



# U.S. Cancellation Club

# NEWS

Vol. 34, No. 4, Whole No. 305, May 2018



*This 1851 cover with a tell-tale square eleven-bar grid transited through New York City enroute to Springfield, Massachusetts. Starting on page 64, Ardy Callendar explores the markings made, and the routes that mid-19th Century mail took, in the journey north-east from Philadelphia.*

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*The Official Journal of the United States Cancellation Club*

## *The United States Cancellation Club NEWS*

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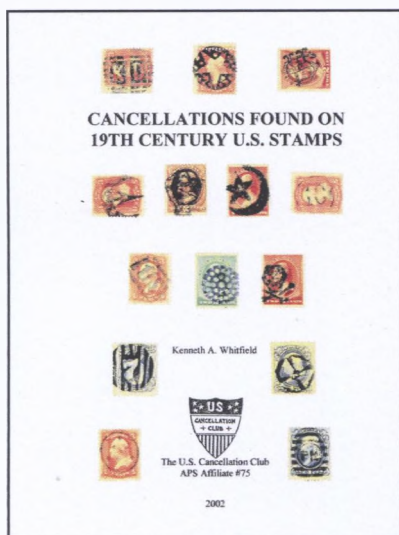
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Checks made out to U.S.C.C. should be sent to Roger Curran,  
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## More on Philadelphia's Earliest Ellipses

Roger D. Curran

The November 2015 *NEWS* carried an article on a rare 13-bar Philadelphia ellipse cancel designed to be struck in a horizontal position rather than the almost-universal vertical. Only one on-cover example and one off-cover example of the horizontal aspect have ever been reported. The one cover is postmarked "APR/4" with no indication of a year date present.

At the time the 2015 article was written, there had been only seven on-cover examples reported of a similar-appearing 1877 Philadelphia ellipse, albeit with a vertical orientation, also involving 13 bars, with a shaded "2" in the center, a tracing of which is as seen in Figure 1. The covers range in date from February 20 to April 23 with only one in February and the other six in April.



Figure 1

Due to the similarities between these ellipses and the fact that the horizontal ellipse was struck in April, it is assumed, but not confirmed, that the horizontal ellipse was also struck in 1877. In addition to the differing ellipse orientations, however, it should be noted that the two postmarks vary a bit in size and one involves a three-letter month designation and the other a two-letter. The vertical ellipses are important because they are the earliest documented ellipses used in Philadelphia.

The above serves to introduce two newly-discovered on-cover imprints of the vertical ellipse, dated June 28, 1877, as seen in Figure 2, and dated June 2, 1877 in Figure 3. The reported uses suggest that they may have been tested sporadically for several months. Who can report additional examples that can be added to the list? ■



Figure 2

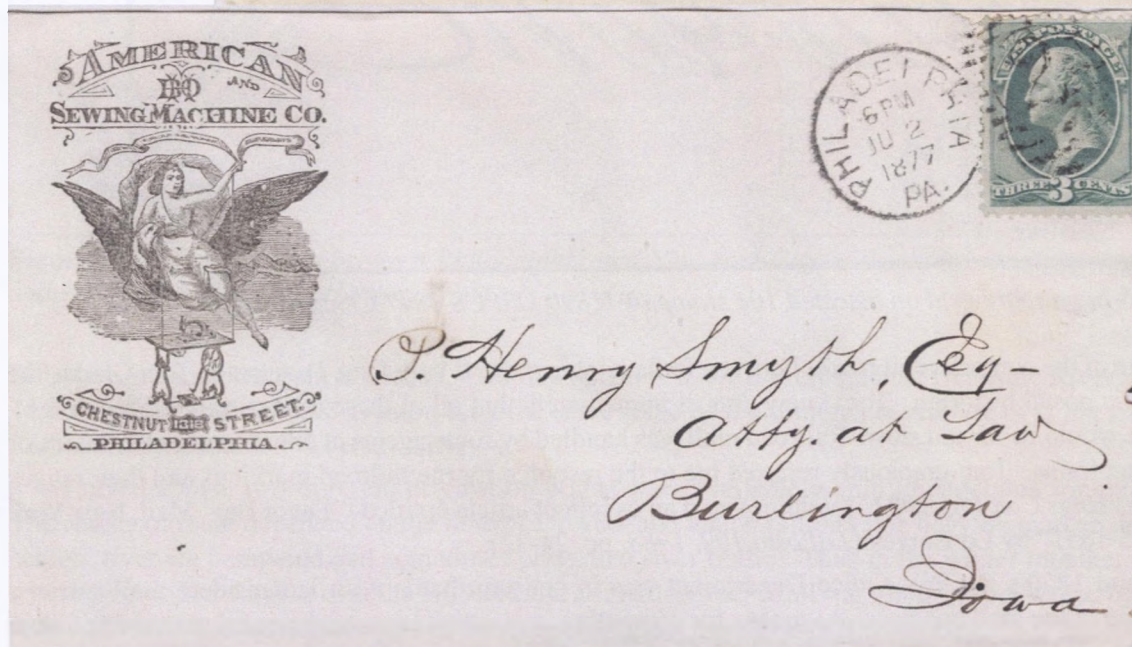


Figure 3



## New York City's Square Grid: Questions Answered

Ardy Callender

In the November 2017 issue of the *NEWS* I examined some of the more unconventional uses of New York City's square grid cancellations. Perhaps the most curious case involved stamped mail originating in Philadelphia and sent to New York City addresses without any type of cancellation or postal markings. Upon arrival at the NYPO, postal clerks cancelled the adhesives with the square grid cancellation but did not apply the NYC datestamp. Section 501 of the 1847 postal regulations required stamps be "immediately cancelled in the office in which the letter or packet may be deposited." So what could be the reason for the NYPO receiving this Philadelphia mail with no postal origination markings and un-cancelled adhesives during the middle and later months of 1851?

Assuming this practice was not isolated to the 1851 Issue, a search of other square grid articles ensued. A quick review turned up an article by Gordon Eubanks (*Chronicle*, 2009) in which a folded letter from Philadelphia arrived un-cancelled at the NY Post Office and was subsequently cancelled with a red 13-bar square grid, yet no other markings were present. Noteworthy about this folded letter, seen in Figure 1, was that the 10¢ 1847 adhesive was a bisect! The folded letter was sent by the Philadelphia & New York Steam Transportation Co., and is datelined 'Philadelphia, 28 June, 1851'. The enclosure is a bill of lading for a shipment of ale towed by the tugboat *Anthracite* via the Delaware and Raritan Canal. Eubanks suggested the letter was either rated at the 5¢/under-300-mile distance or possibly an overpayment of the 2¢ drop rate (assuming the letter was carried on the barge and placed in the mail stream in NYC). Regardless of which scenario applied, it certainly mirrored the covers the author recorded in the original article.



**Figure 1.** 13-bar square grid on bisected 10¢ stamp. (# 11890 USPCS 1847 Census)

With little knowledge of the contract mail routes between Philadelphia to New York City, I contacted Tom Clarke, the pre-eminent Philadelphia postal historian. Tom knew almost immediately that all of these covers traveled to NYC by train, not barge; a barge would be far too slow. Railroad mail was handled by route agents at either terminals/stations or actually onboard moving trains. Tom graciously referred me to the resource for the railroad markings and their ranges *Towle's U.S. Transit Markings Catalog*, 1982, 4 volumes. and an excellent article entitled "'Favor Bag' Mail; New York City-Philadelphia, 1845-1851" by Ed Harvey (*LaPosta* 109, 1988, pp. 24-32).

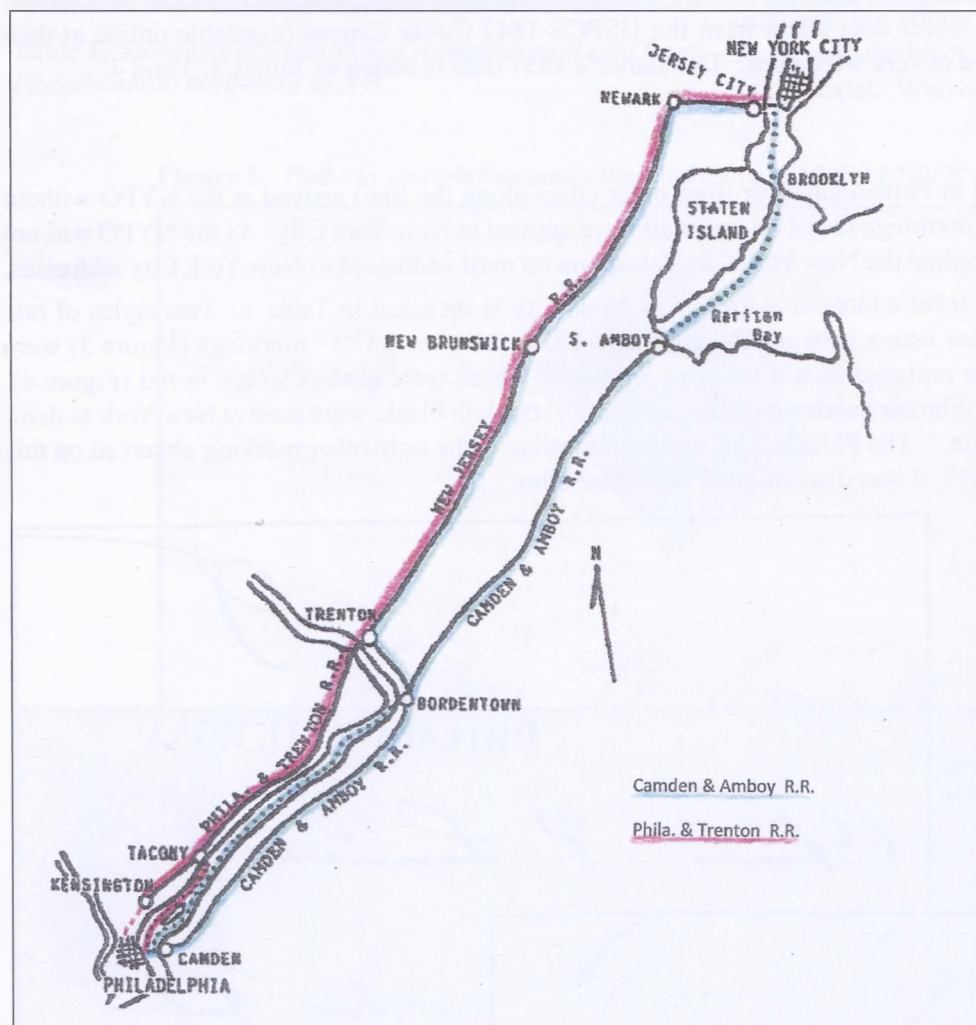
During the 1840's and 1850's the Post Office Department was in constant battle with independent mail carriers, competing for their share of the mail business. As means for competing, restrictive laws were passed, postal rates were



reduced and other methods to expedite mail service were employed. One such attempt to improve post office business, as explained in Harvey's article, was "the installation of a 'Favor Bag' on the ferry between New York City and Jersey City NJ from which point trains carrying mail for Philadelphia departed." Last minute mail could be placed into this bag by the general public but, more commonly, New York's business merchants used this service, seeking faster conveyance of their business correspondence. It seems a similar system ("Favor Bag") was installed in Philadelphia, crossing the Delaware River by ferry catching the northbound train at Camden NJ or steamboat upstream to Tacony PA.

## Railroads

Two main railroads carried contract mail northward from Philadelphia during this period: the Camden & Amboy Railroad and the Philadelphia and Trenton Railroad. Figure 2, modified from Harvey's article, details the routes each railroad took between Philadelphia and New York City, some 95 miles distant.



**Figure 2.** Railroad routes between Philadelphia and New York City in the 1840's and 1850's (modified from Harvey, 1988)

Delaware, meeting the train at Tacony. Heading northward, the line crossed the Delaware River at Morrisville PA. From Trenton, the Philadelphia & Trenton took the same route as the Camden & Amboy over the tracks of the New Jersey Railroad onto its station in Jersey City.

As noted above, two different origination points were available within Philadelphia for each of the railroad lines. The choice of route depended on the time of the year and which railroad line held the mail contract. During the winter season, river ice hampered and sometimes prevented river traffic. Thus in the winter months, most Philadelphia mail went by bus to Kensington over the Philadelphia & Trenton line. Mail was almost never routed by the Camden & Amboy Railroad via South Amboy because of the long steamboat trip through Raritan Bay.

The Camden & Amboy Railroad, as the name suggests, ran between the two New Jersey towns of Camden and South Amboy. From Philadelphia, mail and passengers could access the Camden & Amboy Line by two different routes; across the Delaware by ferry to the terminal at Camden or a 30 mile steamboat trip up the Delaware to the terminal at Bordentown. At the northern end of the line, New York City could be reached from South Amboy by a lengthy steamboat ride through Raritan Bay into New York City. As the Camden & Amboy also had a terminal in Jersey City, New York City could be reached over the New Jersey Railroad via Trenton.

The other railroad connecting with New York City was the Philadelphia and Trenton Railroad. During the 1840-1850 period, this railroad was controlled by the Camden & Amboy Railroad. Two routes were available in accessing the railroad from Philadelphia: a short bus ride to a terminal at Kensington PA., or a slightly longer steamboat ride up the



## Markings

The emphasis of Harvey's *LaPosta* article is on stampless "Favor Bag" mail, primarily unpaid mail. Thus, not all markings shown in his article were used or are the same as those struck on stamped mail. On most domestic mail, the datestamp indicates the origin of the letter. On northbound "Favor Bag" mail the origin markings were never struck in Philadelphia. Sometimes the straightline "Philada Rail Road" was used to indicate the origin of the letter. However, it is important to remember that the straightline was not struck in Philadelphia but at the NYPO on arrival in New York City. Similarly, although the marking states Philadelphia Rail Road, there was never such a railroad! The marking simply meant the letter traveled from Philadelphia by railroad; the straightline could be applied to any mail leaving Philadelphia by rail.

Generally, "Favor Bag" mail can be subdivided into two categories based on destination: mail destined locally within New York City and mail sent through New York City onto other destinations. Each of these categories can be further broken down into unpaid mail and paid mail. A series of tables, all shown below, were produced to show the markings and their usage. Tables 1 & 3 were compiled from Ed Harvey's excellent chart on page 26 of his 1988 *LaPosta* article. Tables 2 & 4 were assembled from cover data taken from the USPCS 1847 Cover Census (available online at their website). Only clearly marked, dated covers were used. The author's 1851 data is added to Tables 2, 3 and 4.

## Mail to NYC Addresses

All "Favor Bag" mail originating in Philadelphia (or from other cities along the line) arrived at the NYPO without any postal markings. Thus all of the markings found on this mail were applied in New York City. As the NYPO was not the origin of the mail, clerks never applied the New York City datestamp on mail addressed to New York City addresses.

Unpaid mail markings bound for local addresses within New York City is included in Table 1. Two styles of rate markers were used on these stampless letters between the 1845 and 1851. Manuscript "5" markings (Figure 3) were used until mid 1847 when they were replaced by a distinctive 'circled 5' which were always struck in red (Figure 4). According to Harvey (1988, pg 30), "Similar handstamps (the circled 5), struck in black, were used at New York as debit markings on ship mail to Great Britain." The Philada Rail Road straightline is the only other marking observed on this group of covers. In use until mid 1847, it was discontinued sometime after.

Figure 3. Manuscript rate marking  
(after Harvey, 1988)

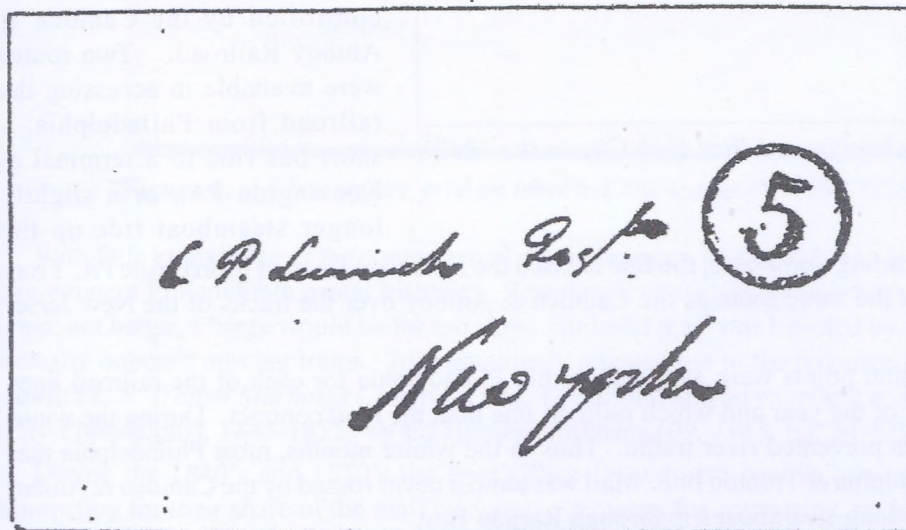
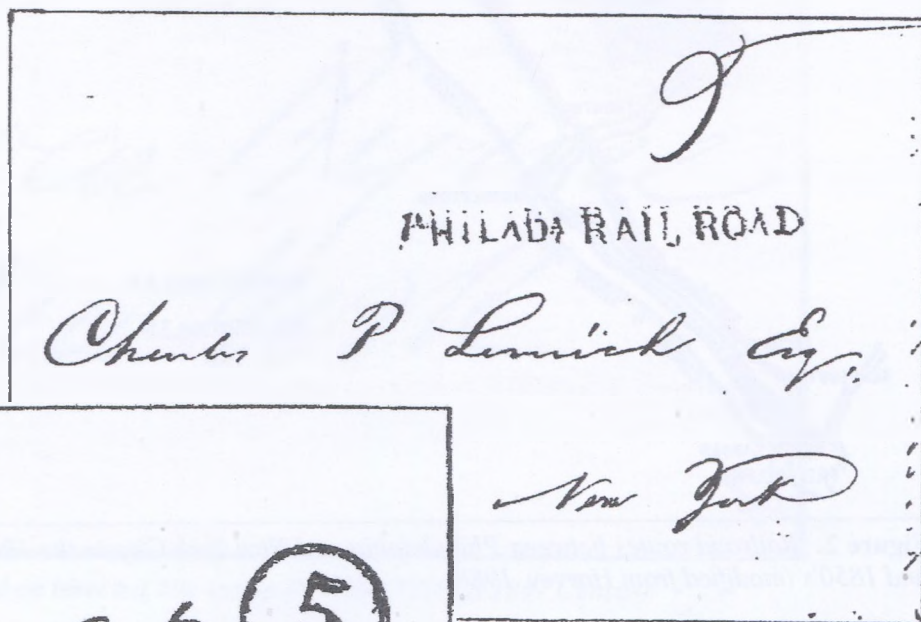


Figure 4. Circled 5 rate marker (after Harvey, 1988)

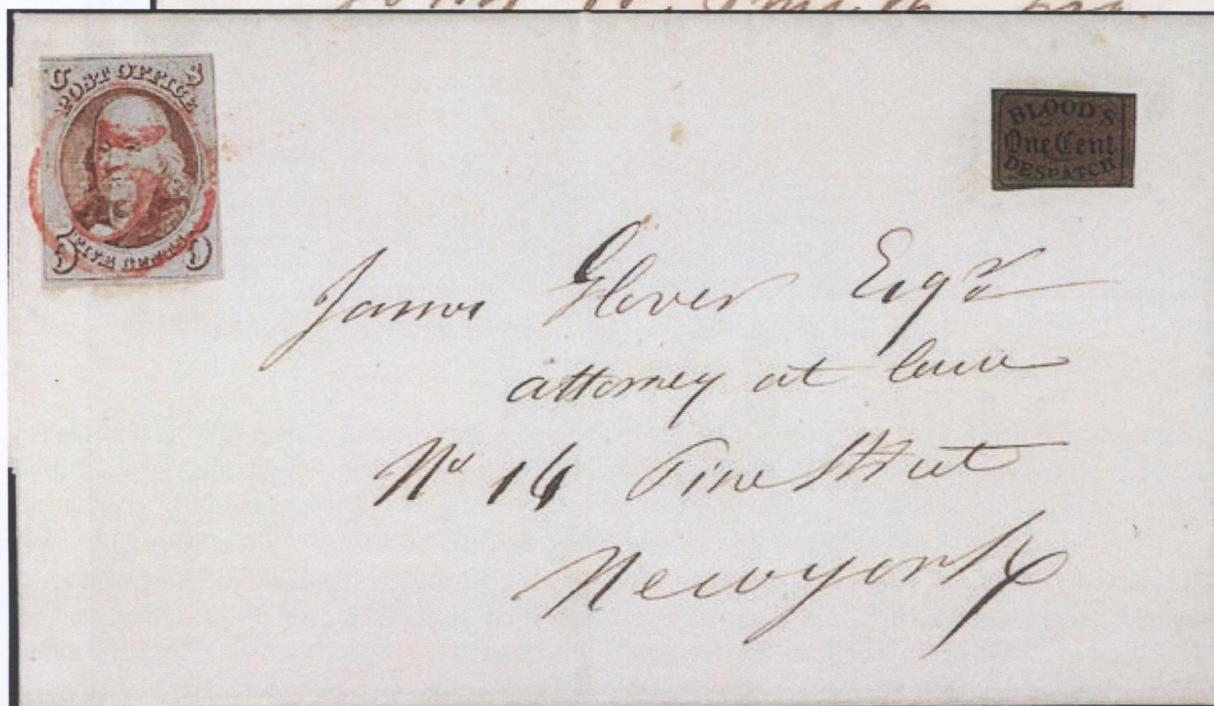


DATE	PHILA STRAIGHTLINE?	RATE
9/17/1845	yes	script 5
9/1/1846	yes	script 5
3/15/1847	yes	script 5
6/28/1847	yes	circled 5
3/1/1848	no	circled 5
9/19/1848	no	circled 5
10/23/1848	no	circled 5
2/21/1849	no	circled 5
4/1/1851	no	circled 5

**Table 1.** Summary of examples of stampless mail sent from Philadelphia to addresses in NYC.

Paid "Favor Bag" mail bearing adhesives are listed in Table 2. The Philada Rail Road straightline marking performed a dual purpose early on as it was used as a cancelling device as well as an origin indicator as seen in Figure 5. The straightline was in use until early? 1848. Other cancellations include the same circled 5 observed on unpaid mail (Figure 6) and the 13-bar square grid (Figure 7). Both circled 5 and square grid were struck in red. In response to the rate change on 1 July 1851, the NYPO began using black ink on 3 July 1851 to cancel domestic mail. Clerks continued using the 13-bar square grid until it was replaced by the 11-bar square grid on 17 July 1851. Although the author has not recorded "Favor Bag" mail struck with the black 13-bar square grid (July 1851), surely it must exist. Who can produce an example?

**Figure 5.** Philada straightline cancelling adhesive (#10499 USPCS 1847 Census)



**Figure 6.** Rate marker cancelling adhesive (#11075 USPCS 1847 Census)



DATE	PHILA S/LINE?	ADHESIVE	CANCELLATION
3/11/1848	yes	5¢	straightline
12/22/1848	yes	5¢	straightline
1/17/1849	yes	5¢	straightline
xx/xx/1849	yes	5¢	straightline
xx/xx/1849	no	5¢	circled 5
10/21/1850	no	5¢	circled 5
10/xx/1850	no	5¢	13 bar square grid
11/7/1850	no	5¢	13 bar square grid
11/18/1850	no	5¢	13 bar square grid
6/18/1851	no	5¢	13 bar square grid
8/1/1851	no	3¢	11 bar square grid
8/25/1851	no	3¢	11 bar square grid
8/25/1851	no	3¢	11 bar square grid
10/20/1851	no	3¢	11 bar square grid
10/29/1851	no	3¢	11 bar square grid
11/6/1851	no	3¢	11 bar square grid
11/19/1851	no	3¢	11 bar square grid
12/1/1851	no	3¢	11 bar square grid
12/11/1851	no	3¢	11 bar square grid

**Table 2.** Summary of examples of stamped mail sent from Philadelphia (and en route) to addresses in New York City.



**Figure 7.** 13-bar square grid cancelling adhesive (#11123 USPCS 1847 Census)



### Mail Transiting NYC to Other Destinations

Unlike the mail sent to addresses within New York City, mail destined for destinations beyond did receive a New York City datestamp. I believe the datestamp was employed as a transit marking, indicating NYPO clerks had "handled" the mail. The Philada Rail Road straightline was used on all paid and unpaid mail destined for other cities.

Harvey lists only four unpaid covers transiting New York City in his 1988 *LaPosta* chart. A fifth example from the Author's collection has been found and these are all shown in Table 3. As demonstrated in Figure 8, unpaid letters received both the Philada Rail Road straight line and the common New York City domestic datestamp with internal rate marker indicating the rate or due amount.

DATE	RATE	DESTINATION
1/16/1847	10¢	Boston MA
4/23/1849	5¢	Webster MA
4/2/1850	10¢	Providence RI
8/8/1850	5¢	Naugatuck CT
6/18/1851	5¢	Naugatuck CT

**Table 3.** Summary of examples of mail, without adhesive postage, sent from Philadelphia to addresses beyond NYC. All examples carry a Phila RR straightline and NYC rated datestamp.



**Figure 8.** NYC CDS with internal rate marking.

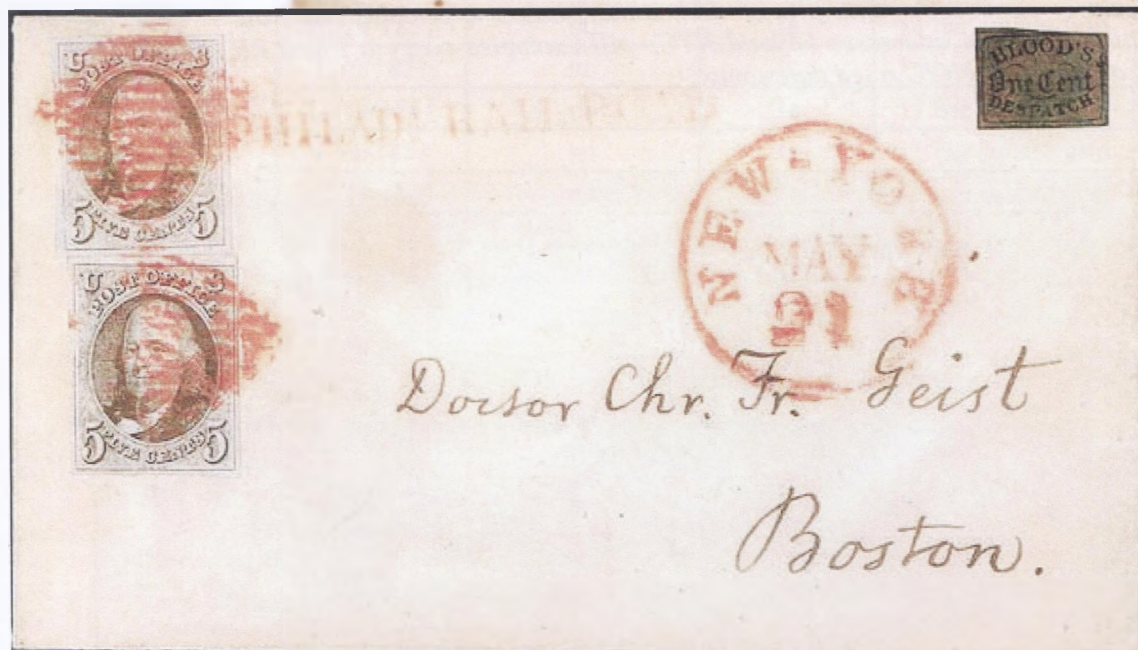
Paid "Favor Bag" mail transiting NYC received the standard 30 mm New York datestamp containing month and date. Until late 1849, the Philada Rail Road straightline was used as a cancellation device (Figure 9). Probably sometime during early 1850 the 13-bar square grid replaced the straightline as a cancelling device (Figure 10). Both straightline and 13-bar square grid were struck in red ink prior to 1851. Other examples are shown in Table 4.

As mentioned earlier, after 17 July 1851 the 13-bar square grid was replaced by the 11-bar square grid. Except for the first three days of July 1851, both square grids were struck in black. An example dated 1 August 1851 from the author's collection is shown on the front cover. Although not datelined, the folded letter was sent by a Philadelphia firm (Thomas Cowperthwait & Co. – booksellers) as noted by a docket on the backflap. The adhesive is just tied at left by a black 11-bar square grid while both the datestamp and Philada Rail Road straightline are struck in red ink.





**Figure 9.** Philada straightline cancelling adhesive (#6571 USPS 1847 Census).



**Figure 10.** 13-bar square grid cancelling adhesive (#7483 USPS 1847 Census).

DATE	RATE	CANCELLATION	DESTINATION
7/31/1847	5¢	straightline	Avon CT
9/25/1849	5¢ x 2	straightline	Littleton NH
10/15/1849	5¢	straightline	Webster MA
5/2/1850	5¢ x 2	13 bar square grid	Boston MA
5/26/1850	5¢	13 bar square grid	Middletown CT
1/20/18xx	5¢	13 bar square grid	Providence RI
5/21/18xx	5¢ x 2	13 bar square grid	Boston MA
8/8/18xx	5¢	13 bar square grid	Manchester NH
8/1/1851	3¢	11 bar square grid	Springfield MA

**Table 4.** Summary of examples of stamped mail sent from Philadelphia to addresses beyond NYC. All examples carry a Phila RR straightline and NYC datestamp.



### Final Thoughts

At the end of his article, Harvey uses incoming ship letters as an analogy for "Favor Bag" mail. He states: "Again, we have a parallel with incoming ship letters where port-of-entry delivered mail is often marked only the rate, but out of town letters receive a postmark of the receiving port, plus the rate and a marking, "Ship", to substantiate the amount of postage charged to destination." Add adhesives and cancellations and we find the answers to the questions I posed in the original article.

An open question to club members in the November *NEWS* drew a response from Jim Petersen who kindly provided a scan of another "Favor Bag" cover in his collection which is listed in Table 2. In response to my question "Are there other examples of un-cancelled adhesives on covers entering New York City from other cities?", Jim forwarded a scan of a cover which was datelined Trenton, NJ. This cover is seen in Figure 12.

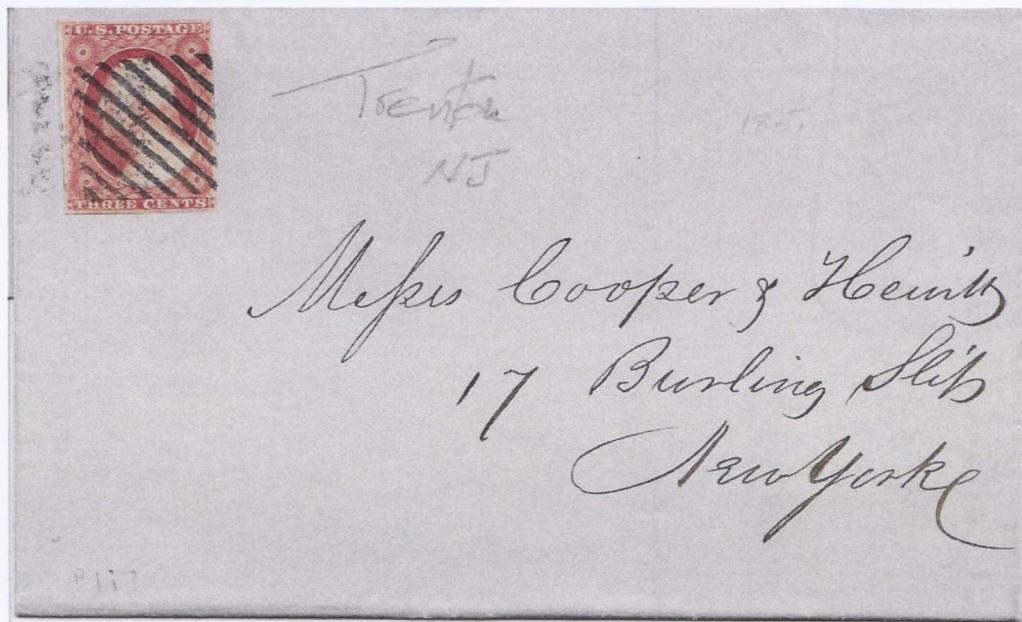


Figure 12. Trenton NJ origination (Petersen)

Obviously this cover was put on the train at Trenton, a terminal on the routes of both the Camden & Amboy Railroad and the Philadelphia & Trenton Railroad. There is also a cover in the USPCS 1847 Cover Census which originated in Trenton NJ (census # 6339) sent onward to NYC by this process. I am sure examples exist from other cities – just not recognized for what they really represent. ■

### Acknowledgement:

My thanks to Tom Clarke for his helpful comments and suggested references list used in this article and to club member Jim Petersen for providing other examples of "favor bag" covers."

### References:

- Eubanks, Gordon, "10¢ 1847 Bisect Mailed in New York City: A Drop Letter?", *Chronicle of the US Classics Postal Issues*, August, 2009.
- Harvey, Edward T., "'Favor Bag' Mail, New York City-Philadelphia", *LaPosta: A Journal of American Postal History*, March, 1988.
- Towle, Charles, L. *The United States Transit Markings Catalog, Vol. 4*, Omaha, Nebraska: Mobile Post Office Society, 1982.



## Leavitt Oddities

Roger D. Curran

Several odd Leavitt cancels are illustrated below. Figures 1, 2 & 3 present strikes where only small portions of the bars show in what specialists refer as the "Type 1-B 7-barred oval canceler." An illustration of this cancel design when fully struck appears in Figure 4.

Figure 1



Figure 2



Figure 4

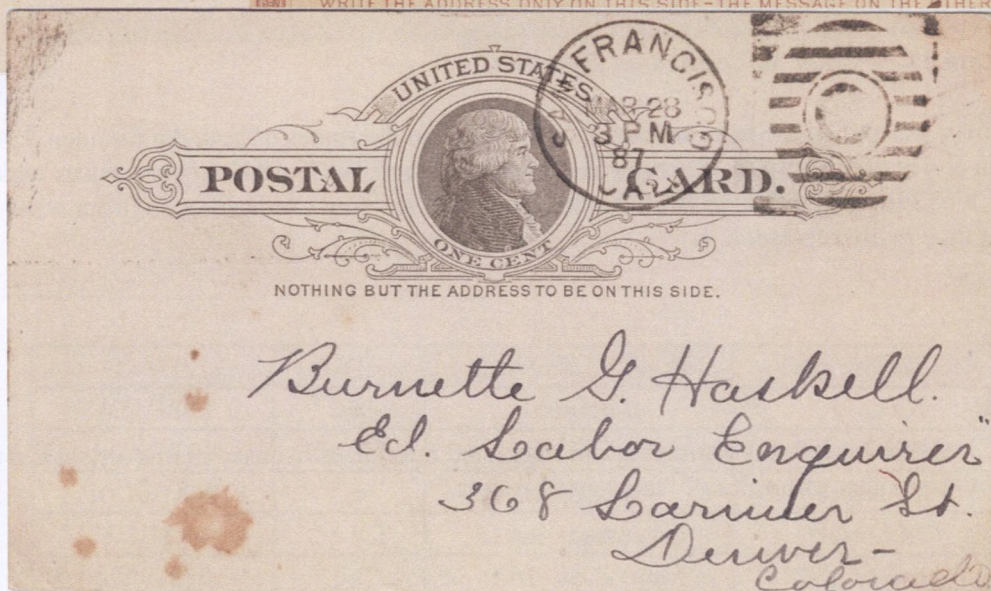


Figure 5

Figure 3

Quoting machine cancel expert Bob Payne from a 1998 letter, "...the reason the seven bars do not print fully is the ring and service letters "C" and "D" did not properly seat in the die holders - possibly, some foreign matter was in the holder which prevented the the full bar imprint - even just a small protusion of the ring and service letter would cause this condition." As seen in the Figure 3 strike, the bars are almost completely absent.

The postal card dated March 28, 1887 in Figure 5 shows unintended bars in the upper corners of an unfinished die. Page 183 of Bob's book, *Thomas Leavitt His History and Postal Markings 1875 - 1892* shows another San Francisco strike, this dated May 5, 1887 with a somewhat larger area of extra bars. ■



## More on Jacksonville, Illinois “K” Cancels

*Roger D. Curran*

An article in the February 2018 *NEWS* discussed several cancels from, or assumed to be from, Jacksonville, IL on stamps issued in the 1880s or in 1890. It was speculated that the “K” may represent the name of the Jacksonville postmaster who served from December 1885 to August 1886, Edward M. Kinman, and who may have been a clerk in the post office both before and after his postmaster tenure.

There is now additional information to report. First, thanks to John Donnes, tracings can be shown for two cancels illustrated in the earlier article – see Figure 1 for the cancel on the 1884 cover and Figure 2 for the cancel on the Scott 216, a stamp introduced in 1888.



Figure 1



Figure 2



Figure 3

Dick Nunge has since reported that the cancel on the 1884 cover is, in fact, listed in Cole, illustrated here as Figure 3, but “with the right stroke of the K missing,” which led to Cole’s interpretation that the design was a Masonic trowel.

Further, John Valenti reports on two Jacksonville cancels from records of covers in his past sales. Figure 4 shows a very complete negative “K” killer canceling a Sc. 210 stamp and Figure 5 pictures a blue “CK” in circle on an unsealed 1c entire, U113.



Figure 4

John also noted that the August 2006 *NEWS* illustrated a postal card dated May 30 (1874), submitted by Wendell Triplett, bearing the same blue “CK”. When Wendell purchased the cover there was an accompanying letter. The cover was apparently owned many years ago by Heyliger deWindt, an early USCC member. In 1939, Mr. deWindt wrote to the Post Office Department asking whether anyone in the Jacksonville post office, at the time the card was sent, had the initials “CK”. The POD Chief Inspector, K. P. Aldrich wrote back on March 15, 1939 and stated, in part: “The Official



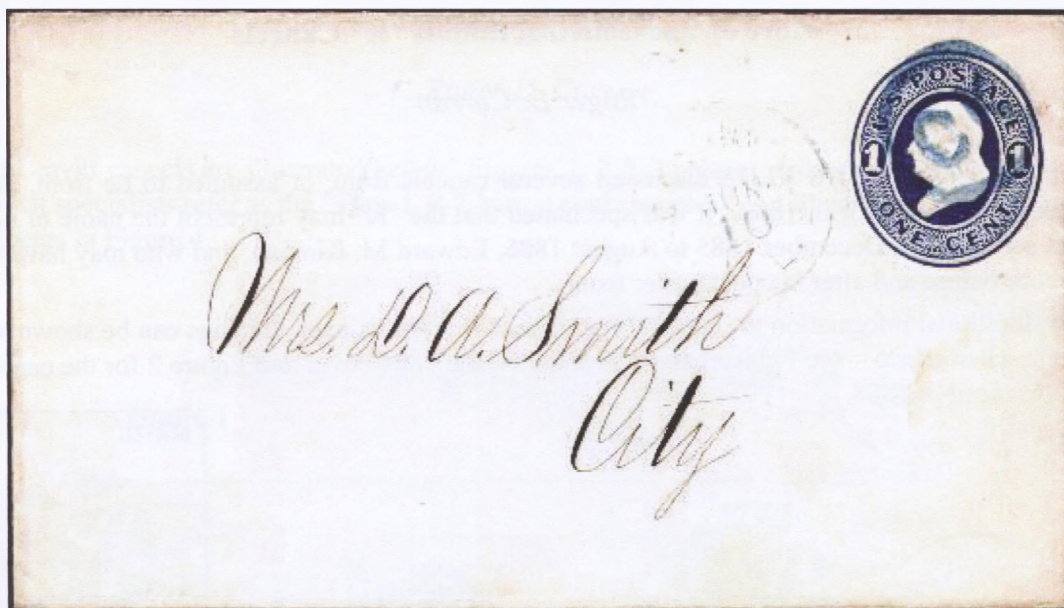


Figure 5

Register for the fiscal year ended June 30, 1875, shows that Charles M. Kent was a clerk in the post office at Jacksonville for that fiscal year. The research does not show that any other person with the initials 'C.K.' was connected with the Jacksonville post office at that time."

Could it be that Charles Kent was responsible for the "K" cancels found used a decade and more later? ■

### New York 11-Bar Ellipse Census Update

*Dan H. Richards*

I recently received from fellow USCC member, Matt Kewriga, scans of four postal cards, all with the New York City 11-bar ellipse cancels with a "5" in the center. The tracing is illustrated in Figure 1, courtesy of John Donnes.

This ellipse design, manufactured in metal, was the first of its type to be used in the US postal system and is the father of all such cancelers that were to follow, beginning with the NYC 9-bar ellipse cancels that were introduced in May 1876.

The four new dates are November 19, 1874, 4PM, December 1, 1874, 4PM, February 6, 1875, 6PM and February 26, 1875, 1:30 PM. It is interesting to note that the November 19 date is now the third different known usage for that day.

The following is the current census with the four new dates added:

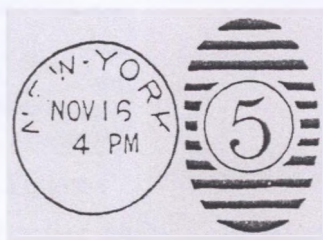


Figure 1

November 16, 1874 4PM	January 14, 1875 6PM (on piece)
November 19, 1874 2:30PM	February 2, 1875 6PM
November 19, 1874 3:30PM	February 6, 1875 6PM
November 19, 1874 4PM	February 8, 1875 6PM
November 23, 1874 1:30PM	February 26, 1875 1:30PM
November 25, 1874 3:30PM	February 26, 1875 (no time)
December 1, 1874 4PM	March 11, 1875 6PM
December 24, 1874.1:30PM	March 13, 1875 6PM
December 26, 1874 1:30PM	

If you would like to be part of this census, please send scans of the front and back of your example(s) to me at dhr327@att.net ■



## Noted in Passing

Roger D. Curran

Figure 1 illustrates a large time-of-day cancel from Wahoo, Nebraska dated January 4, 1885. The tracing of that cancel, shown in Figure 2, is courtesy of John Donnes. Wahoo lies some 40 miles west of Omaha and its post office, established in 1869, remains in operation today. The May 2015 *NEWS* illustrates on page 111 another hand-carved killer referring to 10 o'clock in the morning, on cover, this one canceling a Sc. 65 stamp – see a tracing here as Figure 3. It was presented as part of an outstanding article by Clifford Woodward on the fancy cancels of Union Mills, Pennsylvania.

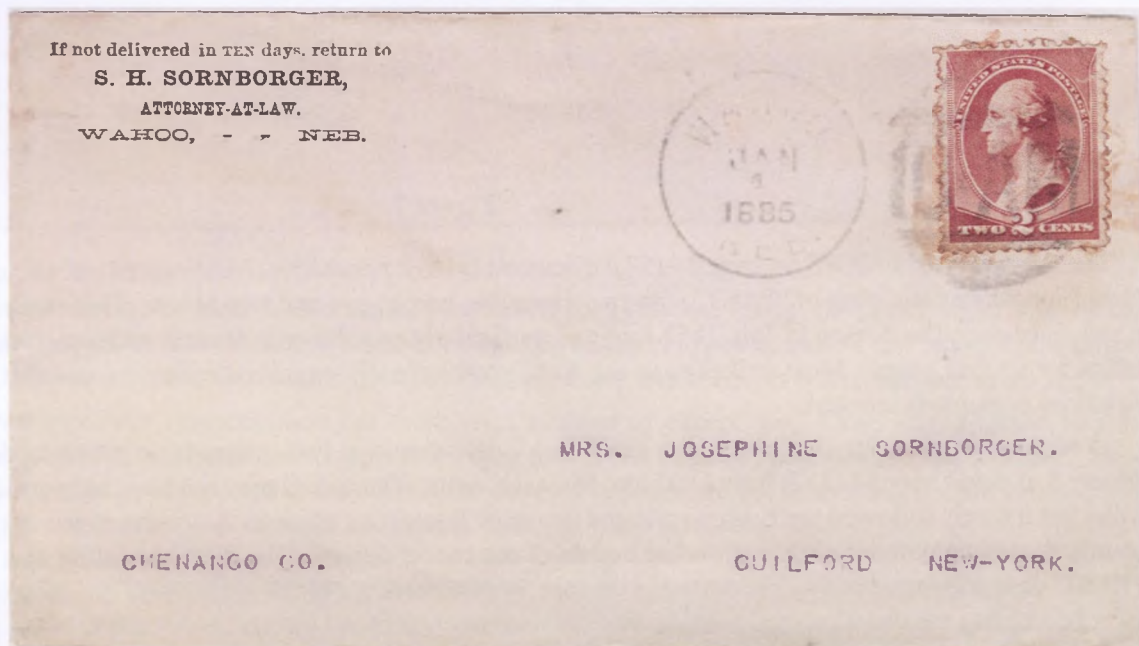


Figure 1



Figure 2

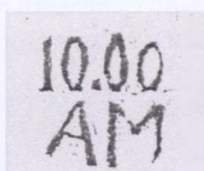


Figure 3



Figure 4

Figure 4 shows tracings of two double ovals presented in *Boston Postmarks to 1890* by Maurice C. Blake and Wilbur W. Davis reported on 1879 issue stamps. Readers will note one double oval has a "1" on the right and left sides and the other a "2". Figure 5 shows an actual strike of the "1" double oval and Figure 6 shows a "3" double oval together with a tracing thanks to John Donnes. The "3" is not listed by Blake and Davis. This set of double ovals is not common in my experience. Figure 7 shows a "1" double oval on a wrapper. To explain this scarcity, I wonder if these cancels were primarily used on wrappers which were, of course, likely to be retained very infrequently. Readers who can report other on-cover uses of this set of cancels are encouraged to do so.



Figure 5



Figure 6



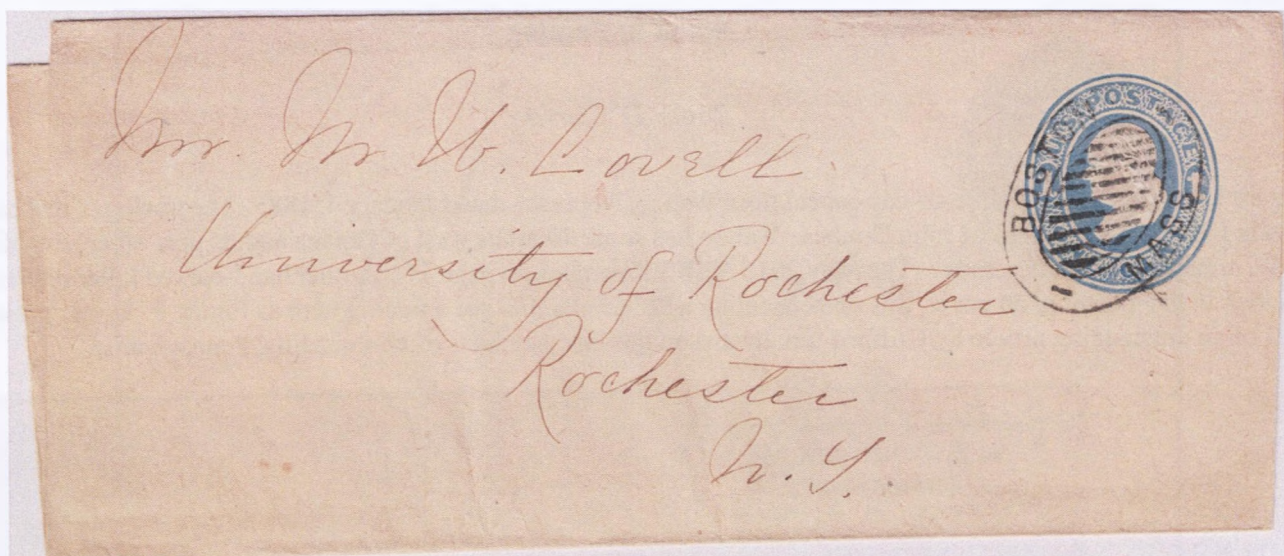


Figure 7

The February 2018 *NEWS* on page 37 (57)<sup>1</sup> discussed briefly a primitive, hand carved circular cancel from Bradford, New Hampshire consisting of "PAID" with two canceling bars above and two below. This cancellation design mimics a style introduced in Boston in July 1851 that was particularly popular with Boston and some other New England post offices for several years. Most strikes seen are from professionally engraved cancelers and that is why the primitive Bradford example is unusual.

In response to showing that cover, Jim Petersen kindly submitted two covers from his collection. The first, seen in Figure 8, is dated May 8 (1852) from Oakham, Massachusetts. The cancel may not have been struck from a hand carved killer but it surely followed the Boston style and has quite interesting aspects. Since the cancel is in red ink on a reddish stamp, the image will not clearly show the details of the cancel design. The three canceling bars above and below the "PAID" do not quite extend to the outer rim and the PAID letters are block letters with no serifs. By mid 1852 the use of red canceling ink had diminished considerably and was not common. Further, no citations in the cancellation literature were noted to this Oakham cancel. One can only assume it saw little use. Oakham is a small town about 17 miles northwest of Worcester and the post office has continued to operate since 1812. If readers can report additional examples of of the Figure 8 cancel or other 1850's Oakham cancels on imperforate stamps, please contact the *NEWS*.

The second cover is illustrated in Figure 9 and involves a primitive and worn hand carved "PAID" in bars from Cascade, Iowa. Jim noted that the stamp is a Scott 25 suggesting the year of use is probably 1857 or perhaps 1858.

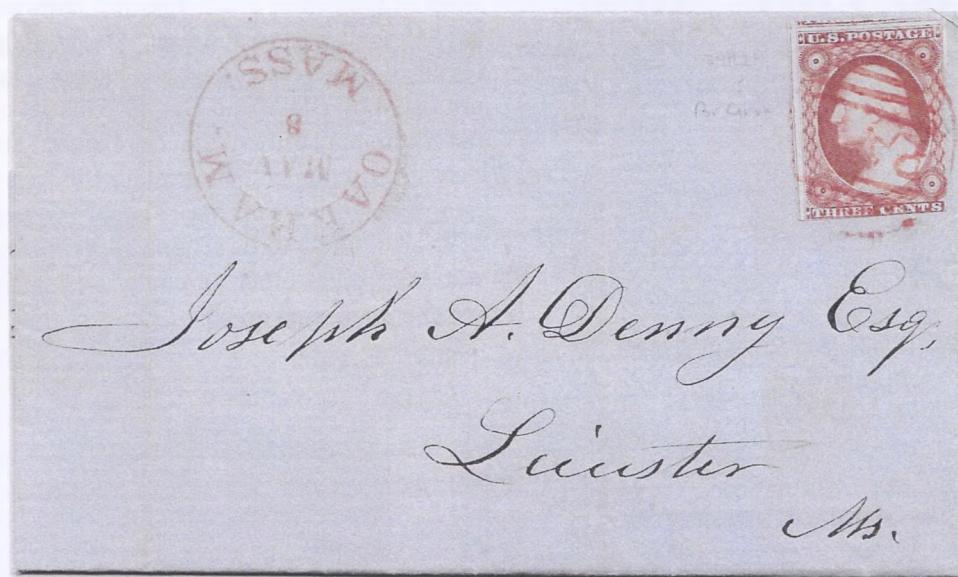


Figure 8

1. The February 2018 *NEWS*, the third Issue of the Volume, began erroneously on page 21. It should have commenced on page 41.





Figure 9

Ellipse cancels with a number or letter in the center constituted the preferred cancel design of larger post offices beginning in the mid to late 1870s and extending largely through the 1880s. However, quite a few smaller post offices used them as well. A similar style that saw considerable use involved concentric circles with a number in the center.

Generally, these two types are very common but there are a number of exceptions. One is from Grand Rapids, Michigan. The Fall 2000 *NEWS* illustrated an example consisting of a "1" in three circles dated August 15, 1882. Only recently has a second example been reported to the *NEWS*; the cover seen in Figure 10, from Dan Haskett, is dated July 22, 1882. Are there other strikes in Club member collections and might any involve a "2"?

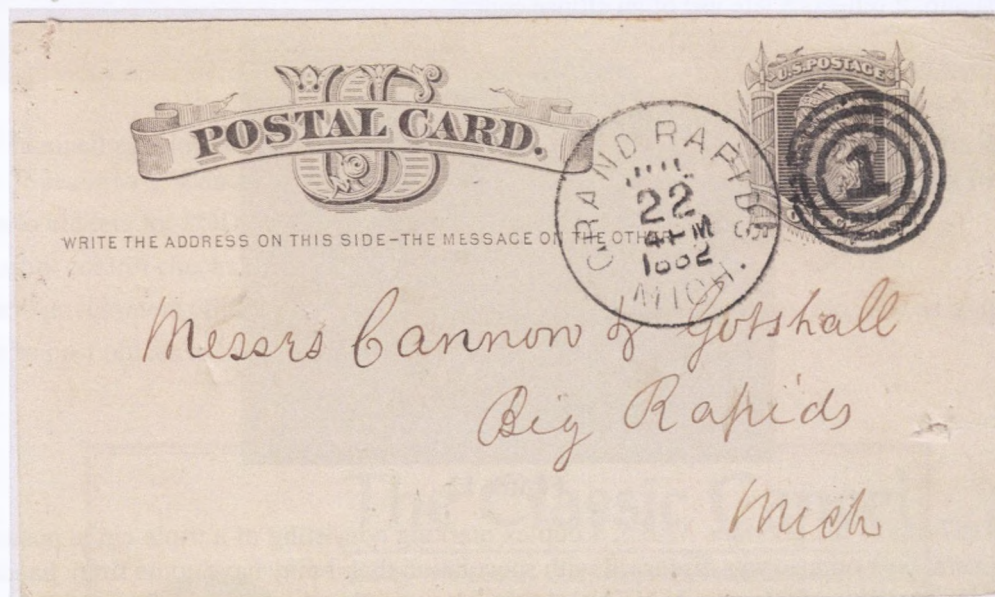


Figure 10

The August 2016 *NEWS* discussed a cover bearing a Scott 114 stamp canceled by a "V" in two circles. There is no postmark on the cover but there is a Utica, New York corner card. Utica is known to have used a "V" in two circles rate marker in the stampless cover era. Dan Haskett also kindly submitted the card shown here as Figure 11 with another example of a "V" in two circles used as a canceler. Unfortunately, as in the case of the Utica cover, there is no postmark present. There is also no dateline on the back indicating origin. There is a partial strike of what appears to be a business receipt marking that confirms the 1881 docketing on the front. Thus, this "V" cancel was presumably struck considerably later than the Utica example.





Figure 11

The February 2018 *NEWS* presented images of the faces of several 19th century handstamps from the collection Larry Rausch. They contained wording such as "FREE", "PAID/3", etc. One involved a postmark. Bob Bramwell wrote to point out that since the images didn't read backwards, but rather as a strike on a cover would be, the photographic images were "flipped". This was indeed done to make the images easier to be read, but that fact should have been mentioned in the article. We thank Bob for bringing this point to our attention. Bob also sent along an unflipped image of a handstamp he owns (Figure 12) and reported this about the town name: "Motley is the name given to an area in the geographic center of Minnesota when construction of the Northern Pacific Railroad arrived in 1874. A post office was immediately established in that name and operates to this day." Just as an aside, if the reversed "1965" year date slug reflects a date of use of the handstamp, it reflects a late use of an ellipse cancel.



Figure 12

On pages 37-38 (57-58) of the previous *NEWS*, a duplex marking consisting of a triple circle postmark and a 6-bar killer, seen from several post offices, was discussed with speculation that it may have come from handstamps supplied by manufacturer F. W. McClure of Warsaw, N.Y. An additional post office that used this style of marking has recently been noted: Earl, New York on a cover dated May 30, 1881.

Also in the February 2018 "Noted in Passing" column, page 38 (58), a cover was discussed that bore a San Francisco postmark and duplexed killer struck in magenta ink. Although reported in the literature (see article) I believe it represents, in this situation, a scarce, perhaps very scarce, use of magenta ink. Just recently, a May 11, 1880 cover, originating in Honolulu, addressed to Newburyport, Massachusetts, with transit through San Francisco, appeared on eBay. Struck on this cover was an unduplexed magenta San Francisco postmark similar to that on the cover mentioned earlier. I'll speculate the literature reference was to unduplexed postmarks seen used in similar situations and not on domestic mail originating in San Francisco. ■



## A "Canceled" Wrapper

Roger D. Curran

Occasionally seen on eBay or at stamp shows are cut squares with the stamped design obliterated by the word "Canceled." If you have noted such items and wondered what they are, the Scott W120 wrapper in Figure 1 provides an answer. For some background, the United Postal Stationery Society electronic publication *Stamped Envelope and Wrapper Specimens of the United States*, Second edition, Version B, Daniel J. Undersander, editor, was consulted.

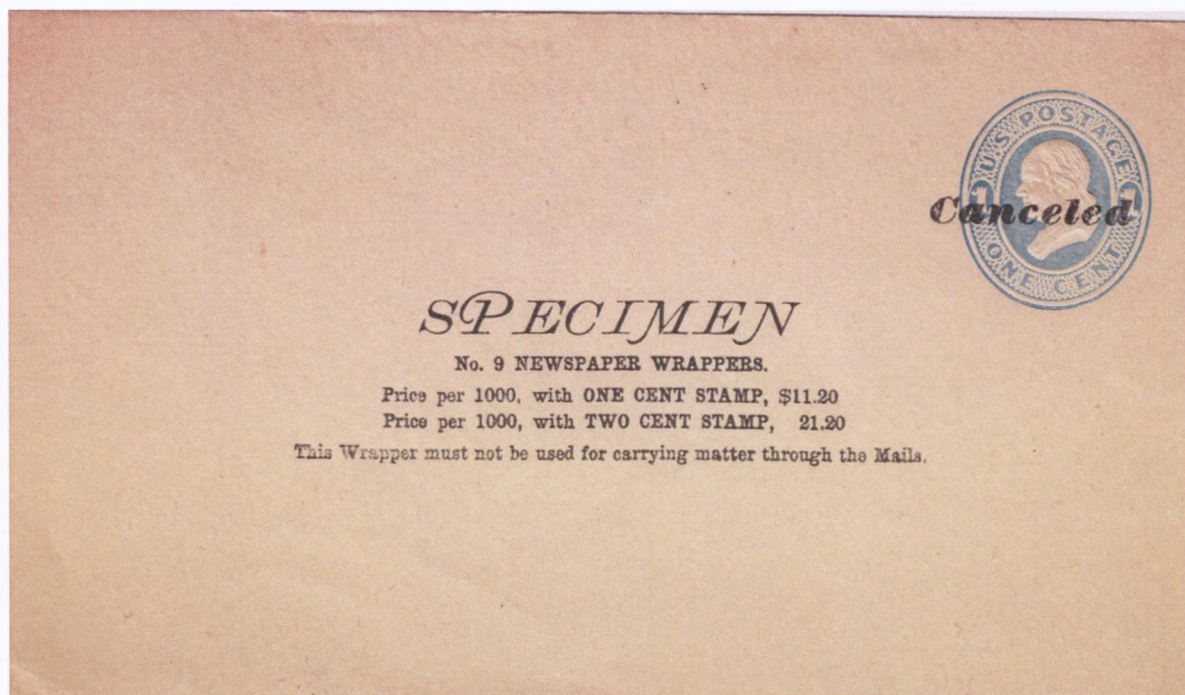



Figure 1

Specimens of stamped envelopes and wrappers were produced for several purposes and may be identified by one of three overprints: "Specimen", "Canceled", or "Sample". Their purposes were to serve as samples for:

- distribution to bidders for POD contracts;
- periodic quality control checks;
- distribution to government officials, important dignitaries, UPU representatives, etc.; and as in the case of Figure 1;
- distribution to post offices to be shown to customers to promote sales. ■



## The Classic Cancel

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65 –  
Alliance,  
Ohio  
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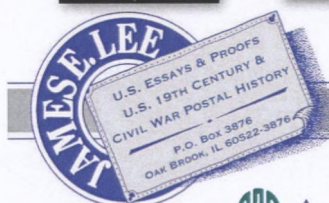
65 –  
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## DO YOU HAVE SOMETHING TO SHARE?

Contributions to the NEWS are always needed!

Actually they are essential for this, or any, journal to survive.



Notice that we didn't say 'articles' although they are, of course, very much welcome. There are other ways you can contribute. Perhaps you have some off or on cover cancels that are favorites and you think others would be interested in seeing them. Maybe there is a cancel in your collection about which you have a question or wish to find additional information. Or perhaps you have some thoughts to share about a past subject in the NEWS.

Our Club consists of upwards of 200 members who share a common interest in and knowledge of cancellations which can be of real value in commenting on items appearing in the NEWS.

And when you are considering an article, please remember that help is always available. Your Editor would be very happy to help you put your thoughts into print.