



Cancellation Club NEWS

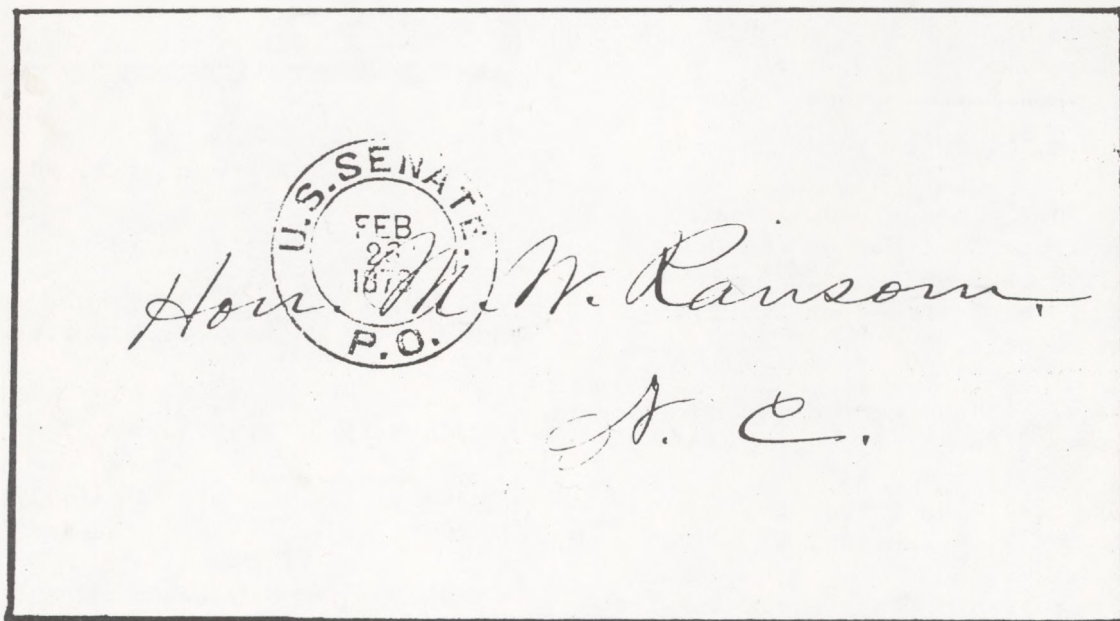
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See Rollin Huggins' article on the U.S. Senate Post Office.

FROM THE EDITOR

In this issue we continue with Rollin Huggins' articles on the mails of Congress with a discussion of the U.S. Senate post office. Response to his article on the Congress post office, a branch of the Washington City post office has been good. Ted Bozarth and Carl Stieg sent xeroxes of covers that will update Rollin's file. These hopefully will be published in the NEWS at a future date.

It is with deep regret, that I am obliged to make the following announcement. George Lewis, because of non-philatelic commitments feels the necessity to resign his position as Secretary-Treasurer of the USCC. These commitments will not allow him sufficient time to continue his diligent performance as an officer. I know the membership appreciates the job he has accomplished and wishes him well in his future endeavors. Applicants are sought, inquires about the position should be addressed to Abe Boyarsky or to George.

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U. S. SENATE POST OFFICE

BY ROLLIN C. HUGGINS, JR.

Because they are interrelated with the stories of the Congress and East Capitol Station postmarks, the interesting markings of the U. S. Senate Post Office should be dealt with at this point. Actually, the Senate Post Office was not a official post office at all. It was staffed out of the Senate's budget and functioned in many ways like the mail room of a large corporation. In 1880, the Senate Post Office was located on the main floor of the Capitol near the Senate Chamber, but by the 1890s its location had been moved to the basement of the Senate wing. Each Senator had a box at the Senate Post Office where he or his page could pick up his mail (Fig. 13). Outgoing mail was collected at the Senate Post Office and placed in the regular mail system at the Congress post office, or later at East Capitol Station, or sometimes at the central Washington Post Office. However, before depositing letters in the regular mail system, the Senate Post Office applied a handstamp which showed the date of mailing.

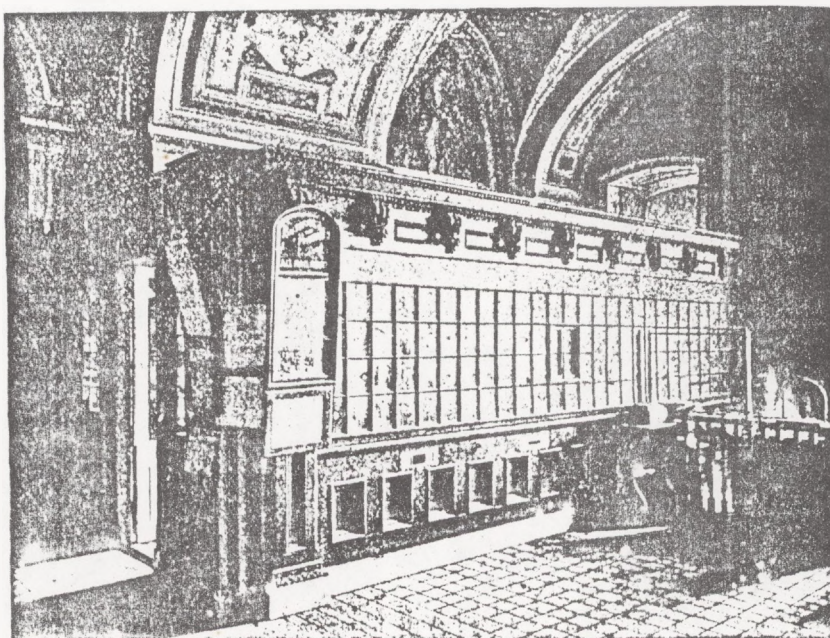


Fig. 13. Senate Post Office

The House of Representatives also had its own post office located in the basement of the House wing of the Capitol. However, no distinctive handstamps have been observed on mail passing through this office. Both the House and Senate post offices sent messengers to the central Washington Post Office early in the morning to pick up the mail for members of Congress. The mail was then delivered by wagons to the lodgings of the members so that they could receive their mail before having to depart for the Capitol (Fig. 14). Mail for members of Congress arriving in the central post office later in the day was taken directly to the Capitol and placed in the boxes at the House and Senate post offices. Mail not retrieved from the boxes

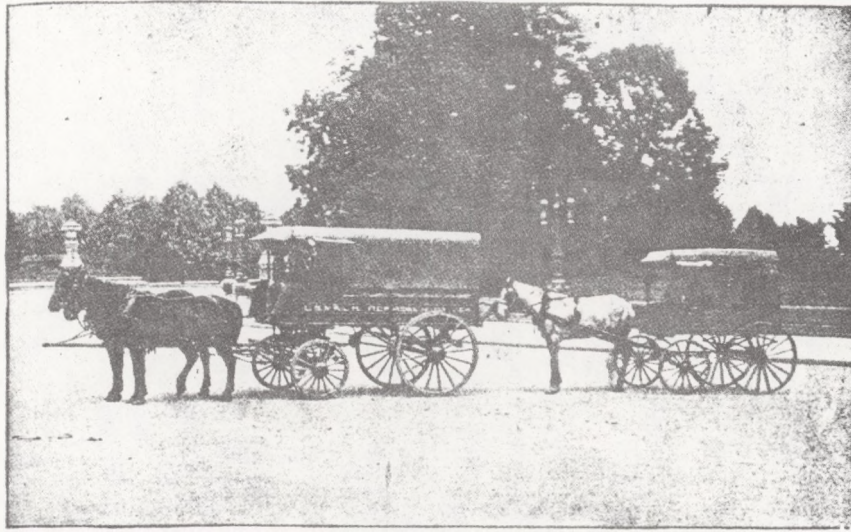


Fig. 14. Congressional Mail Wagons.

by the end of the day was returned to the central post office to be included in the regular five o'clock delivery. Cushing, The Story of Our Post Office, 1893, pp. 872-3.

Of course, we are more interested in the treatment of outgoing mail. Much of it never went through the general post office. Mail deposited at the House and Senate post offices for other members of Congress would simply be placed in the boxes of the recipients. Important communications without postage to the various Executive Departments would be delivered by riding pages (Fig. 15). However, during the period we are examining the franking privilege had been abolished. Therefore, mail to destinations outside of Washington had to be franked with postage at regular rates. When such mail was deposited in the Senate Post Office, it was given distinctive markings so as to show the date of mailing.

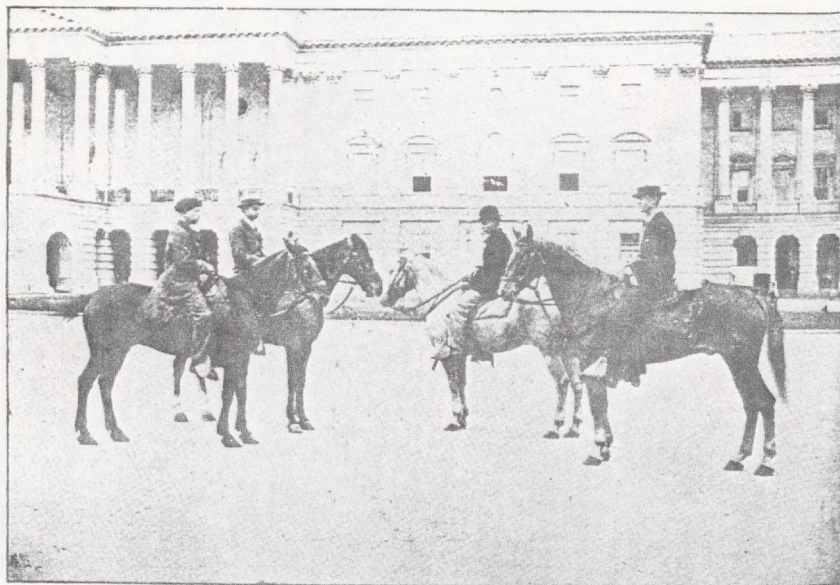


Fig. 15. Congressional Riding Pages

S-1. "U.S. SENATE./P.O." in Double Circles, 30mm and 19mm.

The first of the Senate Post Office markings is known to have been used in 1878. Possibly these might be receiving marks applied when the letter was received at the Senate Post Office for mailing. However, it is more likely that mail was simply deposited in a box, and the marks were applied just before the mail was transferred to the postal system. In this case they might more properly be referred to as forwarding marks. In any event, they are not postmarks of the official post office, and postage stamps were never canceled at the Senate Post Office. The blue double circle Senate mark is the only one with both "U.S." and "P.O." abbreviations (Figs. 16 and 17).

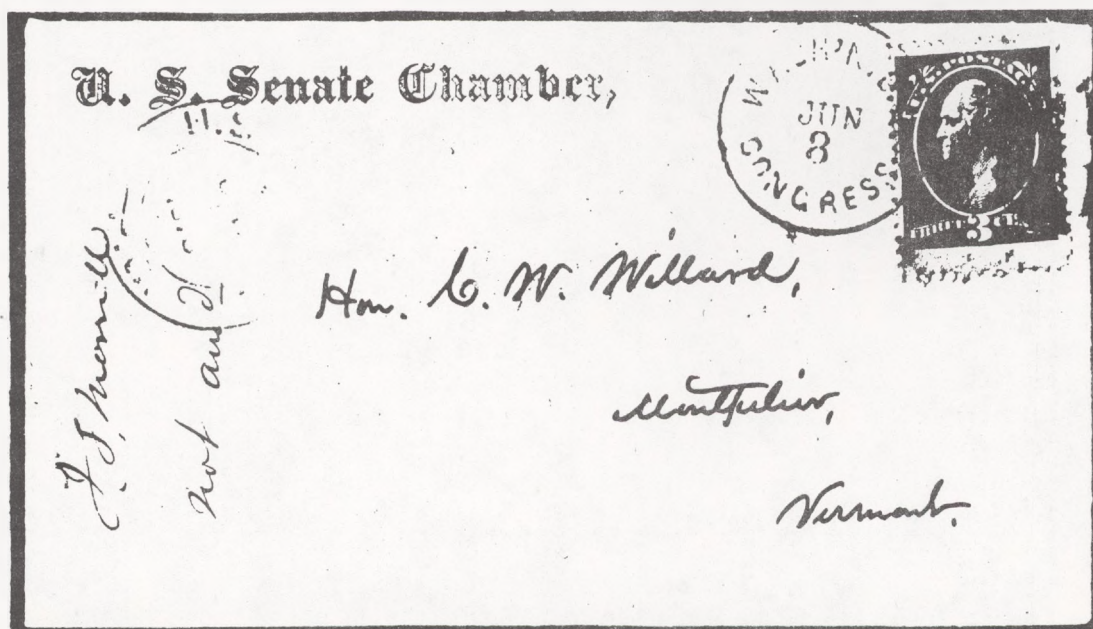


Fig. 16. Senate P.O. June 8, 1878 mark in blue and "Wash'n." Congress postmark.

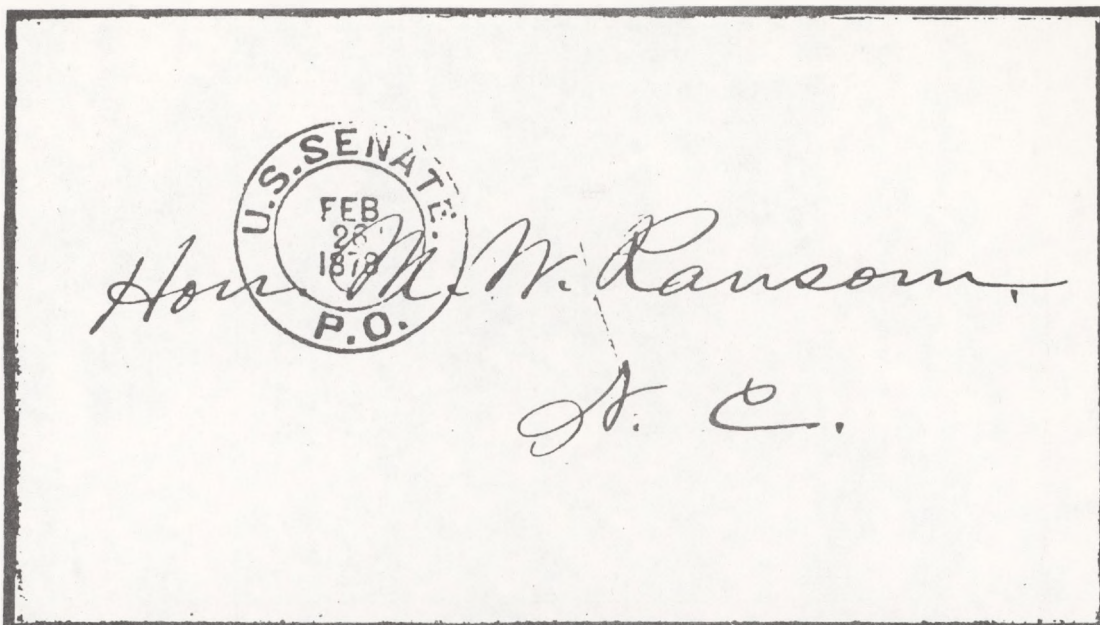


Fig. 17. Blue Senate mark in double circles on cover sent to M.W. Ransom, Senator from North Carolina, without postage outside of the mails. Collection of George Turner.

S-2. "UNITED STATES SENATE./POST OFFICE" in 38mm x 22mm Ellipse.

The next Senate mark is an ellipse that was used in 1879 and 1880. The color of the ellipse originally was blue but shortly thereafter the color was changed to purple. It is most often found in conjunction with the "WASH." postmark of the Congress post office (Figs. 18 and 19).

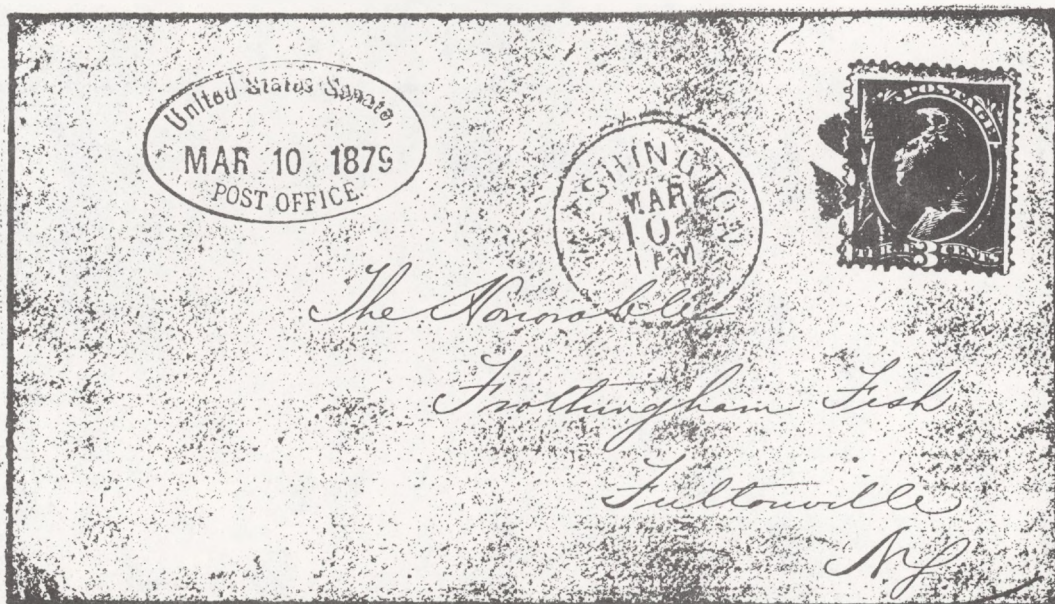


Fig. 18. Blue Senate Post Office ellipse dated Mar 10, 1879. Collection of George Turner.

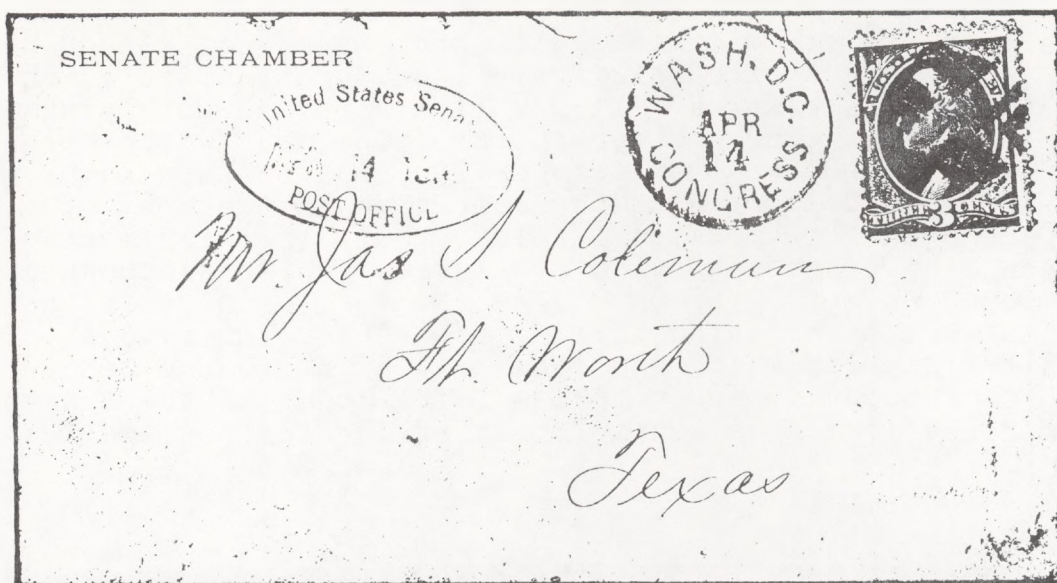


Fig. 19. Purple Senate Post Office ellipse dated Apr 14, 1880 with the "WASH" Congress postmark. Collection of George Turner.

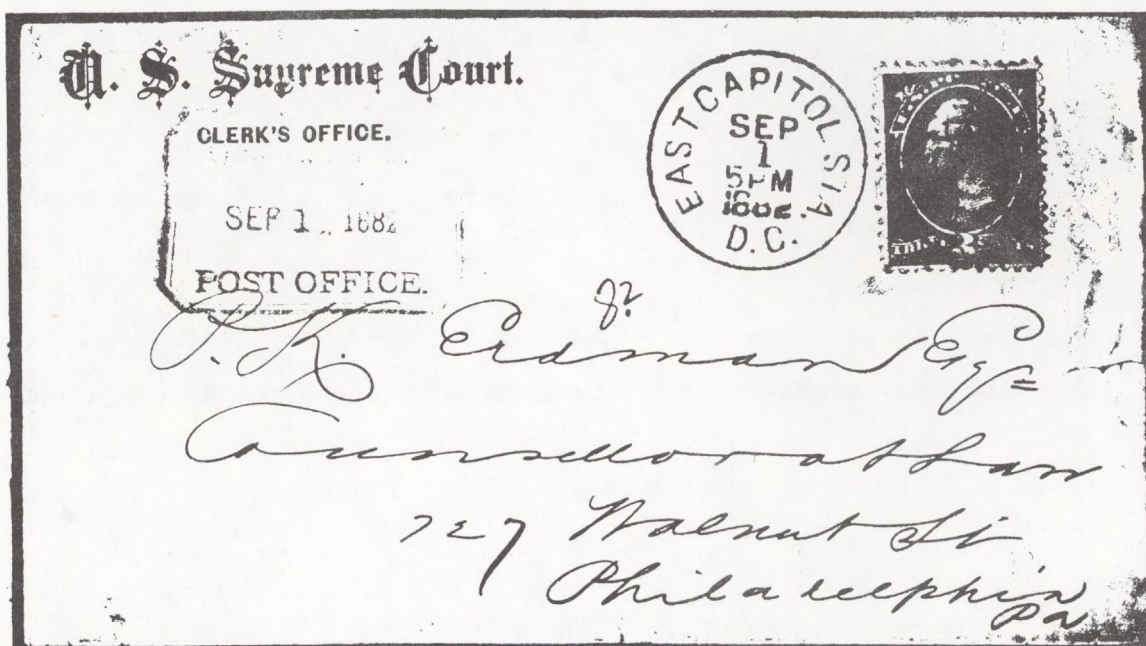


Fig. 20. Pink Senate Octagon dated September 1, 1882, and East Capitol Sta. postmark with fancy geometric killer.

Note that, as an accommodation, the Senate Post Office handled mail from the Supreme Court which at the time sat near the Senate Chamber.

S-3. "UNITED STATES SENATE,/POST OFFICE" in 40mm x 27mm Octagon.

The third Senate mark makes its appearance in 1881 and was used through 1884. Due to its relatively long duration, it is the most common of the Senate marks. It was first applied with pink ink which may show up well in the photograph (Fig. 20), but which is hard to read with the naked eye. On October 1, 1883, postage rates were reduced from 3¢ to 2¢. About the same time the color of the Senate mark was changed from pink to purple. Thus, the pink mark generally appears on a cover franked with a 3¢ green, while the purple mark will be found on 2¢ red brown covers (Fig. 21). Official postal operations were transferred in 1881 from the Congress post office to East Capitol Station which was less convenient to the Senate Post Office. Consequently, after 1881 a fair amount of the Senate mail was sent directly to the central post office for posting.

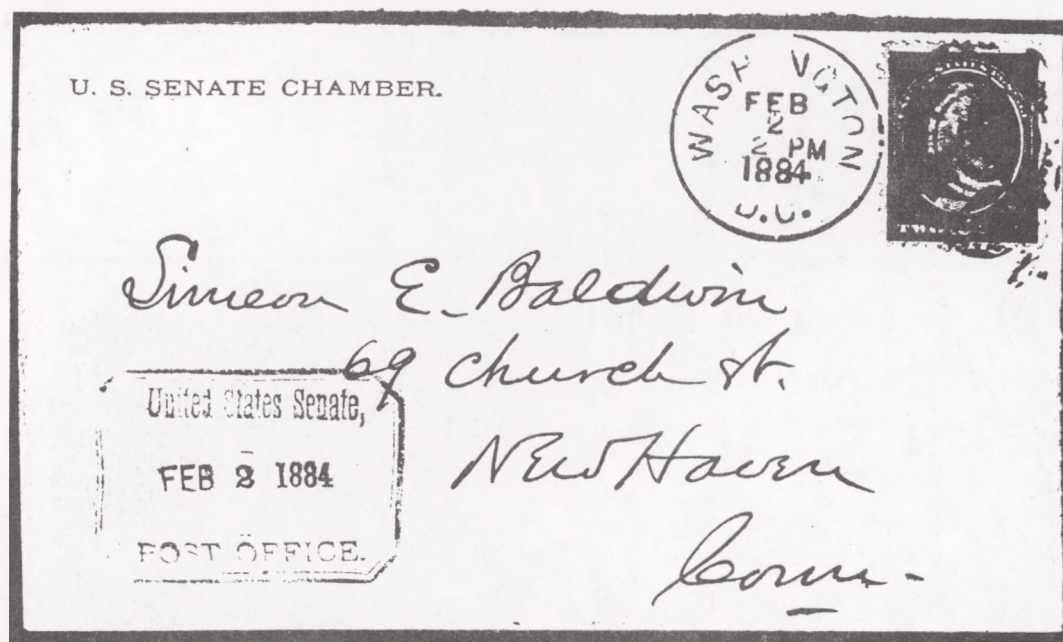


Fig. 21. Purple Senate Octagon dated February 2, 1884, and Washington postmark with fish-tail "3" killer.

S-4. "U.S. SENATE,/POST OFFICE" in 38mm x 25mm Ellipse.

In late 1884, and continuing through 1885, the Senate Post Office reverted to the use of an ellipse. The 1884 ellipse may easily be distinguished from the 1879 ellipse in that the 1884 ellipse is larger and has a double outer rim. Further, "UNITED STATES" is abbreviated as "U.S." in the 1884 ellipse (Fig. 22).

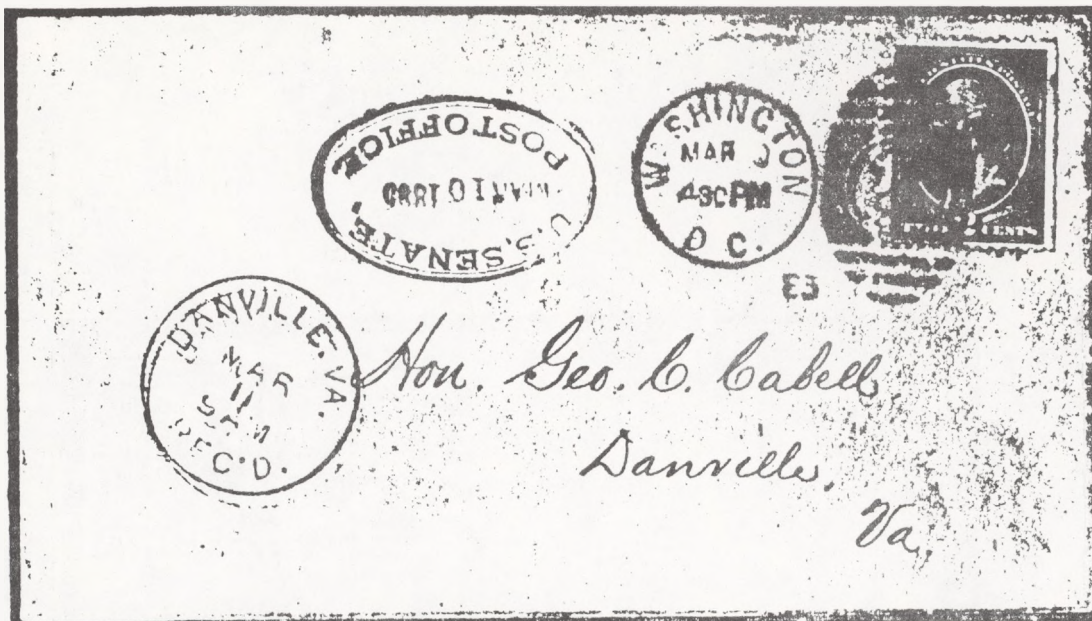


Fig. 22. Purple Senate Ellipse dated March 10, 1885, and Washington postmark with "2" in barrel killer.

S-5. "U.S. SENATE, POST OFFICE" in 35mm x23mm Octagon.

Beginning in 1886, the Senate Post Office again used an octagon, but it was smaller than the 1881-84 octagon. Further, since there was less room, "UNITED STATES" is abbreviated as "U.S." (Fig.23).

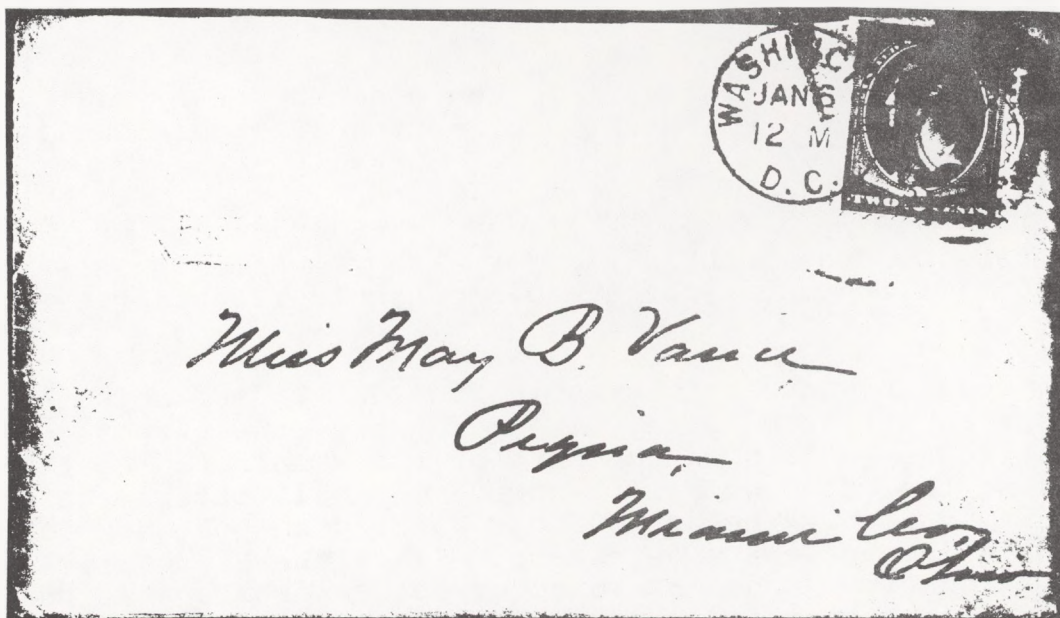


Fig. 23. Purple Senate Octagon dated January 6, 1886. Note the "7" in the Washington killer possibly indicating that the cover was postmarked at East Capitol Station. Collection of Alfred E. Staubus.

S-6 "U.S. SENATE,/POST OFFICE" in arc in 35mm x 23mm Octagon.

Late in 1887, there was a slight modification of the small Senate octagon datestamp. "U.S. SENATE" and "POST OFFICE" were curved in a gentle arc above and below the date. Also, serifs were added to "U.S. SENATE" and "POST OFFICE" was in printed in slightly smaller letters. (Fig. 24).



Fig. 24. Senate in arc in Octagon dated January 11, 1888, with Washington postmark. Collection of Thomas O. Taylor.

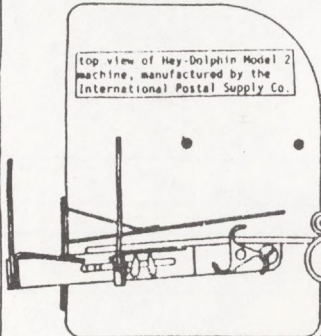
The arc marking continued in use for a short while in 1888 until the Senate Post Office seems to have discontinued its practice of marking outgoing mail.

One wonders whether the Washington Post Office objected to the use of the Senate datestamps. They did serve the purpose of highlighting any delays on the part of the Washington Post Office in postmarking the outgoing mail. However, on all covers that have been observed, invariably the date of the Washington postmark is the same as the date in the Senate datestamp. Since the Post Office relied on appropriations from Congress to cover losses from operations, it is understandable that mail from the Senate was handled expeditiously.

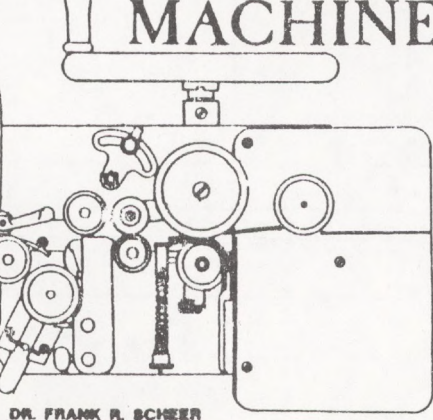
EARLIEST AND LATEST REPORTED SENATE POSTMARKS


S-1	"U.S. SENATE/P.O." in blue circles	2/16/78	12/18/78	
S-2	"UNITED STATES SENATE/POST OFFICE" in ellipse:			
	In blue	2/10/79	4/3/79	
	In purple	5/5/79	7/12/80	
S-3	"UNITED STATES SENATE/POST OFFICE" in large octagon:			
	In pink	3/4/81	6/25/83	
	In purple	1/17/84	12/24/84	
S-4	"U.S. SENATE, / POST OFFICE" in purple ellipse	10/4/84	11/16/85	Note overlap with preceding postmark.
S-5	"U.S. SENATE, / POST OFFICE" in purple octagon	1/5/86	6/3/87	
S-6	U.S. SENATE, / POST OFFICE" in arc in octagon	12/7/87	2/8/88	

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top view of Hey-Dolphin Model 2 machine, manufactured by the International Postal Supply Co.





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Book Review

Gilman, Kenneth L., Editor, "Doane-Thompson Catalog of U.S. County and Postmaster Postmarks," new 1990 edition, David G. Phillips, PO Box 611388, North Miami, FL 33161 -- \$24.95 softbound and \$34.95 hardbound.

The release of a new edition of the classic "Doane-Thompson Catalog of U.S. County and Postmaster Postmarks," edited by Kenneth L. Gilman is a welcome addition to philatelic literature from the offices of David G. Phillips Publishing Co., Inc.

County and postmaster postmarks are those which have either the name of the county in which the post office was located or the name of the postmaster (or both) incorporated in the marking, and for this reason they are of special interest to collectors of state and county postal history covers. Although they first appeared in a very limited way in the early 1880's, and some are known as late as the early 1900's, they were most widely used in the 1880's from fourth class post offices in very small communities. As Post Office Department regulations at the turn of the century prescribed official sources and types of markings the county and postmaster types virtually disappeared by 1900.

The pioneering work, long out of print, on these unusual and historical markings was done by Dr. H. K. Thompson (1949) and Edith R. Doane (1973), and their work has been incorporated in this new book together with hundreds of new listings, corrections, expanded date ranges and new illustrations. Over 4500 markings are now listed by territory, state and town and for the first time each is numbered for identification. This 238 page 6" x 9" format book contains over 1900 illustrations.

U.S. DOMESTIC POSTAGE RATES

SINGLE SHEET
RATES PREPAID OR COLLECT

1/2 OZ.

DISTANCE IN MILES BY MAIL ROUTE

YEAR

100

200

300

400

500

1792

6 ^c	8 ^c	10 ^c	12½ ^c	15 ^c	17 ^c	20 ^c	22 ^c	25 ^c
----------------	----------------	-----------------	------------------	-----------------	-----------------	-----------------	-----------------	-----------------

1799

8 ^c	10 ^c	12½ ^c	17 ^c	20 ^c	25 ^c
----------------	-----------------	------------------	-----------------	-----------------	-----------------

1816

"WAR OF 1812 RATES" - 50% INCREASE 2/1/18 TO 3/31/18

"RESTORED RATES" IN EFFECT 4/1/18 TO 4/30/18

1825

6 ^c	10 ^c	12½ ^c	18½ ^c	25 ^c
----------------	-----------------	------------------	------------------	-----------------

1845

5 ^c	10 ^c	PACIFIC COAST 40 ^c
----------------	-----------------	----------------------------------

1851

3^c PREPAID / 5^c COLLECT

1855

PREPAYMENT COMPULSORY

1863

3 ^c	10 ^c
----------------	-----------------

1883

3 ^c

1885

2 ^c

UNITED STATES POSTAL RATES, 1792 to 1885
Chart supplied by Pat Herst

UNITED STATES POSTAL RATES, 1792 to 1885
Chart supplied by Pat Herbst

NORWICH & WORCESTER RAILROAD

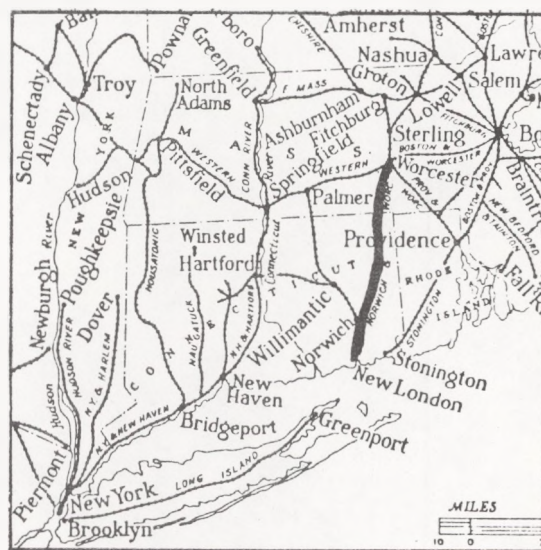


The Norwich & Worcester railroad provided an important north-south link through the state of Connecticut. The road provided the connection for Long Island Sound steamboats running from New London or Allyn's Point to New York City and to the hub city via the Boston & Worcester railroad. In this regard it transported the British mails, that were landed by the Cunard Line steamers at Boston on Sundays. The normal route for the British mails was through Stonington (Stanton, USCC News, Fall 1989) however, this avenue was not available on the Sabbath in the 1840's. For the important trade between New York and Boston, it provided one of the three principal routes in the pre-Civil War era, the other two being through New Haven and Hartford or via Stonington and Providence.

The road was chartered in Connecticut in May 1832 as the Boston, Norwich & New London RR and in Massachusetts in March 1833 as the Worcester & Norwich RR. These two charters were consolidated in May 1836 as the Norwich & Worcester RR. The new company was organized in 1837 and practically immediately began the surveys which led to construction contracts. The road was opened to the public in early 1840 (Poor, 1970, p213). The prospects for success seemed ripe, as the directors of the company iterated that within five miles of the track were located 75 cotton mills, 27 woolen mills and many other factories (Harlow, 1946, p220). Indeed this proved to be a boon to the company, since although in its early years passenger revenue provided its main source of income, this gradually

changed during the ante-bellum years and by the late 1850's freight traffic accounted for over 60 per cent of the road's revenue. (Poor, op. cit.)

Although the federal government had deepened the channel so that steamboats could reach Norwich with facility, the upper reaches of the river voyage were difficult at best. This was particularly true during the winter months. To avoid this perilous trek, the railroad was extended some seven miles southward to Allyn's Point in the last month of 1843. The steamboats could readily reach this salt water port.



Map of the Route

THE MAIL CONTRACTS

Shortly after the opening of the route, the Post Office Department (POD) contracted with the Connecticut

Steamboat Co. in conjunction with the Norwich & New London Steamboat Co. and the Norwich & Worcester RR Co. for six trips a week service between New York City and Worcester. Transportation on the 200 mile route was provided by steamboats from New York City to Norwich and the remainder in railroad cars. The combined pay for the three companies was \$6000 per year and the railroad was to provide a suitable car for the mails and to carry agents of the POD to assort, receive and deliver mails along the line. The possibility of stage transportation between New Haven and Norwich was allowed in the winter months. The contract was to expire on June 30th, 1841, when a new contract period commenced for the region.

Schedule:

Leave New York 4PM
 Arrive Worcester 7AM
 Leave Worcester 4PM
 Arrive New York 8AM

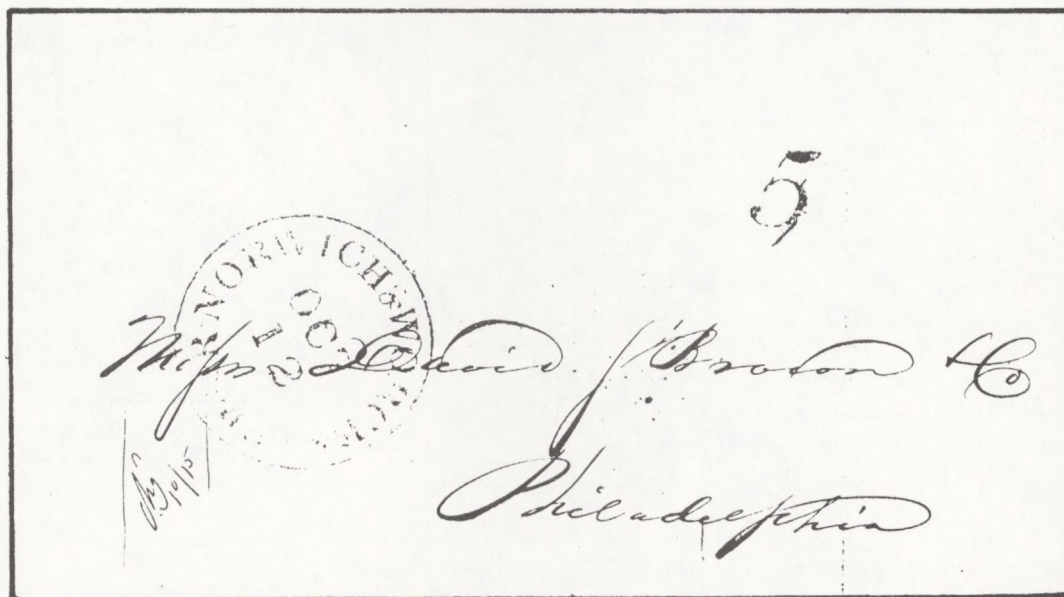
Thus it can be seen that the 200 mile route was traversed in 16 to 17 hours or at an average rate of about 12 miles per hour. It should be observed that the RR route replaced Vernon

Stiles' stage coach route between the two termini. Stiles had been paid \$1000 per annum and his contract was discontinued in July 1840.

With the new contract period of 1841, the railroad portion of the route was separated from the steamboat section. For this 60 mile route the RR company was compensated at \$4000 per year. The stations on the route besides the termini included Jewett's City, Plainfield, Central Village, West Killingly, Thompson, Webster, Oxford and Auburn.

In August of 1844 an additional three trips per week service was inaugurated across Long Island Sound to Greenport for a connection with New York City via the Long Island RR. For this task the Norwich & Worcester was accorded an extra \$2000 per year. Also in the same year, the POD allowed \$203 per annum for the extension to Allyn's Point. In addition the RR company was compensated at various rates for mail messenger service to qualifying stations along the route.

This brings us to the 1845 contract period, when a new Federal



Blue October 12th, 1849 CDS with a matching "5" on a folded letter from Webster, Massachusetts. The "5" represents a single letter rate for letter traveling less than 300 miles.

Postal Act specified the rates of railroad mail compensation for three distinct levels of service. The level of service was increased to 12 trips per week, one of which was considered a second-class mail according to the Act and was compensated at the rate of \$100 per mile per year. The other was deemed a third-class mail at the rate of \$50 per mile per year. Thus the total pay received by the railroad was slightly less than \$7600 per annum. Obviously there was some haggling over the remuneration as the contract was not executed until August 1847, however, during the interim the Norwich & Worcester's service was recognized at the specified rate. The schedules called for on steamboat train and one accommodation train. Note, that it is during this period that the first route agent was appointed.

At the initiation of the next contract period in July 1849, the compensation was increased slightly to \$8000 per year, however, with the proviso that the company will take the great mail over the road of sent. Note that the great mail was normally sent to Boston via the Stonington and Providence route. The schedule for the mails during this period was as follows:

Leave Norwich 2AM & 7AM
 Arrive Worcester 5AM & 10:20AM
 Leave Worcester 6:45AM & 10½AM
 Arrive Norwich 9:45AM & 1:30PM

Thus, this 12 trip per week route was covered at the rate of about 20 miles per hour with the accommodation train slightly slower. The portion of the route between Norwich and Allyn's Point was traversed only six times a week, that is, for the steamboat connection.

In the last two contract periods of our concern, that is, from 1853 to 1857 and 1857 to 1861, the pay of the Norwich & Worcester was reduced to

\$5600 and \$6600 per year, respectively. This was due, at least in part, to the emergence to prominence of the New Haven and Hartford route as the main connection from New York to Boston.

THE ROUTE AGENTS

Niles Register of July 1840 mentioned that a special car had been added to the consist of the N&W trains for the use of a mail clerk. (Remele, 1958, p119.) However, from existing evidence, he did not postmark mail but merely assorted, received and delivered those letters entrusted to him. Of the mail received he probably deposited it in the most appropriate post office for routine handling. Conjecture, I realize, but no railroad postmarks are known from this early period.

The first route agent was Stephen B. Roath, who received his position on November 20th, 1847 at an annual pay of \$300. In mid-1849 his salary was increased to \$500. This compensation continued until 1853 when it was upped to \$600 per year. Below is a list of the route agents who served during the ante-bellum years. It should be noted that only one agent was employed on the line at anytime, thus the dates given represent the commencement on one agent and the termination of the previous one.

11/20/47 Stephen B. Roath
 8/24/49 George W. Smith
 1/20/54 Oliver D. Graves
 6/ 5/61 Charles R. Burdick

Their postal markings will be considered in the next section.

THE POSTMARKS

Only one circular postmark has been noted through the period and the devise was undoubtedly passed from one

route agent to another. This marking is listed by Towle (1986) as catalog number 83-A-1. Both Towle and



Towle 83-A-1

Alexander (1979) rate the CDS as uncommon or scarce, thus in effect one of the more easily attained pre-Civil War railroad postmarks. The Wyer collection contained the earliest known (to your editor's knowledge) on a June 20th, 1848 folded letter to Webster, Massachusetts. In this case the marking was applied in red, it also occurs in blue during the ante-bellum years. This 33mm CDS continued in use during the currency of the 1861 issue and was eventually replaced in the mid-sixties by a smaller (26mm) hammer.

Prior to receiving the above postmark route agent Roath employed a manuscript postmark of the style shown below.

*N&W
March 17*

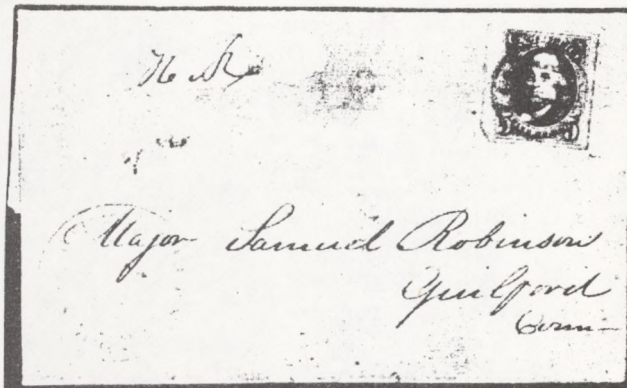
Towle 83-E-1

Note that the date of this marking is in March of 1848, thus earlier ones, by about three months are possible.

THE 1847 ISSUE

In conjunction with the general distribution of the 1847 issue to railway route agents, S. B. Roath received his first shipment on September 5th, 1848. This consignment consisted of 500 five-cent and 100 ten-cent stamps. A second shipment was received on January 18th, 1849. This contained 600 five-cent and 100 ten-cent stamps. His final supply of 400 five-cent stamps was obtained on April 21st, 1849. Thus in all Roath received 1500 five-cent and 200 ten-cent stamps.

Charles Towle (Chronicle, 1974) documented ten 1847 five-cent covers that were processed by the N&W route agent. Of these five were year-dated, of which, three were handled by the second route agent, George Smith, who had received no stamps from the POD. This merely illustrates the obvious, that not all RR 1847 covers were stamped with adhesives obtained from the route agent.



Blue circular grid ties the 1847 five cent stamp, with matching N&W RR CDS of February 6th. (Siegel, 204th sale)

SUMMARY

The Norwich & Worcester RR opened to the public in early 1840 and in the summer of that year the POD put the mails on the road. Route agents were assigned in 1847.

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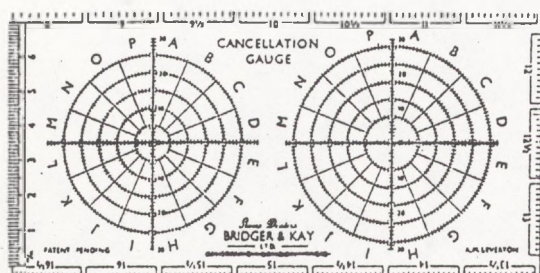
-----"Railroad Route Agent Markings Found with 5-cent and 10-cent 1847 Stamps on Cover," The Chronicle, U.S. Philatelic Classics Society, Whole Number 84, November 1974, (Continued in Chronicle #85)

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Post Office Department Records, National Archives and Records Administration, Record Group 28,

- 1) Orders of the Postmaster General
- 2) Mail Route Registers



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BREMEN TREATY MAILS

St. Louis to Dusseldorf

Illustrated below is an 1854 cover sent from St. Louis to Prussia via the Bremen treaty mails. The cover is somewhat unusual in that it was carried by a W.A.Fritze & Co. steamship. The envelope is datelined August 19 in St. Louis and reached its destination, Dusseldorf, on September 12th.

W. A. FRITZE & CO.

W.A.Fritze & Co. began operating with two steamships, the "Hansa" and the "Germania." In mid-1853 they made an agreement with PMG Campbell to carry the mails between New York and Bremen. The service provided by this company was spotty at best and in the calendar years 1853 and 1854 only eight round voyages were accomplished. After this the ships were obtained by the British Government for service to the Crimea.

The "Hansa," which carried the cover shown, was built by W^m. H. Webb of New York. The 1850 ton, 245 foot vessel was launched in 1847 as the "United States." Fritze & Co. purchased her after a brief stint with the German Federation fleet.

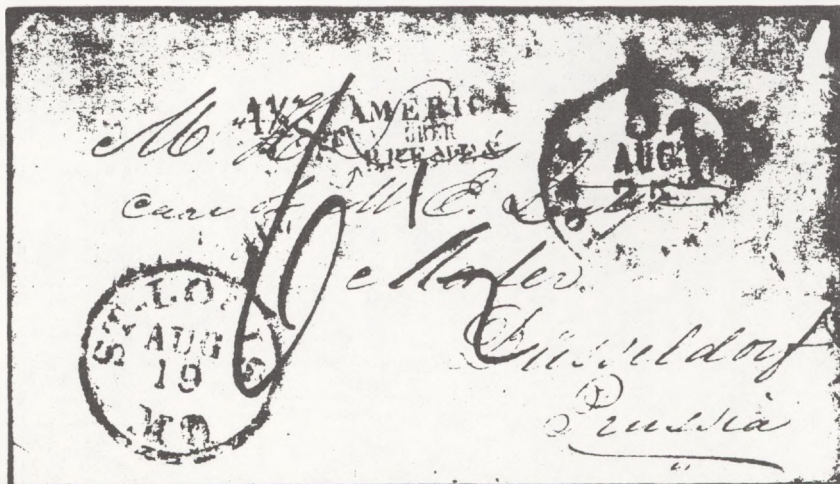
On the voyage in question, she left New York on August 25th, 1854 and arrived at Bremerhaven on the 10th of September, after making a call at Southampton. (Hubbard-Winter, p125-7; Bonsor, p268.)

POSTAL RATE AND MARKINGS

The single rate to Prussia via the Bremen treaty was 15-cents, as established by additional articles to the convention of 1848, which were passed in 1853. This rate was broken down as follows:

5¢	U.S. inland
4¢	Packet service
1¢	Bremen inland
5¢	German transit

The total rate is represented by the "15" handstamp applied in St. Louis. Because the letter was transported by a Bremen packet the U.S. was entitled to only 5 cents, as depicted by the "5" of the "N York Brem PK" exchange office marking (in black). The "America/Uber/Bremen" marking (in red) in the upper center restates the rate as "4½/2." This indicates the 4½ silbergroschen international rate plus 2 silbergroschen German transit, these rates are equivalent to 10 and 5-cents respectively. They were combined in the manuscript "6½" in the center of the cover, this, in silbergroschen, was collected from the addressee in Dusseldorf.



1854 cover from St. Louis to Dusseldorf, carried by W.A. Fritze & Co. steamer in the Bremen mails.

REFERENCES

Bonsor, N.R.P., "North Atlantic Seaway," Vol. 1, Arco Publishing Co., New York, 1975.

Hubbard, Walter & Richard F. Winter, "North Atlantic Mail Sailings, 1840 - 75," U.S. Philatelic Classics Society, Canton, Ohio, 1988.

Starnes, Charles J., "United States Letter Rates to Foreign Destinations 1847 to GPU - UPU," Revised Edition, Leonard Hartmann, Louisville, Ky., 1989.

SECRETARY'S REPORT

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