



Cancellation Club NEWS

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The New York Foreign Mail Cancellation "NYPO"

By J. H. Barwis

The New York Foreign Mail cancellation consisting of the abbreviation "NYPO" was reported in *Cancellation Club News* in 1988 (Weiss, Vol. 19, No. 1, p. 11). Weiss's article provided a tracing of the cancellation, which was shown as a solid, nearly trapezoidal rectangle with initials for the New York Post Office in negative. The purpose of this article is to confirm additional examples, and to illustrate the correct configuration of the cancellation, based on more complete strikes than the ones previously described.

Figure 1 is a strip of four 3-cent Nationals (Scott No. 147), with three clear strikes of the subject cancellation. As with the on-cover examples illustrated in Weiss's article, and later in his 1990 book, the killer was struck at an angle slightly inclined from the horizontal, so the abbreviation reads "up."



Fig. 1

Figure 2 is a tracing that shows several features not observable on the incomplete strikes available to Weiss:

1. There is a period after both the "N" and "P."
2. The "P" period is relatively large, oblate and irregular, not small and square. Although this aspect is shown in neither of Weiss's tracings, it is evident in the photographed cover on page 220 of his book.
3. The left upright of the "N" thickens upward and appears to have been square at the top before breakage, or perhaps before a slip of the carving knife.
4. The upper interior angle formed by the arms of the "Y" is smaller than the nearly 60 degrees or the 45 degrees shown in Weiss's 1990 and 1988 tracings, respectively.
5. The left side is less bowed than the Weiss example.
6. The device has broken above and below the "Y."

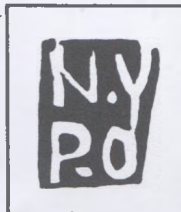


Fig. 2

The 1988 Weiss article reported the on-cover examples as being on 3-cent Continentals. The stamps are actually Nationals because the enclosed letter is dated May 4, 1872, and the Continental plates were not made until April 1873. Additional off-cover examples have been found by Hubert Skinner, all on 3-cent Nationals.

For cancellation students trying to establish the time range of killers, 3-cent Bank Notes are particularly useful because they are inexpensive, and because the stamp's four common printings conveniently segment its life into periods that can eliminate certain years from consideration. Unfortunately, the various printings are often misidentified, or simply ignored by generic descriptions like "3-cent green" or "3-cent Bank Note." I urge fellow members to be more rigorous in identification and description. Even the paper varieties of on-cover examples can be identified with some practice.

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Secretary's Report: The Status and Future of the Club

By Gene Schrier

The U.S. Cancellation Club has been with us for almost 50 years. During that time we have had nearly 2,000 members and published *Cancellation Club News* on a regular basis. We grant an award at major domestic exhibitions. A notable part of our history has been the development within the club of a group interested in machine cancels, with the ultimate formation of the separate and successful Machine Cancel Society.

Since that time the vitality of the U.S. Cancellation Club has been more sporadic. The club's energy level seems to depend on how much time one or two people can devote to it. Since Bill Bomar has relinquished the position of sales director and Tom Stanton has surrendered the editorship of the *News*, all the club's jobs have accumulated (been "dumped") on one person. In addition to my responsibility for this publication, I am also acting as awards chairman, maintaining the mailing list, collecting the dues and handling our money. If Lloyd Bentsen were to look at me in a debate, he would certainly be right in saying that "I am no Charles Root." I don't in any way aspire to become a Charles Root, who was our founder and the club's chief mover and shaker for many years.

The present situation is ultimately untenable. To ask other members to do these various jobs is not as easy as it seems. It took six months for George Lewis to find someone (me) to replace him as secretary-treasurer. As usual, the positions that require the most (unpaid) effort are the most difficult to fill.

This issue of the *News* is an experiment. Fortunately, two very good articles have come from the membership and are presented here. Furthermore, I have used the excellent services of Harlan Stone as a paid consultant to put together this issue. There are a few more contributed items in the house, and Harlan can continue to be paid on an issue-by-issue basis to prepare the *News* for us. What we need very badly is a steady stream of articles. These can be short or long and with unprescribed themes. Such an outpouring of material would be the best indicator of continued interest in the mission of the club as a disseminator of information regarding U.S. cancellations.

Another area of concern is the not inconsiderable amount of clerical work that is required. I believe that this problem should be addressed by paying someone on a month-to-month basis to keep the mailing list, log the dues payments, send out information to prospective members, process applications, mail out awards and the *News*, and type correspondence. Paying someone to do this is a departure from past practice and should be commented on by the membership. Such a person could be paid on an agency basis and does not have to be an employee of the club. We have the funds to do this for the immediate future, but both the editing and assembly of the *News* and the record keeping and secretarial service would require a dues increase in the future. I would

have no problem remaining as the unpaid executive secretary-treasurer under these circumstances and could supervise these endeavors. Approval of such an arrangement would also make it easy to find my replacement in the future. I invite your comments on what has been described here.

The Sales Division is yet another problem. Bill Bomar, who did yeoman's work on this for six years, indicated when he passed the materials to me in Florida this summer that there may be more work than the division is worth. There is also the problem of liability to the club should a major loss of materials occur, as happened a few years ago. At the moment the Sales Division is not functioning, and I need to distribute its assets to the owners. I need suggestions or comments regarding this aspect of our operations. Is it possible to work with the APS more than we have in the past? Would an auction format such as other clubs use create interest and serve us better? I would like to hear from you about the future of the Sales Division.

One alternative to these proposals to improve our operations has been raised by several members: that we disband the club and place its assets with another or several other organizations. This suggestion has been raised several years. I have talked recently to a number of members about it. My informal survey comes out evenly divided on this issue. The problem is that once a living (albeit struggling) organization is removed from life, there is no bringing it back. Witness the 1869 group and many others. Ours has done some good things and I think could do more. Please comment.

You can see that we really need your help as never before. Primarily, your willingness to share your interest, in a form we can publish, however brief, would go a long way towards reassuring people that the club still has its place.

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Free Delivery Carrier Markings

By Roger R. Rhoads

Over the years there have been many articles and books written on the private carriers and mail services that competed effectively with the U.S. Post Office Department (POD) in the 19th century. If you want to research a cover with Blood and Co. or Floyd's Penny Post markings, there are a number of resources to turn to. However, I have been able to find very little written about the carrier markings used after free city delivery began in 1863. Therefore, using a slim stack of covers, as many references as I could find and the help of other collectors, I have tried to put into this article the sum total of my findings. Perhaps this will encourage readers to add more information for a future update.

Prior to free delivery, either you went to your local post office to pick up mail or, in many cities, you paid a small amount (one or two cents) for home or business pickup or delivery by your private local post or a carrier under contract to the local post office. That changed on July 1, 1863, when free city delivery started in New York and 48 other cities by an act of Congress.

End of POD Competition

This was the last chapter in the POD's fight to eliminate competition. The Congressional act not only set up free government carrier service in these towns, but it also ruled that "no extra postage or carriers' fee shall hereafter be charged or collected upon letters delivered by carriers, nor upon letters collected by them for mailing or delivery." Thus, even if your city was not one of the 49 chosen, nevertheless your local "Penny Post" service ended as well. Though the regulations were changed in May 1865 to allow postmasters to hire penny postmen where free delivery had not yet been approved, private posts were now out of business.

No one seems to have a theory of how the original 49 cities were chosen. Meyer related that Elliott Perry had records accounting for about 70 cities that, prior to July 1863, had officially appointed carriers whose income was derived from the pennies charged for this service. Therefore, it could be assumed that the 49 came from those 70 since they readily could have put systems in place by simply hiring the previously bonded carriers.

The POD expanded the service to other cities only as revenues warranted so that an *Official Guide* lists a total of only 87 with mail carriers in 1874. Interestingly, 37 of them, including major cities such as Chicago and Detroit, were not on the 1863 list. However, due to incorporation with nearby post offices (e.g., Germantown with Philadelphia) and other reasons, 14 on the original list no longer had free delivery by 1874. Perhaps it was because the amount of mail being delivered did not justify the cost, even though an annual salary in 1863 was only \$200 to \$500 in these orphaned towns and they had the option to go back to penny postmen.

At the top of the list for 1874, New York had 379 men in that service, followed by Philadelphia with 207 and Chicago with 144. At the bottom such smaller towns as Covington, Kentucky, and Hoboken, New Jersey, had only four, the smallest number for any city. It appears that something other than relative size was the rationale for getting free delivery. I suspect it may have had something to do with being the hometown of an influential congressman or one of his valued patrons.

The public had previously become accustomed to multiple deliveries by local posts. For example, Blood and Co. in Philadelphia advertised in the 1850s that it offered four box pickups per day and delivery every two hours. Obviously the POD had a tough act to follow. Therefore, multiple daily deliveries were the norm. New York City in 1867 had five deliveries per week day with less service on weekends in the major business district (south of 65th Street). Chicago had five business deliveries, and Philadelphia had as many as seven in the mid-1870s. You could also expect two or three deliveries in the residential districts of those cities.

This frequency apparently was part of the overall effort by the POD to reduce transit time by using railroads and to deliver mail as quickly as possible. As an illustration of its effectiveness, recently I randomly picked 50 out-of-town covers from a shoebox full of UX3 cards addressed to the same business in downtown Chicago in 1875. Using the postmark as well as the carrier marking on each, I calculated the elapsed times. More than half (56%) were delivered within one day of the postmark, including many from distant states. In fact, there was only one card that took as long as four days to be delivered, and that was from New England. Talk about service!

Carrier service markings, therefore, may have been an effort to show the local citizens that any delay in receipt of their mail should not be blamed on the free system and that delivery was as swift as the deceased "Penny Posts." Perhaps they were used much like a receiving mark, and some authors refer to them as such. Strictly speaking, though, they only noted delivery service. If you, the reader, have any better explanation, I would appreciate hearing it.

Another mystery is how few cities used such markings on a regular basis. My search has found strikes for only 16 of the 87 on the 1874 list. The most common is from Chicago, which in 1875 used the marking on virtually all out-of-town mail (as noted in my shoebox study), though prior to 1873 the marking is quite scarce. Other cities rarely used it. An example is Louisville, Kentucky. Meyer illustrates a carrier-marked cover from 1866, but Cohen in his exhaustive monograph on Louisville postmarks does not show any carrier strikes.

Regardless, by 1879 the POD began to require receiving marks on all out-of-town mail, and indications of carrier ser-

vice began to disappear. However, at least one continued to be used until near the turn of the century.

"C" and "D" markings used in handstamps, Wesson time-on-bottom cancels and Leavitt machine cancels were also starting to be used in this period. However, they do not denote carrier service. "C" is not for "carrier" but denotes that the piece of mail has been picked up from a collection box remote from the post office. "D" is not for "deliver" but refers to a piece that was deposited or dropped at the post office. Apparently later machine cancels incorporating these letters do not indicate any particular special service at all. Therefore, the only markings that are covered in this article are those that clearly indicate carrier service, such as "CARRIER" or "CITY DELIVERY," or can by other means be interpreted as such.

In general, these markings can be chronologically listed in the following way:

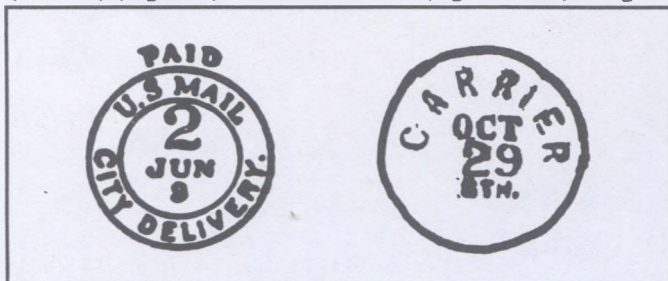
1. 1863-1870 Types
2. Banknote Era
 - a. City-Mute CARRIER
 - b. City-Specific CARRIER
 - c. Non-Standard Types

All strikes are in black unless otherwise noted. An author who has reported a range of dates is identified in parentheses (e.g., Clarke). If a cover has no marks to establish the year, the years of issue of the stamp or postal stationery are shown as "NYD (18XX-XX)."

1. 1863-1870 Types

New York (Skinner, Type PM-CR2), 1864 (Figure 1). The "2" was the rate charged prior to free delivery. Apparently this was a carryover from the New York Post Office "Penny Post" and used in the initial part of the free period due to the lack of an appropriate device. Another similar marking used in 1863 is shown by Skinner with no note on its possible usage after July 1.

Philadelphia (author, Clarke, Type I20b), 26mm., NYD (1867-70) (Figure 2). Ordinal numbers (e.g., "6TH.") design-



Figs. 1 and 2

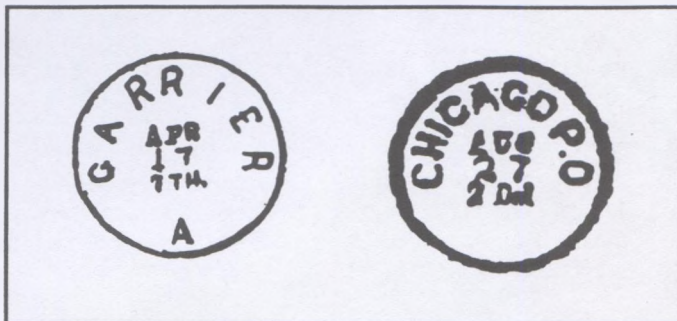
nated the delivery on that date. Other varieties exist with "PM" in place of the delivery number in both black and blue.

Philadelphia (Clarke, Type I21), 26mm., NYD (1869-70), similar to Figure 2, with ordinal below date and "x" at bot-

tom. Known with number followed by "DEL," without delivery number, and also in blue with "D" following the number.

Philadelphia (Clarke, Type S32a), 27mm., 1869, "7TH." delivery from Station "A" (Figure 3).

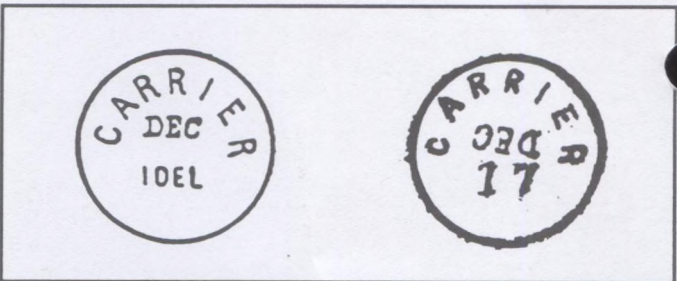
Chicago (Piszkiwicz, Type I), "2 Del," 27mm., 1868 (Figure 4).



Figs. 3 and 4

Boston (Blake and Davis, Type 2247), "1 DEL," 25mm., 1869 (Figure 5). A transparent overlay shows a second illustration (Type 2248) with "3 DEL" to be identical.

Rochester (author), 24mm., NYD (1864-70) (Figure 6). A similar 25mm. device was used by Louisville in 1866 (Meyer).



Figs. 5 and 6

2. Bank Note Era

2a. City-Mute CARRIER

As the Bank Note era opened, it appears that the city-mute CARRIER devices were being supplied from the same source. By using transparent overlays, one can easily ascertain minor changes in letter spacings. Exact matches of two strikes from different cities, however, would indicate the same manufacturer.

Paul Berg in his "Chicago Blues" book used this method to identify seven different blue variations of the Chicago mute marking (Types CAR 1-6, 15). Recently I identified two other types which are called CAR 16 and 17 and shown in Figures 7 and 8. If they seem to be a bit less distinct than other illustrations, it is because the devices used for the Chicago markings were apparently of the "ticket-dater" type with a pre-linked ribbon inserted between the die and anvil. Thus, under a magnifying glass, the marking is shown to be



Figs. 7 and 8

composed of a series of dots with a linen-like appearance. Only Chicago used this adaptation to its devices. The usage span for these mute markings is from July 1873 to December 1874, and their diameters varied from 25 to 27mm.

The following are cities that used very similar strikes. Where there is a match with Berg's drawings, it is so noted.

Same Font and Lettering Size as Chicago:

Chicago (CAR 6), black, 26mm., June 1873, not of the ticket-dater variety, (author).

Cleveland (CAR 15), blue, 26mm., December 1873 to December 1874, (Allen and author).

Quincy, Massachusetts (CAR 3), 27mm., 1875, (author).

San Francisco (CAR 1), 27mm., NYD (1873-75), (author).

San Francisco (CAR 4), 26mm., 1875, (author).

San Francisco (CAR 17), 27mm., November 1873 to November 1877. Varieties include 8mm. rim gaps at 3 and 9 o'clock, 1877; 6mm. rim gaps at 3:30, 7:30 and 12 o'clock, 1875-78; and large "T" replacing date and time, NYD, (Mahoney).

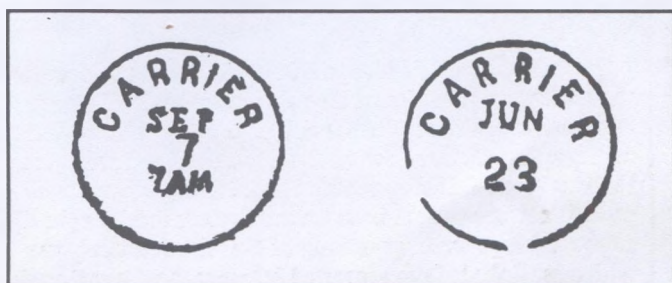
Troy, New York (CAR 17), 27mm., 1874, (author).

Washington, D.C. (CAR 16), red, 26mm., NYD (1873-75), (author)

Same Font but Slightly Larger CARRIER Lettering:

Atlanta, 27mm., 1873, (author) (*).

Detroit, 25mm., 1873-75, (author).



Figs. 9 and 10

Easton, Pennsylvania, 26 1/2mm., NYD (1873-75), (author).

Easton, Pennsylvania, 27mm., NYD (1875-81), (author), (Figure 9), (*).

Providence, Rhode Island, 27mm., NYD (1879-83), (author), (**).

St. Paul, Minnesota, 27mm., 1873, (author), (*).

San Francisco, 27mm., 1875, (author).

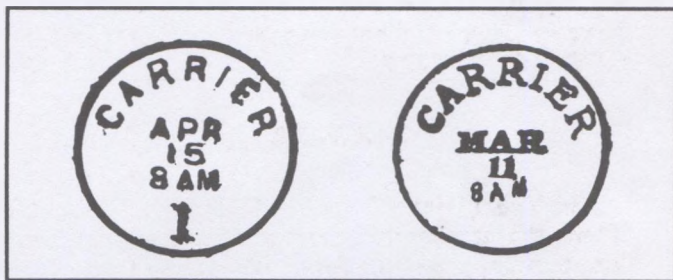
Troy, New York, two varieties, 26 and 27mm., 1874-76, (author).

Washington, D.C., red, 27mm., NYD (1873-75), (author), (*).

Washington, D.C., green, 27mm., NYD (1870-74), 3 and 4mm. gaps at 6 and 9 o'clock, (author), (**).

Washington, D.C., black, identical to green variety above, NYD (1873-75), (author), (Figure 10), (**).

Washington, D.C., 28mm., Delivery "1," 1887, (author), (Figure 11).



Figs. 11 and 12

Washington, D.C., 26mm., Delivery "2," 1885, (author).

(*) Markings are identical.

(**) Markings are identical.

Serif CARRIER Lettering:

San Francisco, 27mm., year below time, 1878, (Mahoney).

Washington, D.C., purple, 27mm., NYD (1873-75), (author), (Figure 12).

Washington, D.C., purple, 26mm., 1880, (author).

Differences such as rim gaps and colors may have been used as means of identification by individual carriers.

Note that many of these markings are the same or use the same font, differing only in spacing or size. This indicates there were only a limited number of suppliers, perhaps no more than two, working with engraved molds from which these devices were cast. A good guess is that one of them was John Goldsborough of Philadelphia, who was under con-

tract during the mid-1870s to supply devices to first and second class post offices and who held a number of cancel device patents.

2b. City-Specific CARRIER

Chicago began using the type of marking shown in Figure 13 in November 1874 and employed it until December 1876 in blue. The color was then changed to magenta from February 1877 to October 1881, with black being used occasionally

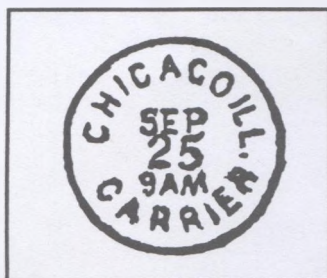
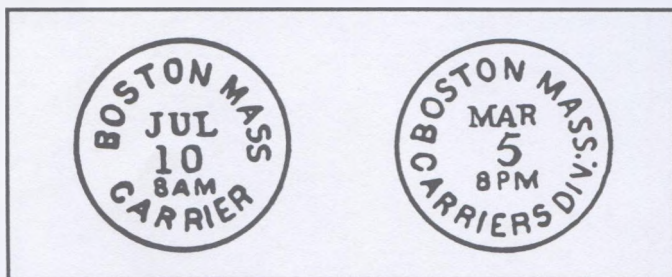


Fig.13

during the magenta period and then exclusively from November 1881 to August 1884. At times apparently no markings were used; for example, in 1880. As before, the devices were of the ticket-dater type. Berg lists eight lettering space varieties (CAR 7-14). All are 27 1/2mm. in diameter (Berg and Piskiewicz).

Cleveland used a very similar 27 1/2mm. device in blue from November 1874 to September 1875 with "CLEVELAND O." in place of "CHICAGO ILL." (Allen). Poughkeepsie, New York, also used the same design with a 26 1/2mm. device in 1882 with "POUGHKEEPSIE N.Y." inserted (author). The only other city that seems to have used this style is Evansville, Indiana, in the period 1896-1900 (Meyer).

Boston used nine types generally like those in Figures 14 and 15 (Blake and Davis, Types 2252 and 2257) from June 1878 to August 1880.

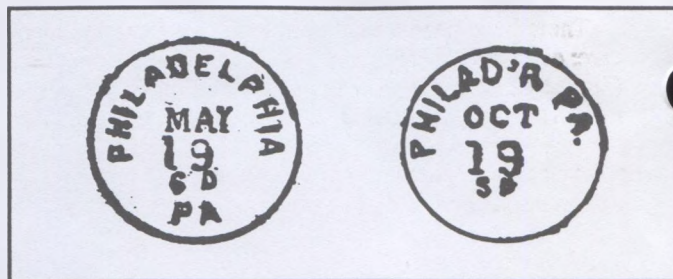


Figs. 14 and 15

2c. Non-Standard Types

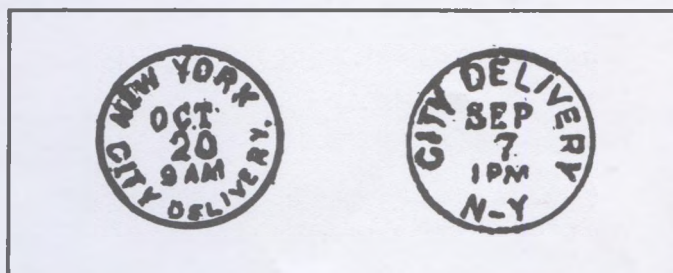
Philadelphia used a modified 27mm. circular date stamp with the delivery of the day ("6 D") at the bottom from April to June 1873 (Clarke, Type 131) (Figure 16). A similar type with a 26mm. diameter and different city spelling was used in 1874 ("5 D") (Clarke, Type 116b) (Figure 17).

New York used "CITY DELIVERY" in its cds in four primary configurations, which are shown in Figures 18-21. Figure 18 at 22 1/2mm. was used from mid to late 1873, and Figure 19 at 23mm. from late 1873 to early 1875. Note that there is a sub-variety of Figure 19 with "N.Y." instead of "N-Y." Figures 20 and 21 include the stations of origin in their

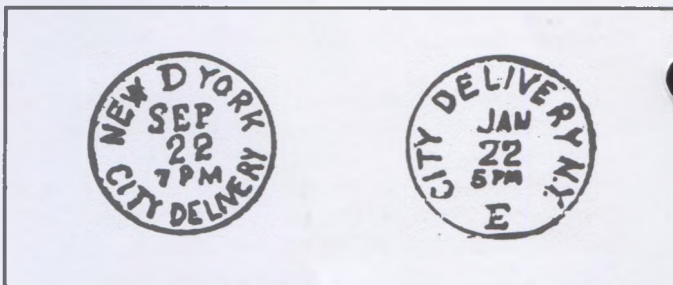


Figs. 16 and 17

designs. Figure 20 at 23mm. has been found used from Stations A through F as well as K and L from August 1873 to October 1874. Figure 21 at 22 1/2mm. has been found only from Station E in 1874. There are several other letter spacing sub-varieties that can be identified in my articles in the *News* (Whole Nos. 188 and 207).



Figs. 18 and 19



Figs. 20 and 21

The last type of marking, illustrated in Figure 22, has been discussed by me in the two prior issues of the *News* cited above. I have argued that this was an experimental carrier marking with the top number representing the month and the middle one, the day. Previously I opined that the bottom number was used to identify the individual carrier much like the numeral killers used in this era. Tom Stanton commented at the time that this may represent the delivery of the day. I now agree with him. Numbers 2 through 6 have now been recorded. Since the New York Post Office hired so many carriers, certainly higher numbers would have surfaced if this were a personal identification. Skinner's article pictures a New York Post Office broadside indicating five daily deliveries in the business district in 1867. It would not be much of a stretch to imagine six deliveries to be the norm a few years later.

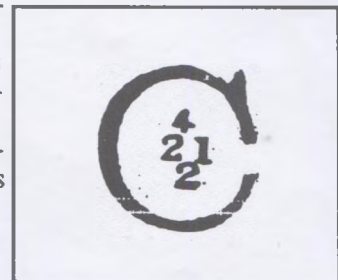


Fig. 22

There have been a total of nine usages recorded by me to date: eight postal cards and a one-cent Bank Note stamp (Scott No. 156). All cds and docketing dates agree with the month and date numbers inside the large "C." Seven of the cards were used in March and April 1875. The lone stamp is marked "7/6/6" inside the "C," which would mean the sixth delivery of July 6 with, of course, no year indicated.

About a year ago the ninth piece came to light. Garry O'Neil sent me a copy of a UX5 postal card dated August 18, 1876. Could it be that the marking was used during two distinctly different time spans: March-April 1875 and July(?)–August 1876?

Garry also mapped the addresses on those where possible. All were within the immediate vicinity of the Main Post Office location in those years and well away from the Station C district. Furthermore, the Maltese cross cancels on three cards were identical, and their cds type has been previously linked to the Main office. Thus this was not a station marking. Finally, the messages on the cards all seem to be business-related, which would be appropriate for the area around the Main office.

The only question that remains is why has this marking not been reported on a cover? Mr. O'Neil notes that even the one-cent Bank Note may have been originally affixed to a trade or advertising card. Do any of you readers have such a cover or know a reason why cards may have been segregated for this marking much as they were when the Leavitt machine canceler was being used? By the way, a Leavitt machine was being used in the Main Post Office from June to October 1876, which would span the UX5 usage time.

Well, that's all I have for now, and hopefully you readers can add more. Thanks to Ted Bozarth and Richard Graham for setting me straight on "C" and "D" markings and Garry O'Neil for his sleuthing.

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