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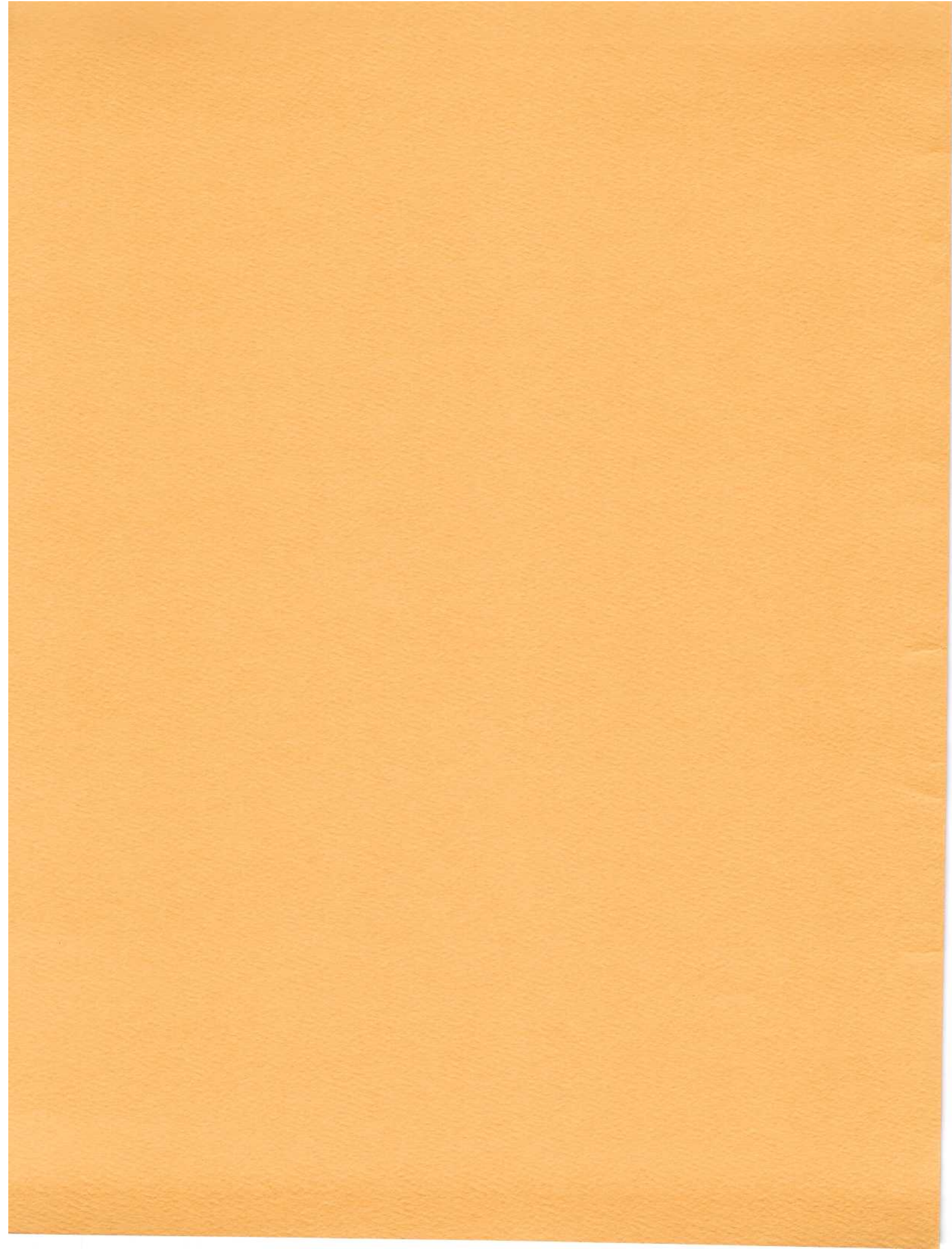
LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



Dedicated to the collection and research of the postal history of
Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.





Long Island Postal Historian

The Newsletter and Journal of the Long Island Postal History Society
APS Affiliate No. 154

WINTER 1987/88 VOLUME 11 No. 4 WHOLE No. 23

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Robert S. Miller.....	Contributing Editor

Membership in the LIPHS begins on August 1, 1987 and expires on Dec. 31, 1988. Back issues will be provided to those joining or renewing after that date. A completed application and dues check are to be sent to the Secretary at the above address. See back page for application form. Dues are as follows:

Regular.....	\$ 15	Patron.....	\$ 50
Sustaining.....	\$ 25	Life.....	\$200

See the Classified Ads section for advertising rates.

The LIPHS wants to express its appreciation to the following members for their concerned support of the Society.

LIFE MEMBERS

Robert E. Juceam Daniel M. Knowles Joel Shapiro

SUSTAINING MEMBERS

William A. Anderson	Lorraine E. Bailey	Carl F. Baker
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William Stearns	Edith H. Wyckoff	

LIPHS STUDY GROUPS

L.I. covers on the 1869 Issue
Brad Arch
144 Hamilton Ave.
Clifton, N.J. 07011

L.I. Fancy Cancels
J. Fred Rodriguez
P.O. Box 112005
Miami, Florida 33111

Manuscript Post Offices of L.I.
Arthur Fitzpatrick
263 Cushing Ave.
Williston Park, N.Y. 11596

County Postmarks of L.I.
Daniel M. Knowles
97-10 71st Ave.
Forest Hills, N.Y. 11375

Long Island Rail Road
Daniel M. Knowles
97-10 71st Ave.
Forest Hills, N.Y. 11375

L.I. Receiving Cancels
Brian Levy
1983 Guildford Park Drive
Seaford, N.Y. 11783

Please report new finds, earliest and latest known dates, unusual usages, etc. to the respective study group leader. Photocopies of covers will be appreciated.

President's Message

At the November 21, 1987 meeting of the Board of Directors it was decided to hold interim Elections in the Spring of 1988. Joel Shapiro has accepted the nomination for President. His enthusiasm for the hobby and for the well-being of the LIPHS is commendable and I, as Acting President, fully endorse his nomination. Martin Margulis was nominated for Vice President and accepted. One Director's position needs to be filled by virtue of Margulis' running for V.P. The undersigned was nominated for Director and accepted. All other positions remain as is until the next election in the Spring of 1989. The ballot sheet is enclosed as an insert for all members to complete and cast their vote via the mails. Space for write-in candidates is provided for those who prefer to vote for someone other than the three nominees.

On the same ballot sheet, you are being asked to vote on a constitutional change that would create a new level of leadership. It is proposed that the title of Trustee be established designating the Editor and the immediate Past President as Trustees. The Trustees will have all the rights bestowed on the Board members, including the right to vote on matters requiring Board action. This change will allow the Board to grow by two positions, to a total of ten, making room for two new Directors.

As Acting President and as one of the founders of this Society, I feel tremendous pride in the progress that we have made to date. I feel that my principal role as Editor of the L.I. Postal Historian is what I most enjoy and want to continue doing.

The announcement of the Spring meeting of our Society is elsewhere in this issue. I expect to fly to New York for it. See you then.


J. Fred Rodriguez

Holiday Greetings and a Happy New Year to All

SPRING MEETING of the LIPHS

To be held in conjunction with the 11th Annual Long Island Post Card Club Show & Sale of Post Cards and Paper Ephemera

Sunday, April 10, 1987

10:00 A.M. - 5:00 P.M.

American Legion Hall
Feustel-Kurdt Post 1120
80 Herbert Avenue
Lindenhurst, N.Y. 11757
Hall Phone - (516) 226-9225

The Society will have a table at the Show with samples of our L.I. Postal Historian, membership recruiting material, an exhibit of L.I. covers and covers for sale and trade.

See the next page for more information and a map.

MARK YOUR CALENDARS!!!



APRIL						
SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

LONG ISLAND POST CARD CLUB'S ANNUAL SHOW

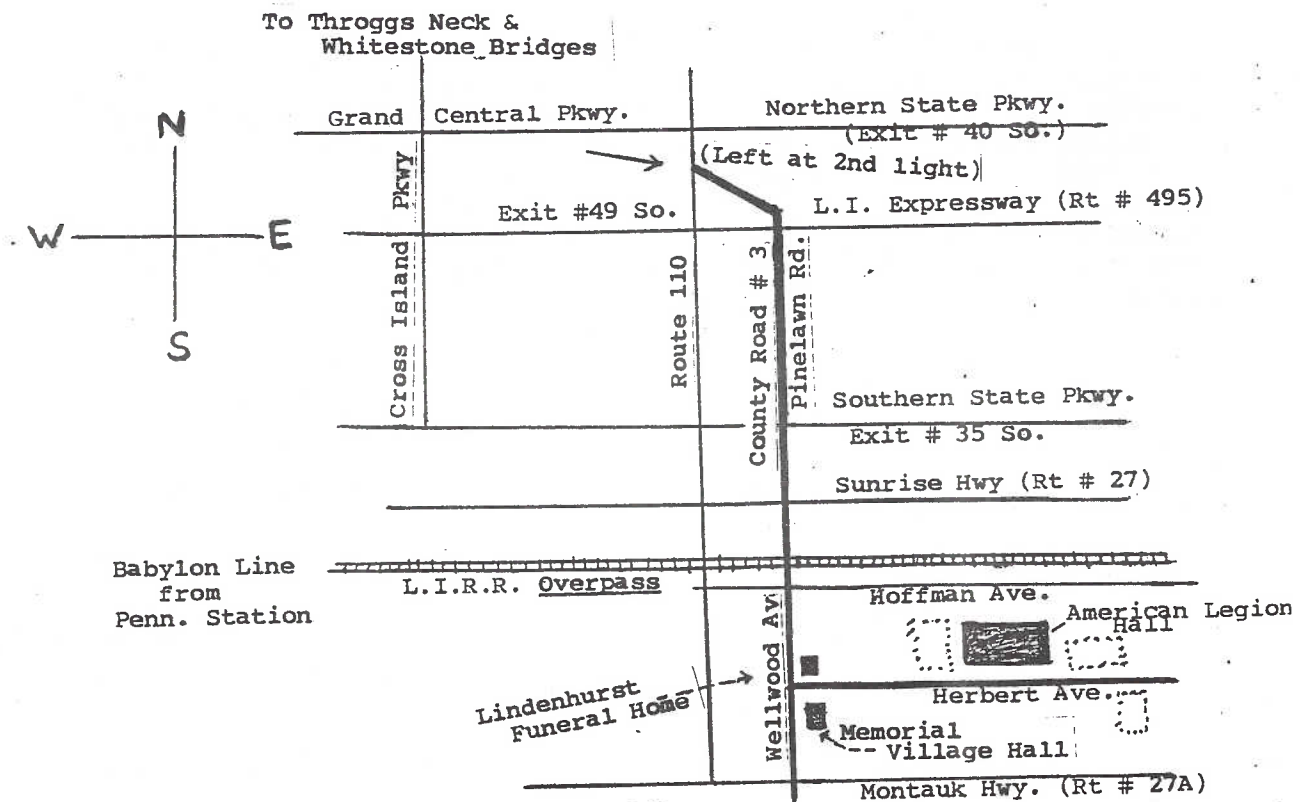
Our 11th Annual Post Card & Paper Ephemera Show on Sunday, April 10, 1988, will be held at a new and more centralized location:

American Legion Hall, Feustel-Kurdt Post 1120,
80 Herbert Ave. Lindenhurst, Long Island, N.Y. 11757
Hall Phone - 516 226-9225

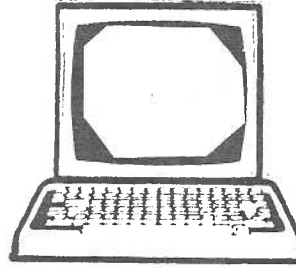
This site is easily reached by major highways and has ample parking. Since this hall has greater capacity for additional dealer tables, we extend an invitation to other interested post card & paper ephemera dealers to join us at this exciting show. Please contact Carl F. Baker, 140 Lewis Rd., Northport, N.Y. 11768. Home phone: 516-754-1214.

Since our first time set-up at this new site may limit honoring requests for special consideration for dealer location, we suggest an early response.

Directions for reaching this American Legion Hall are noted on the following map. It is advisable to keep this with your records.



From The Editor's Desk




I am please to report that we have two new authors making their contribution to these pages for the first time.

Martin Margulis, has written a fine article about Brooklyn's early postal history. He will, from time to time, write additional articles about Kings County postal history, an area which needs more attention in this journal. His next article will continue the story of the Brooklyn P.O.

Joel Shapiro has written a very interesting article dealing with L.I. aerophilately. His article is very timely and appears under the regular Long Island Wind Sock column edited by Robert Miller, Contributing Editor. Bob was unable to provide a column for this issue, but has promised that he will be back for the next one.

In the next issue, we will also introduce a new author to these pages with the story of the Flushing P.O. by Brendan McCann. Brian Levy will write about L.I. receiving cancellations, promising to be an interesting article about this little researched aspect of postal history and mail routing. Dan Knowles returns with his very popular Long Island Cover Corner, this time illustrating an early Sag Harbor stampless marking. Other articles will roundout the issue.


J. Fred Rodriguez

Secretary's Notes &

Members Correspondence



We welcome the following new members:

No. 129 Kenneth C. Brady
P.O. Box 663
Port Jefferson, N.Y. 11777

Change of Address:

No. 57 Gordon McHenry, Inc.
Box 117
Osprey, Fla. 33559

The following members have resigned:

Falk Finkelburg - due to health reasons

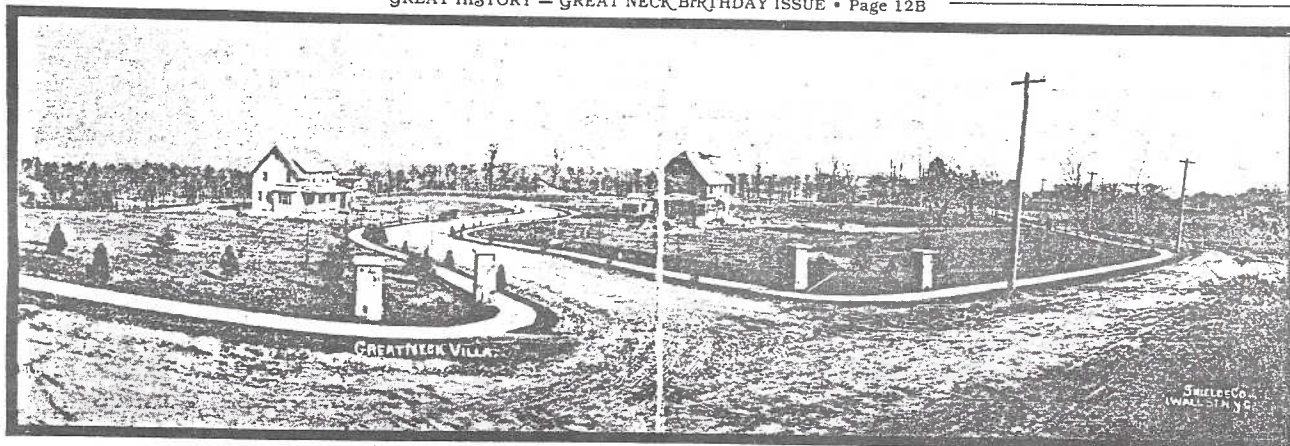
The following have been dropped for non-payment of dues:

William Crowe	Alvin Hansen	Ronald Marzlock
Tom Mills	Frank Pichardo	Tom Schweitzer
Smithtown Library	Gary Hammond	Bruce Millinger
Calvet Hahn	Patchogue-Medford Public Library	
H.Waldinger Library	Nassau Council Stamp Club	

Mr. Brady, an APS member, joins our group as a Sustaining Member for which we thank him. He collects Port Jefferson postal history and postcards. He is also interested in covers from L.I. and N.Y. State bearing the National Parks commemorative stamps issued by the USPOD in 1933 (Scott Nos. 752-771).

*****Doctor Price featured in the Great Neck Record*****

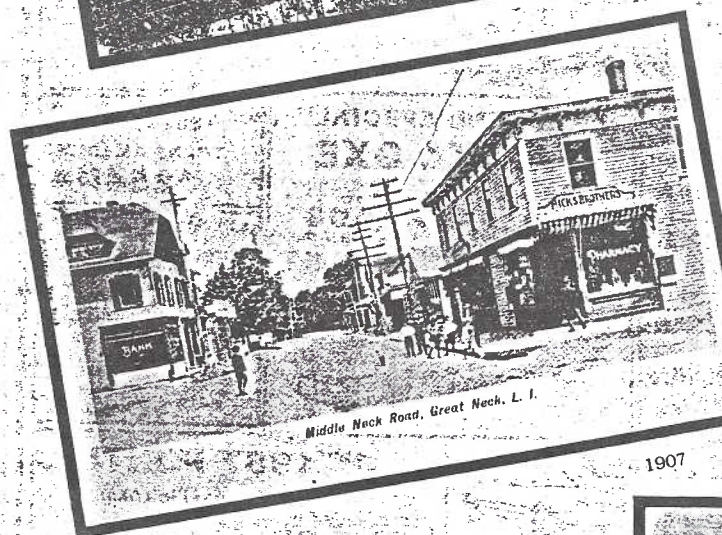
A special edition of the Great Neck Record, the local newspaper, recently came across our desk. Entitled, Great History - Great Neck Birthday Issue, it celebrates the 80th year of this weekly paper. In its center page is a picture of John M. Price, Jr. surrounded by post card views of Great Neck from his "Priceless" collection. This special issue is profusely illustrated with post cards views from John's fine collection. The article on John is reproduced in the following pages.



GREAT HISTORY



1908



1907



SOUND VIEW GOLF CLUB, GREAT NECK, L. I.

Dr. John Price & His "Priceless" Collection

When Dr. John Price was a 10-year-old, he began collecting stamps. Motivated by a desire to focus his attention in a particular area - he concentrated on stamps from the United States. Later in his life, this characteristic desire to specialize rather than generalize would see him through a rigorous pre-medical program at Dartmouth and a medical degree from Dartmouth and New York University with a specialization in psychiatry.

His interest in stamps led to collecting postal cards - a hobby that became a life-long pursuit. Again, he specialized. The collection of Long Island postal cards included a concentration of Great Neck cards. His collection was shown at the Great Neck Library earlier this year, and provide the back-drop to our historical issue.

This man of specialization, is also a very "special" dad to two college-aged children and a husband to Brenda, with whom he is celebrating a 25th anniversary this year.

He is also very "special" to all the kids he has helped as a child psychiatrist, Medical Director of the Queens Child Guidance Clinic, psychiatrist for COPAY, a community clinic for drug related problems and as attending psychiatrist at the North Shore University Hospital.

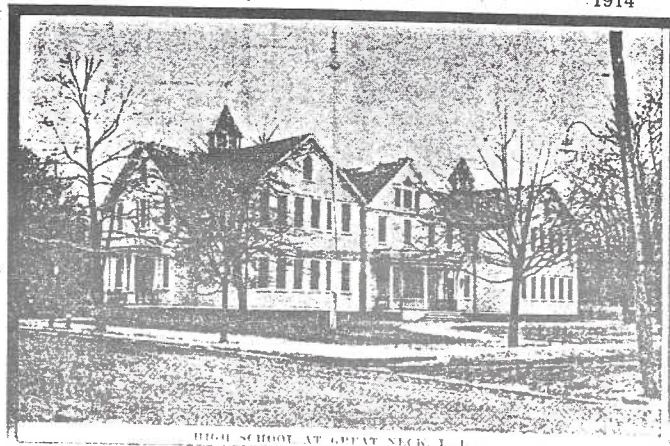
When he is not practicing his medical specialization, he specializes in driving his tennis opponents to distraction at Memorial Field with both his specialized drop shot and powerful volleys. He doesn't have a bad serve, either. Living on a waterfront property allows him to alternate hectic tennis with a more passive hobby - bird watching.

As to his "special" hobby - postal cards - Dr. Price explains, "I enjoy the visual history of Great Neck; I like to share it with anyone who is interested."

One of his cards, dated 1907, shows a postman delivering mail. Since it was dated 1907 and the postman provided the main method of delivery of the *Great Neck Record* throughout its history, it was selected as the decorative theme for the newspaper's 80th anniversary celebration. An interesting feature to this card was an attempt to make it three-dimensional. The leather bag slung over the postman's shoulder was a paper cut-out pasted to the card.

Dr. Price's hobby had led to a broader desire: "There should be a Great Neck Historical Society. Maybe this special issue of the *Great Neck Record* and my postal cards will give impetus to this development."

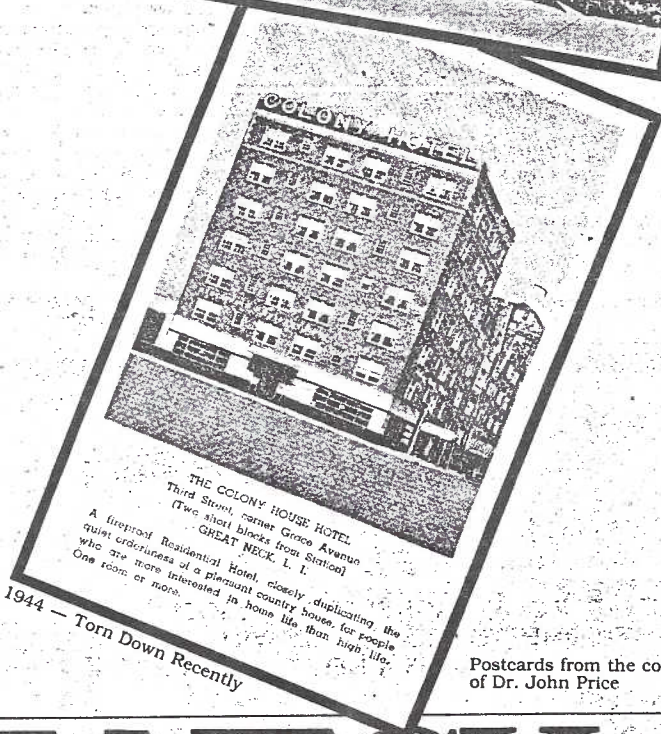
1914



HIGH SCHOOL AT GREAT NECK, L. I.



Dr. John Price

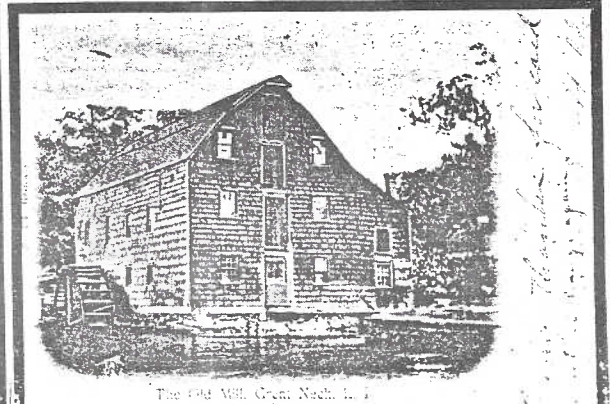
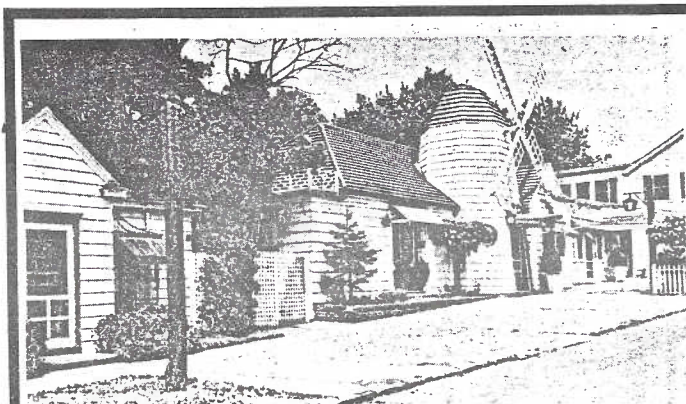


1944 — Torn Down Recently

Postcards from the collection
of Dr. John Price

GREAT NECK

1905 — Still Standing



A report on the LIPHS meeting on November 21, 1987

The Fall meeting of the Society was held at the Collectors Club of New York as scheduled. Ten members were present. Stephen Reinhard, President-elect of the American Airmail Society, exhibited his fine collection of Garden City Pioneer Airmail Covers and Cards. One particular item was highlighted, a September 29, 1911 card with a same day receiving cancellation from a post office in upstate N.Y. providing proof that at least some mail from that date, although not flown, was nevertheless put into the mails on Sept. 29th and not on Sept. 30 as reported.

Joel Shapiro displayed some rare L.I. Sound steamboat mail covers, choice items from this little known aspect of Long Island postal history. Martin Margulis displayed some early New York City stampless, and Brian Levy showed a colorful red and blue balloon postmark used from Bellmore in 1987 showing a very unusual use of a clock & dial receiving postmark as a remitting cancellation. This is just one example of the new and unusual cancels now in use at L.I. post offices. Brad Arch showed some of his 1869 L.I. covers as well.

A good meeting was enjoyed by all with good food, good buying, selling and trading of L.I. covers, and nice covers to view. A good number of covers exchanged hands. Your editor flew up from Florida for the meeting, and no longer accustomed to the cold, was greeted by a bitter cold day with a windshield factor of 15 below. Sunday was a nicer day, taking the opportunity to visit the Old Bethpage Village Restoration with Carl Baker before flying back to Ft. Lauderdale.

*****LIPHS*****

REMEMBER TO VOTE IN THE SPECIAL ELECTION

Mail your Ballot by ~~January 30~~, 1988 to the Secretary

February 15

Daniel M. Knowles
97-10 71st Ave.
Forest Hills, N.Y. 11375

LONG ISLAND POSTAL HISTORY SOCIETY

TREASURER'S REPORT

Bank balance on 8-18-86 \$2773.34
(as received from Carl Baker)

Receipts

1986 dues	470.
for back issues of Journal	18.
advertising revenue	295.
1987 dues	1530.
interest	<u>167.46</u>
total	2480.46

Disbursements

Raven Press for printing six	
issues of the Journal	1306.10
postage for mailing Journals	734.30
postcards and stamps for dues notices	25.30
checking account maintenance and	
check charges	<u>118.50</u>
total	2184.20

	2773.34
	<u>+2480.46</u>
	5253.80
	<u>-2184.20</u>
Bank balance on 11-1-87	3069.60

Respectfully submitted by

John Price, Treasurer

Postal History of the Village of Brooklyn

By Martin Margulis

Prior to the coming of the White man, Westchester County Indians would canoe down the Hudson River to a stream which connected with the Collect Ponds, Big and Little and thence to a stream which exited the Little Collect Pond and ran into the East River near what is now Pearl Street., in back of Peck Slip. From there, they crossed the East River to (the) Fulton Street (Ferry Landing) in Kings County.

From that point, an Indian trail, now Fulton Street, ran across the county to various Indian camps. The Indian name for the Manhattan Creek was Bestevaer, Wise Man's Creek.

When the Dutch arrived, they used the Indian ferry sites, which were protected coves.

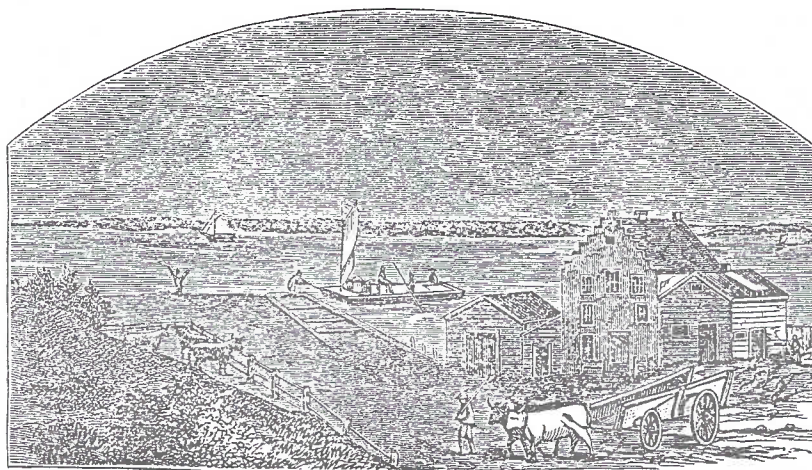
Prior to 1638, Dutch Governor Willem Kieft bought land from the Indians on the present site of Brooklyn. In 1638 colonists were sold parcels of land which were to be cultivated by them. The old system of large patents owned by Patroons and farmed by others had been abandoned as a failure.

Within a few years a ferry service, a row boat, from New Amsterdam to Brooklyn was established, Cornelis Dircksen was the ferryman. The company erected a tavern/inn, the Stad-herberg on the Manhattan side. The ferry ran all day. Colonists stayed at the Stad-herberg until their houses, in Brooklyn, were erected on their lands. The Brooklyn Colony was called Bruijkleen Colonie meaning freeholders colony from the word "bruijkleen" meaning free loan.

A trail (Fulton St./Ave.) crossed through this colony to New Lotts in Bushwick where it crossed the hills and continued on to Rockaway Bay. At the start of the trail a village sprung up which was called Bruijkleen Ferry. Further out along the trail other villages were established, Breuckelen (corrupted into Brooklyn), Midwoud or Flatbush, and Amersfoort or Flatlands. (When the English set up the county system these names were given to towns (townships) within the county). The trail had other branches which led to Bedford (later Bedford Stuyvesant) and Jamaica.

In 1653 the City of New Amsterdam took over the ferry and later franchised it to Egbert Van Borsum (1656) who erected a ferry house on the Brooklyn side. [Figure 1] The building on the Manhattan side was taken over as a town hall although part of it continued operating as a tavern. In 1694 the Corporation of New York built a new tavern/inn

at the ferry site . As the taverns usually burned down, new ones were built until the 19th Century.



OLD FERRY HOUSE, 1746.
(FOOT OF PRESENT FULTON STREET, BROOKLYN.)

FIGURE 1 - A vignette of the Fulton Ferry in 1746 taken from Stiles' History of Brooklyn in three volumes published in 1869. (Rodriguez Collection)

While the original tavern, at Coenties Slip was in New York, it was used by persons from Breuckelen, Wallabout, Bergen, Gowanus and other Long Island settlements. Mail for persons living in these settlements was placed in racks at the tavern. People going to these settlements picked up the appropriate mail and brought it with them. Mail to outlying settlements might be carried by more than one individual until it got to where it was going. Later the mail was kept in coffee houses which were unofficial post offices. Much of the mail, never entered the official mail system, which was very expensive. Also the mail was often opened, during the 17th Century, and read by the authorities.

In the late 17th Century and early 18th Century mail

routes were established from New York to Boston and to Philadelphia and points south. It was even more expensive than the previous service and mail was usually given to travellers or ship captains going that way. This was especially true when the persons sending the letters did business with those given the letters. However, most colonists were illeterate.

In 1704 Governor Cornbury had the King's Highway, a toll road, laid out along the former Indian Path, later called the Ferry Road. One branch lead to Jamaica and the other to Flatbush and Flatlands. From the main road, branches ran to Red Hook and Gowanus Cove. From Flatbush, the road was extended to Canarsie. In 1817 the Ferry Road/King's Highway was renamed Fulton Street within Brooklyn Village and Fulton Avenue outside the Village. It was commonly called the Jamaica Turnpike, however.

In 1741, Brooklyn Ferry was made a relay station for the Mail Coaches connecting New England to Virginia. The coaches on Long Island, complete with military escort, ran along the King's Highway. From Brooklyn Ferry they connected to the Philadelphia service via Flatbush, Gravesend and Denyse's Ferry (now Fort Hamilton). From here they crossed the Narrows, by Ferry to Staten Island. They crossed the island and proceeded to Perth Amboy to connect with the New York to Philadelphia coaches. The service didn't last too long.

In 1753, Mr. John Lane started a regular ferry service between Long Island and Staten Island.

In 1772 a stage line was established from Brooklyn Ferry to Sag Harbor, the former mail coach having been discontinued. It ran once a week until the Revolutionary War at which time all services ceased.

In 1717, two ferries were being run between New York and Brooklyn, one carried cattle, goods and passengers, the other carried goods and passengers only. The latter ran to Hanover Square. By 1774 there were three ferries, from and to Coenties Slip, Fly Market and Peck Slip. These ferries were either row boats rowed by four men and carrying eight to ten passengers, or sail boats. Later ferries used horses attached to a gear which rotated paddle wheels. In 1814 steam driven ferries were introduced into service.

While ferry service was continued, on a curtailed basis, during the Revolutionary War, many restrictions were placed on its use. All boats were kept under military surveillance. To use the ferries, one had to obtain a 'passport' with a separate 'passport' for each user, even if they were in the same family. Ferries were relicensed annually. Farmers using the ferry had to have a permit,

which cost two shillings and had to take their produce to the Police Office where it was bid on.

In 1803, Joel Bunce was named first postmaster of Brooklyn. (Other post offices had been opened a few years earlier in Queens and Suffolk Counties). The post office was located on the corner of Fulton Street and Front Street in Mr. Bunce's store. It was later (1841) moved to Fulton and Hicks Streets. In 1819 Thomas Birdsell was named Postmaster. Service to Suffolk County was sent out on Thursdays. It arrived from Suffolk on Wednesdays.

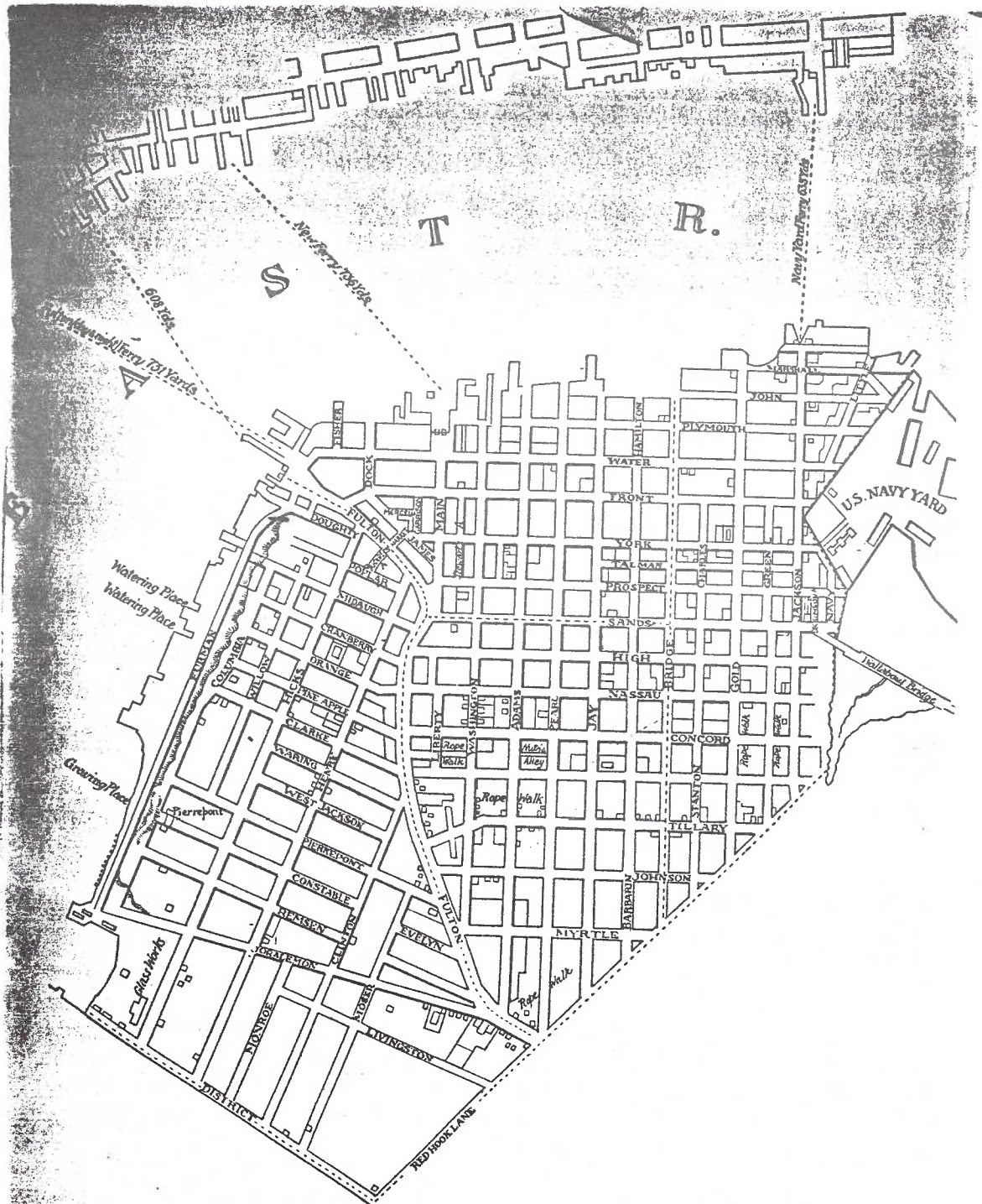
Mail was picked up from and brought to New York twice a day. The messenger who brought the mail to and from the City was also the only letter carrier. The Brooklyn Post Office also had a marking clerk in addition to the Postmaster who also had a regular job, running his store and later his newspaper.

In 1825, Joseph Dodd, who was employed by the N.Y.P.O. rowed to New Jersey to meet coaches from the South and West. He picked up and delivered mail for or from New York and Brooklyn. The Brooklyn mail was then forwarded. Mail from New England and upstate New York came directly into the City.

In 1800 the population of the Town of Brooklyn was 901 white males, 716 white females, 196 other free persons, excluding Indians and 445 slaves. In 1820 the population of Brooklyn had increased to 2,829 white males, 2,999 white females, 410 free blacks, and 190 slaves. In 1830 slavery was abolished.

In 1783 there were 56 buildings in Brooklyn Village. The area around the ferry was built up with taverns, livery stables and stores. All Long Island stages started from here including regular stage service to Flushing (1801) and Jamaica (1832). The building of the Flushing and North Shore RR was the beginning of the end of much of this stage service.

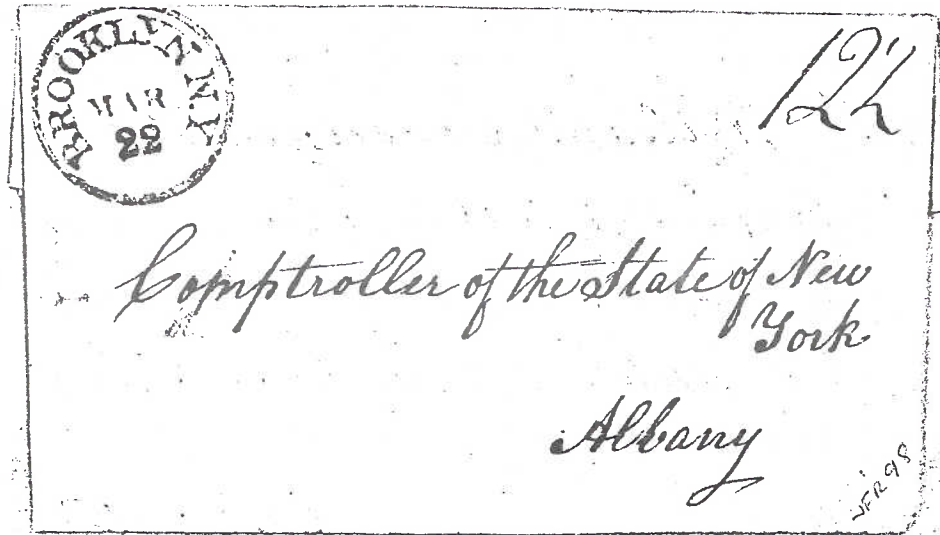
IN 1801 the village/town government created a fire district. Much of the town land was used for farming, however, as was some village land. By 1822 the Village was putting in gravel roads, creating street signs and numbering houses. Among the stores were dry goods stores, a hardware store and a stationery/book store. The area had become Long Island's shopping center. By 1825 it even had a library. By 1835 the whole area became the City of Brooklyn.



BROOKLYN VILLAGE IN 1827

Redrawn from William Hooker's New Pocket Plan. Courtesy of the Long Island Historical Society

In 1822, the new postmaster was George L. Birch who also edited The Patriot, Brooklyn's second newspaper, the first being The Courier. Birch used his position to read out of town papers for items from his own paper. This gave him an advantage as he saw these papers before his competition. Thomas Kirk succeeded Birch as Postmaster. Kirk was a book seller and auctioneer, and published locally written books.



A very fine 25 mm. red circular postmark of Brooklyn used on this 1830 stampless letter from Elias Hubbard, Jr. Judge of the Court of Common Pleas.

Samuel E. Clement succeeded Kirk but was forced to resign as the result of a scandal. He was implicated in digging up the body of Elias Hicks, a famous Quaker so that a plaster cast could be made of his face.

An 1818 guide book describes Brooklyn Ferry/Village as having narrow, dirty and disagreeable streets; a place to be left with all possible despatch for cool Brooklyn Heights. The latter had become a home for rich New York City merchants. Others lived in other rural areas of Brooklyn (Town) as squires.

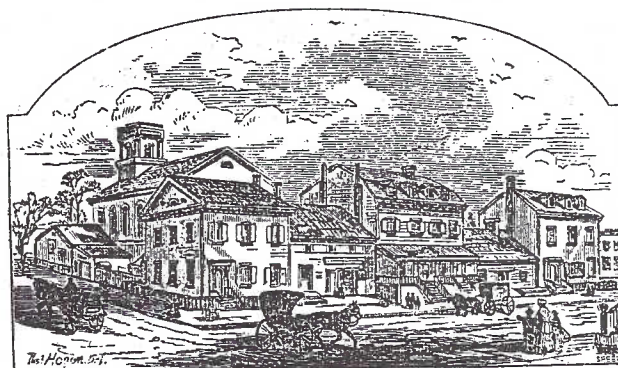
Non-census figures give the population of the village as 4,000 in 1816 with another 1,000 in the rest of the town. In 1834 the population grew to 18,000 in the village and 24,000 in the town as a whole, obviously rounded off.

The real estate in the village was valued at \$2.1 million dollars in 1824 and \$6.4 million in 1834.

REFERENCES

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- Acts Relating to City of Brooklyn, 1836.
- N.Y. C. Board of Education, "Post Office Work in Brooklyn", 1938.
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The author wants to express his appreciation to the staff of the Brooklyn Historical Society for their help and cooperation.



FULTON STREET,
(Between Prospect and Sands streets).

Editorial Notes and Comments:

1. The reader is referred to Calvet Hahn's scholarly article entitled, "Early Long Island Postal History" which appeared in three parts in our Long Island Postal History Society Journal, (now the Long Island Postal Historian), Whole No. 1 (Summer 1980), Whole #2 (Spring 1981) and Whole #3 (Summer 1981). Much of Brooklyn's early postal history, especially during the colonial period, is covered in detail by Mr. Hahn.
2. An 1831 book entitled Table of The Post Offices in the United States, arranged by States and Counties; As they were October 1, 1830..., published under the mandate of the Postmaster General, printed in Washington by Duff Green, 1831, indicates that Kings County had only three official post offices, namely Brooklyn, Flatbush and Williamsburgh. The Brooklyn Postmaster at this time was Erastus Worthington.
3. Kay & Smith's New York Postal History: The Post Offices and First Postmasters from 1775 to 1980, lists P. Buffit as the first Postmaster at Brooklyn when established on July 1, 1803. However, other sources indicate Joel Bunce as the first postmaster. Research indicates that this is probably correct.
4. Below is the listing of Brooklyn circle postmarks as reported for the stampless period in the American Stampless Cover Catalog, Fourth Edition, 1985 published by David G. Phillip Publishing Co., Inc. of North Miami, Fla.

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
						
	Same(1823-35;25;PAID,6;Red,Black)					5.00
	Same(1832-38;25;12-1/2,18-3/4;Red)					12.50
	Same./N-Y.(1837-49;30;PAID,5,10,FREE;Red,Black)					3.00
	Same(12-1/2,18-3/4;Red)					8.00
	Same(25[hdstp];Orange)					12.50
	Same(1842;PAID and 12-1/2[blue];Red)					3.00
	Same(heavy letters)(1850-59;30;PAID,3,5,10,FREE; Red,Black)					10.00
	Same(1851-54;PAID/3[red];Black)					10.00
	MISSENT/TO/BROOKLYN/N.Y.(1854;30;PAID;Black)					40.00
	BROOKLYN/N.Y.(1844-59;1 CENT;Red,Black)					35.00
	Same(1854;PAID/10[red];Black) To Canada					17.50
	Same(1854;PAID 6;Red) California mail					15.00
	Same(1854;24;Black) Transatlantic rate					15.00
	Same N.Y./3 PAID(1855;32;Red)					4.00

5. Data in reference to the Brooklyn P.O. extracted from American State Papers, Post Office Department 1789-1833, Reprinted by Theron Wierenga, 1980 follows:

- a. Net amount of Postage accruing at Brooklyn for the years listed below, and compared to New York City and New York State figures for the same period, to highlight Brooklyn's relative importance as a post office.

Year	Brooklyn P.O. \$	NYC \$	New York State \$ # of POs	
-----	-----	-----	-----	-----
1827	1,039.34	114,388.81	229,794.72	1138
1828	1,237.55	124,530.17	252,875.99	1210
1830	1,564.13	136,500.28	290,843.35	1446

Only 14 post offices in 1827 and 13 post offices in 1828 and 1830 in New York State did more business than Brooklyn.

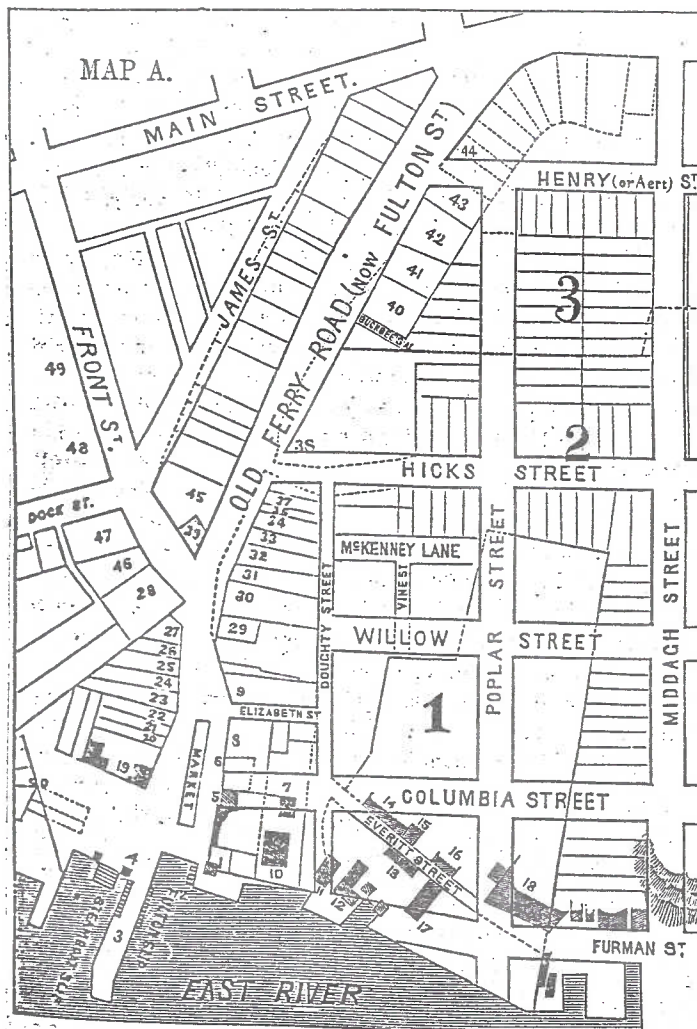
- b. Post Route Contracts and the related transportation expense as reported by John McLean, PMG on Jan. 14, 1827 for Route No. 5, Brooklyn to Flatbush, carried three times a week at a cost of \$15.00 per year. This route was 4 miles long, one way.

6. The announcement for the stage line established in 1772 from Brooklyn Ferry said as follows:

" March 5th, 1772. -- A stage will run from Brooklyn Ferry to Samuel Nicoll's on Hempstead Plains, where passengers will stay at night, fare, four shillings. To Epenetus Smith's at Smitttown, four shillings. To Benjamin Havens' in St. George's Manor, four shillings, and stay all night. To Nathan Fordham's, Sag Harbor, six shillings. Thus a passenger may be conveyed 120 miles in three days and over a pleasant road for 18 shillings." From H. Onderdonk's "Long Island in Olden Times".

7. Historian Gabriel Furman in his Notes, Geographical and Historical, Relating to the Town of Brooklyn, on Long Island, (1824) mentions the Post Office as being kept at No. 97 Fulton Street under George L. Birch, Esq. He says: "The mail is carried daily (Sundays excepted) between Brooklyn and New York, and closes at Brooklyn at 8 A.M. and arrives at 4 P.M."

8. In Henry R. Stiles comprehensive work entitled, A History of the City of Brooklyn, 1869 in three volumes, we find a number of detailed references to the Brooklyn Post Office. They are cited below:
- a. "On the north-east corner of Front street and the Old Road, (MAP A, 39) was the large and very old frame building, originally Kirk & Mercein's printing office, prior to their removal to New York, about 1813 or '14. It was next occupied as a hardware store by Thomas W. Birdsall and Joel Bunce, and its portrait at this period has been faithfully preserved in Guy's "Snow Scene of Brooklyn, in 1820." It was, also, for many years the post-office Mr. Bunce, and after him in 1819, Mr. Birdsall being postmaster." (page 59).
 - b. Shown below is a Map of the Old Ferry District of the Village in 1816 which appears on page 37 (Vol. II) in Stile's history.



MAP OF THE OLD FERRY DISTRICT OF THE VILLAGE, IN 1816.

THE VILLAGE OF BROOKLYN 1816

Compiled from the First Village Map of that date by Jeremiah Lott, and from Poppleton and Lott's Map of the Pierrepont Estate of 1810.

Printed by J. M. Smith, at the Office of the Editor, No. 109 Fulton St. N.Y.

d. On page 197 (Vol. II) we find the following:

"October (1819-ed.). Thomas W. Birdsall (who is still living among us) succeeded Joel Bunce, deceased, as post master of the village. Of his fitness for the office, as an honest man, there could have been no reasonable doubt..."

e. In Vol. III, page 947-49 a detailed history of the Brooklyn P.O. is given through the year 1869. We will cite only the portion related to the Village of Brooklyn.

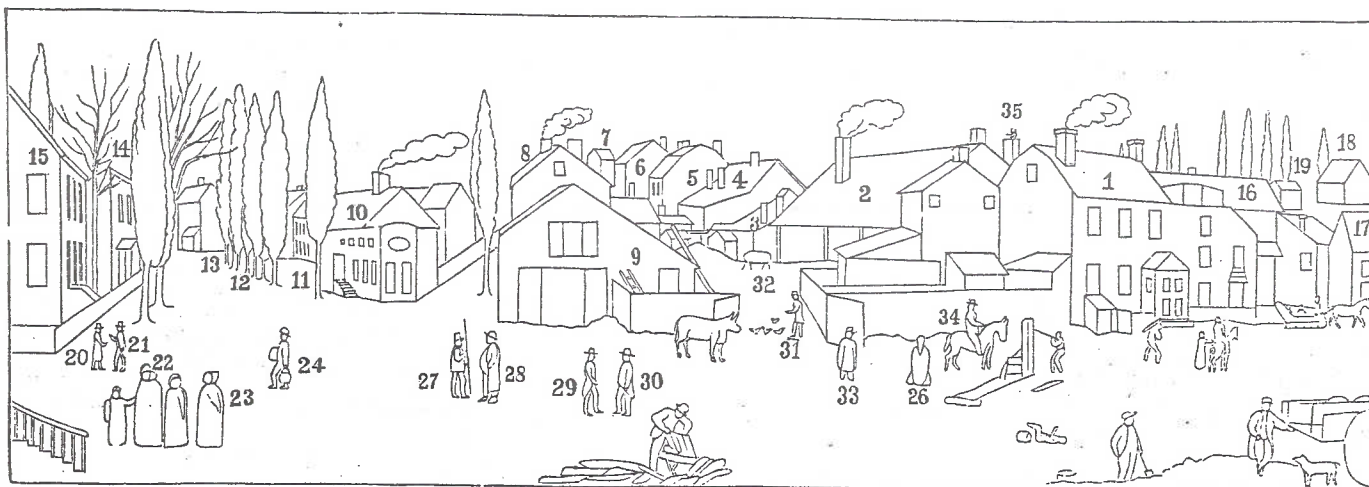
"Joel Bunce was the first, and (in 1819) Thomas W. Birdsall, now living, the second post master of Brooklyn, the office being in their store at the corner of Front and Fulton streets. He was succeeded by Erastus Worthington, a stationer and bookseller, and the office was removed to Fulton street, nearly opposite Hicks, on the site of the present Atlantic Bank. In 1824, the office was held by Mr. Bennett, then by Mr. S. E. Clements, and by Joseph Moser. In 1829, Adrian Hegeman kept the office, in connection with books and stationery, in Fulton street, near Hicks, and served twelve years.

f. In Vol. I, page 388 reference is made to an 1806 issue of The Long Island Weekly Intelligencer, published by Robinson & Little, October 9th, vol. i, No. 15, wherein we find the advertisements of various early Brooklyn merchants. In addition, "Joel Bunce, Postmaster, advertises the address of 53 letters uncalled for in his office."

g. In Vol. I, page 391 reference is made to a June 22, 1809 issue of the Long Island Star wherein Joel Bunce advertises hardware and groceries at the corner of Old Ferry and Front Streets.

9. In Manuscript Post Offices of New York State, edited by Henry Chlanda and Chester E. Wilcox, 1984, Brooklyn is listed as having a manuscript postmark with the earliest reported date of March 8, 1821 and latest reported date of August 30, 1826.

10. Francis Guy's painting of a Snow Scene in Brooklyn, 1820 is reproduced on page 4 of the book Rambles About Historic Brooklyn printed for the Brooklyn Trust Company in 1916. It is reproduced in the next page. The arrow points to the building of Birdsall and Bunce where Brooklyn's first Post Office was housed.

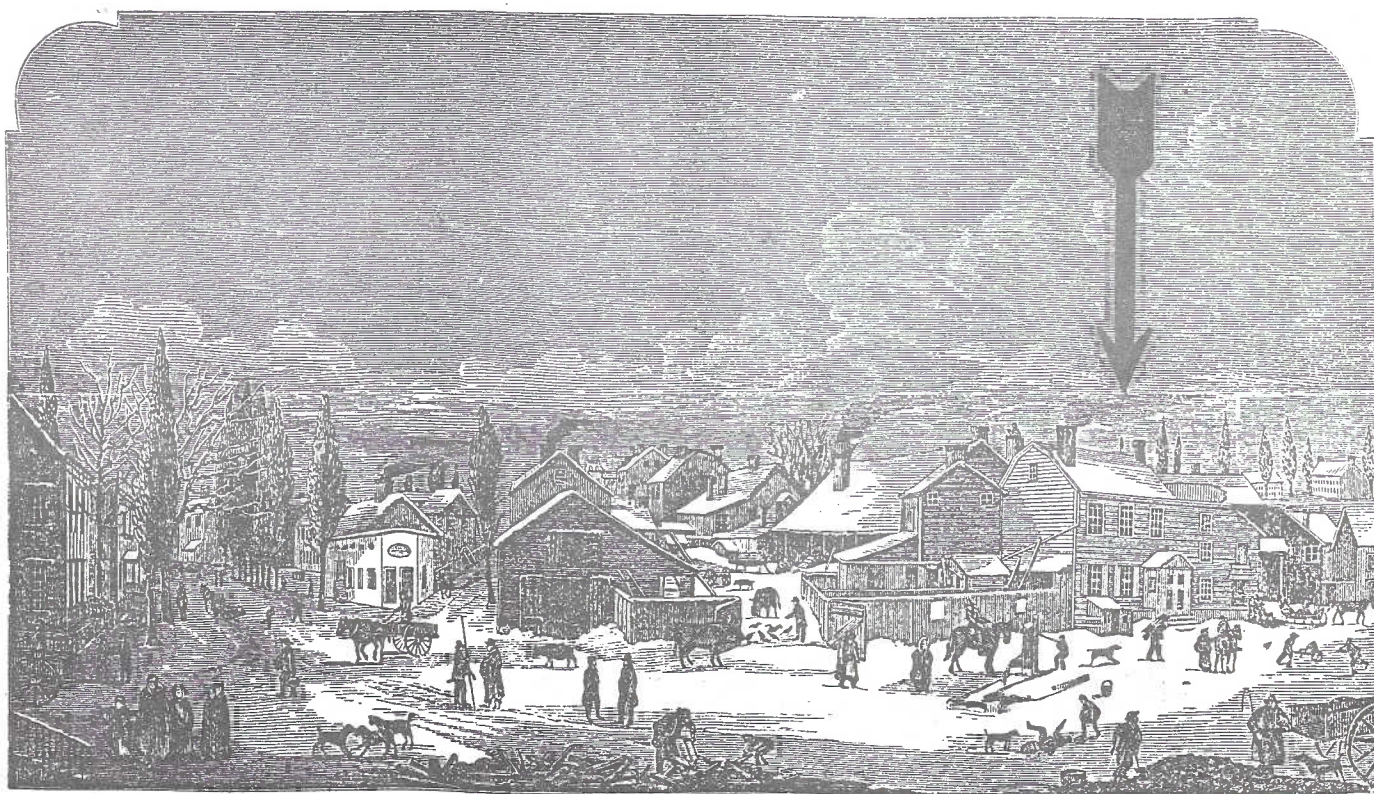


KEY TO GUY'S BROOKLYN SNOW SCENE.

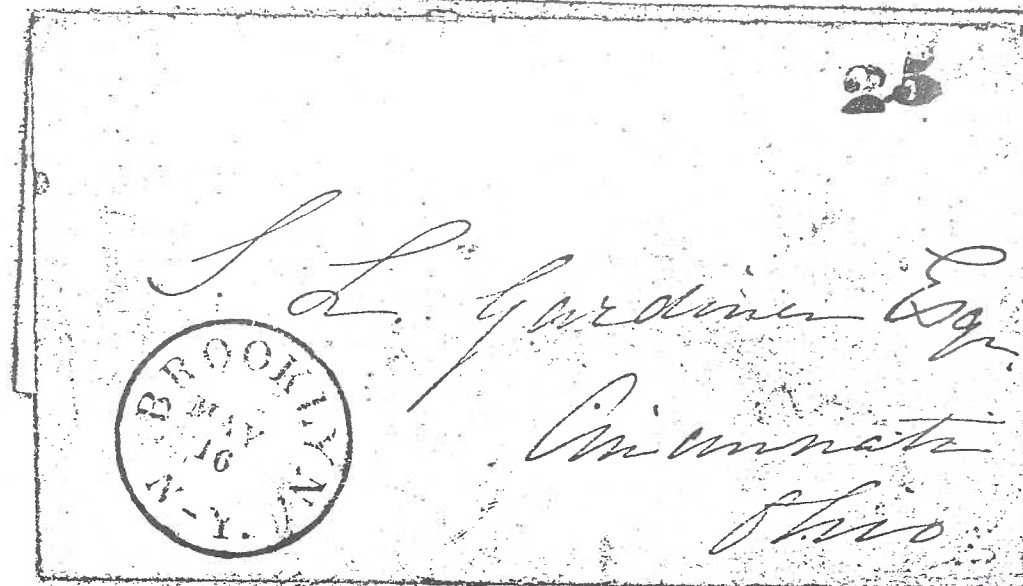
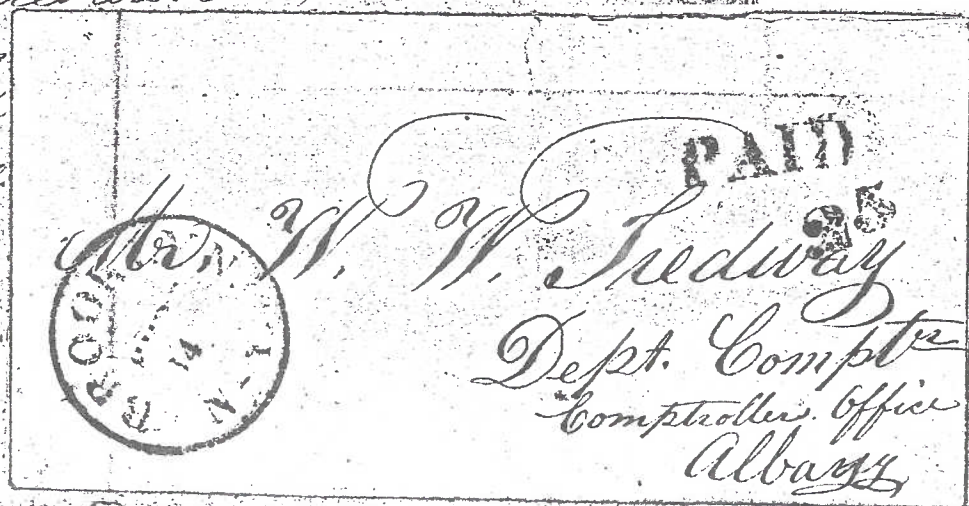
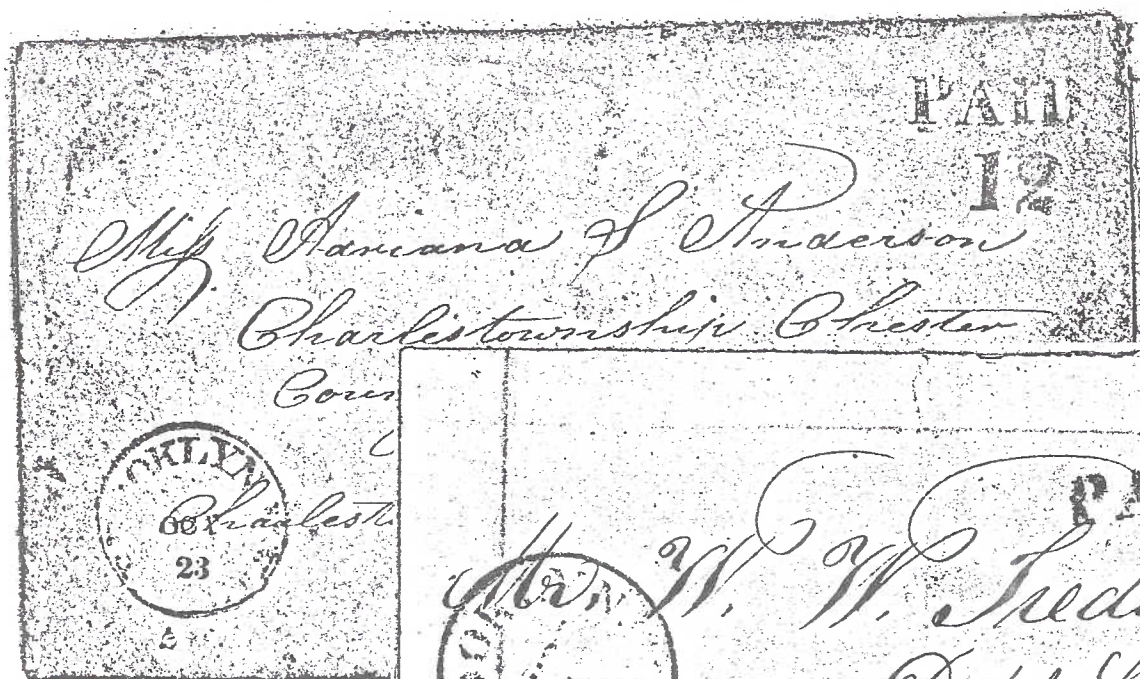
1. Dwelling and store of Thos. W. Birdsall (still living, 1869).
2. House of Abiel Titus — see page 59.
3. Edward Coope's blacksmith shop.
4. Geo. Fricke's carriage shop.
5. Diana Rapelle's house.
6. Mrs. Middagh's house.
7. St. Ann's Church, corner of Sands and Washington streets.
8. Residence of Edward Coope.
9. Abiel Titus's barn and slaughter house.
10. Benjamin Meeker's house and shop.

11. Mrs. Chester's "Coffee Room."
12. Robert Cunningham's.
13. Jacob Hicks's woodyard, corner Main street.
14. Joshua Sand's residence.
15. Augustus Graham's residence, corner Dock street.
16. Burdet Stryker's house and butcher shop.
17. Selah Smith's tavern.
18. Morrison's, on the heights.
19. Dr. Ball's house, opposite Morrison's.
20. Augustus Graham, conversing with
21. Joshua Sands.
22. Mrs. Harmer and daughters.

23. Mrs. Guy (the artist's wife).
24. Jacob Patchen.
25. Mrs. Burnett.
26. Benjamin Meeker, talking with
27. Judge John Garrison.
28. Thos. W. Birdsall.
29. Jacob Hicks.
30. Abiel Titus.
31. Mrs. Gilbert Titus.
32. Abiel Titus's negro servant "Jeff."
33. James (son of Abiel) Titus, on horseback.
34. Samuel Foster (negro).



GUY'S BROOKLYN SNOW SCENE, 1820.



A fistful of Brooklyn stampless covers

LONG ISLAND WIND SOCK

"Across L.I. Sound Via Wright Hydroaeroplane" By Joel Shapiro

We are all familiar with the Garden City Estates pioneer flights held in 1911. These first official government airmail flights began on September 23 and lasted until October 1, 1911. In this article I would like to acquaint you with another historic pioneer flight that began in the sleepy little town of Glen Head, Long Island, late in the summer of 1912....

There would probably be no story to tell if it were not for good old American competition. Some months earlier Glen Curtiss had the incredible ideal of putting pontoons on one of his planes, thus creating a Hydroaeroplane. The Wright Company realizing the ramifications of such a development rushed to develop a Hydroaeroplane of their own. They chose their standard biplane as the prototype. The plane was a model six powered by a six cylinder Wright engine. Through the use of a chain drive, two propellers pushed the plane along. The seating area located on the leading edge of the lower wing accommodated the pilot and one passenger. Two boat shaped pontoons supported the plane. [Figure 1]

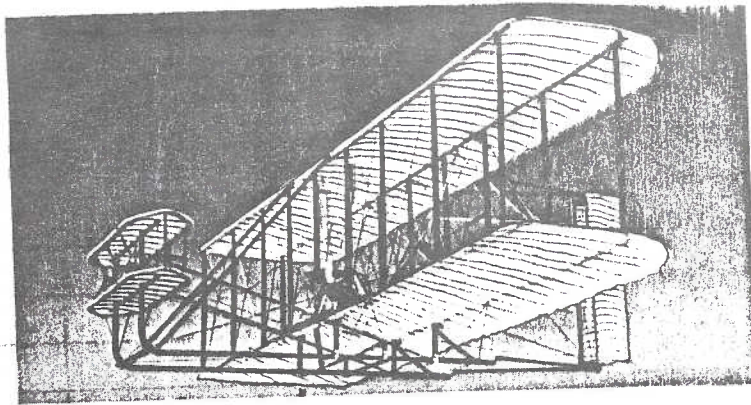


Figure 1 - A Wright flyer similar to the one that made the "Glendwood" flight. The Pontoons would be located under the two landing skids.

To pilot the plane the Wrights chose Charles Wald, a recent graduate of the Wrights Flying School in Dayton, Ohio. Personally checked out by Orville Wright on June 28, 1912, Wald was asked to join the Wright Company in early July. His first assignment: Head an agency and pilot a plane demonstrating water flying.

The Wrights, now possessing a Hydroaeroplane and a responsible pilot needed only a place to hold the demonstration flights. Such a place was found on Long Island about twenty miles East of Brooklyn in a town called Glen Cove. Located on Hempstead Harbor, Glen Cove included the villages of Glen Head (population 100) and Glenwood Landing (pop. 250). The area was known as a high class summer resort with a number of Yatch and Country Clubs in the area. The Wrights hoped to interest some of these wealthy sportmen in flying and of course buying one of their hydroaeroplanes. The Wrights obtained permission to erect its hanger on the premises of the Glenwood Country Club at Glen Head. The club ran along the shore of the long narrow inlet that was Hempstead Harbor. The stage was now set.

The flights began in mid August of 1912 and continued through October of the same year. During this time Wald made numerous solo demonstration flights as well as taking prospective buyers up for a spin. On one occasion, Wald saved a man from drowning off Sea Cliff. On another, he flew 400 special editions of the Brooklyn Daily Eagle from Glen Head, across the Sound to New Rochelle and shaved "a full half hour" from the then current delivery schedule. [Figure 2]

Of greater importance to us was the flight Wald made on Saturday, September 21, 1912. As the New York Times reported on the following day, Wald carried a "Bag" of mail with him. The only known surviving cover from that flight is illustrated in the page after next as Figure 3.

Apparently members of the Glenwood Country Club were given the opportunity to have their letters cross the Sound by air. A special cachet was applied to the rear of the envelopes. It read, in three lines in block letters:

ACROSS L.I. SOUND FOR POSTAGE

GLEN HEAD L.I. TO (SEE POSTMARK)

BY WRIGHT HYDROAEROPLANE

Figure 2

BROOKLYN DAILY EAGLE. NEW YORK.

1174
OCTOBER, 1912

TO DELIVER EAGLES BY THE AIR ROUTE

Hydro-Aeroplane to Carry Special Edition From Long Island Across Sound.

HAS NEVER BEEN DONE BEFORE

Aviator Wald Will Fly Tomorrow From Glenhead, Carrying 400 Papers and a Reporter.

The first aerial delivery of newspapers ever attempted in this country will take place tomorrow, when a special edition of The Brooklyn Daily Eagle will be carried from Glenhead, L. I., to New Rochelle by a direct air route. The aerial newsboy, with 400 copies of The Eagle under his wing, will swoop down on the papers shore of the Sound and deliver the papers personally into the hands of Mayor Wolford, who will be waiting at the float of the New Rochelle Yacht Club to receive them.

By train from the Flatbush depot of the Long Island Railroad to Glenhead the papers will be rushed tomorrow, departing at 1:57, arriving at 2:55. A waiting automobile will receive the papers, and the mile-run from the station at Glenhead to the quarters of the Wright School at the edge of the Sound will be accomplished in little more than a jump. There Aviator Charles Wald of the Wright School will be waiting in his hydro-aeroplane, ready for the swift-nine mile scout across the Sound that will shave a full half-hour from the present prosaic delivery schedule of express train.

To celebrate the new epoch marked by the delivery, every one of the 400 copies will be a special edition a souvenir to be kept by the fortunate subscribers, and stored away to exhibit proudly to later generations.

The hydro-aeroplane which Aviator Wald will use on his first "news delivery" route is one which has been on demonstration to the members of the Glenhead Country Club for the past six weeks. Like Frank Cotton, the man who last year first demonstrated the possibilities of the strange amphibious machines, which are equally at home in the water or in the air, Wald is a member of the Wright group of flyers, and although he has been flying but a year and a half, he has made great progress and is easily the equal of any here now in actual service in this country.

Wald has made a speed of fifty miles an hour easily in the hydro-aeroplane, and on The Eagle's news delivery trip tomorrow he expects to do the nine miles in but little over ten minutes.

The ordinary delivery method employed to get the papers to New Rochelle is to send them by auto to the Grand Central Depot in Manhattan, whence they are carried by train. Where, by this method, the papers would not arrive in New Rochelle until 3:45, or later, the hydro-aeroplane delivery will bring them there by 3:10.

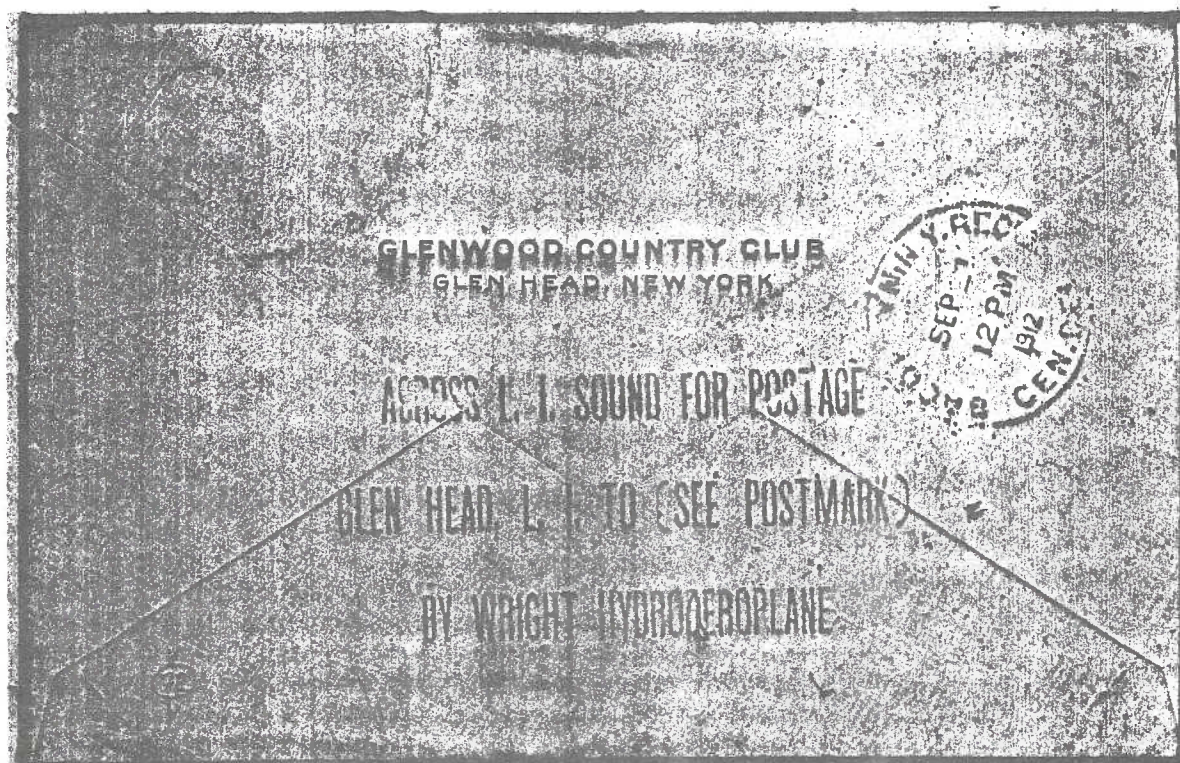
The flight will be easily visible from the Connecticut and Long Island shores, and may be seen by the residents of Roslyn, Sea Cliff, Glen Cove, Port Washington and neighboring villages.

Wald will carry a total weight of about 250 pounds besides himself, the papers weighing 100 pounds, and an Eagle reporter who will accompany him, 150. He expects to carry this weight with ease, having frequently taken up passengers of 200 pounds or thereabouts.



Figure 3

AAMC # 56



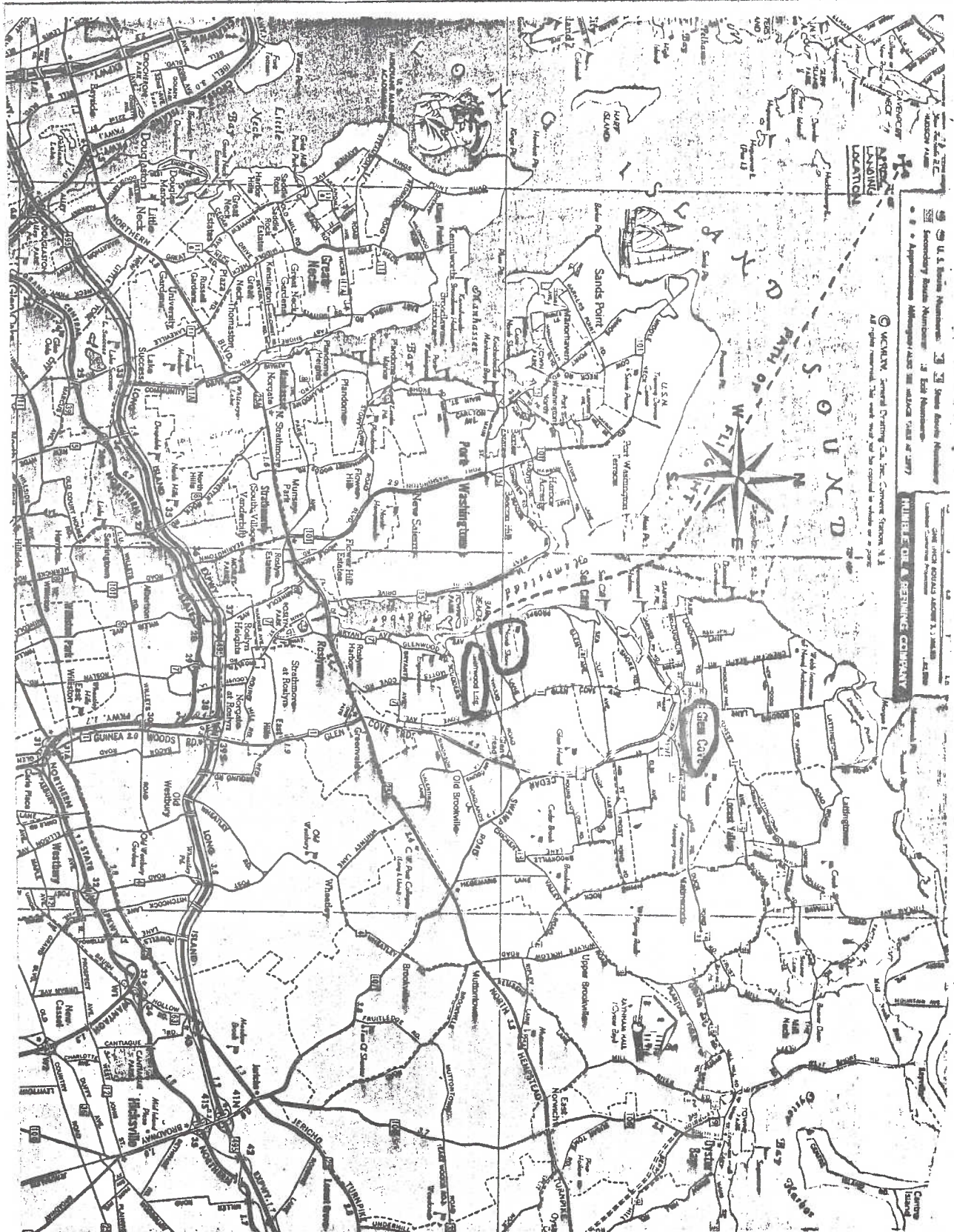
The wording was very general as Wald did not know to what point across the Sound he would fly to. Although the flight did not have official approval from the Post Office Dept. in Washington (the flight had no route number) it is apparent that the flight did have the approval of the local postmaster. After the cover was written, stamped and cacheted it was taken to the Glenwood Landing Post Office and there received the local postmark. The cover was most probably given back to Wald who then made the flight. This was not uncommon handling for these early pioneers as similar events had occurred at Galveston, Texas March 17, 1912 (AAMC 17) and Woodstock, N.Y. October 17, 1913 (AAMC 72).

Saturday, September 21, 1912 was, by contemporary accounts of the day, a "bright, clear day somewhat cool with a breeze from the northeast". At about 3:00 P.M. that afternoon Wald reved up his engine and with a sack of mail weighing about 50 pounds securely strapped into the passengers seat, headed out into the harbor. After a short run on the water he slowly began climbing to an altitude of about 1800 feet. He passed Hempstead Harbor with Glenwood Landing, Glen Cove and Sea Cliff on his right. Heading in a northwesterly direction he emerged into the open sound. As he approached New Rochelle he began desending. He swung around Echo Bay and flew towards the Club House of the New Rochelle Yatch Club near Hudson Park. He had flown the eight and one half miles of open water in twelve minutes. The flight is traced in the map in Figure 4.

The mayor of New Rochelle, Frederick M. Waldorf was at the New Rochelle Yatch Club that day. When Wald landed, he commanded a motor boat and went out to greet him. Wald handed him the mailbag. It was taken ashore and driven to the main Post Office at New Rochelle where postmaster Eben Adams accepted it for handling and distribution in the regular course of the mails. Our cover proceeded to Brooklyn where a Brooklyn receiveing postmark was struck and eventually was delivered to the addressee.

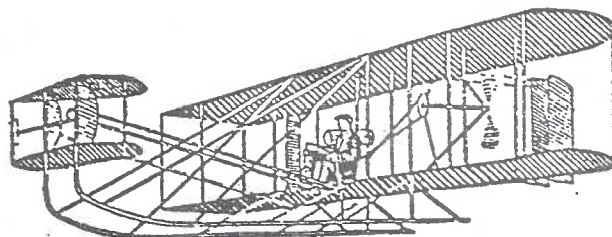
Although this was not the first time the Sound had been crossed by air (Clifford Harmon accomplished the feat on August 20, 1910 by flying from Mineola to Greenwich, Ct.), or the first time the mail had been carried by hydroaeroplane (this had already occurred in St. Louis, on October 8, 1911 AAMC #4 as well as down the Mississippi AAMC #5, and Perth Amboy, N.J. AAMC #43) this flight is nonetheless a major event of great importance in the study of Long Island postal history. This cover was discovered fifty-three years after the actual flight. Today, seventy-five years later it is still the only known survivor from the 50 pound bag of mail.

Figure 4



Note: The original research regarding this cover was done by Judge Thomas O'Sullivan. His original notes as well as correspondence between himself and other early aerophilatists accompanied this cover when I purchased it. As a service to interested members I will make available copies of the correspondence for a donation of \$7.50. Make check payable to the Long Island Postal History Society, and send it to me at the address below. The notes read like a detective story and make interesting reading. I know you will enjoy them.

Joel Shapiro
135 E. 83rd Street
New York, N.Y. 10028



LONG ISLAND POST OFFICES - Part IX - More Suffolk County

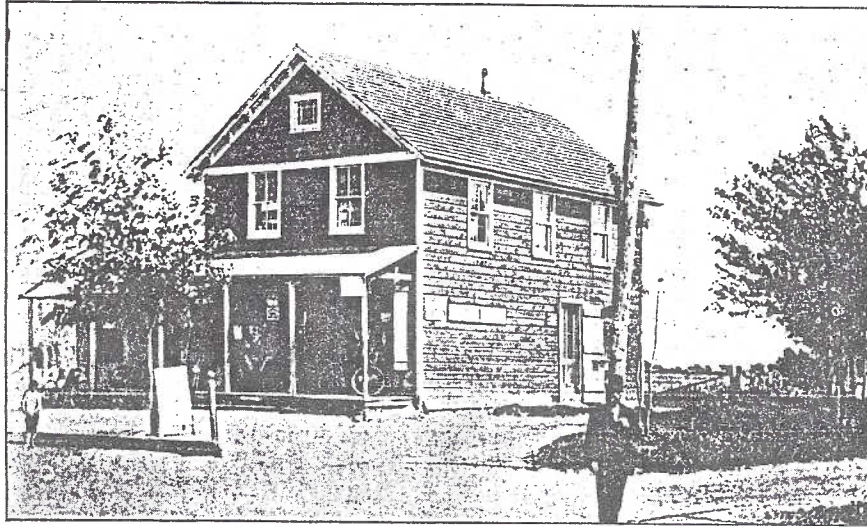
By J. Fred Rodriguez and John M. Price, Jr.

We continue our series of Long Island post offices illustrated on old picture post cards, with related covers. Here is a selection of some additional Suffolk County towns and villages at the turn of the Century and into the 1940's.

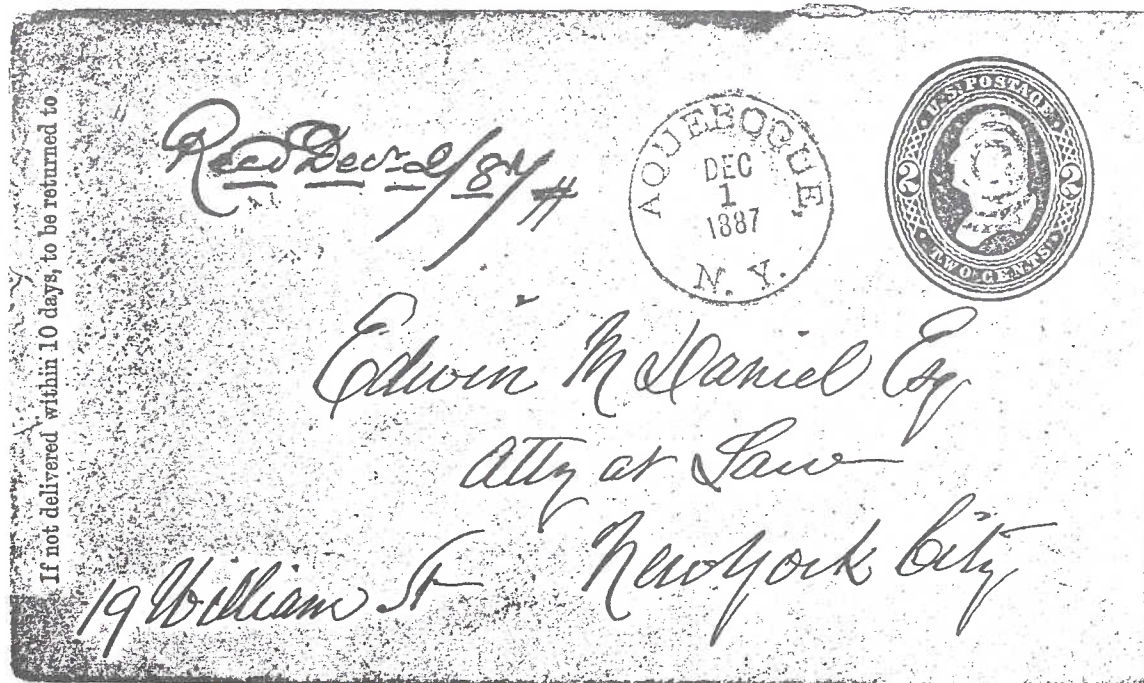


A view of the Amagansett P.O. about 1910 as photographed by H.O. Korten, and different from the one previously shown in this series. It is accompanied by an 1882 cover with a bright magenta double cds and a nice star killer. This P.O. was established on Nov. 11, 1835 with Eleazer Conklin as the first postmaster.

A picture post card of the Aquebogue P.O., established on January 14, 1828. It changed to Jamesport in 1842. In 1886 Upper Aquebogue changed to Aquebogue.

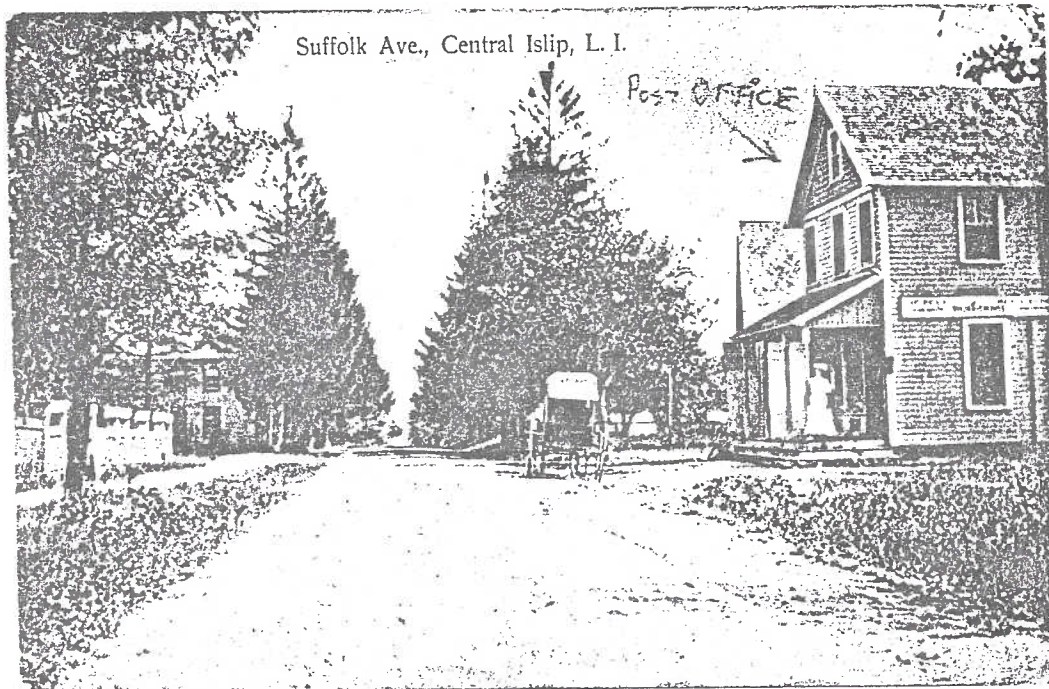


Postoffice at Aquebogue, Long Island, N. Y.

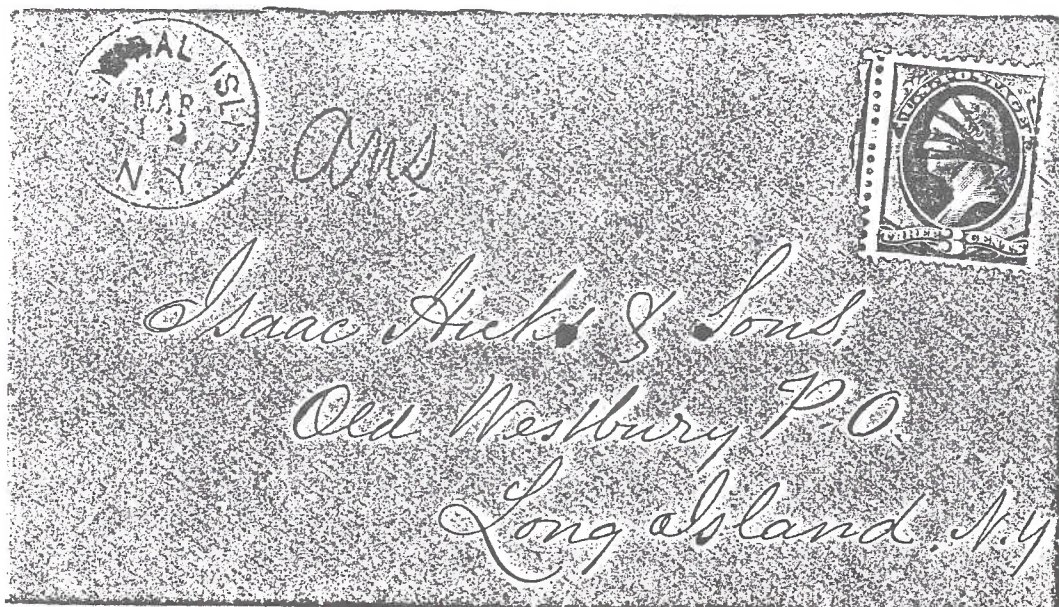


A fine 1887 strike of the AQUEBOGUE N.Y. postmark.

This is a 1912 post card view of the Central Islip P.O. on Suffolk Ave. This post office started out as Suffolk Station in 1857, shorten to Suffolk in 1859, and changed to Central Islip on January 7, 1874.



This Central Islip cover has a manuscript killer, and is addressed to Isaac Hicks & Sons, a well-known family business on Long Island.



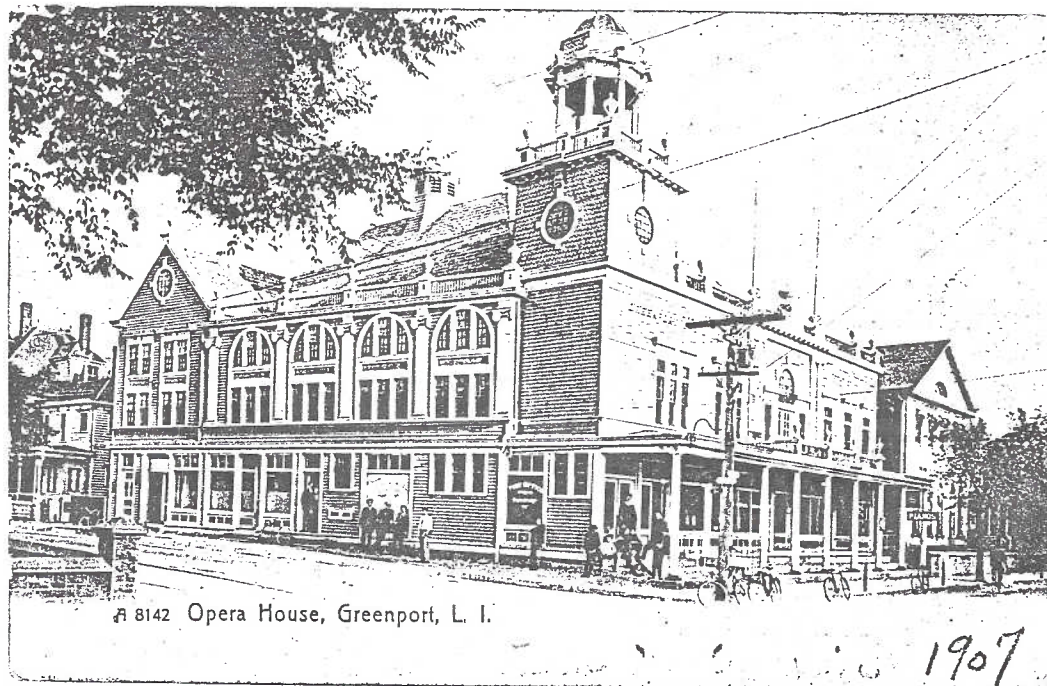
A view of the Manorville P.O. circa 1910. This post office opened on January 31, 1845 with Jeremiah Wilbur as first postmaster. The area was for many years called St. George's Manor.



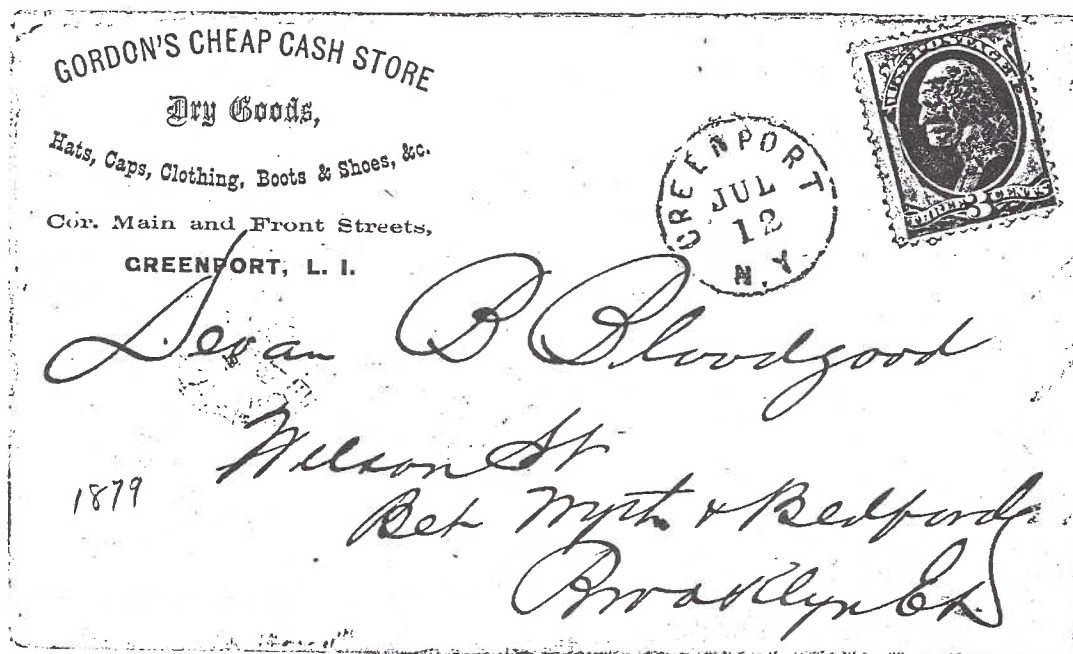
A balloon postmark from Manorville used in the 1860's.



A 1907 picture post card view of the post office at Greenport, located at the Opera House. This post office was originally called Farms, established in 1824, and changed to Greenport on March 3, 1832.

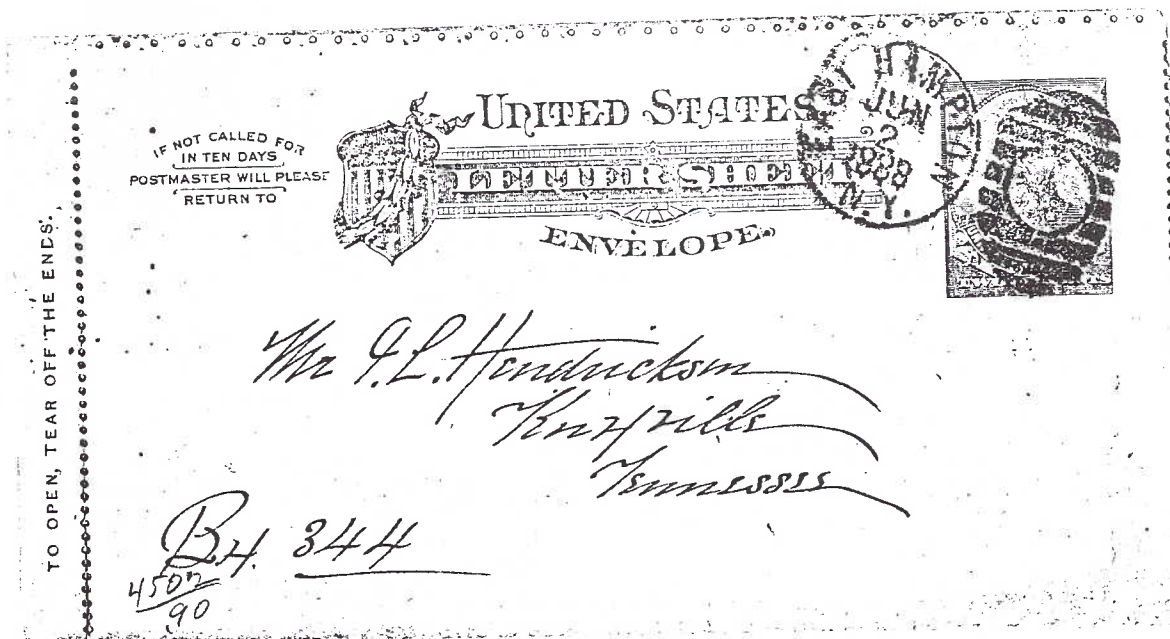
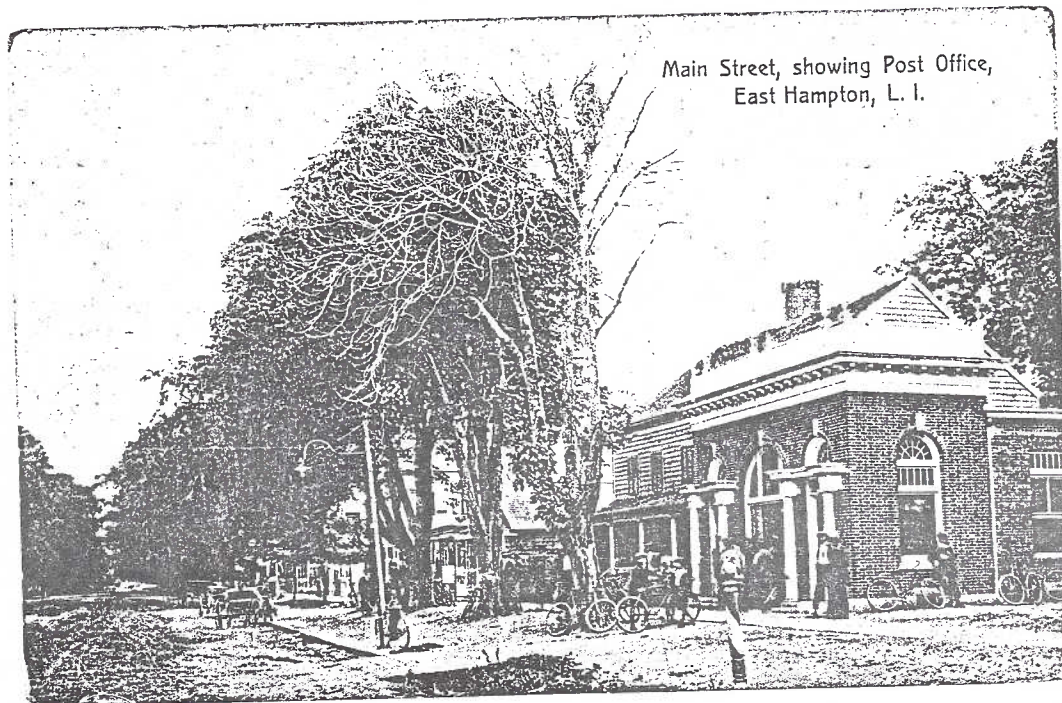


A 8142 Opera House, Greenport, L. I.



An 1879 Greenport cover with a nice corner card used at "Gordon's Cheap Cash Store".

This is a scene of the East Hampton P.O. taken circa 1910. This post office was established on October 28, 1816, with Jeremiah Miller as first postmaster.



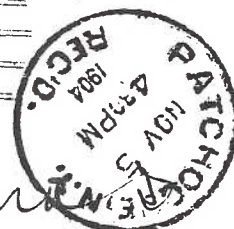
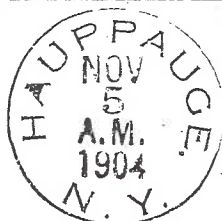
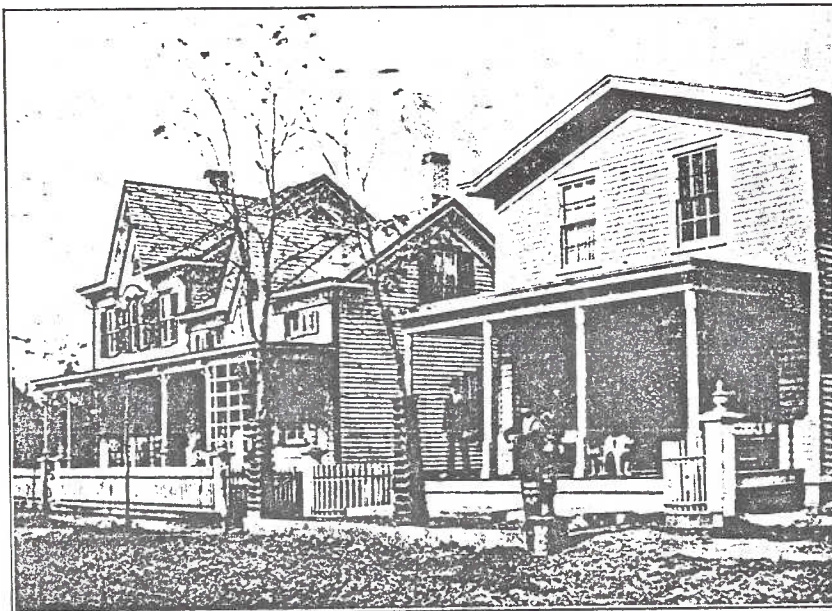
Rarely seen Grant letter sheet used at East Hampton in 1888.

This is a picture post card scene of the Hauppauge P.O. before 1905. "For thirty-four years the village store, Post Office, and Residence of Wallace Donaldson. Struck by lightning and burnt, at 11:30 P.M., August 10th, 1904."

HAUPPAUGE, L. I.

For thirty-four years the village Store, Post Office, and Residence of Wallace Donaldson.

Struck by lightning and burnt, at 11:30 P. M., August 10th, 1904.



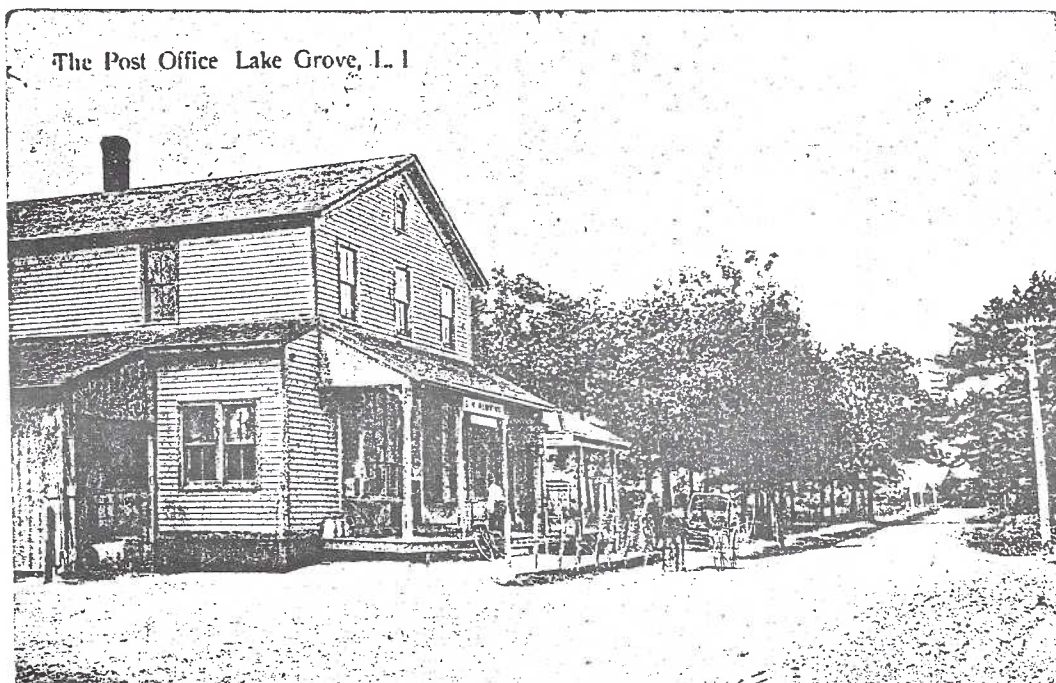
Dear Sir
yours returned and
will advise you in a few
days

Respect

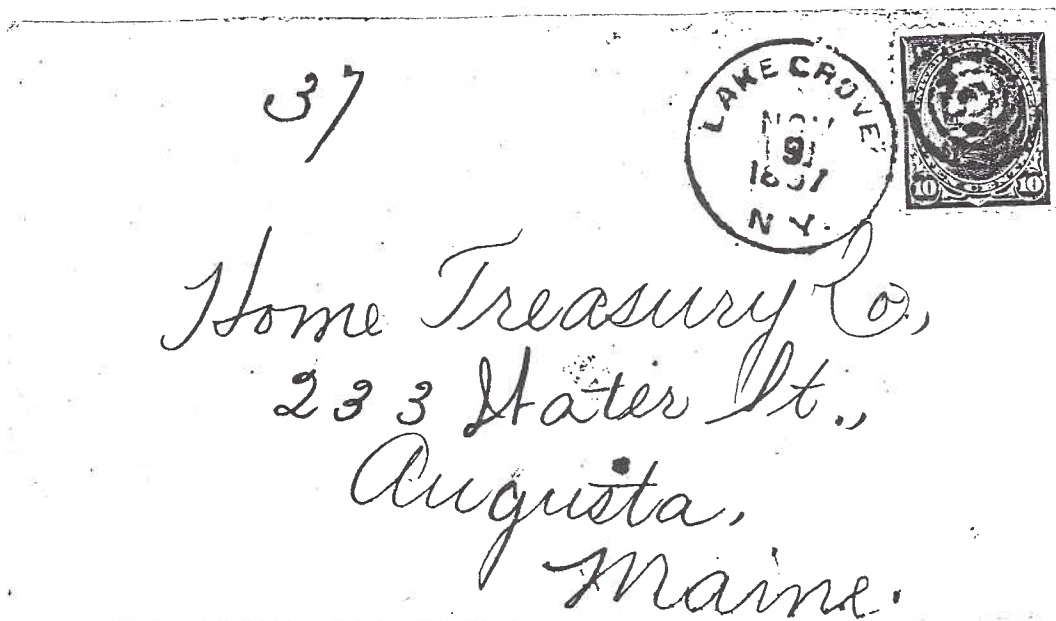
W. W. Donaldson

A 1904 Hauppauge Doane cancellation. This P.O. was established on January 7, 1856 with Thomas Conkling as first postmaster, and was discontinued on July 31, 1959.

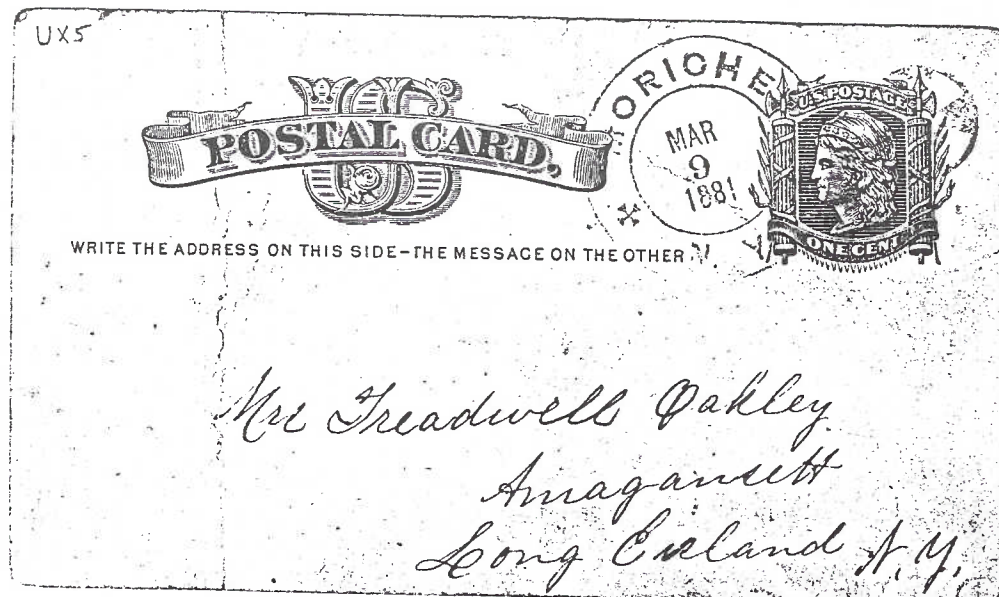
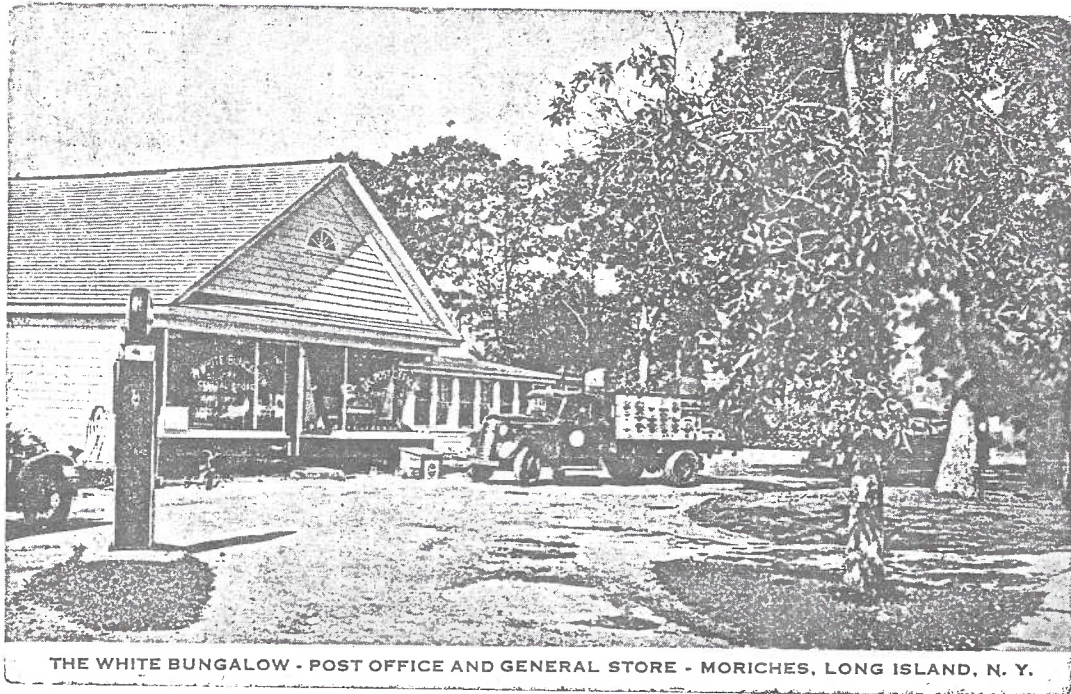
A scarce view of the Lake Grove P.O. in 1912. This office started as Lakeland in 1851, then to Ronkonkoma in 1866, then to Lake Grove in 1870.



A registered cover from Lake Grove used in 1897, part of the large correspondence to the Home Treasury Co. in Maine.

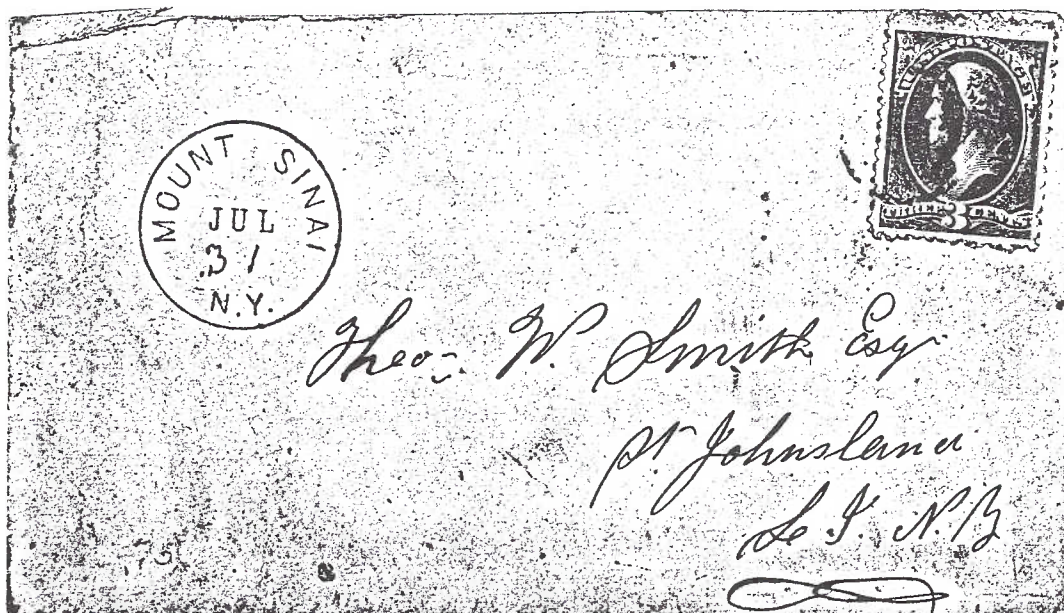


This is a 1941 view of the post office at Moriches, next to the White Bungalow General Store. This post office was an early one on the Island, established in 1802.



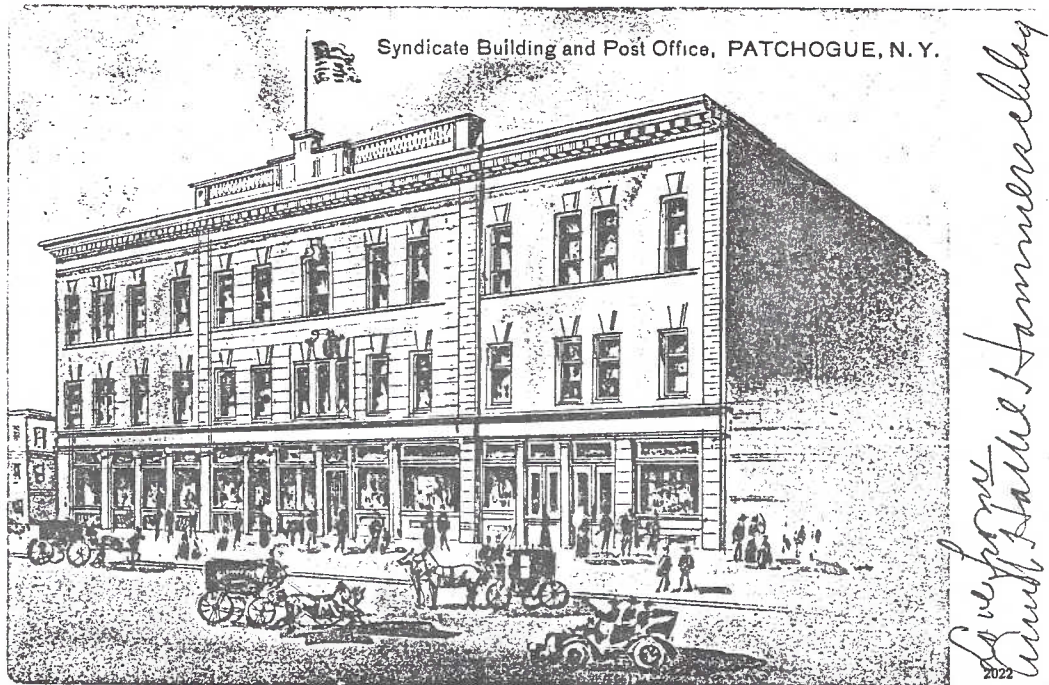
This is a Scott's No. UX5 postal card with a magenta 1881 double cds of Moriches with a cross in circle killer.

Another, much later view of the Mt. Sinai P.O. around 1940, then housed in the A. Liebmann General Store.

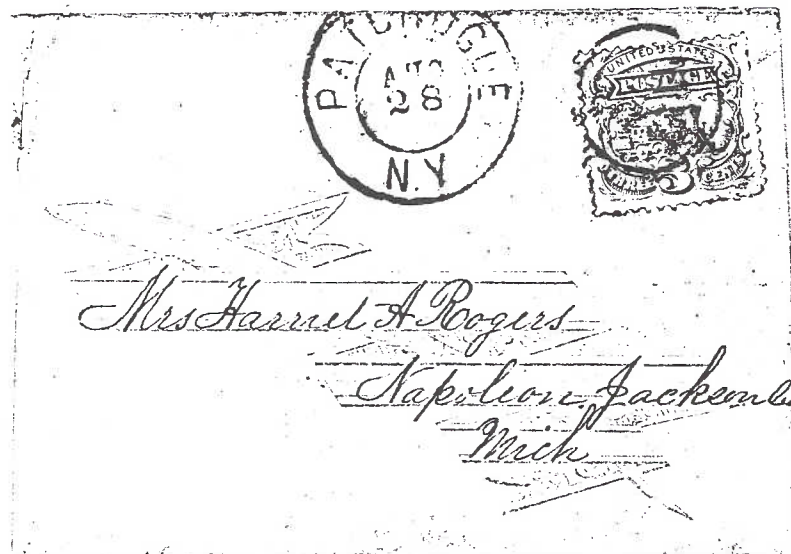


A very fine strike of the standard size circle postmark used by many L.I. post offices in the late 1870's; this one from Mount Sinai addressed to St. Johnslana, now Kings Park.

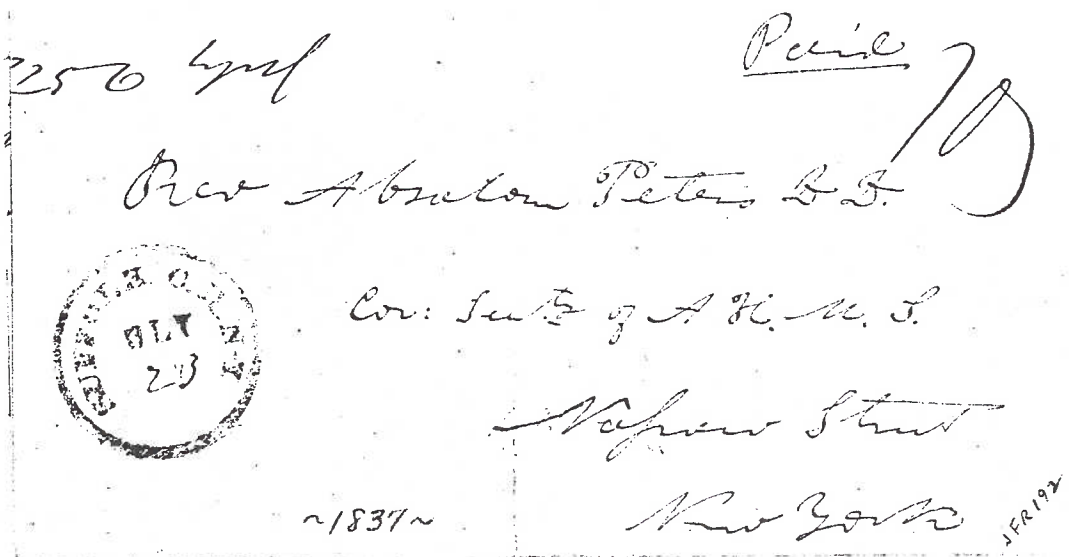
An artist's rendition of the Patchogue Syndicate Building where the post office was located at the turn of the Century. This post office, near Moriches, was also established in 1802.



A double cds of Patchogue on a ladies cover franked by an 1869 3 cent locomotive stamp.

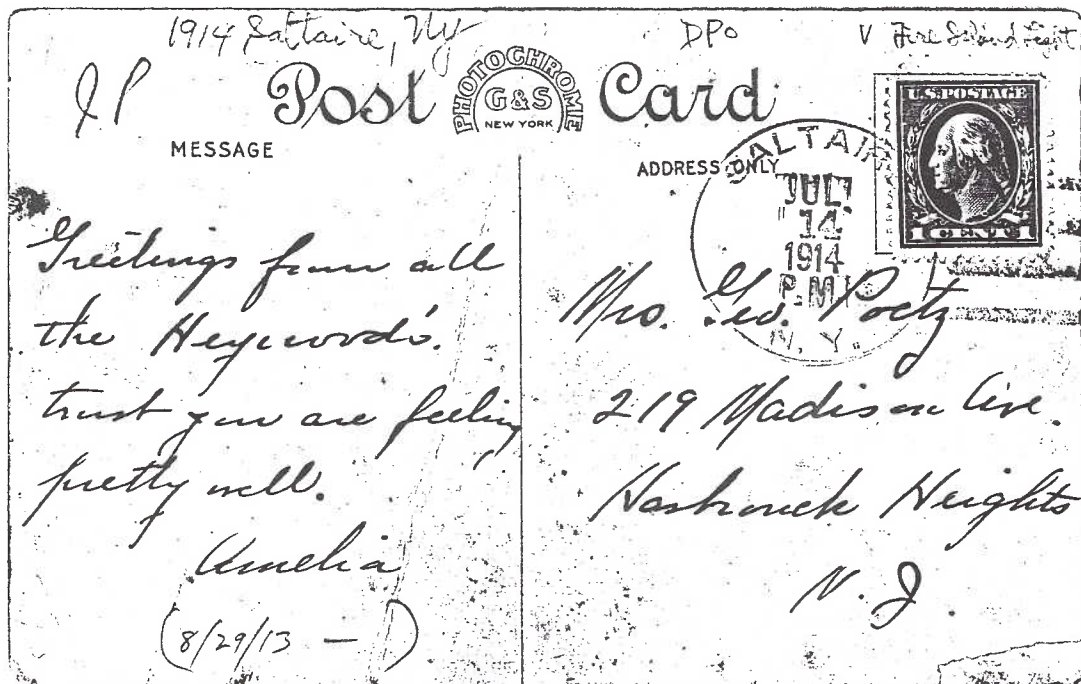
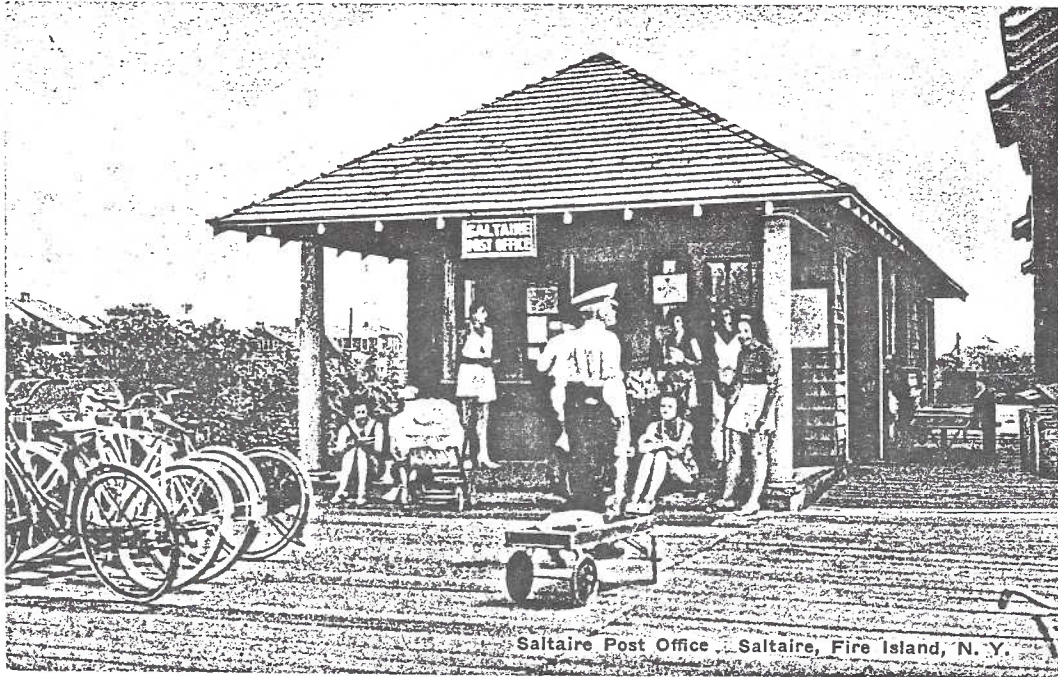


The Bank Building and Post Office at Riverhead at the turn of the Century. This post office began as Suffolk Court House, the County Seat, in 1794, and became officially known as Riverhead by the USPOD in 1855.



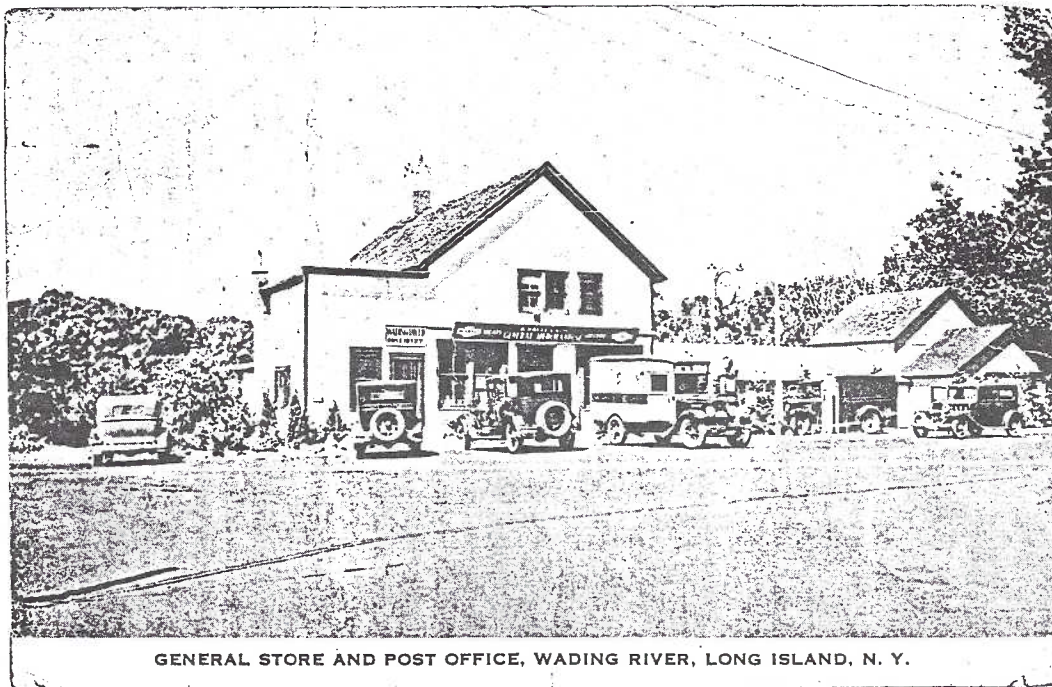
An 1837 folded letter postmarked by a red SUFFOLK C.H. N-Y handstamp accompanied by a ms. "Paid 10" to NYC.

The Saltaire Post Office on Fire Island around 1940. This summer post office was first established in 1913.

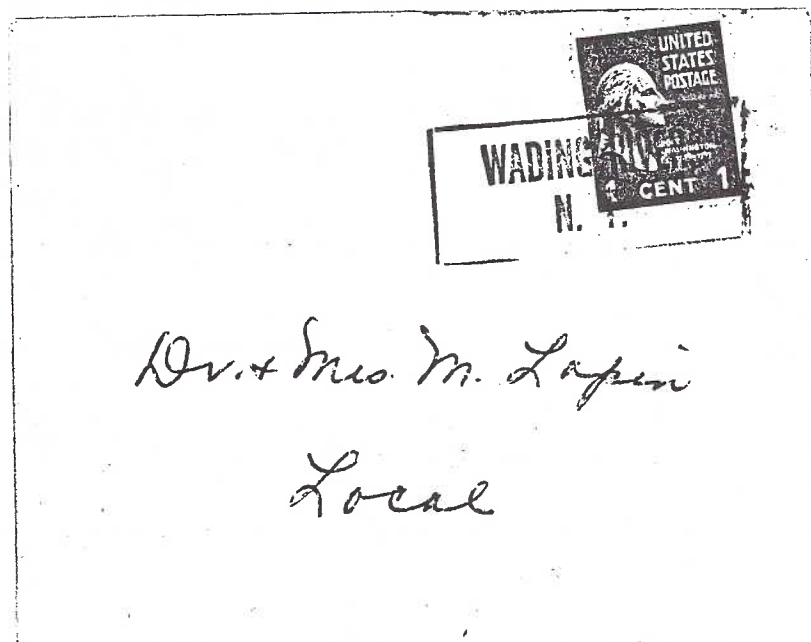


A 1914 Saltaire cancel on a post card.

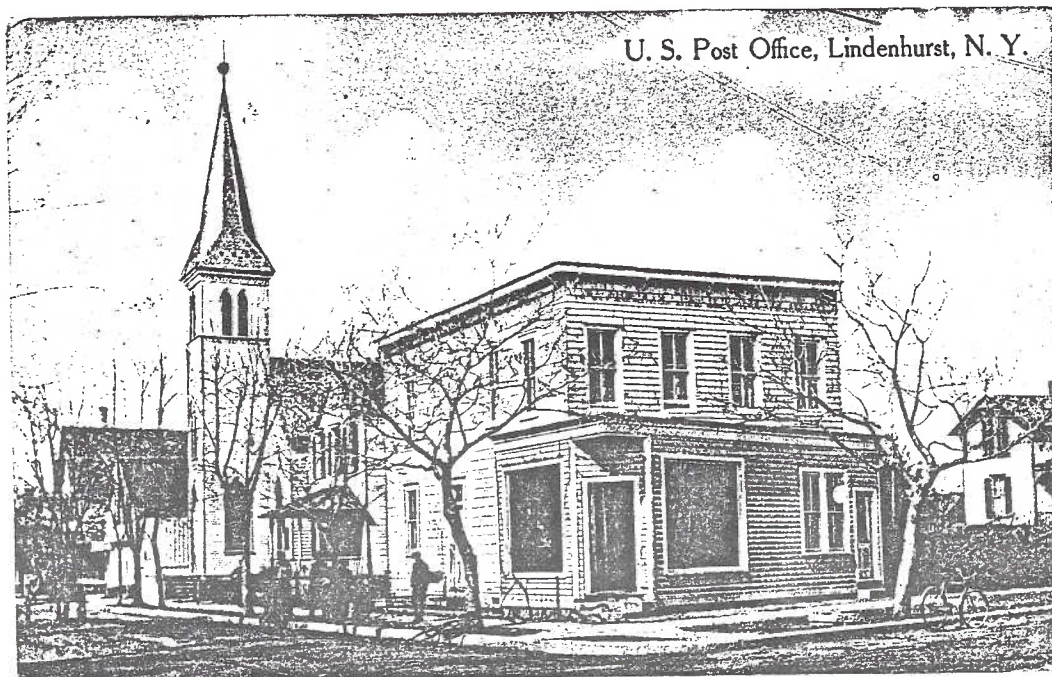
This is a 1944 post card scene of the Wading River post office in the late 1920's or early '30's. This post office was established on February 26, 1825.



A drop letter or "local" cover with a boxed straight line postmark from Wading River. This postmark was usually used on parcel post, and possibly on circular mail (i.e. junk mail).



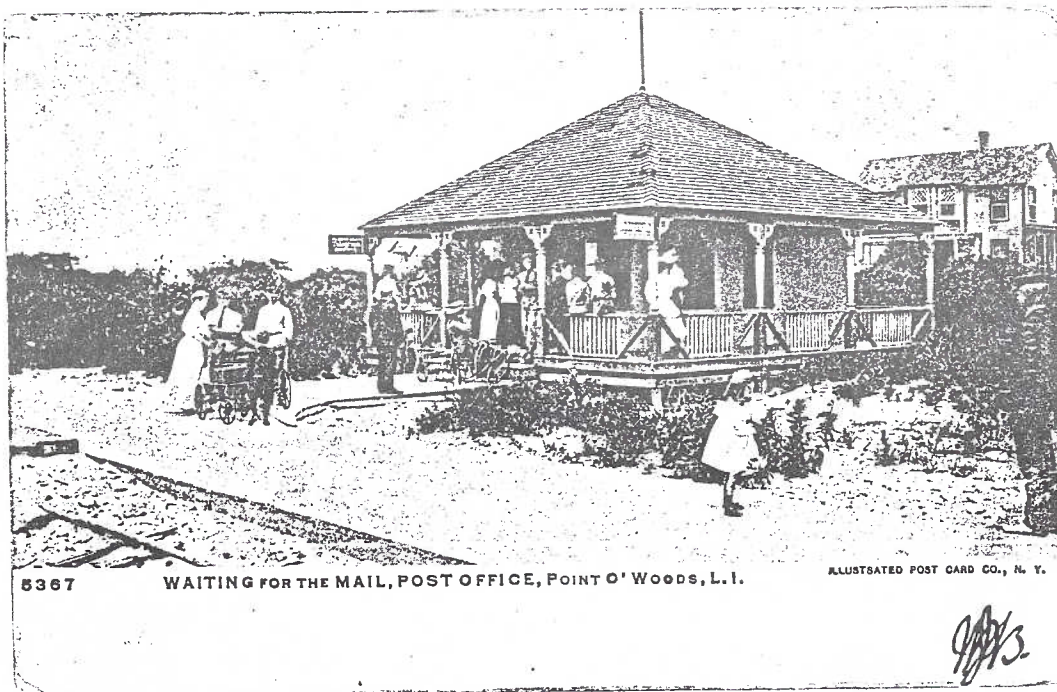
A black and white view of the corner post office building at Lindenhurst. The card was mailed on Sept 24, 1914 and says: "This picture was taken before the office was finished. How many mails have you in a day? We have 7. Let's hear from you again. C.W. Wild". It is addressed to Orient, Ohio.



Hartz & Gray Co.
Box 407 New York

Originally established as BRESLAU, this german community later became known as Lindenhurst. Here an 1899 cover to NYC is shown with a clear strike.

Waiting for the Mail at the Point O'Woods P.O. located in front of the railroad tracks. This view dates to 1905.




5367

WAITING FOR THE MAIL, POST OFFICE, POINT O' WOODS, L.I.

ILLUSTRATED POST CARD CO., N. Y.

Handwritten signature


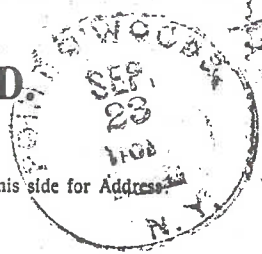
35

 **POST CARD**

This side for Correspondence.

*Suppose you are
glad to get back to
school. Hope you
are getting along
nicely with your
must work!
Sincerely
Robert T. Elmer*

This side for Address.

*Master Kenneth Fish
Mount Kisco
L.I.
% Mr. Wallace Fish*

This post card was posted on September 23, 1911 at the Point O'Woods post office. No mention is made of the airmeet at the Garden City Estates which began on that date.

AUCTION ACTION
LONG ISLAND POSTAL HISTORY AT AUCTION

Sold By	Date	Lot	Description	Estimate	PR
Frajola	8-29-87	583	New Village, N.Y. straight line on cover with #65, 3c Rose with ms. date, fine	100-150	115
Frajola	12-5-87	487	RAIL R. red sl pmk. and "5" rate hs on 1846 folded letter from NY to Boston,f	50-75	125
		500	U.S. Naval Lyceum ship illus. oval back-stamp on 1849 folded letter, fine	250-300	550
		605	#65, 3c Rose, pr. of covers from Brooklyn one with veined, three leaf clover cancel the other with 4-bar shield in wreath cancel, fine strikes	100-150	375
		626	#67, 5c Buff, used with 10c Green (#68 faulty) on cover to France, Williamsburgh, N.Y. Oct 9, 1861 cds, tied.	200-250	200
		751	Gen. Lyon of Missouri blue comic design Civil War Patriotic cover with 3c Rose tied by Flushing, N.Y. Nov. 15, 1861 postmark to Huntington.	150-200	240 (F)
ESPHS	11-13-87	41	#24 tied by MASPETH, N.Y. cds	---	2.25
		59	#65 with red Jamesport,N.Y. cds	---	4.00
ESPHS	9-25-87	34	Ms. Northport, N.Y. & pen cancel #11 on very fine cover	---	18.50
		39	#65 with large Huntington NY cds & grill killer on VF cover	---	5.50
		45	#65 tied by Williamsburgh, N.Y. dcds	---	4.25
ESPHS	7-24-87	33	Ms. Quogue N.Y. on fine pen-canc #11.	---	5.50
		41	Ms. East Hampton, #26 pen-canc.	---	3.50
		46	Two Shelter Island, N.Y. covers	---	7.00
		49	Commack/Jul 3/N.Y. in irregular 28mm cds. Appears to be homemade and stencil cut.	---	7.50
		64	Two L.I. items, West Hampton/nov. 2 1887/ New York in large dcds with wheel of Fortune killer. Other is a post card of Main St. Port Jefferson tied by Greenport RPO,1910	---	4.50

AUCTION ACTION
LONG ISLAND POSTAL HISTORY AT AUCTION

Sold By	Date	Lot	Description	Estimate	PR
Christie's	10-7-87	264	10c Green (68) large sheet margin, tied by grid, Brooklyn, N.Y. on embossed blue corner corner card to Guatemala, vf, ex Ackerman	150	300 (B)
		275	10c Green (68), superb copy, tied by circle of wedges, Williamsburgh, N.Y. on cover to Germany, extremely fine, choice	100	130 (B)
		307	5c Brown, 10c Green (68,76) two of each, tied by Williamsburgh N.Y. duplex on cover to Germany, fine, scarce double rate usage	450	350 (B)
		327	Two 24c Brown Lilac (70a) tied by grids, Astoria, N.Y. date stamp on July 1863 U.S. Army Laboratory imprint cover to Scotland	200	70 (F)
		362	2c Black (73) tied by Flushing N.Y. duplex on overall illus. American Agriculturist ad cover with enclosure.	300	700 (F)
		433	2c Black (73), pair, used with 24c Lilac (78) tied by cork, Williamsburgh, N.Y. cds on August 1861 cover to Germany, vf cover.	500	480 (B)
Christie's	10-7-87	36	3c Dull Red (11) tied by Brooklyn, N.Y. May 24 d.s. on Crystal Palace Exhibition illustrated cover, very fine	1500-2000	1500(F)
		101	1c Blue Type V (24) vertical pair & single tied by Brooklyn, N.Y. d.s. on Lincoln & Hamilton illus. campaign cover, fine	500-600	850 (F)
Christie's	10-6-87	1058	RAIL R, red sl and '5' hs. on 1846 folded letter to Boston from N.Y., vf	80	50 (F)
		1065	Steamer Oregon, beautiful set of covers showing three types of red oval h.s. includes 'Steamer 5' and '10', 'Steamer Oregon 5' h.s. all 1846 usages, vf	120	140 (F)
Kaufmann, Robert G.	11-21-87	33	Husseys Post 54 Pine St. PAID bold strike on National Rifle Association illus. cover with original matching 1874 enclosure is an invitation to the opening of a rifle range at Creedmoor on L.I., vf	250-300	260

AUCTION ACTION
LONG ISLAND POSTAL HISTORY AT AUCTION

Sold By	Date	Lot	Description	Estimate	PR
<hr/>					
Kaufmann, Robert G.	11-21-87	152	Remington/UMC in multicolor illus. cover. Fine 2c offset #528A tied 1921 by Patchogue N.Y. machine cancel.	150-250	200
		539	2c Green (213) tied Brooklyn, N.Y. pmk. on all-over Fish & Tackle illus. ad cover. Fresh and very fine	100-150	115
		798	2c Red (220) tied Glen Cove, N.Y. pmk on Horse illus. ad cover, vf	40-50	42
		881	1c Black (UX10) Brooklyn, N.Y. pmk. Carriage ad on reverse, vf.	20-30	42
<hr/>					
Spelman	12-13-87	465	Illustrated c/c "Bridgeport & Port Jefferson Steamboat Co." with picture of Steamer Park City, 1c tied by Port Jeff- erson/N.Y. duplex. Fine	30-40	60 (B)
		467	Clear Stmr. SAGAMORE, Oyster Bay, L.I. hand- stamp corner card on 1902 cover, 2c red tied by Oyster Bay cds. Fine	30-40	NS

Legend: * includes 10% premium; F=sold to a floor bidder; B=sold to the book; under Price realized the first number is the opening bid, when available, and the second number is the price sold. NS= Did Not Sell.



Two choice covers from Christie's October 7, 1987 sale of the Louis Grunin Collection of the United States 1851-57 Stamps on Cover, Part Two. Lot 36 and 101 pictured above.

*****C L A S S I F I E D A D S*****

WANTED - LONG ISLAND RECEIVING POSTMARKS; For study and collection. Contact: Brian Levy, 1983 Guildford Pk. Drive, Seaford, N.Y. 11783; (516) 781-4966

WANTED - UNITED STATES PIONEER AIRMAIL CARDS, Covers, related items, 1910-1916. Send photocopies and asking prices. Stephen Reinhard, P.O. Box 110, Mineola, N.Y. 11501

FOR SALE - Good duplicates from my collections. Long Island books, photos, postcards and many L.I. covers. Send for net price list. Fred Rodriguez, P.O. Box 112005 Miami, Florida 33111-2005

*****O*****

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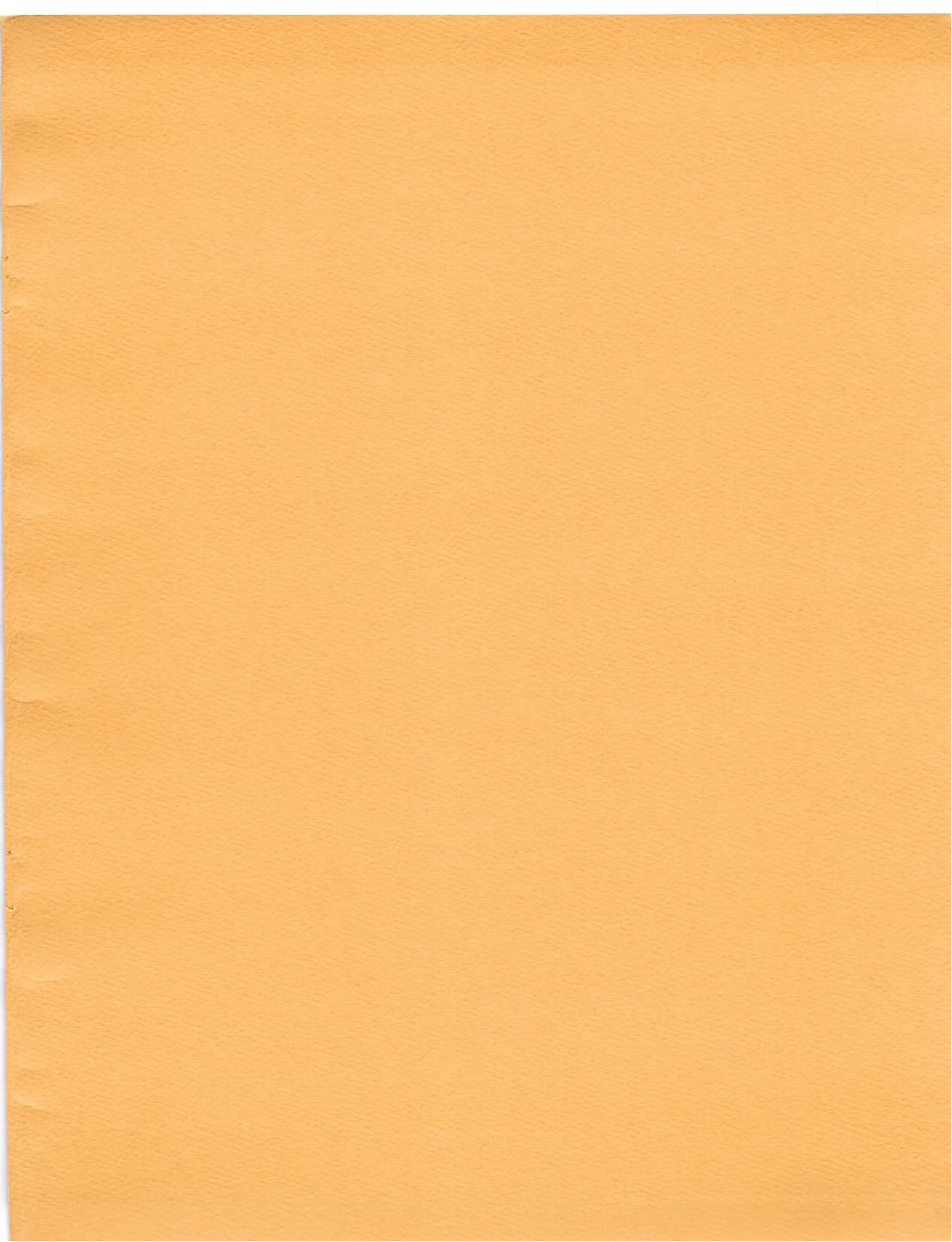
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