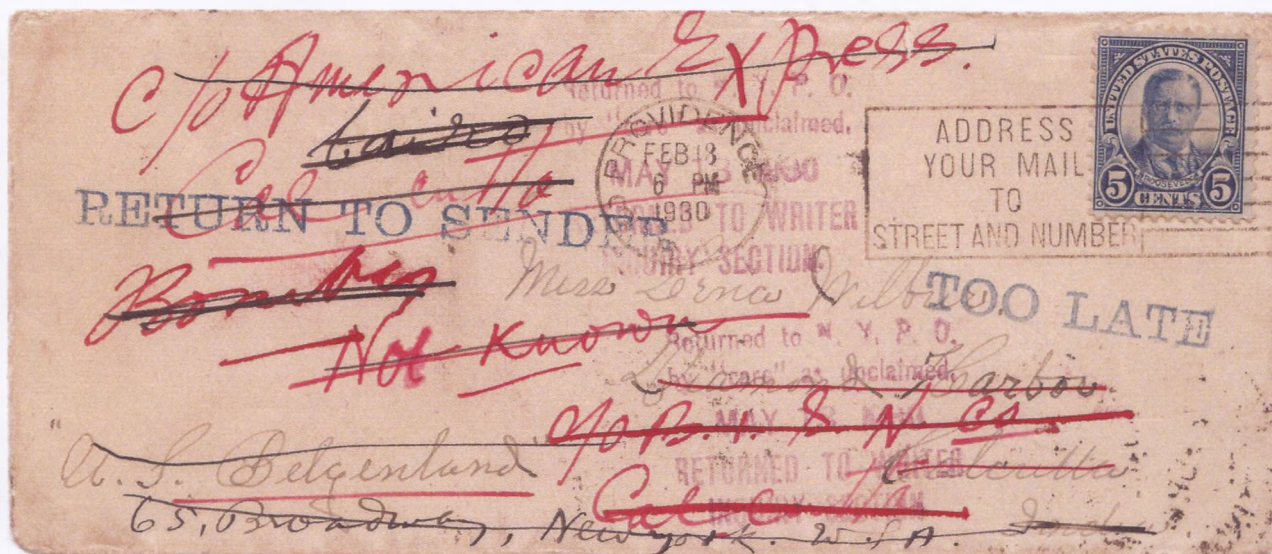




# U.S. Cancellation Club NEWS

Vol. 35, No. 1, Whole No. 308, February 2019



Simply because it was "Too Late", this 1930 cover from Providence, Rhode Island had quite an interesting journey to Calcutta, India, and then back again. Ardy Callender tells us more about it, and a few other "Too Late" items, starting from page 14.

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*The Official Journal of the United States Cancellation Club*



## The United States Cancellation Club NEWS

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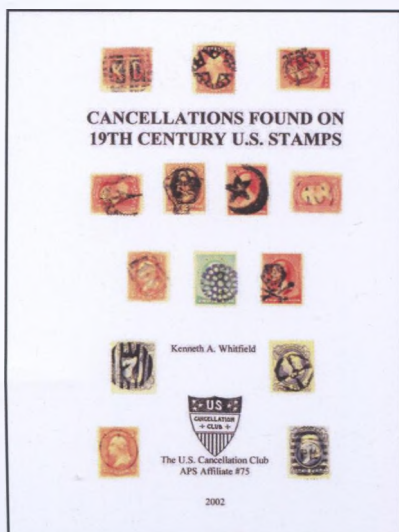
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*U.S. Cancellation Club NEWS, Cross Reference Index for all Issues, 1951-2009.* Presented in three sections: Cancellations, Post Offices, and Article Titles. \$18 postpaid to U.S. addresses.

*Wesson "Time-On-Bottom" Markings Revisited, Compiled by Ralph A. Edson and Gilbert L. Levere,* update of 1990 La Posta monograph, 190pp. See p.70 of November 2010 *NEWS* for announcement. \$25 postpaid to U.S. addresses.

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## PRESIDENT'S MESSAGE



"Thank you" to all those members who took the time to consider and elect your club's leadership. It might be an annoying formality, yet it is one that must be conducted in the name of club ownership and democracy. It is YOUR club. YOU own it!

Your board has a great cross-section of leaders...all with different educations, experiences, ages, collecting interests and even nationalities. And they reside from sea to shining sea...California to Maine and points in between. There is a great deal of knowledge, diversity and devotion here. About the only thing we lack, and would dearly welcome, is some female company.

But even these guys cannot do it all alone...write a story, throw some ideas together. Your editor cannot wait to help get YOUR story across the line. We all want YOU to succeed. With your active involvement, your USCC can only be even more successful. ■

### Wheel of Fortune Book Nearly Complete - Your Help is Needed

*Roger Curran*

USCC member Larry Rausch is preparing a book on Wheel of Fortune (WOF) cancels. It will list all the post offices he has identified, through an extensive search, that used, at least briefly, a WOF cancel. The book will also illustrate the postmarks associated with WOF cancels. Although postmarks were normally duplexed to the cancels, in some cases the postmark and cancel were applied separately. Both categories will be included. In a recent communication, Larry reported that he has thus far found 988 post offices that used a WOF.

We think, of course, of the WOF being a U.S. cancel, and overwhelmingly it was. However, the Jim Cole book reports an example from Mexico and the November 2009 *NEWS* illustrated an 1898 example from Guatemala. Larry now reports a second Guatemala usage as seen in Figure 1 (and the enlarged WOF cancel in Figure 2). Through contact with David Reitsema, a Guatemala postal history specialist and editor of *El Quetzal*, he learned that both covers originated in Guatemala City.



Figure 1



Figure 2

Here is a request to readers. Please check your collections to see if you have any covers with WOF cancels. If so, it would be very much appreciated if you would send scans or copies to Larry at stonywoods840@gmail.com or 1403 Rivers Run, Rochester, NY 14623. I would urge you to do this as soon as feasible to assure that any new reports can be included in the book. If we could help push the number of post offices to 1,000, wouldn't it be nice! And beyond that, receiving scans or copies might add to dates of use for particular Post Offices or present new postmarks associated with WOFs. ■



## The "American Turners" Killer from Worcester, Massachusetts

Bob Trachimowicz

In the May 2006 *NEWS*, Roger Curran presented an article "The Meaning of a Cancel" which explained that the design depicted as Whitfield #747, seen in Figure 1, from Worcester, Massachusetts, was associated with the Turner Society.

The Turner Society, now known as The American Turners, is a national organization which was founded in Cincinnati, Ohio in 1848 by German immigrants. Its motto is "A Sound Mind in a Sound Body." It is a family organization, encouraging people of all ages to be mentally and physically active. The Turners had its peak in 1894, with 317 Societies (branches) and some 40,000 members. Today, it still has 50 Societies throughout the United States.

The contribution of the Turners to American life was recognized by the issue of a postage stamp (Scott 979) in 1948, seen in Figure 2, commemorating the centennial of their founding.

In the *NEWS* of May, 2007, Matthew Kewriga kindly provided a magnificent cover from his collection which has a very sharp example of the Worcester Turner cancel. This is reproduced in Figure 3.

Now, a dozen years later, I am pleased to present a postal card with another strike of the Worcester Turner cancel, seen in Figure 4. This postal card was offered as Lot 1356 in Schuyler Rumsey Auction No 55 from March 10-12, 2014. It was noted in the Lot description that only three examples of the Worcester Turner Cancel have been reported. I wonder who has the third example!

In examining the two on-cover cancels noted above, it is clear that both examples of the Turner cancel have been struck in conjunction with the same style of Worcester Circular Date Stamp, which I will identify as Style S-11. Based on information that I have about Worcester, Massachusetts postal history, the S-11 style of CDS was used in Worcester from some time in 1876 to July, 1881, when it was replaced by the X-Type Wesson Time-On-Bottom CDS, Style S-12.



Figure 1



Figure 2



Figure 3

{Continued on page 13}



## “Too Late” Markings

*Ardy Callender*

The previous issue of the *NEWS* included my article which examined “Outgoing Passenger Delivery” opera glass markings. These markings, used for at least ten years, were applied by the NYPO on transatlantic mail addressed to a passenger onboard ship prior to its departure from New York City harbor. All letters illustrated in that article were apparently successfully delivered to the passenger on each vessel. But what happened to letters which had not arrived in time to meet the ship ahead of its departure?

Figure 1 illustrates such an example; a letter which arrived after the ship had left port. Originating in Boston on April 28, 1908, the letter was addressed to “Mr. William F Burger, Steamer *New Amsterdam*, Holland American Line, New York.” Docketing at the bottom of the cover reads “II nd class passenger, Cabin 354, Sailing - April 29th.” Apparently the *New Amsterdam* had already sailed and the letter was returned to the NYPO as noted by the purple handstamp; “RETURNED TO NEW YORK P.O./BY ‘CARE’ AS EXAMINED./APR 30 1908/(INQUIRY DEPT.)/RETURNED TO WRITER.” The address was crossed off and blue straightline “RETURN TO SENDER” and “TOO LATE” handstamps were struck at the upper left. The “TOO LATE” marking indicated the ship had departed prior to the letter’s arrival at the pier.

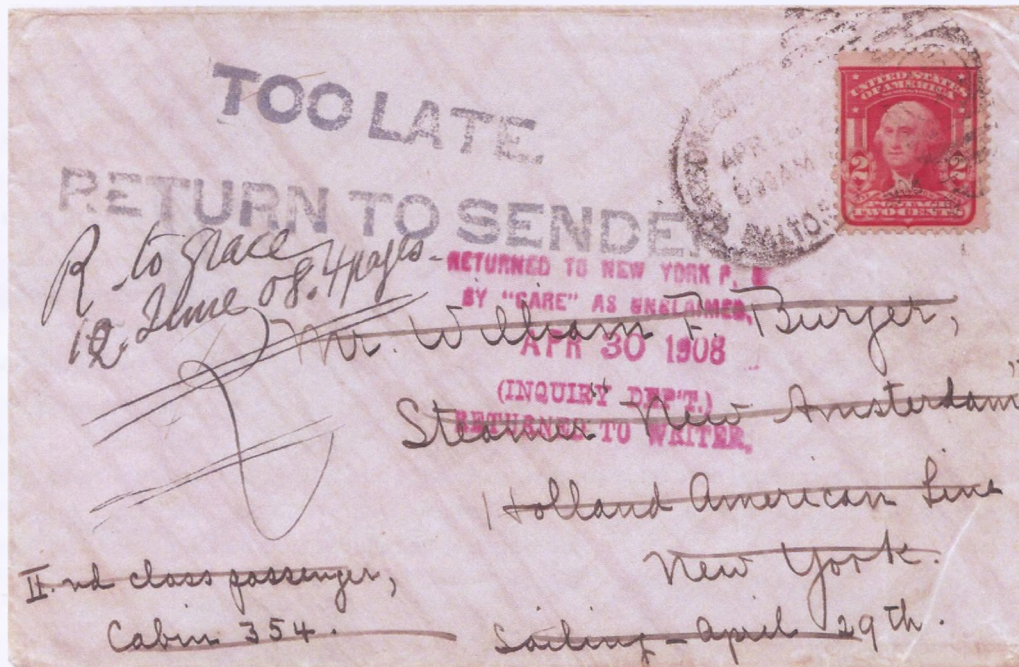


Figure 1

During the nineteenth and early twentieth century, mail that was late for a ship was usually held over until the next available vessel. However, if a specific ship was requested by docket, many U.S. exchange offices struck a “Too Late” handstamp near the docket to indicate the letter was “Too Late” to make that specified ship. This would explain the reason for the delay. Obviously if the letter was addressed to a passenger, the cover would have been returned to sender. In this case, the “Too Late” marking indicated the cause or reason for the returned letter.

Little has been published on the “Too Late” marking used by American port city post offices. Two excellent pioneering articles by Steven Roth<sup>1,2</sup> discuss, list and illustrate each type designated by Roth and include a census of “Too Late” markings from not only New York City but San Francisco, New Orleans and a few non-governmental private markings (Type X). Drawings of Roth’s types are shown here as figure 2<sup>3</sup>. In his article he states that he has searched for any official governmental statement as to the reason for the marking and found none. His search included the stacks of the Library of the Post Office Department, Laws and Regulations Governing the Operation of the Post Office Department, the Annual Reports of the Postmaster General and the published letters of Postmaster Robert Morris of New York City.

1. Roth, Steven, M., *The Auxiliary Handstamp Postal Marking “Too Late”*, Chronicle of the U. S. Classic Postal Issues, Vol. 27, November 1975.

2. Roth, Steven, M., *The Auxiliary Handstamp Postal Marking “Too Late” Part Two*, Chronicle of the U. S. Classic Postal Issues, Vol. 28, August, 1976.

3. Roth, Steven, M., *The Auxiliary Handstamp Postal Marking “Too Late”*, Chronicle of the U. S. Classic Postal Issues, Vol. 27, November 1975, p.216, figure 1.



Within philatelic literature, most reports include nothing more than a listing or simple description of the marking.

Markings from New Orleans appear to be very scarce as only four listings are found in Roth's article. All examples are to domestic addresses and are struck in either black or red inks. It is assumed the marking was used to indicate a letter was "Too Late" for a steamboat, train or possibly a stage. The example shown in the article<sup>4</sup> is shown here as Figure 3. Sent to Seguin, Texas the cover originated in St. Louis, Missouri. The "JAN 5" within the red New Orleans datestamp has been changed to "JAN 7" and thus the "Too Late" handstamp was probably struck to account for the change. The 3¢ 1851 Issue is cancelled by a red encircled grid and the cover is dated 1855.

As seen in Figure 2, Roth records three different markings for San Francisco. These were struck in black, magenta or red ink. Of the three, the SF-2 marking appears to be the most common and an example is shown here as Figure 4. Dated October 12, 1880, the cover from

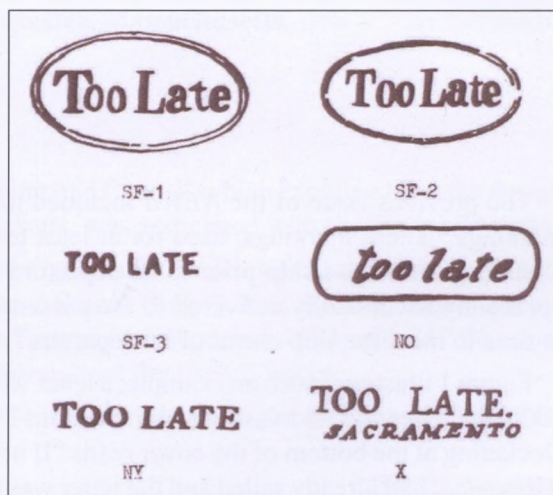


Figure 2



Figure 3



Figure 4

4. Roth, Steven, M., *The Auxiliary Handstamp Postal Marking "Too Late"*, Chronicle of the U. S. Classic Postal Issues, Vol. 27, November 1975, p.216, figure 2.



Brooklyn, New York was addressed to Haile C Nye, Master U.S. Navy, U.S.S. *Monocacy*, Asiatic Squadron, Yokohama, Japan. It is docketed "Via San Francisco" at lower left. A large magenta "Too Late" single oval (SF-2) is struck at left to indicate the letter did not make the ship in San Francisco. The three back-stamps are shown as Figure 5; New York transit (Oct. 12, 1880), San Francisco received (Oct. 19, 1880) and an illegible Yokohama.



Figure 5

Roth's study was limited to nineteenth century material as the latest listing recorded is 1870. During this time period, he records two types of "Too Late" markings employed at the NYPO: NY-1 and NY-2. A single example on NY-1 is reported but it is unknown whether the marking was actually struck in New York City. On the other hand, NY-2 is quite common and numerous examples are reported in the census. This author has knowledge of at least four other "Too Late" markings used in New York City, one used during the 1880's and the others in the twentieth century.

During the nineteenth century, New York's "Too Late" markings are found on mail to foreign and domestic cities while twentieth century examples seem to occur primarily on mail sent to foreign destinations. All are in the straightline format, either as a single line or with a second line to include further information (usually the branch or station). The markings are struck in red, black, purple and blue ink. Examples of each are shown below.

NY-2 has been recorded on covers ranging from as early as 1837-38<sup>5</sup> until 1902. The NY-2 straightline measures 34mm x 4mm and has been recorded in black and red inks. An early example on a folded letter<sup>6</sup> to Kingston, Canada is shown as Figure 6. Dated July 18, 1848, it was presumably too late to make the train and received a weak strike of "Too Late" marking at upper left. The ten cent 1847 regular issue paid the US postage "to the border" and the manuscript marking indicates the Canadian postage due at destination.



Figure 6

5. Roth, Steven, M., *The Auxiliary Handstamp Postal Marking "Too Late"*, Chronicle of the U. S. Classic Postal Issues, Vol. 27, November 1975, p.218.

6. United States Philatelic Classics Society, 1847 Cover Census (online), #8069.



The folded letter shown in Figure 7 illustrates one of the difficulties in identifying the origin of “Too Late” markings on certain covers. The letter has no identifiable New York markings (other than “N York” in the docket). The dateline and datestamp reveal the letter left New Orleans on October 28, 1854 destined for Hollymount, Lancashire England. The docket at upper left “steam 4 Nov./N York” indicates the sender wished the letter to leave on the Ocean Line steamer *Washington* which sailed on November 4<sup>7</sup>. Obviously the letter arrived late from New Orleans and the “Too Late” straightline was struck over the New Orleans datestamp. The next scheduled steamer out of New York was the Collins Line *Pacific* which sailed November 11. The ship (with letter) is listed as arriving in Liverpool on November 22<sup>8</sup> and is verified by a same-day, green Liverpool backstamp.

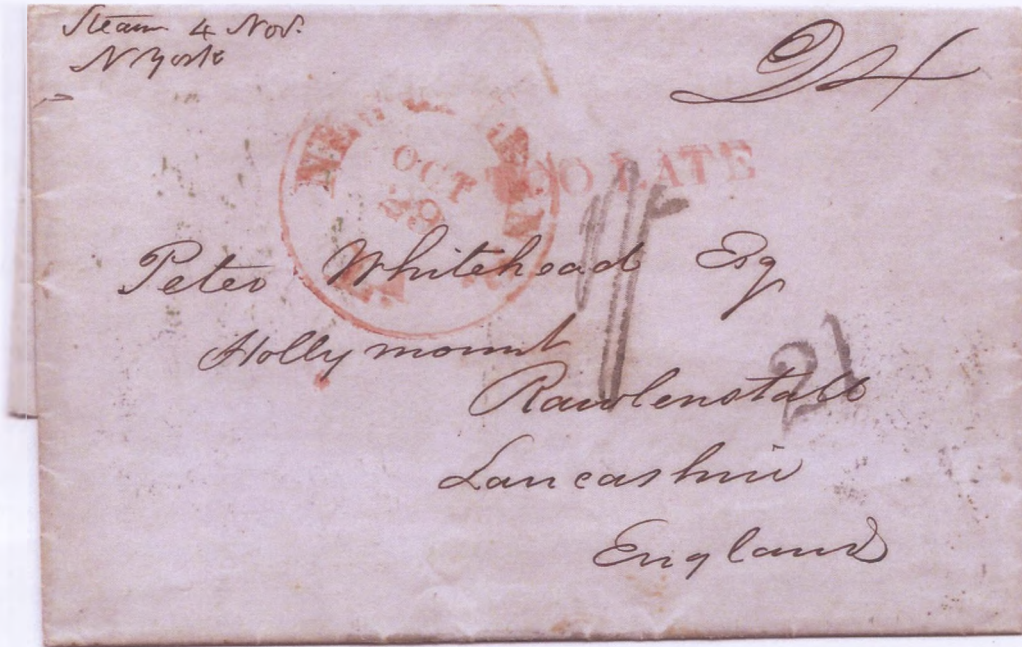


Figure 7

Another folded letter, dated April 18, 1855, is shown in Figure 8. Addressed to Paris, France, the docket at the top center indicates the letter was to depart on the Collins Line steamer *Baltic*. After being received at the post office, a clerk must have determined that the mails for the *Baltic* had already closed and struck the “Too Late” handstamp near the docket. However for some reason, perhaps a mail bag was still open or possibly clerk’s error the “Too Late” straightline was crossed off; a set of initials written to the right of the handstamp. The initials probably identify the clerk responsible for the change. The letter made the *Baltic* which arrived in Liverpool on April 29, 1855.



Figure 8

7. Hubbard, Walter, and Winter, Richard, F., *North Atlantic Mail Sailings*, U.S. Philatelic Classics Society, Inc. 1988, p.88.

8. *ibid.*, p.102.



It seems that only three covers franked with 1869 adhesives and struck with the "Too Late" straightline exist. One of the three is shown as Figure 9. The small cover addressed to Paris, has a docket at upper left indicating the sender wished it to depart on the French Line steamer *St. Laurent*. The other docket to the right was probably penned by the addressee upon arrival as it includes the received date; "Rec'd Mar 20". This docket also indicates the letter was written on February 28, some 6 days prior to the sailing of the *St. Laurent*. Therefore it seems likely that this letter originated either some distance from New York (no letter inside designating origin) or possibly the letter was not directly dropped at the post office. The datestamp indicates the cover left on March 8, the day the Hamburg American Line steamer *Holsatia* sailed for Plymouth, Cherbourg and Hamburg. Travel on the *Holsatia* is confirmed by presence of the blue Cherbourg transit mark struck at the lower right.



Figure 9

The NY-2 marking was used throughout the late 1880's into the early 1900's. Figure 10 shows an example from the large Bank Note period. Both the datestamp and corner card clearly indicate this cover originated in Philadelphia. The sender expressed his wish for the cover to depart on the Cunarder *Etruria* by the docket at upper right. The letter was posted at 9a.m. in Philadelphia, but according to a backstamp, it did not reach New York until 10:30p.m. The "Post Office Notice" column in the September 1, 1888 issue of the *New York Times*, shown in Figure 11 states that mails for the *Etruria* close at 9:30a.m, thus arriving too late for the mails, the "Too Late" marking was struck below the docket.

Unreported in Roth's article are at least four other types of "Too Late" marking from New York City. A double straightline used concurrently with NY-2 is shown as Figure 12. Franked with a brown 5¢ Garfield, the cover was sent from Westchester, PA on June 28, 1887 destined for London, England. It was addressed to Norman D Gray, care L.G. McCauley, American Exchange on 449 Strand in London. At the time, the American Exchange provided many services for tourists such as money exchange, mail delivery, newspapers, and ticket procurement. Figure 13 includes

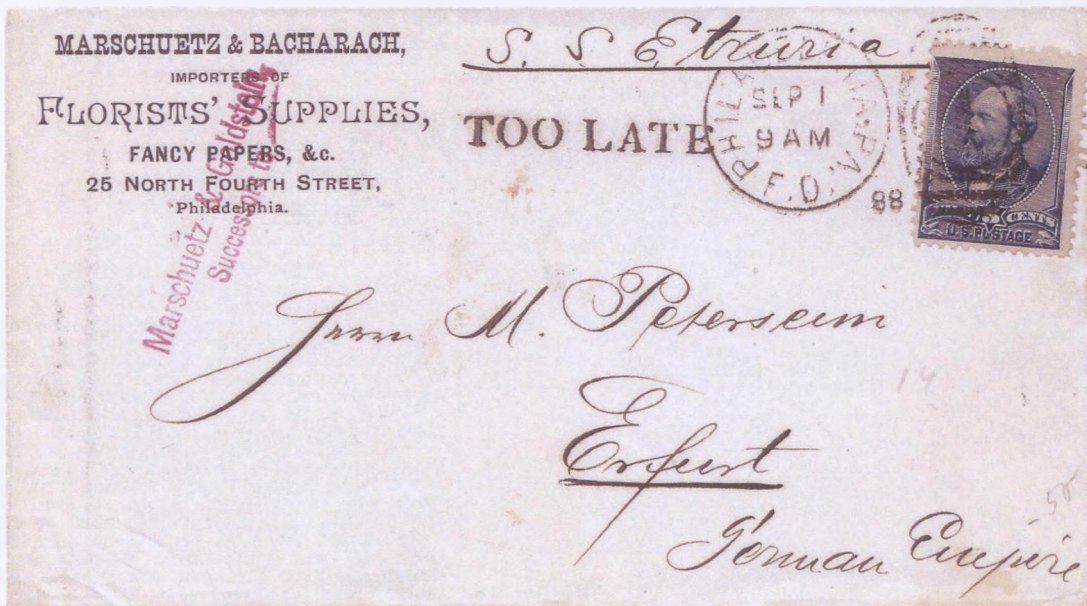


Figure 10



close (promptly in all cases) at this office as follows:  
 SATURDAY.—At 1 A. M., for Brazil and the La Plata countries, via Brazil, for St. Thomas and St. Croix, via St. Thomas, for Barbadoes and for Trinidad and Demerara, via Barbadoes, per steamship *Alliance*, from Newport News, (letters for other Windward Islands must be directed "per *Alliance*"); at 9:30 A. M. for Europe, per steamship *Etruria*, via Queenstown, (letters for France, Switzerland, Spain, and Portugal must be directed "per *Etruria*"); at 9:30 A. M. for Great Britain, Ireland, Belgium, Netherlands, Germany, Austria, Denmark, Sweden, Norway, Russia, and Turkey, per steamship *Elbe*, via Southampton and Bremen, (letters must be directed "per *Elbe*"); at 9:30 A. M. for France, Switzerland, Italy, Spain, and Portugal, per steamship *La Bretagne*, via Havre; at 9:30 A. M. for the Netherlands, via Amsterdam, per steamship *Edam*, (letters must be directed "per *Edam*"); at 9:30 A. M. for S

Figure 11

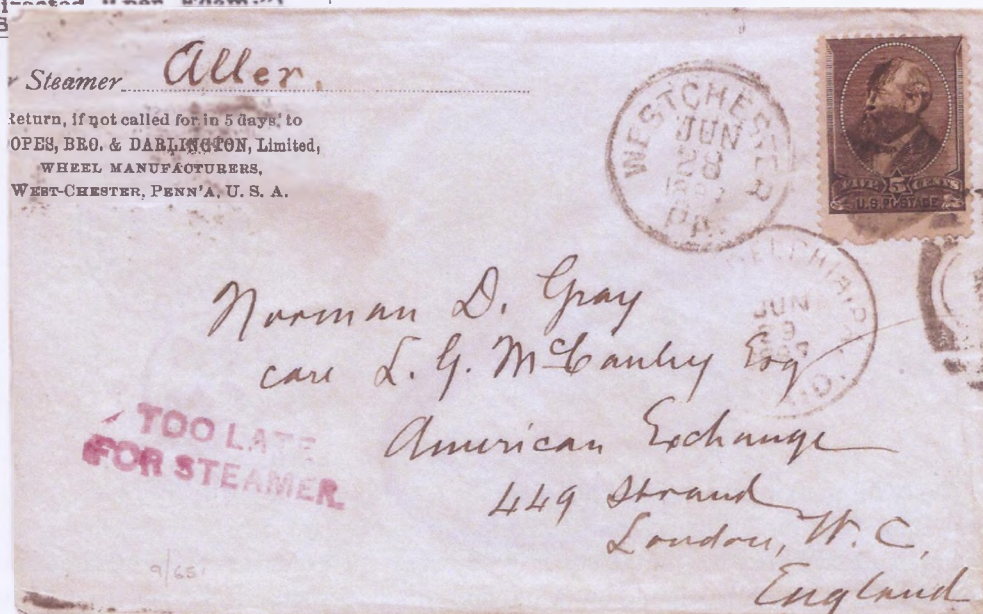


Figure 12



Figure 13

**POST OFFICE NOTICE.**  
 (Should be read daily by all interested, as changes may occur at any time.)  
 Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.  
 Foreign mails for the week ending July 2 will close promptly in all cases at this office as follows:  
 WEDNESDAY.—At 8 A. M. for the Netherlands direct, per steamship *P. Caland*, via Rotterdam, (letters must be directed "per *P. Caland*"); at 9 A. M. for *Eurona*, per steamship *Aller*, via Southampton and Bremen, (letters for Ireland must be directed "per *Aller*"); at 9 A. M. for Ireland per steamship *Germanic*, via Queenstown, (letters for Great Britain and other European countries must be directed "per *Germanic*").

Figure 14



the company's purple double oval back-stamp as well as a London receiving and a Philadelphia transit. On the front, the 5¢ Garfield is partially tied by a weak Philadelphia Paid datestamp and barred ellipse. The letter was to leave on the North German Line steamer *Aller* (from New York City) as docketed at upper left. The Philadelphia transit mark on the reverse of the cover has a time stamp of 12p.m., June 29, 1887. The "Post Office Notes" column of that day's issue of the *New York Times* (Figure 14) states that the mails for the *Aller* closed at 9a.m. and therefore the letter could not have made the *Aller*. Thus, the purple straightline "Too Late for Steamer." was struck at left. As observed on many covers, there are no NYPO markings.

Another "Too Late" single straightline was employed by the NYPO beginning at least as early as 1912. Similar in form to NY-2, though was somewhat larger (35mm x 5mm), it has been observed struck in blue and purple inks. A well traveled letter with a strike in blue is shown on the front cover. Addressed to Miss Lena Wilbur, Diamond Harbor, Calcutta, India the cover from Providence, RI, was mailed on February 18, 1930. The sender wished the letter to be sent on the Red Star Line steamer *U.S. Belgenland* as seen by the docket at lower left. Too late for the *Belgenland*, it arrived by another ship in Calcutta on March 23, 1930 and was forwarded to American Express. The cover bounced around Calcutta trying to catch Miss Wilbur as evidenced by the numerous backstamps, shown in Figure 15. It was ultimately returned to New York as indicated by the machine backstamp dated May 3, 1930. At the NYPO it received the purple straightline "Returned to N. Y. P. O....." and the blue "Return to Sender" - quite a four month journey.

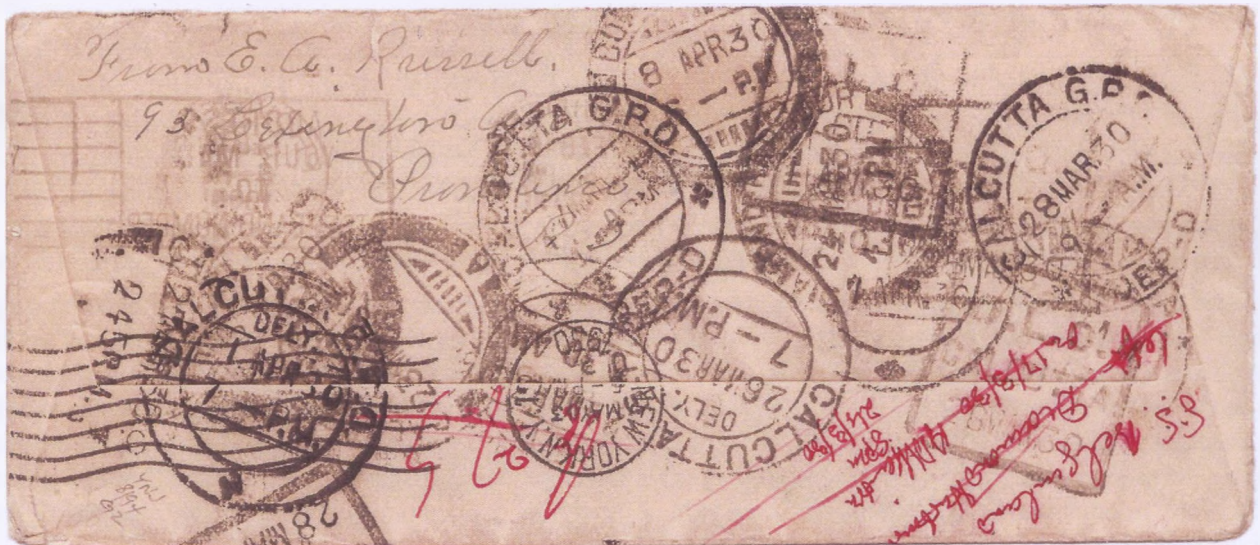


Figure 15

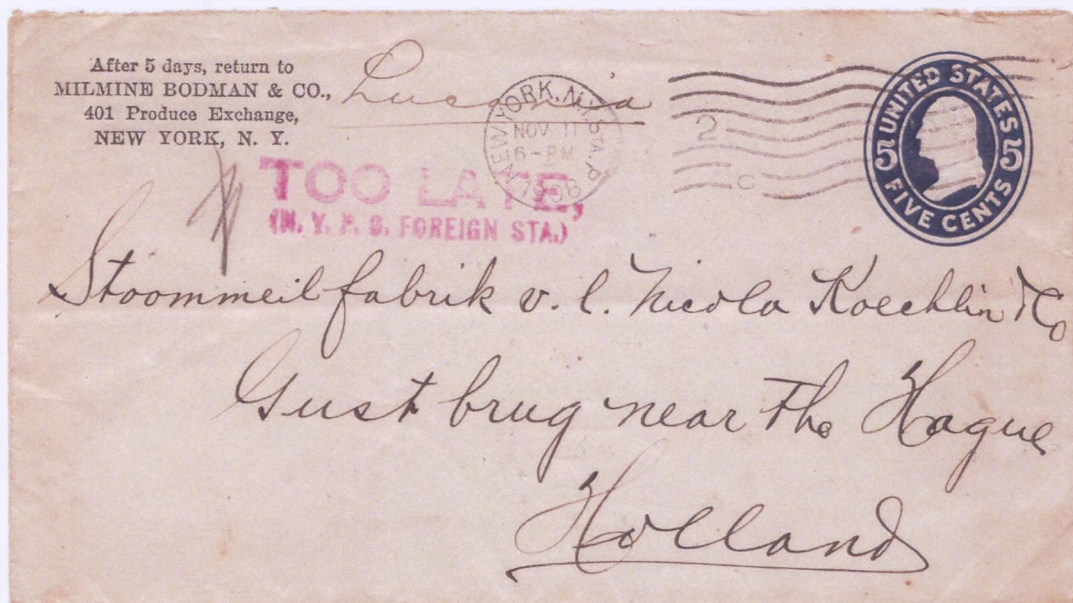


Figure 16





Figure 17

At least two twentieth century double line variations have been recorded by the author. Examples are shown as Figure 16 and Figure 17. The earlier cover, dated November 11, 1908 was to be sent on the Cunarder *Lucania* destined for “Justbrug near the Hague, Holland”. The lower line of the “Too Late” marking includes information about the branch; (N. Y. P. O. Foreign Sta.). The second cover dated June 21, 1927 was sent to New York from Washington D.C. by airmail “via Commander Byrd’s Airplane *America*”. Struck in purple, the lower line on this marking reads (Varick St. Sta., N. Y.). The foreign mail section had moved from the main post office to the Varick Street Annex on March 17, 1923<sup>9</sup>.

One final cover is shown as Figure 18 and the reverse as Figure 19. Similar to the aforementioned cover to Calcutta, this cover went on a very interesting journey. Dated July 16, 1936, the cover left Chicago, Illinois addressed to “Mr. B. Efraim Olson, ‘Queen Mary’, Southampton, England”. Complete details on the route were typed in both red and black below and to the left of the adhesives. It was to be sent “Special Delivery Airmail to New York” and then placed onboard the *Aquitania* with instructions “via Cunard White Star Liner *Aquitania* to Southampton England. Leaving New York July 16, 1936”. At left were the instructions “To be delivered to passenger leaving on the ‘Queen Mary’ from Southampton July 22, 1936. In other words, this letter was flown to New York City, placed onboard an outbound ship to England, to be delivered to a passenger on a ship returning to New York City.

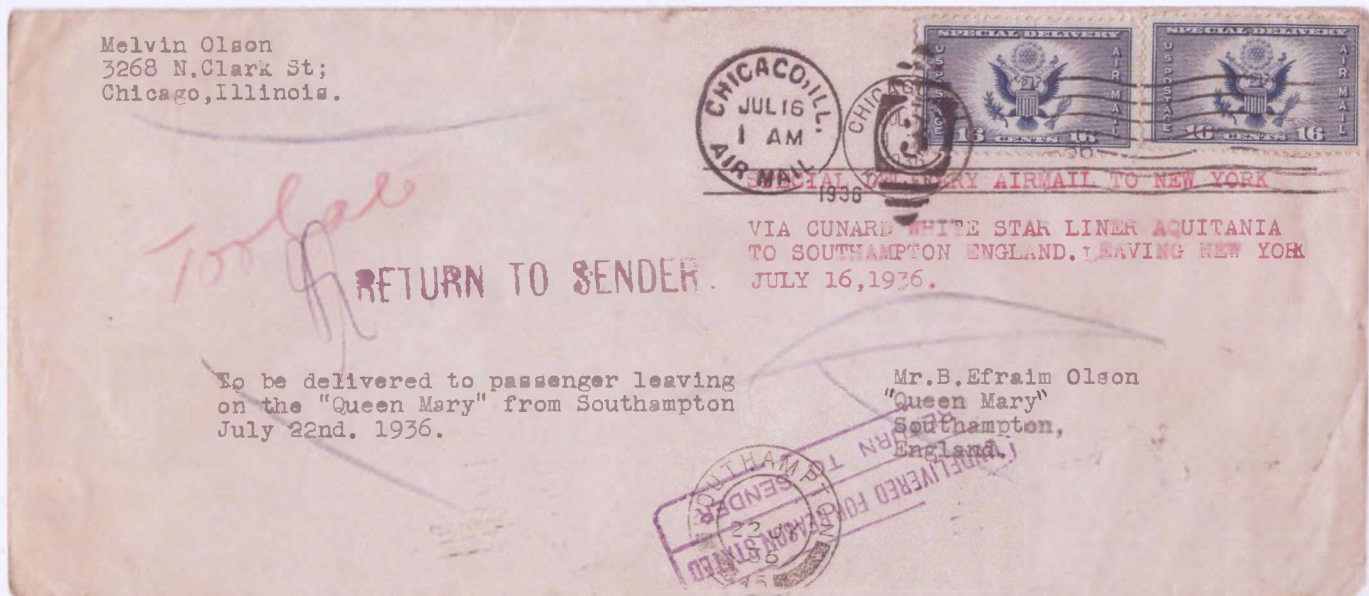


Figure 18

9. Piszkievicz, Leonard, *United States Supplementary Mail*, United States Stamp Society, 2009, p.26.





Figure 19

The cover reached New York in time to be placed on board the *Aquitania* but even though the ship arrived on the 22nd in Southampton, it was found the *Queen Mary* had already sailed earlier in the day. In Southampton a manuscript "Too late" was written at left on the front and a purple "Return to Sender, Vessel Sailed" double lined handstamp on the reverse. It arrived back in New York City (backstamp) on August 13th and received the purple "Return to Sender" handstamp. ■

{Continued from page 4}



Figure 4

Worcester Style S-11 CDSs have slugs for the Day and Month, but they do not have a Year slug, which makes it very difficult to accurately determine the exact date-of-use. Fortunately, the docketing on the reverse of my postal card indicates that it was mailed in 1880. Both cancel examples indicate that the month of mailing was October. Given the relatively short usage life of cork cancels due to wear and damage, its a fair bet that both Matthew's cover and my postal card were mailed in October, 1880. ■

*Editor's Note:*

*Bob Trachimowicz is a long-time student of Worcester, MA, postal history, and he has been part of a study into that Post Office's CDS use; hence his references to "Style S-11" and "Style S-12."*

*It is intended, in the near future, for Bob to regale us with much more of his knowledge of Worcester CDS markings.*



## Book Review: A History of Postal Service in Hanover, New Hampshire Since 1761

Robert L. Conley

The very first paragraphs of this book make it clear that the author views 'local postal history' as much more than a mere listing of postal markings which might be of interest to collectors; it also includes the study of mail processing and procedures of a certain post office in the context of broader national and regional history and influence. He also notes that, especially in the 19th Century, the local post office was integral to a town's life, complicated by the fact that most postmasters were political appointees.

The book opens with a brief yet intriguing 18th century history of the author's hometown, Hanover, which is in the far west of New Hampshire and across the Connecticut River from Vermont.

Chapters 2 and 3 cover the 19th century which brought the railroads, opening up hitherto isolated Hanover to the rest of the state. Mail routes grew more ambitious and they varied often; copious maps show and explain all these changes. There is also commentary about the early postmasters and there is a map and chronology of the various sites of the Hanover post office. I can tell you by my own sad experiences in attempting to collate similar information from other places, that the completeness of work done here is remarkable.

Chapter 4 discusses the 'modern' post office of the 20th century. This chapter benefits from having many photographs and it weaves in the added influence of having Dartmouth College right in the middle of town.

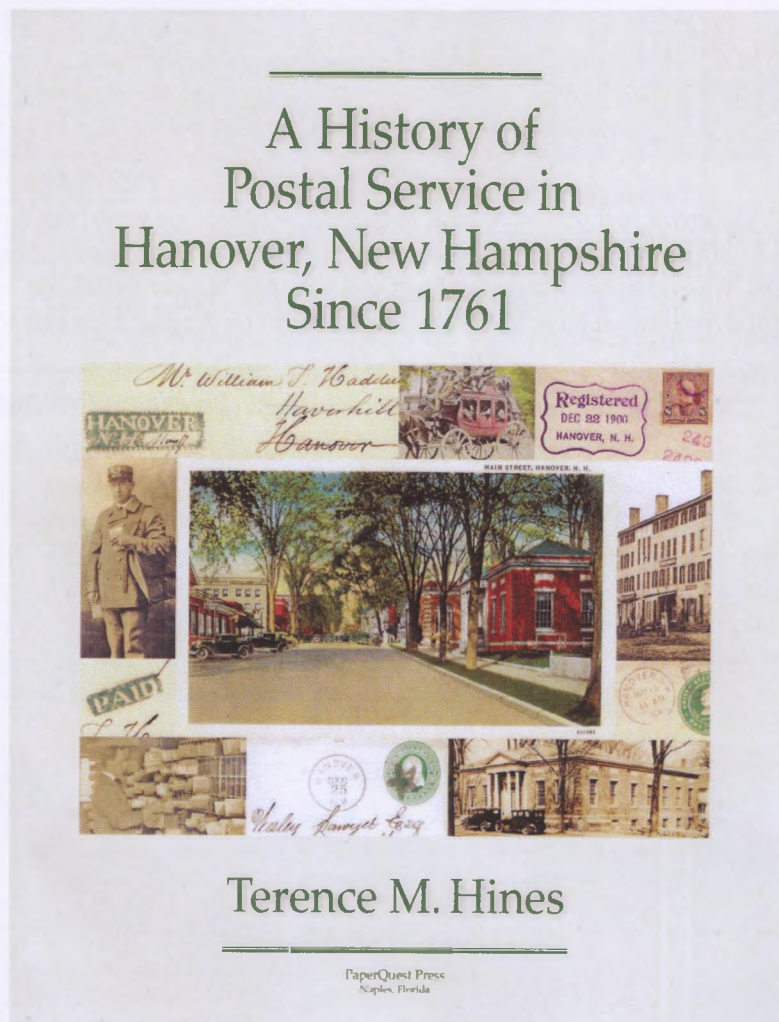
Chapter 5, perhaps unusually, discusses fiscal philately in Hanover. There are some beautiful illustrations and, if you know nothing of revenues, this short chapter should give you an easy-to-read, educational and enjoyable introduction. The book winds up with an 18-page, unpriced catalog of postal markings, fully illustrated and then numerous appendices.

This book is generously illustrated with maps and photographs and some superb and rare covers. In fact, whether by design or sheer good luck, the reader is never presented with two pages of straight text.

But most of all, the author has written a book that conveys something new in almost every paragraph; it does not take long to say to oneself "I did not know that!" And it is all presented so smoothly; it is a difficult book to put down. This is not Mr. Hines' first ever publication and his experience shows.

The cover is glossy card but the pages are thick and luxurious, befitting a book of such high quality and readability. As someone with a desire to publish similar works to this one, I suggest that this book sets a very high standard which would be nearly impossible to better. Thoroughly recommended.

*A History of Postal Service in Hanover, New Hampshire Since 1761*, by Terence M. Hines, First Edition (with some revisions) 2016, published by PaperQuest Press Naples FL., 146 pp., size 8.5" x 11", perfect-bound paperback. ISBN 9781365318931. Price \$51.99, available through [www.lulu.com](http://www.lulu.com). ■





### A Sampling of Cancellations from McGregor, Iowa

Jim Petersen

McGregor is now a small town in the northeast corner of Clayton county, Iowa. It was settled in 1847, as Mc Gregor's Landing, by a descendant of the Scottish outlaw, Rob Roy MacGregor. The Post Office by that name was in operation from October 1, 1849 until January 16, 1857. Subsequently, it has been known as McGregor and the post office continues in operation to this day.

McGregor's population peaked in the early 1870s with around 2,100 persons (although, unofficial sources say it was over 5,000), due to a new a railroad track being laid from Milwaukee, west to Prairie du Chien, Wisconsin, thus connecting Lake Michigan with the Mississippi River by rail. McGregor, directly across the river from Praire du Chien became a major commercial center, and served as a hub where grain from Iowa and Minnesota could be transported across the Mississippi and sent on to Milwaukee via railroad. However, this prosperity was short-lived: In 1874, the system of ferrying railroad cars across the river between McGregor and Prairie du Chien was brought to an end when a permanent pontoon bridge was constructed to connect the two cities' rail lines. As the need for men to disassemble and ship trains across the river disappeared, the city's population began to decline. Today, its population is around 850.

Several of the covers shown below are addressed to James O. Crosby, a lawyer from Garnavillo, Iowa. It seems that he saved virtually all his correspondence. These covers can either be dated by the enclosures or his habit of docketing his letters. I have covers relating to him from the 1850s up to 1913. Crosby was born in Caldwell, New York on March 28, 1828, moved to Garnavillo as a young man to practice law, and he died there on May 23, 1921.

Up until 1864, or perhaps a little earlier, the CDS served as the killer. From then, it was the common 4-ring target killer as seen in Figure 1. The 4-square killer, shown in Figure 2, is from 1867 and the 6-wedges circle in Figure 3 is likely from the same year. The 4-bar square grid seen in Figure 4, is probably next. The stamp on that cover does not have a grill, unlike the stamp shown in Figure 5, which was cancelled on December 30, 1869. However both covers appear to have the same CDS, so the Figure 4 killer is likely to be circa 1868.

Figure 1



Figure 2

Figure 3





Three McGregor covers are franked with a Scott 114. Figure 6 shows a circle of squares killer from January 1870. Figure 7 illustrates a cover stamped February 18 and with Masonic killer, Skinner & Eno FR-M3a 28. That cover and the one seen in Figure 8, are addressed in the same hand to the same addressee. Presumably, the June 16 cover is from the same year as well.

Figure 4

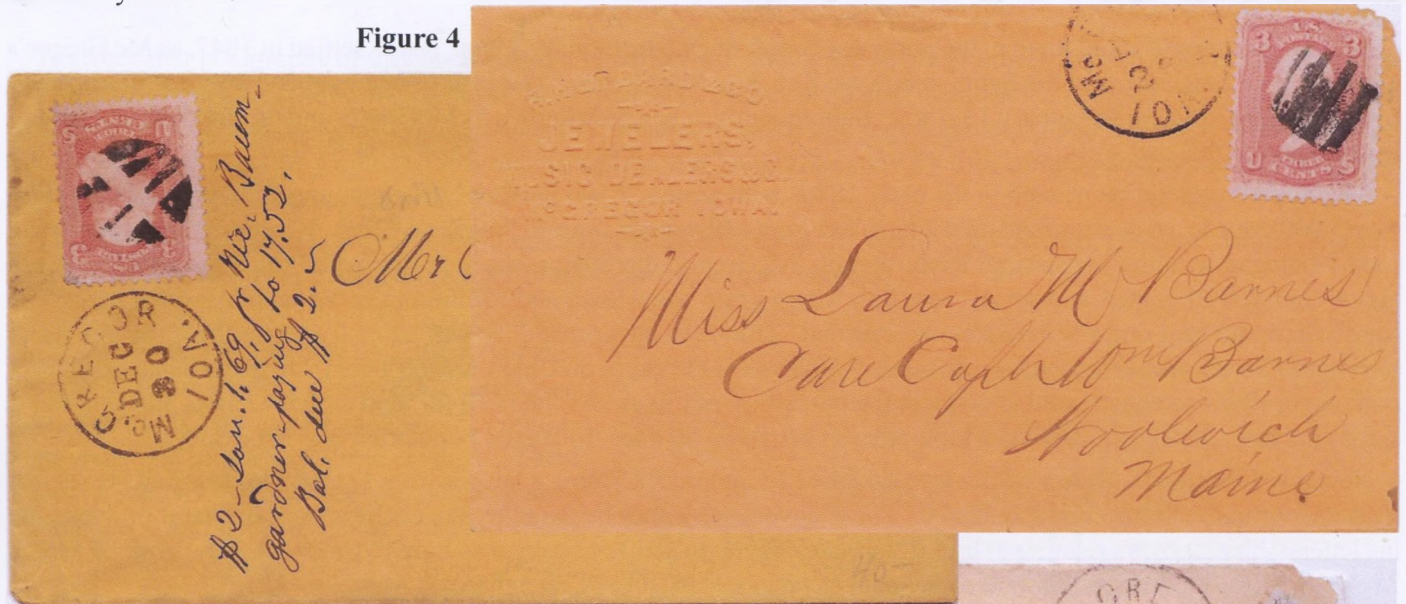


Figure 5

Figure 6



Figure 7

Figure 8

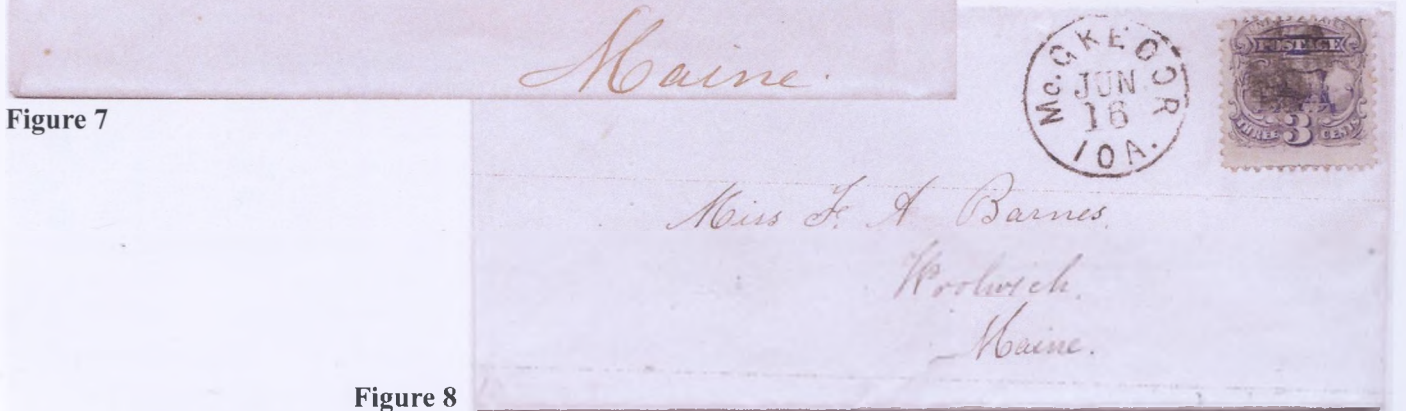


Figure 9 illustrates a Scott UX3, with a CDS of October 24 and an indistinct blob, all in blue. A usage in 1873 or 1874 is very probable. The cover with the quartered cork killer, shown in Figure 10 is docketed 1874. Note that the CDS now has the day above the month.

The year 1877 had at least three varieties of killers: the March 21 cover in Figure 11 is a blue target; the May 8 cover shown in Figure 12 is a blue Maltese killer; the December 14 cancel shown in Figure 13 is a black Maltese.





Figure 9



Figure 10

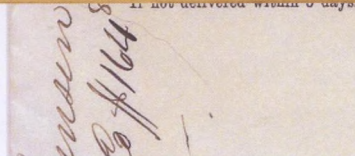


Figure 11

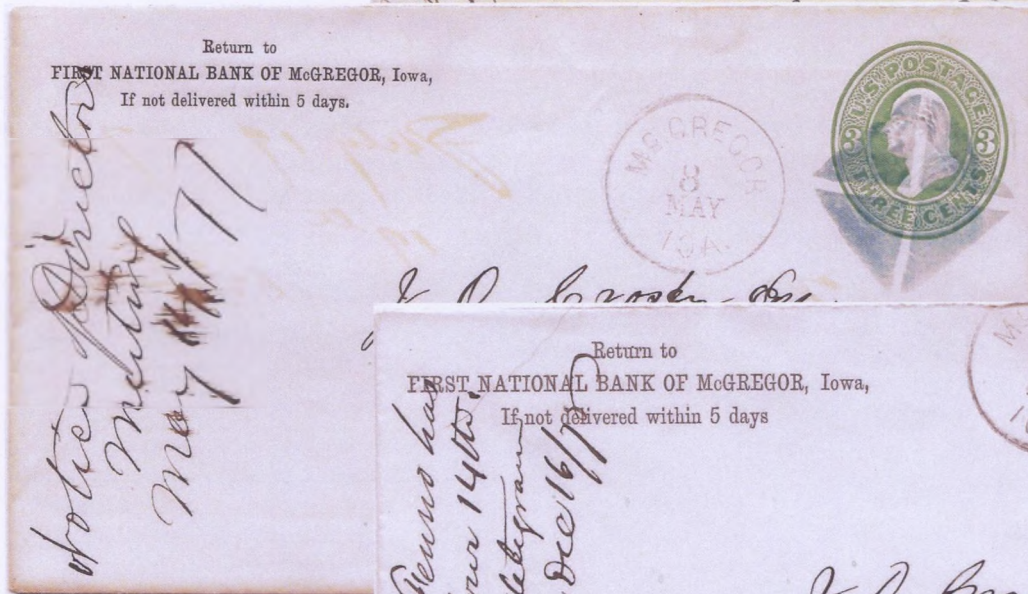


Figure 12

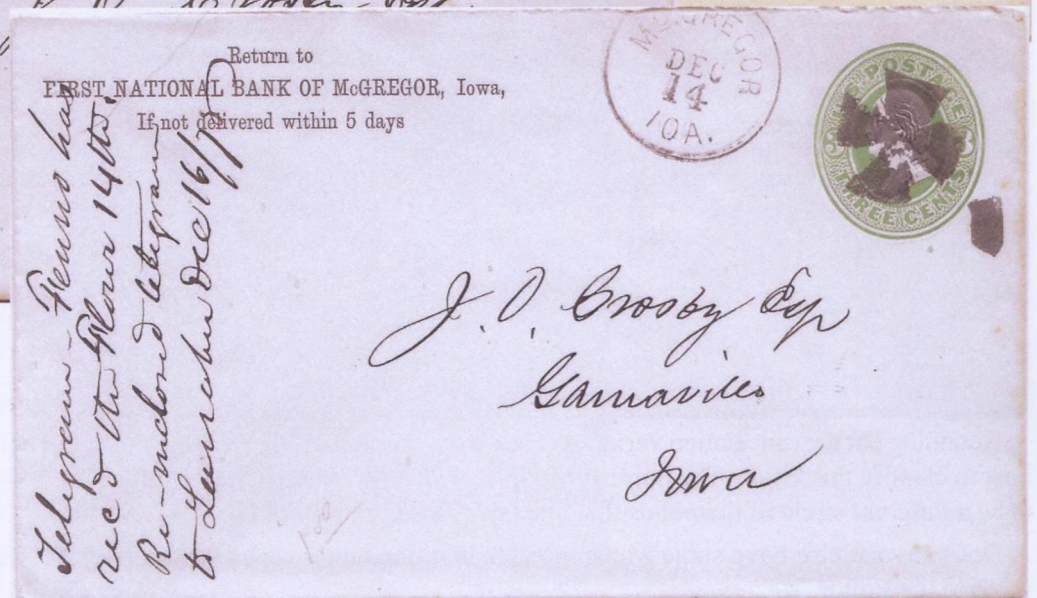


Figure 13



Figure 14 pictures a cover dated January 30, 1880 and a black "H", not recorded in Whitfield or elsewhere. I have a second example from April of 1880. The circle of diamonds killer in Figure 15 is from November of 1881. I have a second example of this variety from October of 1882.



Figure 14

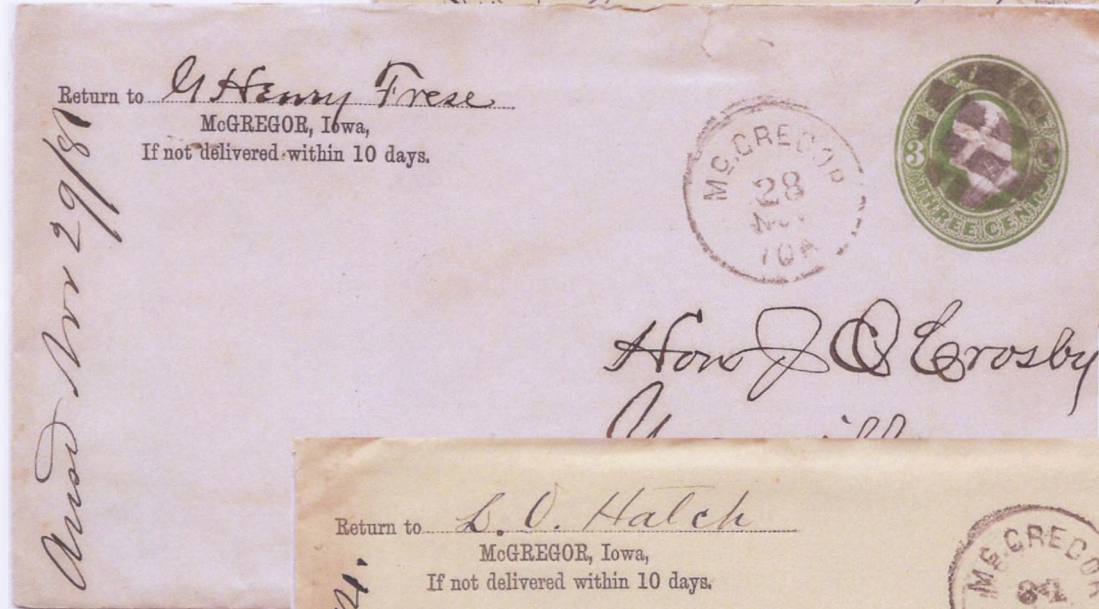


Figure 15



Figure 16



Figure 17

Rounding out the cancellation varieties is one from December 31, 1884 as illustrated in Figure 16. I'm not quite certain how to classify this killer. The September cover with 9AM in the CDS is from 1886. Shown in Figure 17, this appears to be a different circle of diamonds than the ones shown in Figure 13.

Does anyone else have some McGregor, IA markings they wish to share? Please send any further information or scans to the Editor. ■



Noted in Passing

Roger D. Curran

Merritt Jenkins, a specialist in the Scott 220 stamp and its postal history, recently submitted the three following items. Figure 1 shows a cancel that he had not seen before nor found in the literature. Can readers report other examples and, if so, can the Post Office of origin be identified?

Figure 2 presents a six-point star from Medford, Massachusetts. Merritt has not seen another example and would like to learn of a confirming example. Interestingly, the cancel extends to the edge of the stamp in two places but not beyond to the cover.



Figure 1



Figure 2

Finally, he shows the interesting cover in Figure 3 with postmark from Vermont's tiny capital Montpelier. In Merritt's own words: "As one can see, the stamp has been added to the envelope with a fake cancel. I bought this several years ago just to get it off the market." The Montpelier post office used during the period in question a duplexed ellipse cancel with two curved bars at top and bottom. An example is illustrated as Figure 4. This is almost certainly what lies underneath the the 2-cent stamp. The fact that what could be called the "three seeds in a pod" cancel is in a darker ink also causes consternation.

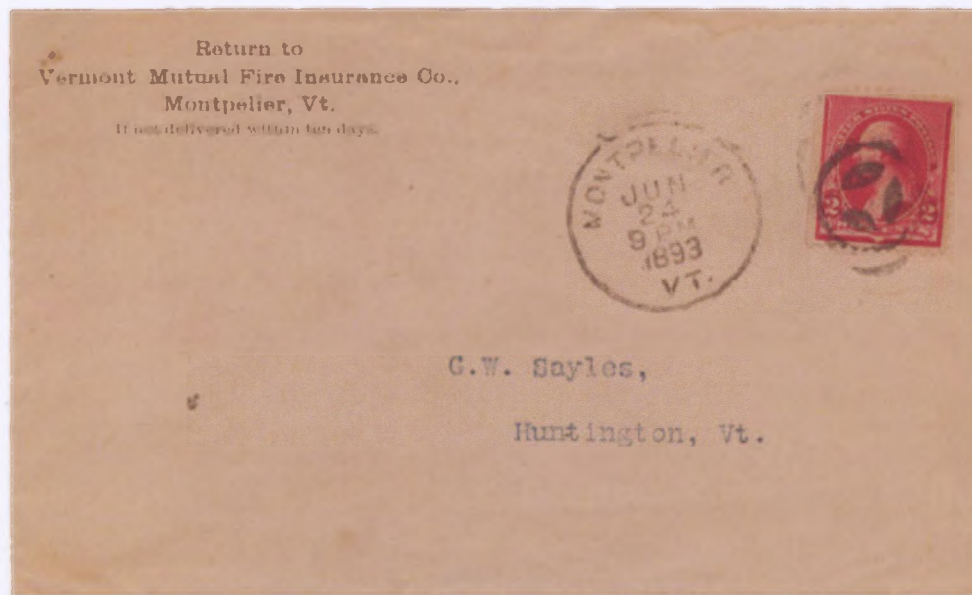


Figure 3



Figure 4



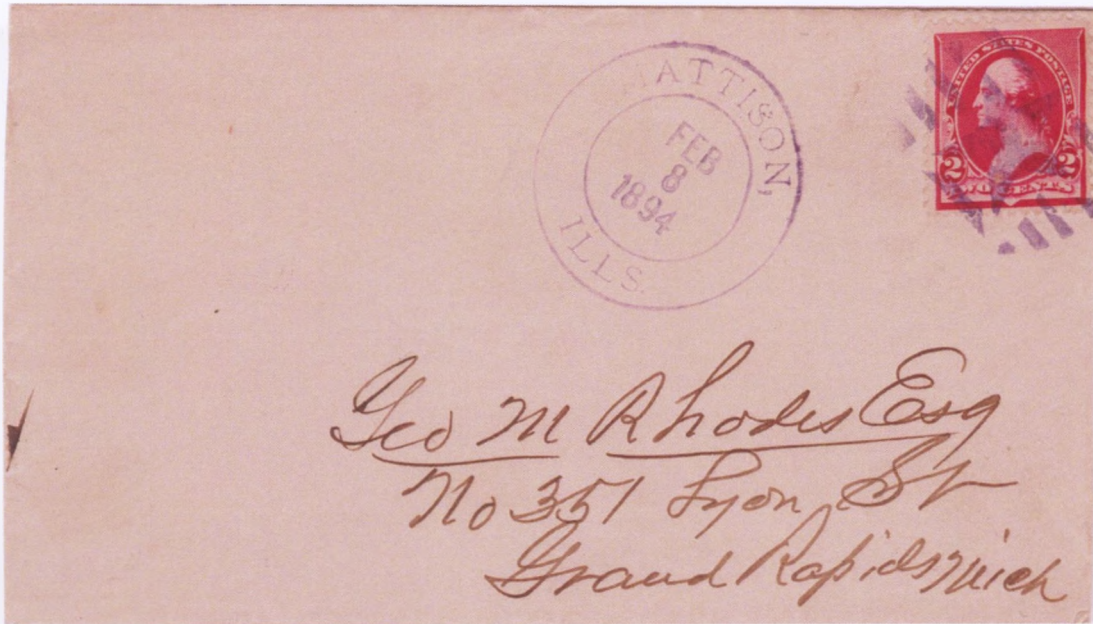


Figure 5



Figure 6

Larry Rausch submitted the cover, shown in Figure 5, postmarked Mattison, Illinois, February 8, 1894. It also bears a Scott 220 stamp canceled by a most interesting and unusual ellipse with a star in the center. Postmark and cancel are in blue ink and were apparently struck separately, not from a duplex handstamp.

Ellipse cancels with a star in the center are fairly common, especially during the era of the Sc. 210 stamp, 1883-1887. But I have seen none that are of similar design to the Figure 5 cancel, tracing shown in Figure 6.

Mattison (now known as 'Matteson') is about 30 miles south of Chicago. Incidentally, I didn't find any other Mattison cancels listed in the literature. One supposes that relatively few were noteworthy from a collectors standpoint.

If readers can report other information or strikes of the items discussed above, please contact the editor. ■

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