



# Cancellation Club NEWS

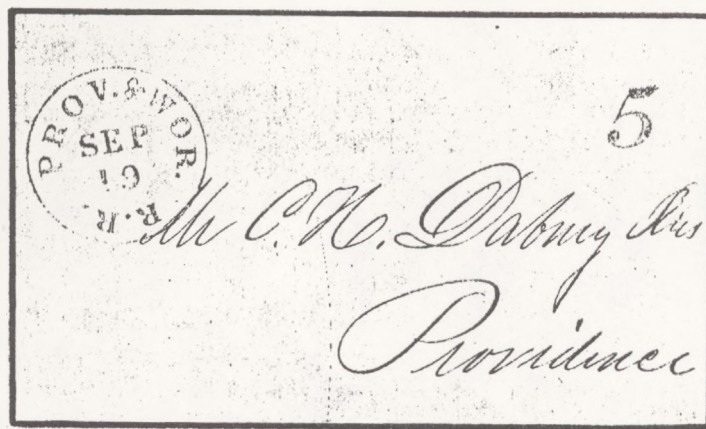
Vol. 20, No. 6

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Spring 1991

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1850 Providence & Worcester RR route agent cover --- See page 95.

**THE U.S. CANCELLATION CLUB NEWS**

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**U.S.C.C. Officers**

President.....Abe Boyarsky, 14740 Tacuba Drive, La Mirada, CA 90638.

1st Vice President.....C.W. (Bert) Christian, 2287-D Via Puerta, Laguna Hills, CA 92653.

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Secretary-Treasurer...Eugene E. Schrier PO Box 815, Upper Montclair, NJ 07043.

Governor-at-Large...Herman Herst, Jr., PO Box 1583, Boca Raton, FL 33432.

**Letter From The President**

I want to thank George and Evelyn Lewis for their many years of valuable contributions to the U.S. Cancellation Club. George joined the USCC in 1978 and took office as Secretary-Treasurer in January 1982; in 1984 he assumed the added responsibility of Sales Director until 1987. Evelyn joined the USCC in 1981 and was appointed Awards Chairman at that time. In 1983 she also took over the duties of Membership Chairman. Due to health and personal reasons, George and Evelyn are leaving their offices. George will continue to collect dues for the remainder of 1991.

Gene Schrier took over the offices of Secretary-Treasurer and Membership Chairman as of January 26, 1991. Rod McGlothlin will be our new Awards Chairman. Their acceptance of these responsibilities is much appreciated. On behalf of our membership I want to thank the Lewis's for their generous assistance and wish them good health in the years to come.

Abe Boyarsky  
President  
USCC #478

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## PRESENTATION TO THE LEWIS'S

The following is a letter from Abe Boyarsky to the Lewis's.

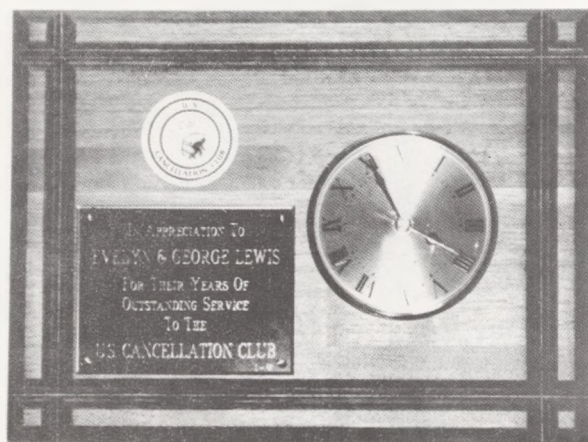
Dear Evelyn & George,

As President of the United States Cancellation Club, it gives me great pleasure in sending you this clock and I hope that you will enjoy looking at it for many years to come.

This small gift can in no way pay for the many hours that you have given to our society; but, I do want both of you to know that I and many members appreciate what you have done. It has been me pleasure working with both of you.

Very sincerely,

Abe



THE CLOCK

Lewis' reply

Dear Abe,

Evelyn and I would like to thank you and the U.S. Cancellation Club for the beautiful clock sent in appreciation of our services over the years. It's been our pleasure to do what we could to help, and we'll miss the correspondence that we've had with many of our members particularly at dues payment time.

We've enjoyed our association with all we've come in contact with either personally or by correspondence. We'll be looking forward to seeing many of our members at the various shows we will be attending.

Again thank you for the privilege to serve.

Sincerely,

George & Evelyn

## USCC Election

USCC election time is again upon the membership. The upcoming two year term will commence on January 1, 1992.

## NOMINATING COMMITTEE

C.W. "Bert" Christian  
Walton Eugene Tinsley  
Lewis K. Foster

Their proposed slate of officers consists of the following:

President	Abe Boyarsky
1st Vice President	Edward G. Hines
2nd Vice President	George H. Lewis
Secretary/Treasurer	Gene E. Schrier
Governor-at-Large	Herman Herst, Jr.

The nominations remain open and any member who wishes to propose an addition to the slate should immediately contact a member of the committee listed above. Note, to nominate an individual for a specific office, one must have the permission of that person plus the signatures of five members.

## CHICAGO'S DUPLEX ELLIPSE CANCELLATIONS

1870's AND 1880's

BY JAMES COLE

Duplexed handstamps were used by the Chicago post office from the early 1860's. These early cancellations contained circular grid killers. By the mid 1870's the Post Office Department adopted an elliptical shape for its killers and these were issued to the various presidential post offices throughout the country. Chicago received these metal handstamps in 1878, the earliest recorded usage is January 8th of that year. (See Figure 1.)



Figure 1.

These 30x18mm ellipses with a 12mm inner circle and nine horizontal bars were used through February of 1885. The set has been noted with the numerals 1 through 12 and contained a two digit year date between the killer and the postmark.

A second set of nine horizontal bar elliptical killers were introduced in March of 1882. These were struck with a Wesson's "Time-on-Bottom" postmark and contained the numerals 1 thru 16, inclusive. (See Figure 2.)



Figure 2.

This set has been recorded from March 1882 to November 1885, however, Bozarth (p.18) reports the numeral "8" used as late as 1888. Note, a similar set was used in Philadelphia from 1883 to 1887.

Next, two somewhat unusual markings are illustrated. The first is a circular device (26mm in diameter) and known only with the numeral "1". Like the previous set, it was used with a Wesson postmark and has been seen from February 1882 to November 1887. (See Figure 3.)



Figure 3.

The second is remarkable in that the numeral "10" is displaced to the northwest from the center of the killer. This ten horizontal bar marking was employed for about one month from July to August in 1882. (See Figure 4.)



Figure 4.

The third set of ellipse killers has been noted for the relatively short five month period from July to December

1882. This 32x18mm figure with a 12mm inner circle consists of eleven horizontal bars and contains serified numbers from 1 to 16 within the circle. (See Figure 5.) Norona reported a similar twelve bar ellipse used in July of 1882.

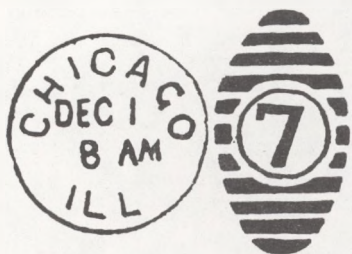


Figure 5.

In 1883 the Chicago post office introduced another somewhat different canceller. This nearly circular device measures 27x23mm and has six broad horizontal bars. Norona speculated that it was a home-made device. Also that it was attached somewhat loosely to the postmark, as strikes appear in various relative positions, i.e., normal, inverted and sideways. Only two letters, A and D have been noted in the central region. Its period of usage spanned from June 1883 through January 1884. (See Figure 6.)



Figure 6.

From 1884 onward the ellipses evolved into a barrel format, that is the central portion was solid rather than a series of bars. The first came into use in November 1884. It measured 33x19mm with an inner circle and three horizontal bars above and below the barrel. This numeral set comprises the integers, 1 through 20 and was employed for five years, until November 1889. A

similar set encompassing the Chicago stations will be discussed later. (See Figure 7.)



Figure 7.

The next set utilized is of similar configuration, but with pointed ends. This 38x18mm group without an inner circle and numerals 1 through 16 was used concurrently with the Figure 7 set. Its period of use has been recorded from September 1886 to September 1889. (See Figure 8.)



Figure 8.

Figure 9 depicts another pointed ellipse, but with an inner circle in the barrel. Only the numeral 19 has been seen, but others probably exist. It was utilized from April 1887 to March 1889.



Figure 9.

Only one example of figure 10 has

been seen, it is dated January 9, 1888 and measures 31x19mm.

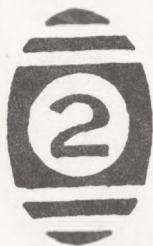


Figure 10.

As previously mentioned the Chicago stations employed postmarks like those illustrated in figure 7. These are known from eight stations:

CG --- Cottage Grove  
MS --- Madison Street  
N --- North Division  
NW --- North West Division  
S --- South Division  
SW --- South West Division  
SY --- Stockyards  
W --- West Division

These 33x19mm ellipses have generally been noted from late 1884 through the remainder of the decade. However, the North Division marking has been recorded in January 1881 and the Cottage Grove one as late as June 1893. (See Figure 11.)



Figure 11.

A similar device with an "F" in the 13mm inner circle has been attributed by Norona to Chicago's foreign mail exchange office. It was used in October 1885. (See Figure 12.) Note, the respective letters appear at the bottom of these postmarks as well as in the killer.



Figure 12.

A smaller (29x17mm) ellipse was employed from October 1885 to December 1893. It has been noted with the letters "F" and "B". (See Figure 13.)



Figure 13.

The use of the duplex handstamp ellipses diminished in the 1890's with the advent of machine cancels at the Chicago post office. However, examples can be found through the early decades of the 20th century.

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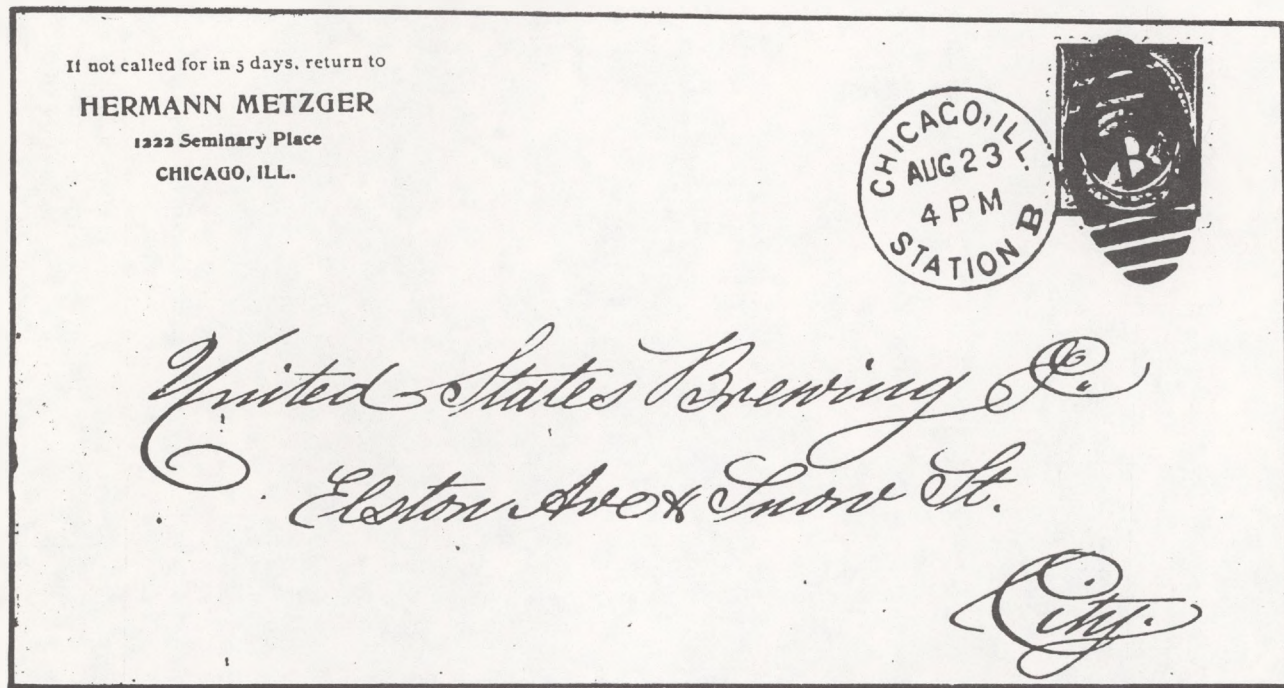


Figure 14. An early 1890's ellipse from Station B ties the 2¢ small banknote of the period on a local cover.

#### FROM THE EDITOR

The Winter 1991 issue was erroneously labeled Vol. 20, No. 9, of course it should have been Vol. 20, No. 5. Please make this change on the title page.

Governor-at-Large Herman Herst, Jr. was chosen "Man of the Year" by the American Stamp Dealers Association. A dinner and roast honoring his lifetime achievements was held in March at the New York Athletic Club. CONGRATULATIONS

## WANTED OBSOLETE POSTAL ARTIFACTS (pre-1978)



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

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## TREASURER'S REPORT

Balance: Jan. 1, 1990 \$13,572

Receipts:

Dues	\$4649	
Sale of Back		
Issue <u>News</u>	158	
Donations	42	
Sale of Mailing		
Labels	60	
Interest	1091	
Advertisement	80	
		<u>6,080</u>
		\$19,652

Expenditures:

Printing: Club		
Roster	199	
Printing: <u>Cancel-</u>		
<u>lations Anyone</u>	228	
Postage	377	
Supplies	36	
Publication of		
NEWS	2100	
Mailing Labels	102	
Phone	33	
Photo Copies	44	
Miscellaneous	22	
		<u>3,141</u>

Balance: Dec. 31, 1990 \$16,511

## NEW MEMBERS

1844 Peter M. Jehrio  
P.O. Box 8086  
State College, PA 16803

1845 James W. Stoneberger  
2208 Chardonnay Ct. E.  
Kissimmee, FL 34741

Early U.S., Canal Zone, Australia  
Worldwide

## SALE'S DEPARTMENT REPORT

Balance: Dec. 31, 1989 \$ 5,609

Receipts:

Sales (Gross)	\$4450
Sale of Supplies	53
Insurance Fees	250
Interest	193
Fines	41
	<u>4,987</u>
	\$10,596

Expenses:

Paid to Owners	3083
Insurance	304
Postage	490
Supplies	216
Bank Charges	24
Phone	26
P.O. Box Rental	39
Photo Copies	13
Uninsured Losses	64
	<u>\$ 4,259</u>

Balance: Dec. 31, 1990 \$ 6,337

## Notes from the Sales Manager

Prompt circuit reports are requested, there is still a problem in this area.

New books are always solicited. Better grade covers, i.e., those priced to sell from \$5 to \$100 and up generally sell on the first circuit. Popular items are the 3¢ 1861's both on and off cover. As most of our members are knowledgeable collectors, damaged and ratty material does not do well. Stamps off cover always do quite well, I could use 50 new books of off cover material to accommodate the demand.

Due to the ever increasing cost of postage and insurance, books or envelopes valued at less than \$25 (preferably \$50) are sincerely discouraged.

## PROVIDENCE & WORCESTER

### RAILROAD MAIL SERVICE

In order to facilitate trade for the products of central Massachusetts the Blackstone Canal was built. Construction commenced in 1826 and was completed two years later. However, ice in the winter and shallow water in the late summer inhibited the commerce along this waterway. To alleviate the problem a railroad was envisioned as early as 1837 to connect the termini of the canal, i.e., Providence and Worcester. It was seven years before such a railroad was chartered in Rhode Island and also in Massachusetts. In November 1845 the two companies united and the construction of the Providence and Worcester RR (P&W RR) commenced. The roadway was laid along the canal as far as possible and its 43½ mile length was completed on October 20, 1847.

Figure 1 depicts a map of the route. The map illustrates the connections with the Stonington Line and the Boston & Providence at the southern terminus. At the northern terminus the road connected for east and west traffic with the Boston & Worcester and the Western RRs, while for further northward transport a junction was made with the Worcester & Nashua.

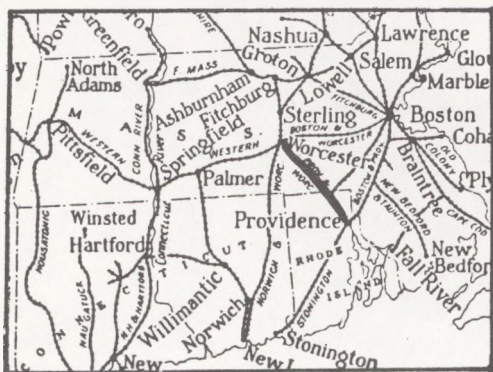


Figure 1. Map of the P & W Railroad

At Providence the P&W RR shared a Union Station (Figure 2) with the other railroads serving the city during the ante-bellum era. Also it jointly used over 4 miles of track northward from Providence with the road toward Boston.



Figure 2. Map of Providence showing the location of the Union Station.

### MAIL CONTRACTS

The POD moved expeditiously to place the mails on the P&W RR. On October 14, 1847, before the road was officially opened, the PMG issued an order to transfer the two horse coach contract of Curtis and White to the railroad. The rate of pay on this contract was \$382 per year and the P&W executives obviously aware of the going rates for railroad mails delayed commencing the service. On November 27th the PMG upped his offer to \$1850 per annum for a twelve trip per week service over the 44 mile route. The contract contained the unusual specification that the company was to supply all side offices not over one mile from the depots 12 times a week and those over one mile only six times a week. The

different aspect is that the norm for the period was --- the railroads would supply those offices within  $\frac{1}{4}$  mile (usually stated as 80 rods) of the depot as part of the contract. For offices over that distance, either a mail messenger service was arranged or the railroad company received extra pay for the supply. As we shall observe the norm prevailed in later contracts. In any event the company accepted the offer in mid-December and the service started on the 29th.

The initial contract period expired on June 30, 1849 and a new set of negotiations began. The first POD offer was virtually the same as the previous. This offer allowed the P&W RR \$50 per mile per year less one-seventh because Sunday service was omitted, but included the same side supply stipulation. This amounted to an annual compensation of \$1884. The offer was refused and in May 1849 the POD relented on the side supply issue and reverted to the norm discussed above. However, the railroad wanted \$150 per mile per year or an annual compensation of \$6600. With the magnitude of this difference it is not surprising that an impasse was reached. In June the PMG instructed the postmaster at Providence to find a contractor who would provide six round trips per week for \$1413 per year or 25 per cent less than that offered for the railroad service. As the Providence PM was attempting to locate a mail carrier the PMG continued to negotiate with the railroad. He made a last offer of \$2862 per year. This was calculated as \$50 per mile per year less one-seventh for the primary six trips and \$22 per mile per year for the second. The PMG further stated that this offer was similar to that accepted by another RR similarly situated. The company balked and on August 18th the mails were removed from the railroad and turned over to the horse wagon contractor, Henry Perminian. Within three weeks the P&W RR agreed to the compensation of \$2862 per year and the mails returned to the

railroad on September 10th. However, the PMG by December allowed the P&W and extra \$750 per year for the side supply of those offices over  $\frac{1}{4}$  mile from the depot. This was retroactive to the beginning of the contract period and whether it was negotiated prior to the resumption of mail service or given as an incentive after is unknown. The total compensation was \$3612 per year, thus almost doubling the previous rate.

#### December 1849 Schedule

Leave Worcester 8 $\frac{1}{2}$ AM and 5PM  
Leave Providence 8 $\frac{1}{2}$ AM and 5PM

Frequency 6 trips a week, each;  
Running time not to exceed 3 hrs.

The next contract period commenced in July 1853 and although the parties were closer to agreement at the onset of the negotiation, the situation evolved as before. The POD offered \$75 per mile per year, while the railroad wanted \$125. Again an agreement was unattainable, thus on October 8th the mails were transferred to star route contractors and remained so for slightly over three months. It wasn't until January 16th that the mails were returned to the P&W RR. Once more the company agreed to the POD's terms of \$75 per mile per year plus \$744 per year for mail messenger service, thus making a total annual compensation of \$4044. This represented a 12 per cent increase.

The final contract period of the ante-bellum era passed without conflict. Both parties agreed to a rate of pay of \$100 per mile per year plus \$1500 per year for the mail messenger service. The remuneration of \$5900 per year represented a 46% increase. Thus we observe and increase in 10 years from a rate of \$1850 per year to the final amount as stated, these changes are reflected in figure 3 below. From the figure one observes that the mail compensation averaged about 1 $\frac{1}{2}$  per cent of the total revenue. The spike in

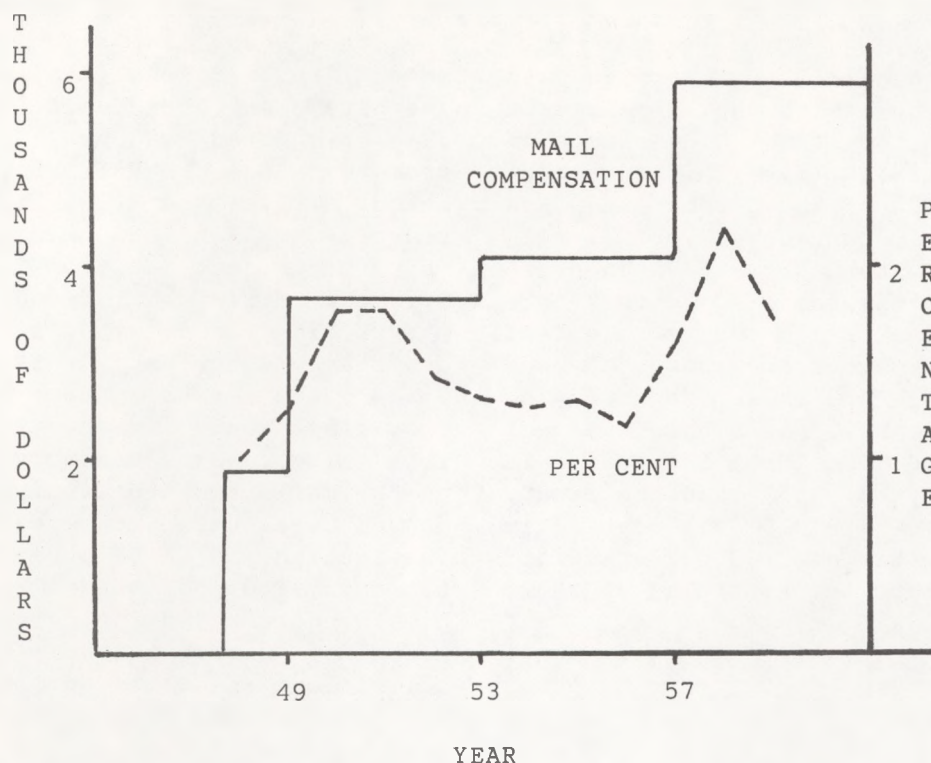


Figure 3. Annual mail compensation and per cent of the total railroad revenue.

1858 merely reflects the decrease in revenue due to the panic of 1857.

agent upon the resumption of RR mail service in September.

#### 1850 Station List

Providence by Pawtucket, Valley Falls, Lonsdale, Lime Rock, Albion, Manville, Cumberland Hill, Woonsocket Falls, Waterford, Blackstone, Slatersville, Millville, Uxbridge, North Uxbridge, Whitinsville, Northbridge, Farnumsville, Saundersville, Wilkinsville, and Milbury to Worcester.

#### ROUTE AGENTS

The first route agent on the line, E. H. Champlin, was appointed slightly over one month after the POD transferred the mails to the P&W RR. He served from February 1848 until August 1849 when the company lost its mail contract and was the only route agent casualty of the contract bickering between the RR company and the POD. Benjamin Stevens was appointed route

During the pre-Civil War period the line was served by five route agents, each serving consecutive terms of office. Besides these Warren Adams served as a temporary agent from March to June in 1853 between the terms of Charles Short and Ebenezer Church. The table below lists this chronology.

Initially the annual compensation of the agents was \$500, but in August 1850 it was increased by \$100 and remained as such throughout the period.

Table of Route Agents

Feb 2, 1848	E. H. Champlin
Sep 6, 1849	Benjamin Stevens
Jul 28, 1851	Charles H. Brown
Jan 27, 1852	Charles A. Short
Jun 14, 1853	Ebenezer Church

## THE 1847 ISSUE

Route agent E. H. Champlin was one of about 50 agents who received a shipment of the first U.S. stamps in August of 1848. This shipment consisted of 500 of the 5-cent stamp and 100 of the 10-cent (Wenk, p92). Although he was the only P&W RR agent to obtain the stamps, no 1847 covers are known from Champlin's tenure. In fact only two 1847 covers are known to your editor. Both of these, reported by Towle (1974), have a single 5-cent stamp attached. One from the Wyer sale is dated May 2, 1850 and the other, reported by Towle (1975) was posted in the third quarter of 1850. Your editor would appreciate the reporting of other covers.

## POSTMARKS

Three distinct styles of postmarks were used on the line, these include manuscript, straight line, and circular markings. The manuscript marking is cataloged by Towle (1986) as 72-A-1,2,3; although three listings occur the handwriting appears to be quite similar in all instances. It was used extensively by Champlin and the earliest that your editor has recorded in March 11, 1848. (See figures 4 & 7.)

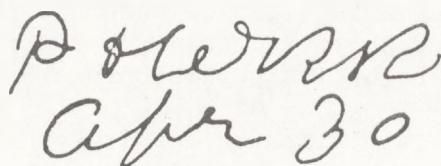


Figure 4.

The straight line postmarks, also have three Towle (1986) designations, to wit, 72-B-1,2,3. These three are constructed from printer's type and are essentially identical except for size.

72-B-1	14	x	2.5mm
72-B-2	16	x	3 mm
72-B-3	20.5x	3	mm

Towle (1986) reports 72-B-3 as used in

March 1848, thus created by Champlin. The other two are the work of the second route agent (Benjamin Stevens) and have been recorded in October 1849. 72-B-1 is dated October 2nd on a cover from Uxbridge to Holliston, Massachusetts. It is struck in black with a red crayon "5" rate marking. 72-B-2 is dated the next day on a cover from Syracuse, N.Y. to Providence. It is struck in red with a matching "V" handstamp, denoting a 5-cent rate. Since the rate from Syracuse to Providence would have been ten cents, this missive was probably carried out of the mails to Worcester, where it was handed over to the route agent. It is interesting to note that between the two days, Stevens changed the font of his handstamp and the color of his ink pad. Both covers were in the Jarrett collection, while the October 2nd cover was also in the Wyer collection. (See figures 5 and 8.)

P & W R R - Oa 3

Figure 5.

The third postmark was a 33mm circular date stamp (Towle 72-C-1). This handstamp, most likely a device supplied by the POD, was introduced during Steven's tenure by early 1850. The initial color was blue, however, this was changed to black by early 1852. That is, during the period when the color of most, but not all, cancellations in the country changed to black. For a period in 1854 an orange or red-orange ink was used. This 33mm device was used until the mid-1860's, when it was replaced by a smaller 25mm postmark with similar lettering. (See figures 6 and 9.)

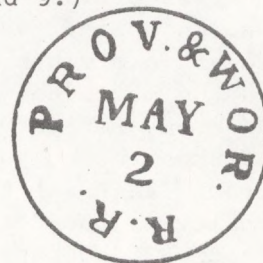


Figure 6.

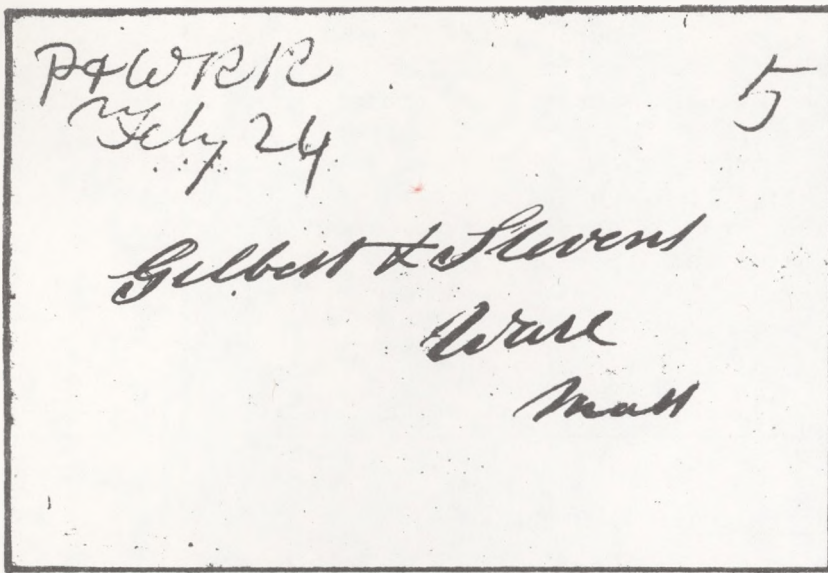


Figure 7.  
Manuscript postmark on a February 24, 1849 folded letter from Wilkinsonville to Ware, Massachusetts. Manuscript "5" rate for distances under 300 miles. (Ken Evans collection.)

Figure 8.  
October 2, 1849 straight-line postmark on a missive from Uxbridge to Holliston, Massachusetts. The postmark is black, while the "5" rate marking is in red crayon. Ex-Wyer, Jarrett

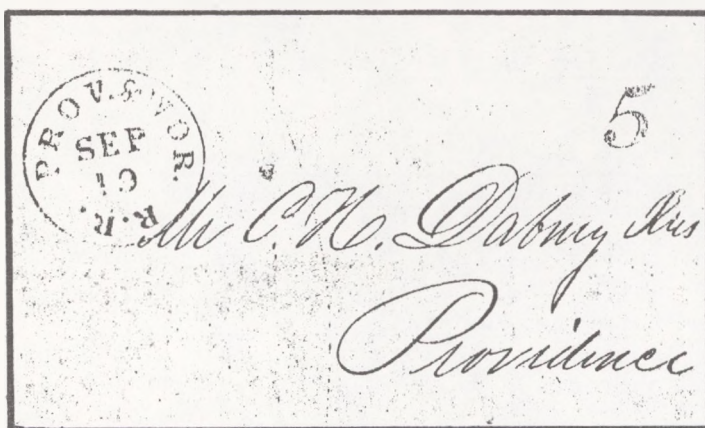
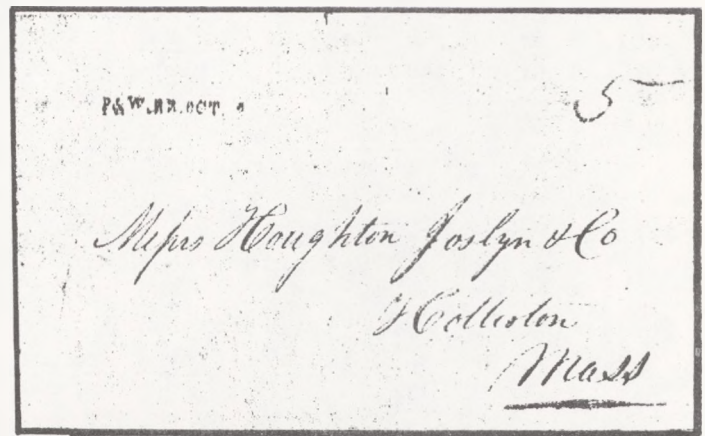


Figure 9.  
Blue 33 mm date stamp with matching "5" handstamp rate marking on September 19, 1850 letter from Blackstone, Massachusetts to Providence. Ex-Jarrett

## SUMMARY

In 1845 the charters of two companies were merged into the final form of the Providence and Worcester RR. The road opened to public transportation in October 1847 and mail service commenced by the end of the year. In slightly over one month the first

route agent was assigned to the route. During the ante-bellum years three styles of postmarks evolved, from manuscript to straight line and finally to a 33mm circular date stamp. With the exception of two minor disruptions during contract negotiations, mail service was continuous during the period.

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National Archives and Records Administration, Record Group 28, Washington, D.C.

- 1) Orders (Journals) of the Postmaster General,
- 2) Rosters of Route Agents, Appointment Office,
- 3) Registers for Star Route Contracts.

## LATE PAID

by Roger Curran

One of the popular cancellations categories is that composed of obliterations produced by "PAID" handstamps. Basically, these handstamps were designed for use on stampless mail to denote that the sender paid the postage in cash at the post office. On January 1, 1856 prepayment was required by stamps, with few exceptions. Therefore, further use of "PAID" markings was largely unnecessary. "PAID" handstamps were, however, used with some frequency through the 1860's as cancelers. And some postmasters no doubt thought that confirming the fact that a letter was paid was a good idea. Indeed, some post offices, most notably Boston, designed cancelers that included the word "PAID" as part of the obliteration. By the 1870's, uses of "PAID" handstamps as cancelers were much less common, but examples are not very scarce. In the 1880's, examples are scarce. I have seen no usage reported in the 1890's although examples undoubtedly exist. Sol Salkind's U.S. Cancellations 1890-1900 lists none.



Figure 1.

Just recently, a very late use came to my attention and is illustrated as Figure 1. This stamp, a Scott #319, was not issued until 1903. I would very much welcome information on other late usages of "PAID" as a canceler.



## USCC Awards

- OKPEX - Oklahoma City, OK  
Joe . Crosby  
United States Cancellations
- SANDICAL - San Diego, CA  
Norma L. McCumber  
19th Century San Diego
- GARFIELD-PERRY - Cleveland, OH  
Thomas C. Mazza  
Erie, PA Postal History and  
Markings, 1801 - 1865
- ROPEX - Rochester, NY  
Nathan L. Calkins  
Early Buffalo Postal History
- TEXPEX - San Antonio, TX  
Clyde Jennings  
US 1847-1900 Mail Cancellations and  
Postal Markings
- NAPEX - Arlington, VA  
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Cancellations and Postal Markings  
of the U.S. 3-cent Bank Note  
Series, 1870-1887
- FILATELIC FIESTA - San Jose, CA  
David Savage  
Postal Markings of the Panama -  
Pacific International Exposition
- WESTPEX - San Francisco, CA  
Alan Campbell  
U.S. Official Stamps, 1873-1884
- PIPEX - Seattle, WA  
Earle F. Plyler

## 19th CENTURY HANDSTAMPS

POST OFFICE STAMPS FOR ONE DOLLAR.

5 V X JAN. JUL.  
FEB. AUG.  
MAR. SEP.  
APR. OCT.  
MAY NOV.  
JUN. DEC.

PAID 3 PAID FREE

LUDLOW  
Mass.

1	5	9	13	17	21	25	29
2	6	10	14	18	22	26	30
3	7	11	15	19	23	27	31
4	8	12	16	20	24	28	

SENT FREE OF POSTAGE.

In the last century, Postmasters in most cities had to pay for their own cancelling devices on outgoing letters. This permitted many to use cancelling stamps reflecting their activities, such as hobbies, patriotic holidays and political and fraternal organizations.

One of the firms that sold these devices was Charles M. Willard of Ludlow, Massachusetts. He was an agent for Edmond S. Zevely of Maryland, whose fancy cancels are widely collected. He found considerable fault with the Zevely products and went into the business on his own at half the Zevely prices.

Willard sent postmasters a circular, illustrating some of his markings in bright red. For just \$1, the postmaster could get a complete set of wooden stamps, covering months, dates, and various rates including PAID and FREE, all postpaid. The wood, it is stated, was far superior to metal.

The four page single fold circular lists by states postmasters who ordered his product, and states that with each order, Willard supplied instructions for making red ink and offered a postal chart listing offices and distances.

Herman Herst, Jr., Box 1583, Boca Raton, FL 33432 has had these circulars reproduced exactly in the full original colors, and offers them to readers of this publication for a dollar bill and a No. 10 stamped and addressed envelope. If duplicates are wanted for friends they can be supplied at three for \$2, plus the envelope.

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