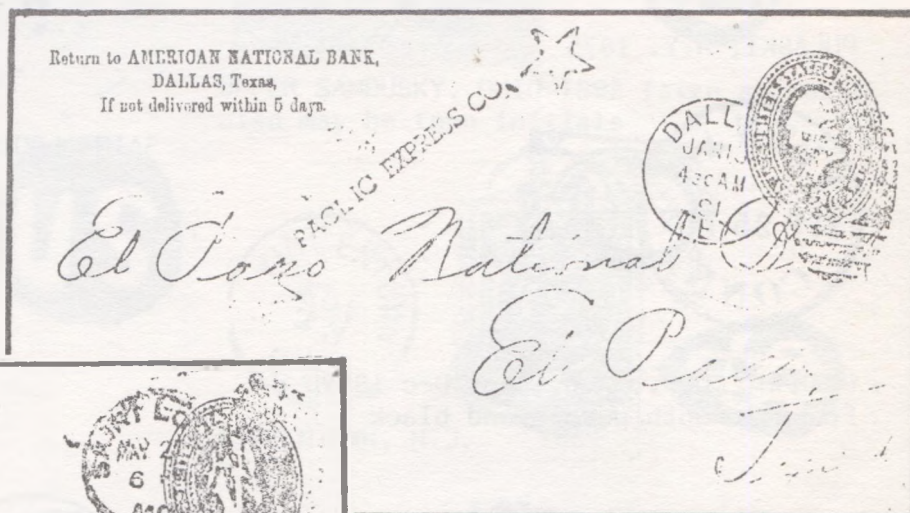
ings, and even one that read PONY EXPRESS. Texas had had a lot of things but it did not have a Pony Express in 1891.

The crook advertised \$100 worth of covers for \$10. There were about 15 or 20 in the lot. A dozen or more were common stampless covers, priced at \$5 or so each. The balance of the lot consisted of those with fake postmarks (see Figure 1) priced at \$10 to \$20 each, but actually worth-

less. The crook was a member of the A.P.S. and the A.S.D.A. He was brought up on charges in both organizations and expelled. With the publicity his scheme ended but not before he had filled the market with ridiculous and impossibly crude fakes.

Bear in mind that many of these covers are still on the market waiting to entrap those who like to buy bargains.

Figure 1. Fraudulent "Pacific Express Co." marking on a January 1891 stamped envelope sent from Dallas to El Paso.



Fraudulent "Steamship" in a circle on a cover from St. Louis to El Paso.

(Ed. Note: These fraudulent markings have been previously discussed in the NEWS, refer to the May, September, and November issues of 1981 and the Summer 1982 issue.)



## "U.S." CANCELS USED DURING THE BANKNOTE ERA, PART II

By Alyce Evans

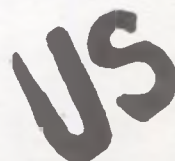
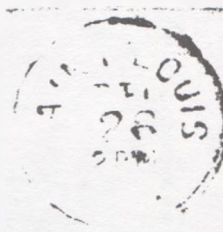
It's Thanksgiving time and in that tradition I would like to give thanks for the following: Arthur E. Beane Jr., Paul Berg, Norman Brassler, Alex Currie, Vern Denton, Ed Hines, Roger Rhoads and Jim Wrobliske--who have all contributed to Part II.



PUTNAM, CONN. Sep 1882



PULASKI, N.Y. 1875



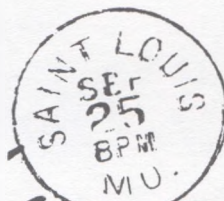
SAINT LOUIS, MO. LARGE SIZE



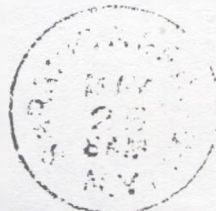
PUTNAM, CONN., Aug, Sep, Dec 1879  
Found in both purple and black



PUTNAM CONN. used in 1882 with recorded  
July Aug and Nov dates

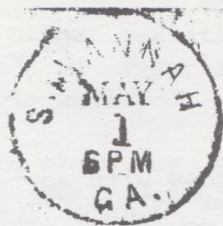


SAINT LOUIS, MO. SMALL SIZE



SARATOGA SPRINGS, N.Y.

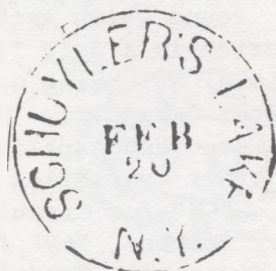




SAVANNAH, GA.



SYRACUSE, N.Y. 1875



UNION SPRINGS, ALA. 1872 (town initials)

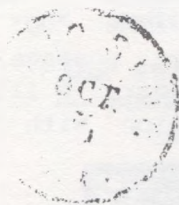
SCHUYLERS LAKE, N.Y.--JAN FEB MAY AND JUNE

UPPER SANDUSKY, OHIO 1892 (size approx.)  
also may be town initials

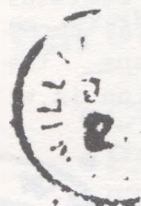
SHELBY, O



VINCENTOWN, N.J.



SING SING, N.Y. 1870



WILLIAMSPORT, PA.



SPARTANBURGH C.H., S.C. 1870



WILLIAMSPORT, PA.

to be continued



## MORE QUESTIONS THAN ANSWERS

by Roger Curran

In the January 1952 U.S. Cancellation Club Quarterly Edward L. Willard illustrated the cancel shown in Figure 1 and offered the following comment: "Perhaps



Figure 1.

one of the most universal and rarest of the double ovals comes from Providence, R.I. which is conventional in form except that the central oval contains a star, the only 'fancy' double oval . . ." That statement stuck in my mind because a fancy double oval seems such a contradiction in terms -- the idea that this bulky and ungainly type of cancel could ever be considered "fancy". But the description does rather fit.

Mr. Willard may well have revised his opinion of the uniqueness of the cancel as time went on because it isn't unique. Figure 2 is a



Figure 2.

very similar design from "...TER...ASS" with the letter before the "T" appearing very possibly to be an "S". "WORCESTER MASS" perhaps. Who can confirm this cancel or add other star double ovals? A similar but single oval from Lowell, MA is shown in Figure 3. In his book on



Figure 3.

U.S. cancels during the 1890-1900 period, Sol Salkind illustrates a single oval with star from Greensburgh, PA.

While on the subject of double ovals we'll mention the familiar New York City design shown in Figure 4. Perhaps the most common version is with "REG" in the



Figure 4.

center the center for registered mail. Other varieties

include those with any of a number of single letters denoting branch stations of the New York Post Office. Single numerals 1, 2 and 3 are also found which Arthur Bond reported in a July 1968 News article as being used on newspaper wrappers. Mr. Willard listed and explained several other varieties as follows: "CR" for Circular Room (very common), "FD" for foreign division, "UD" for unpaid division (see also Figure 5), "PO" for main



Figure 5.

post office, and "ID" for inquiry division. (Bond stated that the "UD" is found only on postage due stamps.) Figure 6 illustrates a version with "TB"



Figure 6.

in the center which came to our attention recently and for which we have no explanation. Who can tell us what



"TB" stands for and who can add other varieties to this "set" of very interesting double ovals?

We're close by taking note of a small design variation discussed by Mr. Willard. His drawing is shown as Figure 7 and he reported numerals 1, 2 and 3 at the



Figure 7.

bottom. An actual example is shown in Figure 8. In the



Figure 8.

July 1951 USCC Quarterly article he mentioned that it had been suggested, but unconfirmed by him, that the cancel was used in connection with supplementary mail. In a July 1954

article, he reported that the small numbers were "said to be steamship piers." In his excellent 1970 book Two Cent Red Brown of 1883-1887 he said only "We surmise a special usage, but as yet it has not been proven." He also stated that he thought the set with single numerals in the center (1-3) was for the same purpose, whatever it was. The Scott Specialized Catalog lists various New York City supplementary mail cancels and the Type G is a double oval somewhat reminiscent of Figure 7 with a number at the bottom. Who can help out with the Figure 7 cancel?

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## PROVIDENCE & STONINGTON RAILROAD



This railroad was chartered in May 1832 in Connecticut as the New York and Stonington RR and in Rhode Island in June 1832 as the New York, Providence and Boston RR. These two companies were merged in July 1833 under the later title. Although this was the road's official name, it was known locally as the Providence & Stonington or more simply as the Stonington Road.

The road was surveyed in 1835 and construction commenced late in that year. It was completed and open to the public in the Fall of 1837. As such the line opened a direct steam link between Boston and New York City. The northward connection was made with the Boston & Providence RR at the latter city. Initially this was accomplished by a ferry across the harbor inlet, but in

1848 the Providence Union Station was completed and a physical junction between the roads achieved. The westward connection to New York City was made by Long Island Sound steamboats of the New Jersey Steam Navigation Company. The steamboat route was necessitated until late in 1858, when with the completion of the New Haven, New London & Stonington RR, an all rail route was available between New York and Providence.

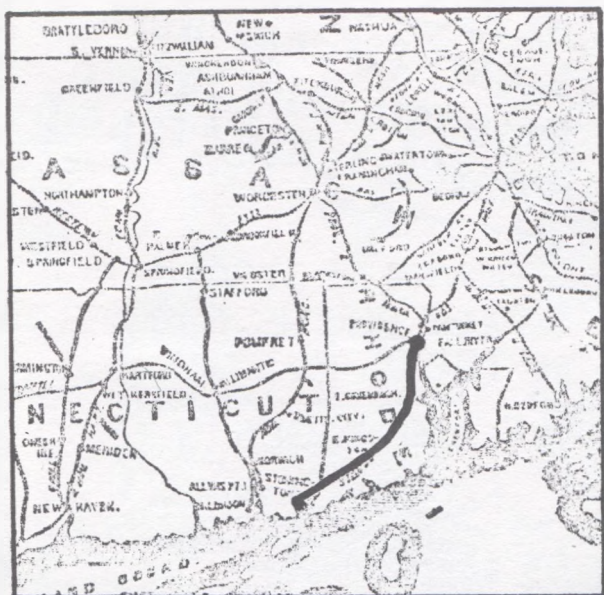
### MAIL ROUTES

The initial mail contract for this 48 mile route was ordered by the PMG in January of 1839 and specified a compensation of \$3150 per annum. The compensation was increased to \$100 per mile per year for the contract period commencing in 1841, however, at that point the route was combined with the steamboat service between New York and Stonington. Thus the pay for the Stonington to Providence section is only a realistic estimate based on the overall compensation of \$15,500 per year for the entire route from New York to Providence.

In March 1845 a new postal law was passed which instructed the PMG to segregate the railroad postal routes into three classes, to wit:

First class---compensation  
not more than  
\$300 per mile  
per year;

Second class---not more than  
\$100 per mile



Map of the Providence and  
Stonington RR.



per year;  
Third class---not more than  
\$50 per mile  
per year.

As this route was deemed to fall into the second class its annual remuneration was not affected. Thus the pay remained stable per mile, but was increased to \$5000 per year with the increased mileage due to the connection with the Boston & Providence RR, when the Union Station was completed in the latter city.

This pay remained static for the next 12 years, although the frequency of service was increased from six trips a week to twelve trips a week during the 1853 contract period. It was not until 1857, that the road received additional compensation for its second daily except Sunday trip, when the pay was increased to \$150 per mile per year or \$7500 per year.

It may be interesting to note that the line obtained most of its earned revenue from passenger service, this being about  $1\frac{1}{2}$  times the amount received from freight for the period prior to the Civil War. Of the total revenue received during this period only about  $2\frac{1}{2}$  per cent can be attributed to mail service.

#### ROUTE AGENTS

The original route agent on this line was William Harnden, who commenced the task in August of 1840. By 1842 his company assumed the duties as U.S. Express Mail agents between New York and Boston via Providence. In 1844 the Harnden & Co. agents were replaced by USPOD personnel. The express mail continued and this aspect of the

service was discussed in the Spring 1986 issue of the NEWS. Although this through service between New York and Boston continued through the period, the current article is more concerned with the local agents on the Stonington Road. The first such local route agent was Abeil Sherman, who started his duties on August 1st, 1852. Less than a year later he was replaced by John Babcock in May of 1853. Babcock remained the route agent until August 1861, when John S. Clark assumed the task.

#### POSTMARKS

Only one postmark has been isolated as used by these agents. It is a 32mm circular marking styled "Prov & Stonington/RR." Charles Towle in his opus on "U.S. Route and Station Agent Postmarks" (Mobile Post Office Society, 1986) catalogs it as 70 B-1. The postmark had a relatively long life span, i.e., from the mid-1850's (The earliest year dated cover that I have on record is one dated January 1855 to Peace Dale, R.I.) into the 1870's. The Wyer sale by Kelleher (1978) offered a cover bearing the mark with a 3-cent Continental Banknote stamp. Thus

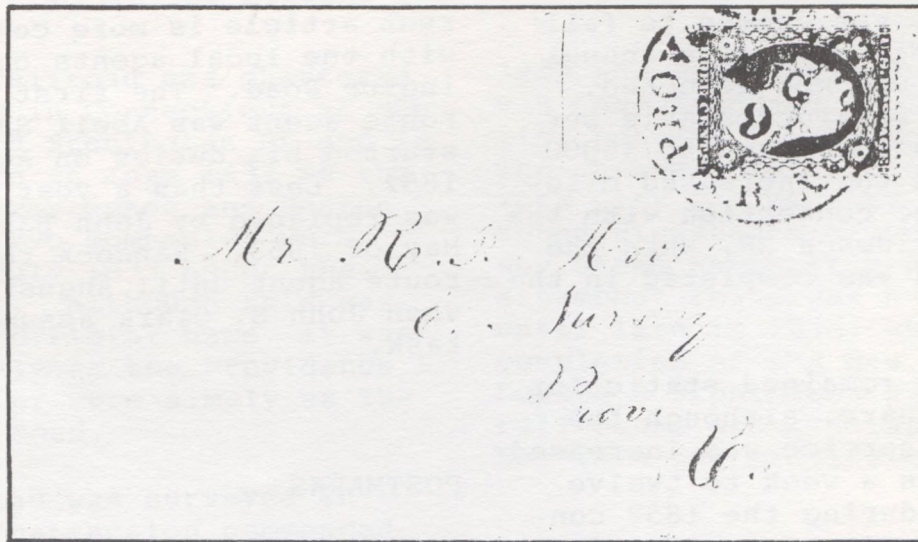


Towle 70 B-1, 32mm CDS --- known used from the mid-1850s into the 1870s.



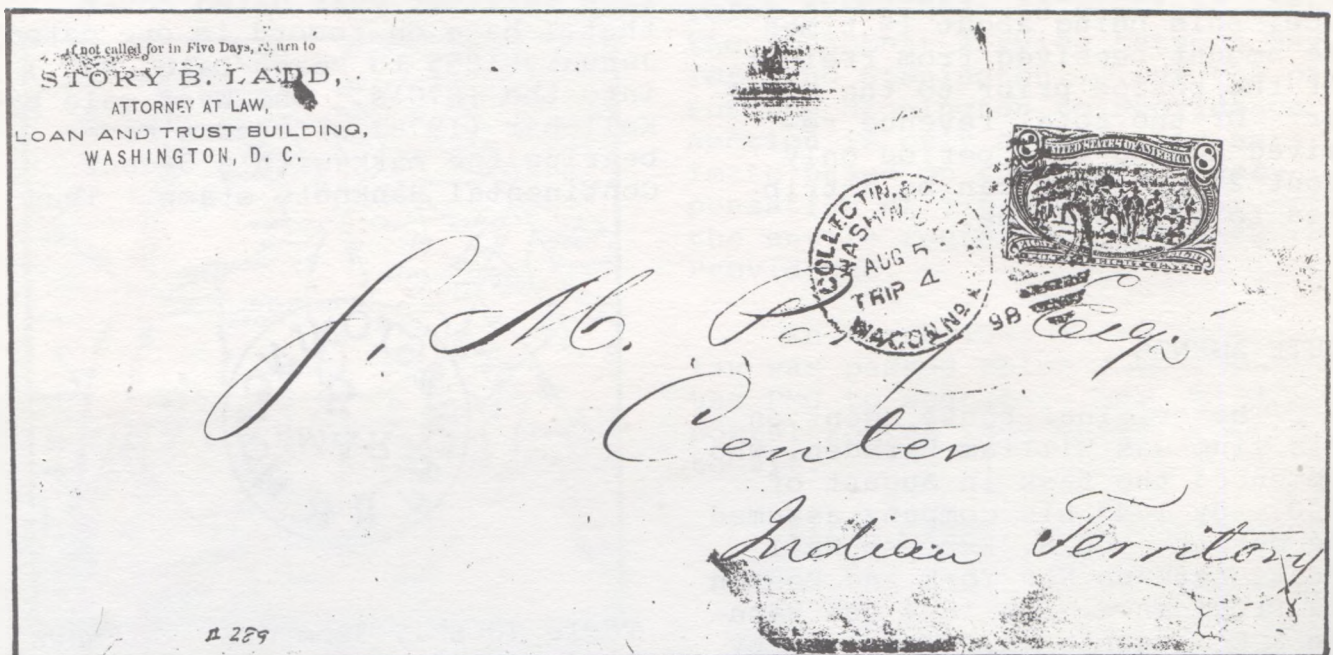
the device or one nearly identical to it lasted for approximately twenty years. Illustrated below

is a tracing and a cover where the postmark cancelled the 3-cent stamp of the 1857 issue.



"Prov & Stonington/RR" marking tying a 3¢ stamp of the 1857 issue (Type II) on an August 9th (year unknown) cover to Providence.

#### WASHINGTON COLLECTION & DISTRIBUTION WAGON



The only recorded C&D cover to Indian Territory; submitted by Robert A. Truax.



## NEW MEMBERS

- 1795 John H. Williams, 887  
Litchfield Ave., Sebastopol, CA 95472  
Calif. postal hist.
- 1796 Glenn F. Aichele, 29309  
Stadia Hill Lane, Rancho  
Palos Verdes, CA 90274
- 1797 William E. Brooks, 30939  
Brown, Garden City, MI  
48135 Mich post. hist.
- 1798 Michael Gleason, 20791  
National Lane, Huntington Beach, CA 92646 US  
mint & used; fancy cancel  
of 19th & 20th Cent.
- 1799 Lester C. Lanphear, III,  
PO Box 80843, San Diego,  
CA 92138
- 1800 Lawrence B. Lawson, PO  
Box 1043, Riverside, CA  
92502
- 1801 Oscar Thomas, 24451 Red-  
len, El Toro, CA 92630  
Pre 1880 cancels from  
Mono Digging, Masonic,  
Bridgeport or Benton, CA,  
Fancy multi-colored covs,  
Fancy covers with cancels  
on #610-612.
- 1802 Dr. Paul G. Abajian, PO  
Box 475, Essex Junction,  
VT 05453 3¢ green Bank-  
note & VT cancels in gen.
- 1803 Bedford F. Joyner, 1154  
West Perkins Rd., Memphis  
TN 38117 Cancellations  
on US Postal Cards
- 1804 Thomas V. Boettger, 512  
E. Maywood, Peoria, IL  
61603 19th & 20th Cent  
Ill postal cancels on  
covers, cards, etc --  
particularly Peoria Co.

## REINSTATED

- 890 Bernard Newman, 2004 De-  
lancy Pl., Philadelphia,  
PA 19103
- 1653 Thomas G. Pryzgoda, 24401  
Chamalea Dr., Mission  
Viejo, CA 92691 19th &  
20th Cent. cancellations  
& postal markings on US &  
possessions
- 1759 Harry C. Smith, 13300  
Indian Rocks Rd. #2104,  
Largo, FL 34644
- 1755 R.J. Daniel Wells, 10800  
SW 62nd Ave., Miami, FL  
33156 "Air Mail Saves  
Time" Biplane & Monoplane  
cancels; Flight covers,  
War covers
- 1075 Joseph Banchak, 5805 S.  
Christiana Ave., Chicago  
IL 60629

## WINNERS OF USCC AWARD

- BALPEX LeRoy Lipman, Jr.  
The 3¢ Banknote Series,  
1870-87
- SEPAD Milton Mitchell  
3-Cent Stamp of 1861-67

# WANTED OBSOLETE POSTAL ARTIFACTS (pre-1978)



SUCH AS POST OFFICE-view  
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MAIL ROUTES, SCHEMES OF  
MAIL DISTRIBUTION, POST  
ROUTE MAPS, BADGES, OTHER  
ITEMS. Send large self-  
addressed stamped envelope  
for free want list.

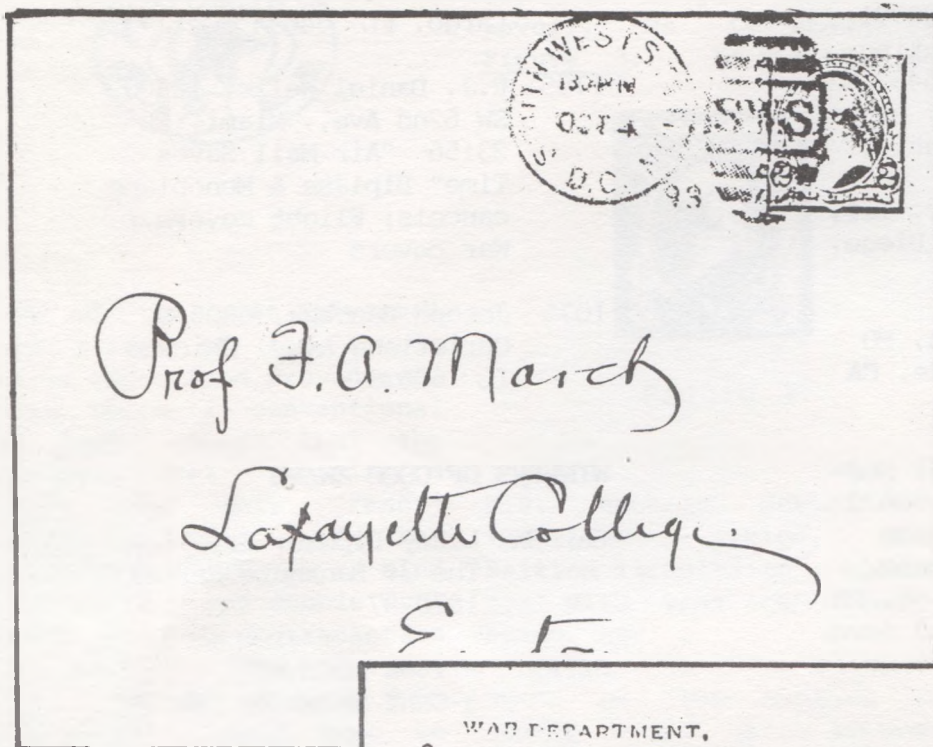
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12 EAST ROSEMONT AVE.  
ALEXANDRIA, VA 22301-2325





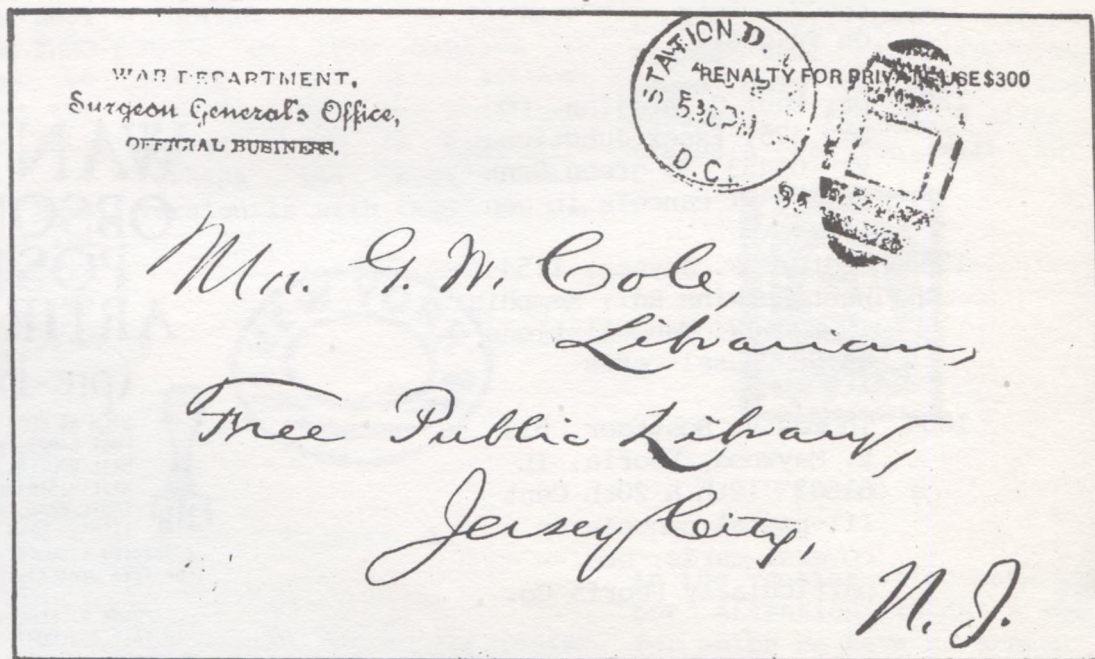
## SOUTHWEST STATION REVISITED

In the Spring 1989 issue of the NEWS, I discussed Southwest Station (Station D) of the Washington, D.C. Post Office. In that article I mentioned a duplex cancellation with the letters "SWS" in the elliptical killer. Thanks to Carl Stieg an illustration is now available. Carl and Bill Sandrik also submitted three Station D duplexed ellipses for the record. Note in the second of these markings the box within the ellipse contains "STATION/D". This inscription will probably not reproduce well. Thanks, Carl and Bill.

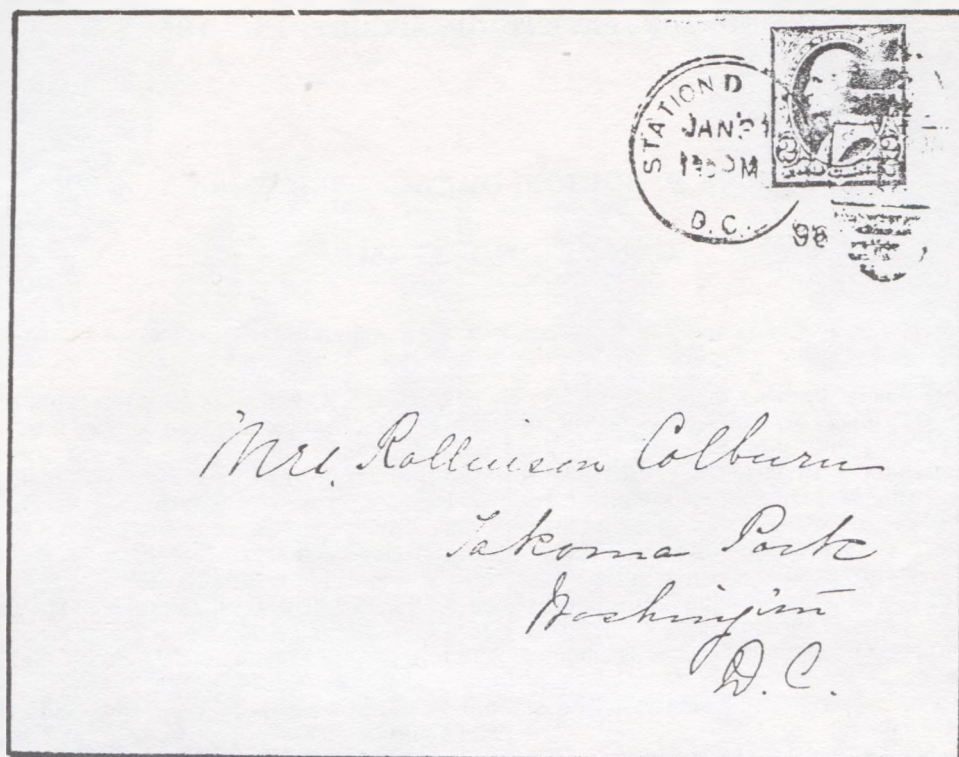


"SWS" (South West Station) within the box of an elliptical cancellation on a October 4th, 1893 cover to Pennsylvania.

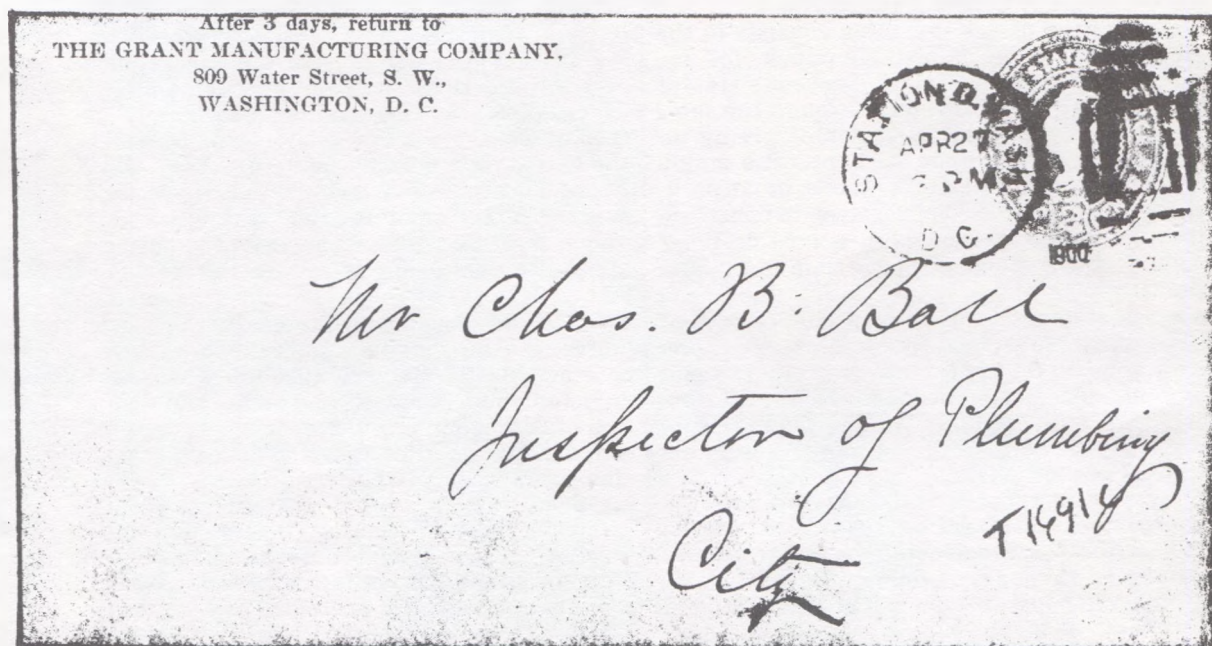
Station D duplex ellipse with an open box within the cancellation on August 2nd, 1895 cover to New Jersey.







Station D duplexed ellipse with "STATION/D" within the box of the cancellation on a January 31st, 1896 local cover.



Station D duplexed ellipse with an open vertical box in the cancellation on a April 27th, 1900 local cover.



## MARCUS NORTON PATENT OF AUGUST 15, 1865

MARCUS P. NORTON, OF TROY, NEW YORK.

## CANCELING-STAMP.

Specification forming part of Letters Patent No. 49,432, dated August 15, 1865; antedated August 4, 1865.

*To all whom it may concern:*

Be it known that I, MARCUS P. NORTON, of the city of Troy, county of Rensselaer, State of New York, have invented new and useful Improvements in Marking and Canceling Internal Revenue or Postage Stamps; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being hereby had to the accompanying drawings, with letters of reference marked thereon, which make a part of this specification.

Like letters represent and refer to like or corresponding parts.

Figure 1 is an elevation or front view. Fig. 2 is a view or section perpendicular through the center of each part of the said stamp, hereinafter more fully described. Fig. 3 is a face view of the stamp. Fig. 4 is a sectional view vertically through the center of each part, hereinafter more fully described and set forth. Fig. 5 is also a face view, showing the cork or elastic substance in combination with the center adjustable punch, hereinafter described.

The nature of my invention consists in the employment of an adjustable punch, for the purpose of canceling internal-revenue stamps by punching a hole or holes through the same at the same time and operation of giving an impression in ink upon such revenue stamp of the name of the person, persons, or corporation so canceling the same; also, in canceling postage-stamps by punching a hole or holes through the same at the same time and operation of giving an impression in ink upon such postage-stamp by means of a cork, wood, or any elastic substance in combination therewith, so as to thus effectually prevent a second or re use of any such revenue or postage stamp, arranged and combined in the manner substantially as and for the purposes herein described and set forth.

Having thus described the nature of my said improvement or invention, I will here proceed to describe the construction and operation of the same, which are as follows, to wit:

A is the body or main part of said stamp, and may be of any size, shape, or material which will answer the required purpose. Upon the lower end or surface of the said main part I construct a ring for the purpose of engraving thereon any name of person, bank, corporation, or business firm desirable.

D, Figs. 3, 4, and 5, is an adjustable punch made of steel, and of any size deemed best. This punch extends the whole distance from the stamping or lower surface of said main part A, Fig. 2, upward through the handle B, same figure; or it may terminate at any desirable point above such stamping-surface, care being taken to provide means for such parts of the paper as may be cut by such upon the inside of the same to escape, so as not to obstruct the full and free operation of such punch. It may be in the center of the stamp, or upon one or more sides thereof, the principle being the same in either case. This punch is provided with a male screw, *c c*, which is upon the outer surface of the said punch, and which corresponds to and operates in the female screw *d d*, Figs. 2 and 4. By the means of such screw the cutting portion H, Figs. 2 and 4, may be adjusted so as to cut the said stamp or paper on which the same may be to any depth required or desired. The said adjustment of the said punch is made by means of a screw-driver operated in the recess *k*, same figure, or by any suitable device. There is a stem belonging to the said main part A, which extends upward into the wood handle B, same figure. The said stem is screwed into such handle, as seen at *b b*, Figs. 2 and 4, by means of which the two parts are firmly held together. E E, Fig. 4, is cork, wood, or rubber, or any elastic substance surrounding the said adjustable punch D, same figure, which is for the purpose of blotting or defacing in ink the postage-stamp, at the same time of cutting or punching through the same a hole or holes by the means aforesaid. Surrounding the said cork, wood, or other elastic material through which said adjustable punch passes, and on the metal portion of the stamp, may be the name of the person, firm, bank, or corporation using the said stamp. There may be one or more such punches arranged upon or near the outer edge of said stamp. This said punch may be used and combined with the postage-stamp-canceling device patented to me on the 14th of April, 1863, in combination with the postoffice post-marking device as combined therewith for the purposes set forth in that patent. This stamp is to be operated in the same manner as that of the ordinary hand-stamp.

E, Fig. 5, shows a configuration upon the working surface of the said cork, wood, or elas-



tic device for the purposes aforesaid, and which may also have any configuration desirable, and will then cancel the postage-stamp in ink, and by a hole or holes punched through the same at one blow and operation of the instrument, while at the same time the post-mark will also be given upon the envelope near to the said stamp. The said punch will be guided and governed by the said screw in the said main part A, as aforesaid, and may be adjusted by any convenient means.

Having thus described my invention and improvements, what I claim, and desire to secure by Letters Patent, is—

1. The adjustable punch D, arranged and combined in the manner substantially as and for the purposes herein described and set forth.

2. The said punch, in combination with the cork, wood, or any elastic substance E, in the manner substantially as and for the purposes herein described and set forth.

In testimony whereof I have, on this 26th day of February, 1864, hereunto set my hand.

MARCUS P. NORTON.

Witnesses:

CHAS. D. KELLUM,  
C. R. INGALLS.

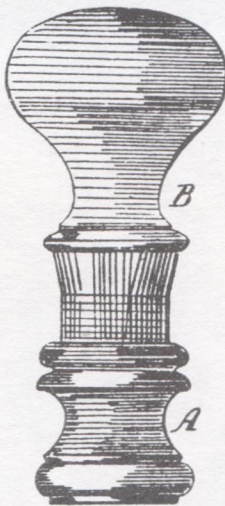


Fig. 1

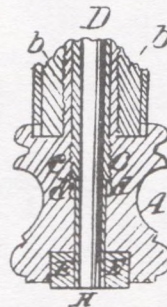


Fig. 4

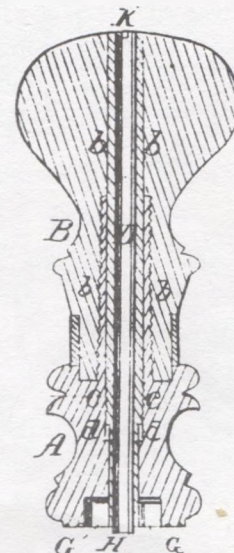


Fig. 2



Fig. 3

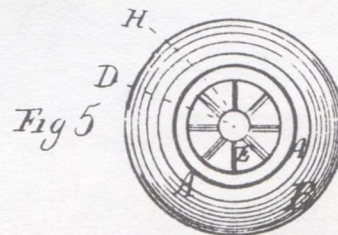


Fig. 5



## BROOKMAN REPRINTED

David G. Phillips Publishing Co., Inc., P.O. Box 611388, North Miami, FL 33161 has announced the return to the mainstream of U.S. philatelic literature of the classic three volume work THE UNITED STATES POSTAGE STAMPS OF THE 19TH CENTURY by Lester G. Brookman.

Originally published in 1967 by H.L. Lindquist Publications, Inc. from whom Phillips acquired the copyrights, the Brookman books have long been out of print and on those occasions when available from philatelic literature dealers or at auction they have frequently commanded prices in the \$300 to \$400 range.

Lester G. Brookman (1904-1971) a professional philatelist of Minneapolis, Minn. began his philatelic writing in the late 1930s and served as editor of the "American Philatelist" from 1941 to 1945. He was the recipient of numerous awards including the Stanley B. Ashbrook Cup of the U.S. Philatelic Classics Society, and the prestigious John N. Luff Award of the APS and he was widely recognized as a leading authority on 19th century U.S. stamps.

As he acknowledged in Volume I of his work, Brookman was fortunate in being able to draw "carte blanche" upon the works of such noted philatelists as Ashbrook, Chase, Luff, Brazer, and others whose important contributions to the body of philatelic literature have stood the test of time in almost every respect.

The Phillips' reissue of THE UNITED STATES POSTAGE STAMPS OF THE 19TH CENTURY is in three volumes totalling 875 pages duplicating the exact size, format, page numbering, full text, and all 1116 illustrations of the 1967 edition. The 65 chapters of the books deal with each individual issue of 1847 thru 1898 plus chapters on production of line engraved stamps, government authorizations and specifications for stamp issues, plate varieties, quantities issued, and dates of issue. The grills found on early U.S. stamps are discussed and illustrated extensively in ten chapters, and other subjects covered include special printings, proofs and essays, usages on cover, postmarks and cancellations, rates of postage, etc.

The books are printed on high quality paper for finest possible reproduction of the text and illustrations, and all volumes are hardbound with sewn bindings and newly designed dust jackets. The set of three volumes is available at \$120 plus \$5.00 for postage and handling from the Phillips Co., at the above address, or from leading philatelic literature dealers.

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