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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.



VOLUME 12 NO. 4 & VOLUME 13 NO. 1 WINTER-SPRING 1988/89 WHOLE NO. 27

Long Island Postal Historian

The Newsletter and Journal of the Long Island Postal History Society
WINTER-SPRING 1988/89 Vol. 12 No. 4 and Vol. 13 No. 1 WHOLE NO. 27
APS Affiliate No. 154

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Robert S. Miller.....	Contributing Editor

Membership in the LIPHS begins on January 1 of each year. Back issues will be provided to those joining or renewing at any time during the year. A completed application and dues check are to be sent to the Secretary at the above address. See back page for application form. Membership Dues are as follows:

Regular.....	\$15.00	Patron.....	\$ 50.00
Sustaining.....	\$25.00	Life.....	\$200.00

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
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Arthur Fitzpatrick
Richard O. Jones
Joseph O. Mortensen
Jose L. Rodriguez
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LIPHS STUDY GROUPS

1869 Pictorial Issue on L.I. Covers
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, M.D.
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 Dr.
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

An unexpected medical emergency interrupted my life in mid-October. Happily I can report that the crisis has passed and I am now feeling fine. Unfortunately, I lost about six weeks and all the plans that I had involving our group went with them. Therefore, I was not able to schedule a board meeting or an open meeting which I know we desperately need. As I write this, Christmas is ten days away. What with the holidays and vacations, the earliest I feel a meeting can take place is early February. A meeting of the Board was held in early March and we are now planning a general meeting of the membership for Saturday, May 20th, so mark your calendars. More on this to follow.

We are always in need of articles and material for the Postal Historian. Write one on your favorite cover.

A handwritten signature in cursive script that reads "Joel".

Joel Shapiro

The Editor's Page

We are back on track! For the first time since the Society's founding in 1980 we have missed an issue of our publication, but hopefully it will be the last time. This edition is a double issue covering the Winter 1988 and the Spring 1989 numbers.

Brad Arch continues to support the Postal Historian with another article, this one an update on the 1869 pictorial issue as used on Long Island. He has also submitted other material that will be used in subsequent issues.

Bob Miller relates the interesting history of Glenn Curtiss, the pioneer aviator and inventor. A follow up to this article will appear in a future edition and will cover Curtiss' aviation activity on Long Island.

Ron Marzlock submitted an article on the Forest Hills P.O. This is the second of his articles on Queens County Post Offices. We look forward to many other articles from him.

Other items suitable for one page articles were sent in by a few of the regulars. These are included in the Correspondence from Members column.

In closing, I want to stress the need for continued support of this publication. If the members do not contribute with articles, however short, the Long Island Postal Historian will become history. Your Society is the Postal Historian and only if you contribute to it will the Society prosper. I want and need to hear from you.



The Editor



SECRETARY'S NOTES and

CORRESPONDENCE FROM MEMBERS

We welcome the following new members to the LIPHS.

No. 136
Jeffrey M. Forster
Union Bank Building
99 Almaden Blvd., Suite 400
San Jose, CA 95113

Change of Address:

No. 66
David W. Snow
125 Elroy Ave.
Holbrook, N.Y. 11741

Mr. Forster is a collector of the 1869 pictorial issue on cover and is quite active with the 1869 Research Group.

Your Treasurer reports that as of the beginning of March there are still 50 or so members that have not renewed their membership. He mailed post card reminders. Hopefully renewals will be coming in. No doubt that the absence of the Winter Issue had something to do with this.

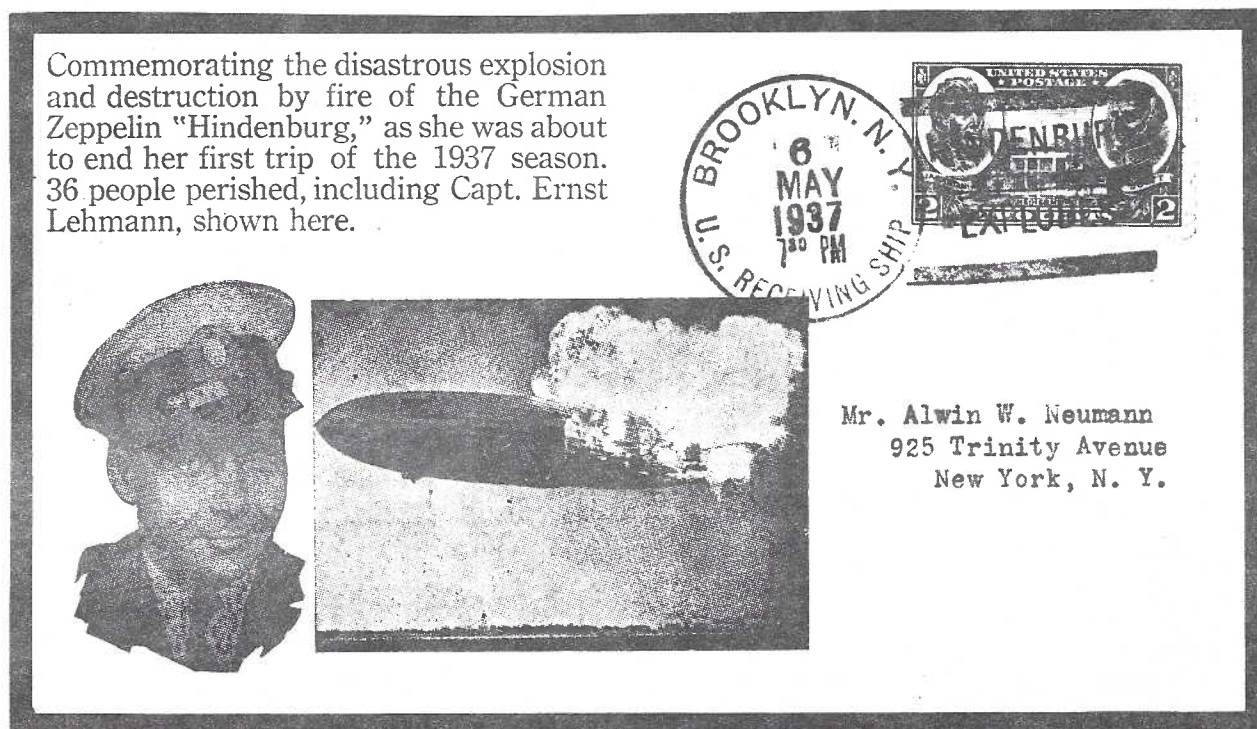
IF YOU HAVE NOT RENEW AS OF YET DO SO NOW.

All members on the roster as of December 31, 1988 will receive a copy of this issue, however for those not renewing for 1989 this will be the last issue.

*****AWARDS*****

The prestigious Chicago Philatelic Society announced the winners of their philatelic competition during their CHICAGOPEX '88 102nd Annual Show held in November 1988. Among the winners in the philatelic literature competition was the Long Island Postal Historian which received a VERMEIL AWARD (Below a Gold but above a Silver award). Your editor was honored by receiving the Gold Pen Award, a special award "for excellence in presentation and in-depth study of the subject". We submitted a full Volume (four issues) and Supplement No. 1 for the competition and we were pleased that the distinguished group of judges found our publication of merit.

Brad Arch sent a copy of a commemorative cover issued on May 6, 1937 to commemorate the Hindenburg disaster in 1937. This cover was postmarked at the Brooklyn Navy Yard. It is shown below.



Robert S. Miller sent in his regular Long Island Wind Sock column with this note: "After I hung up I became concious stricken and since I too am responsible to produce a club bulletin which is theoretically supposed to be supported by members of the club...I just could not rest easy until I sent you an article".

I am glad for members like Bob who are dedicated, give something back in return, are responsible for meeting commitments, and helpful in many ways - Editor.

143-35 37 Avenue
Flushing, New York 11354
718-939-0647

Queens Historical Society

***** TO ALL MEMBERS OF THE LONG ISLAND POSTAL HISTORY SOCIETY

On the event of the 80th Anniversary of Forest Hills Gardens & vicinity we are going to have a major exhibition to run from June 2nd till September 30th, 1989.

There will be 10 different displays or chapters within the exhibit. One of which will be titled : The establishment of The Forest Hills Post Office. We are in need of covers from " Whitepot "(the former name of Forest Hills) The first day of issue cover from the dedication ceremony of opening day of the new Federal building on August 11, 1938 or any other covers that were cancelled for the Forest Hills Tennis tournaments. Any original photographs from the original station in The Forest Hills Inn in Station Square in 1914.

Full courtesy credits will be given and exhibition insurance is included : FREE.

Sincerely,


Ronald Marzlock
Board of Trustees

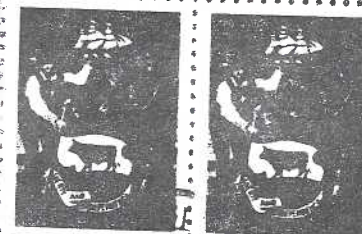
(L.I.P.H.S. member # 122)

LONG ISLAND POSTAL HISTORIAN

Richard Nilsson
43 Radnor Rd.
Great Neck, NY 11023

EDITOR

MIAMI, FLORIDA 33111-2005



Dec 7, 1787 USA 22
Delaware 22



J. Fred Rodriguez
P.O. Box 112005
Miami, Fla.

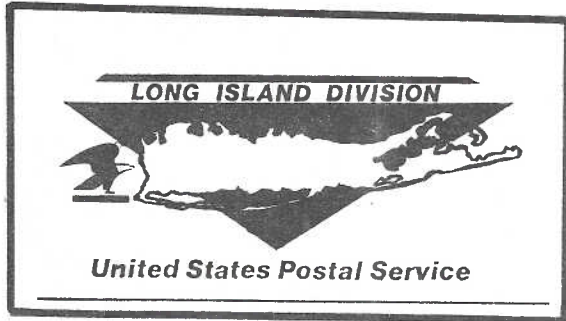
33111-2005

Shown above is a cover used on September 17, 1987 from Great Neck, N.Y. with an unusual postmark. It is a red double circle clock receiving handstamp with an arrow pointing at the number 6. The word "RECEIVED" is immediately below the arrow and under that the date. This is a perfect example of modern day Long Island postal history that a young collector or even an old timer in philately can collect to illustrate the many variations of postal markings that you can find today at none or little cost.

Other examples of postal markings from current Long Island mail were sent in by Frederick Lightfoot of Greenport. One is an auxiliary marking from Eastport - "MAIL DELAYED\ DUE TO INCORRECT\ ZIP CODE" shown below. Another similar marking from Westhampton is shown in the following page.

More on the Long Island, N.Y. Postmark.

Art Fitzpatrick's article on the new LONG ISLAND postmarks sparked an article on the same subject written by Wayne L. Youngblood appearing in LINN'S, the January 16, 1989 issue. It quoted Art's article a number of times and mentioned our Society and publication.



In the fall issue of Business Mailers Update Mr. Roger Nienaber, General Manager/Postmaster, Long Island Division said: "This year we start it with a new name which better represents the area we serve, the Long Island Division. Last year we introduced a Long Island postmark which now appears on the millions of letters we

postmark daily. We are proud of our contributions to Long Island and the Postal Service will work harder than ever to keep Long Island's mail moving efficiently. Recently, many Long Island post offices have readjusted their window hours. Hicksville Post Office is now open 24 hours Monday through Friday. Unfortunately the Postal Service is still mandated to reduce its budget by \$1.245 billion through 1989. Even though we have been able to restore some window service, we are operating under severe restrictions, especially in the area of acquiring new buildings."

XX

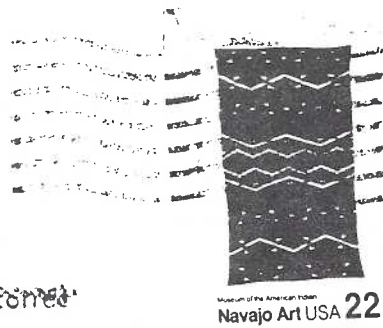
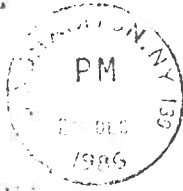
On Page 10A of The Suffolk Times, November 3, 1988 in a section called "Let's Look Back" 80 Year Ago 10/31/1908 it said: Upgrading Postal Delivery: The Riverhead free rural postal delivery route has been extended so as to take in part of Baiting Hollow. This adds three miles to the the distance, making 21 miles in all and it also adds to the carrier's salary, which will now be \$810."

Riverhead had the first RFD route on Long Island, however we are only aware of RFD handstamp markings from Huntington, and two manuscript markings from Babylon and Orient RFD routes.-Editor.

XX

Heard from member David Snow who had a lot of personal news to report. He recently got married and purchased his first house on L.I., all that while attending college at night and working overtime at his job. He designs new physical therapy equipment. He sent along his new address. His collects L.I. postal history in general.

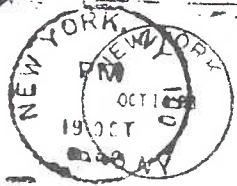
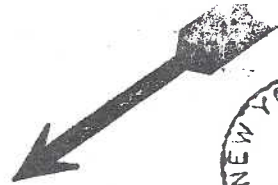
Larry Gotthelm
P.O. Box 176
Johnson City, NY 13790



Delivery delayed due to incorrect
Address, P.O. Box no. or Zip
P.O. Box
Greenpa

Delivery delayed due to incorrect
☐ Address ☐ P.O. Box no. ☒ Zip

MAIL DELAYED
DUE TO INCORRECT
ZIP CODE



Lightfoot Collection

A multi-purpose auxiliary handstamp used at Westhampton, L.I.

Fred also sent a copy of a machine cancel being used at FLUSHING, N.Y. similar to the one used at the MID ISLAND, N.Y. facility. It is shown below.

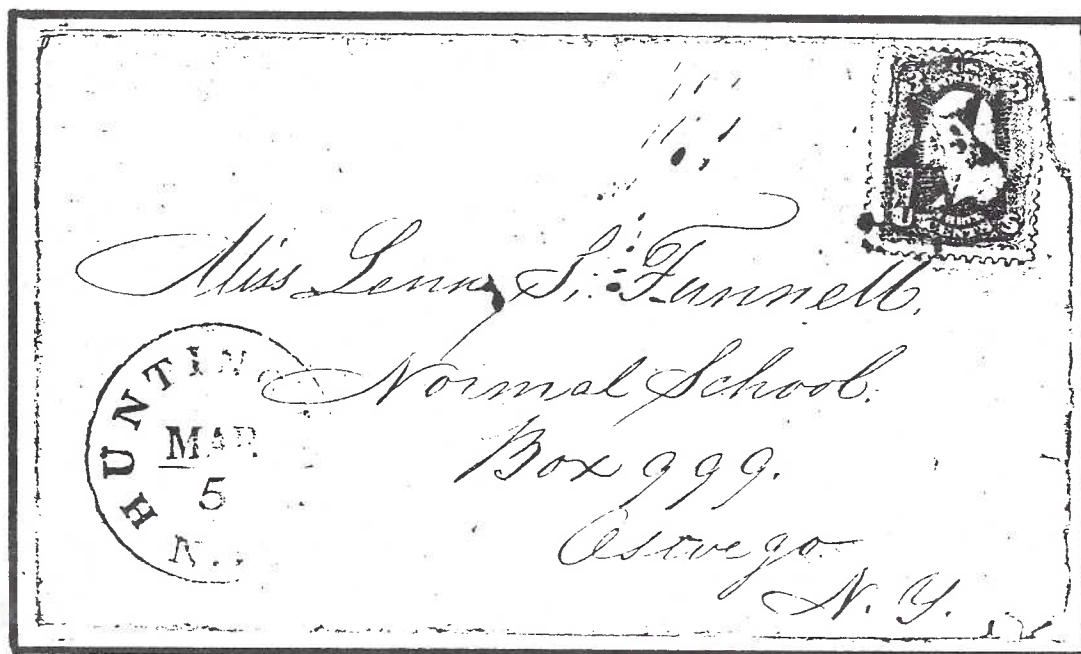
VICE
1752-0770

SEP 17 1988

PM

FLUSHING NY 113

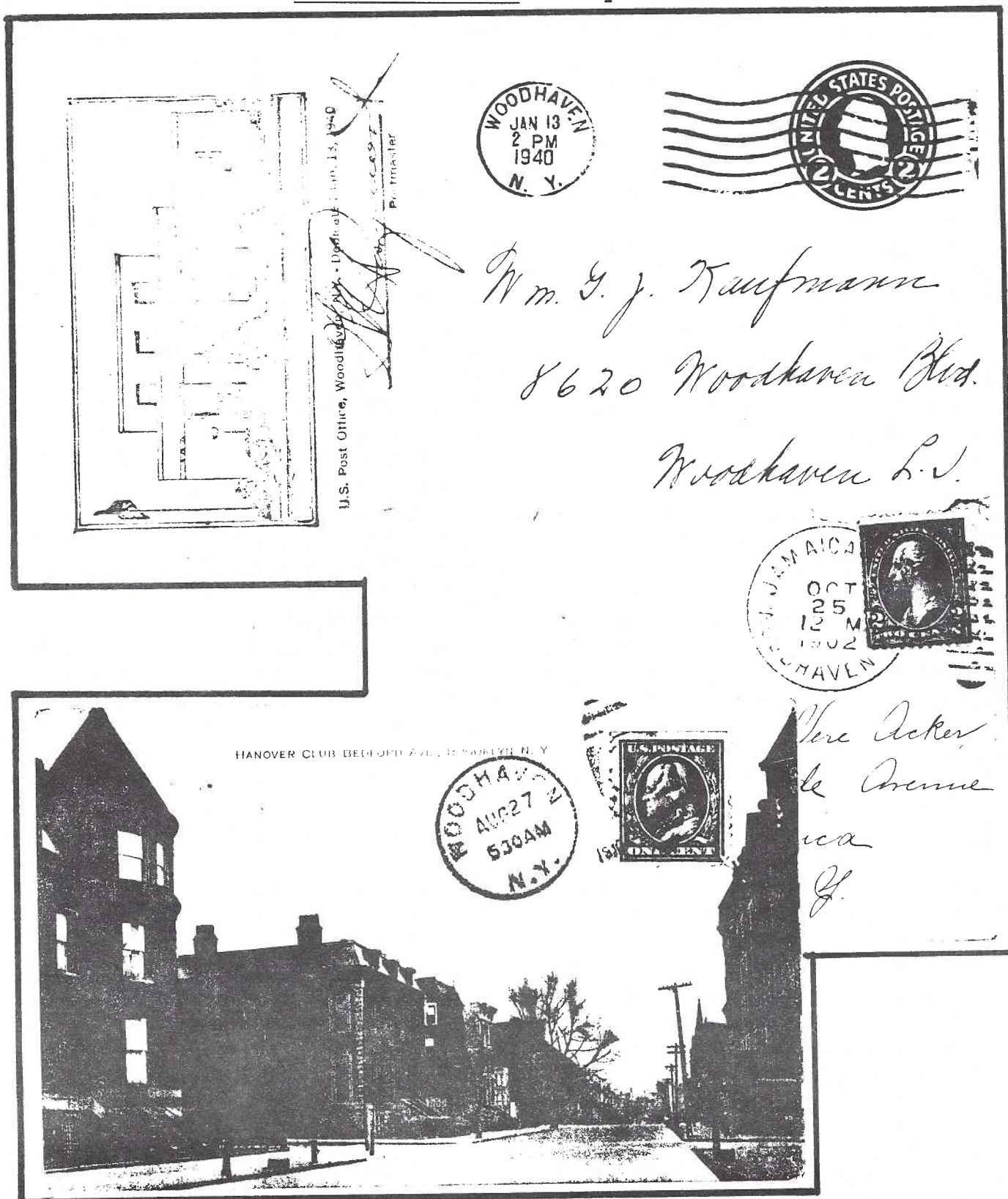
Member Richard O. Jones periodically sends copies of covers and post cards that he has been able to buy at local shows. He send a bach of copies which will be used to illustrate future articles on Doane cancels and fancy cancels. He sent a copy of a cover that merits illustrating as it is the fifth reported cover of the Huntington Masonic Star fancy cancel. It is shown below.



The HUNTINGTON "G" Masonic Star fancy cancel on cover, the fifth cover to be found bearing this rare Long Island fancy cancel.
(Richard O. Jones Collection)

All the covers reported to date were used in 1867 at Huntington. None to my knowledge have been used in 1869 as reported by Skinner-Eno and the Herst-Sampson books on fancy cancels. These authors indicate that the Huntington Masonic Star with G is unknown on cover. The first reported examples were chronicled in the Long Island Postal Historian. This particular example was used on March 5, 1867 (as per the dateline on the enclosed letter) and was mailed to a Miss Funnell in Oswego, N.Y. The Funnells were the founders of the Huntington Baptist Church in 1868 and had a pharmacy and photo shop in the village.

An interested reader has sent in three additional covers from used at Woodhaven, Queens County, N.Y. in reaction to the story about the Woodhaven post office by Ron Marzlock which appeared in the Fall issue of the Postal Historian. They are shown below.

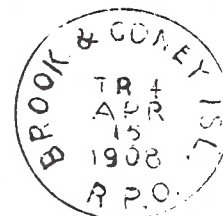
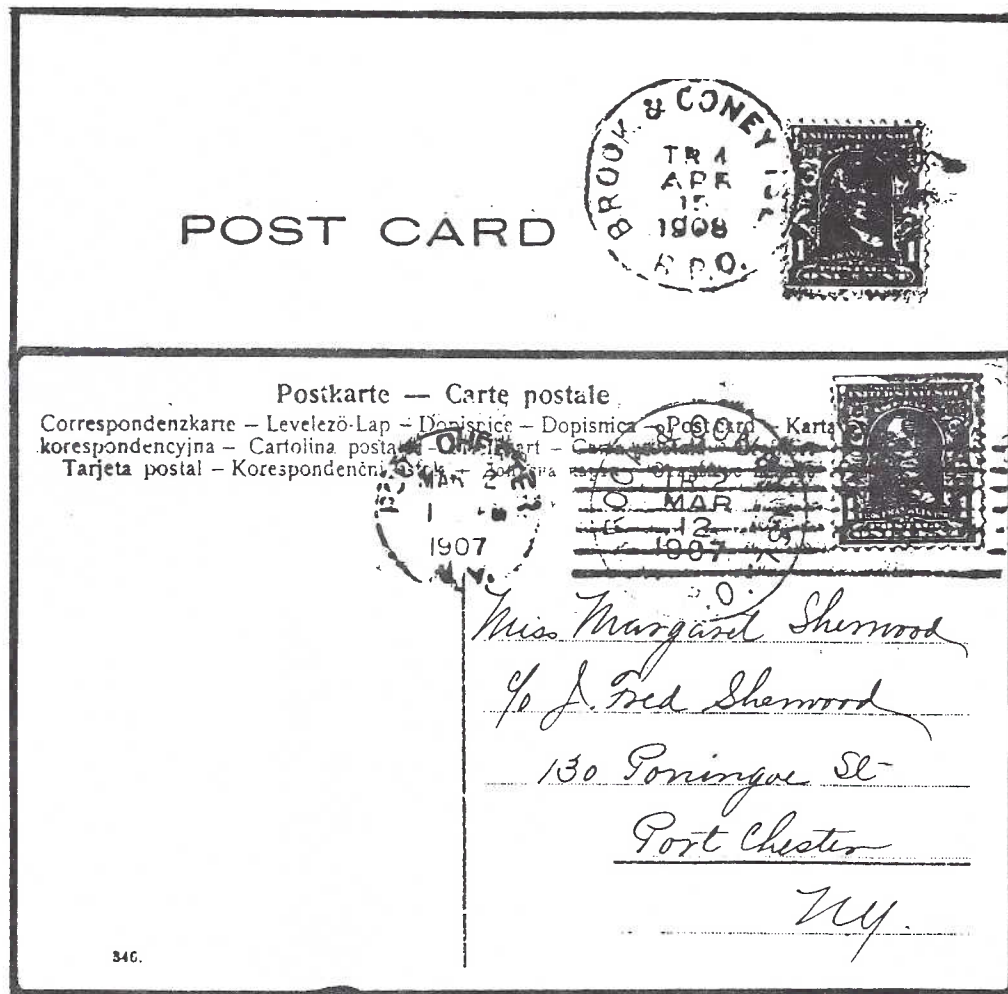


Flushing Post Office

The first official post office for the Town of Flushing was established prior to 1823 in the store operated by Benjamin P. Lowerre in "The Alley" near Douglaston. Lowerre also was interested in stage lines and ran a hotel in Flushing, later to be known as the Fountain House, at Main Street and Northern Boulevard. It appears, from Waller's account, that mail for local residents was left at the hotel as early as 1822, when steamboat service between the village and New York was inaugurated. The people preferred to get their mail at the hotel because it stayed open at all hours. The post office for the town was moved to Flushing in 1837 and established in Peck's Pavillion Hotel.

The present post office building at Main Street and Sanford Avenue was opened in 1934. Joseph A. Doyle is postmaster.

Carl Baker remembered the article on the history of the Flushing Post Office by Brendan McCann and sent in a copy of an article about the post office which appeared in "So This Is Flushing", a local magazine (a real estate marketing tool) published in 1938.



BR-1-a-1

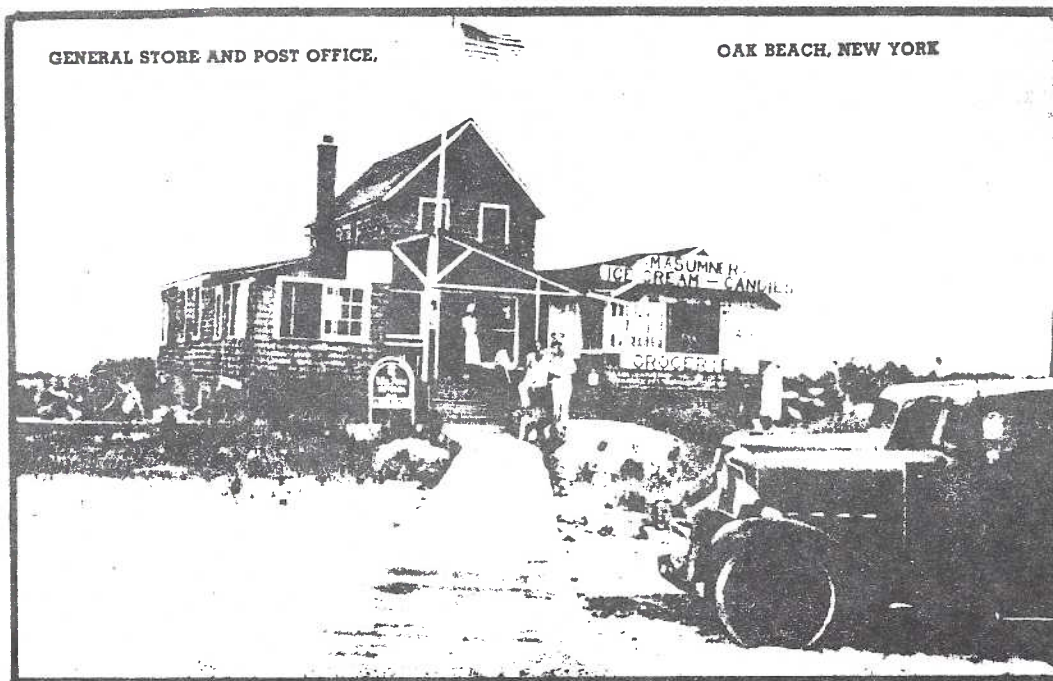
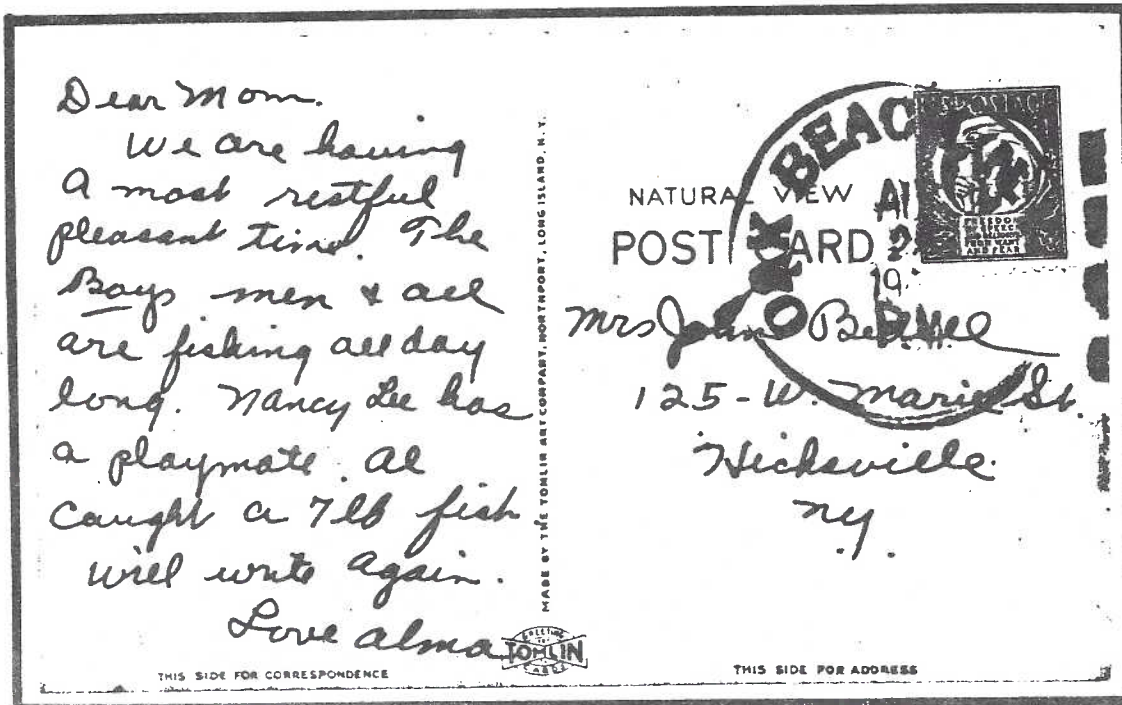


BR-1-a-2

Douglas N. Clark has made the discovery of a new BROOKLYN & CONEY ISLAND RPO die. Here, illustrated, are examples of both dies on cover and as accurate tracings. Both of these strikes are origin markings and Die 1 apparently has a cork killer, while the new Die 2 has no killer at all.

Reported in the Transit Postmark Collector Volume 40 Whole No. 287 Nov-Dec 1988, the official organ of the Mobile Post Office Society. We receive copies of this publication in exchange for ours.

Carl Baker sent in a most unusual modern L.I. postmark. It is a giant circle date handstamp, perhaps the largest circle postmark ever used on Long Island. It is from OAK BEACH, N.Y. used AUG 28, 1947 and is shown below.



AN UPDATE ON THE 1869 PICTORIAL ISSUE USED ON LONG ISLAND

By Brad Arch



The 1869 Pictorial Issue as used on Long Island

By: Brad Arch

I would like to express my greatfull appreciation to the following contrbutors:

Art Fitzpatrick
Daniel M. Knowles

John M. Price
J. Fred Rodriguez

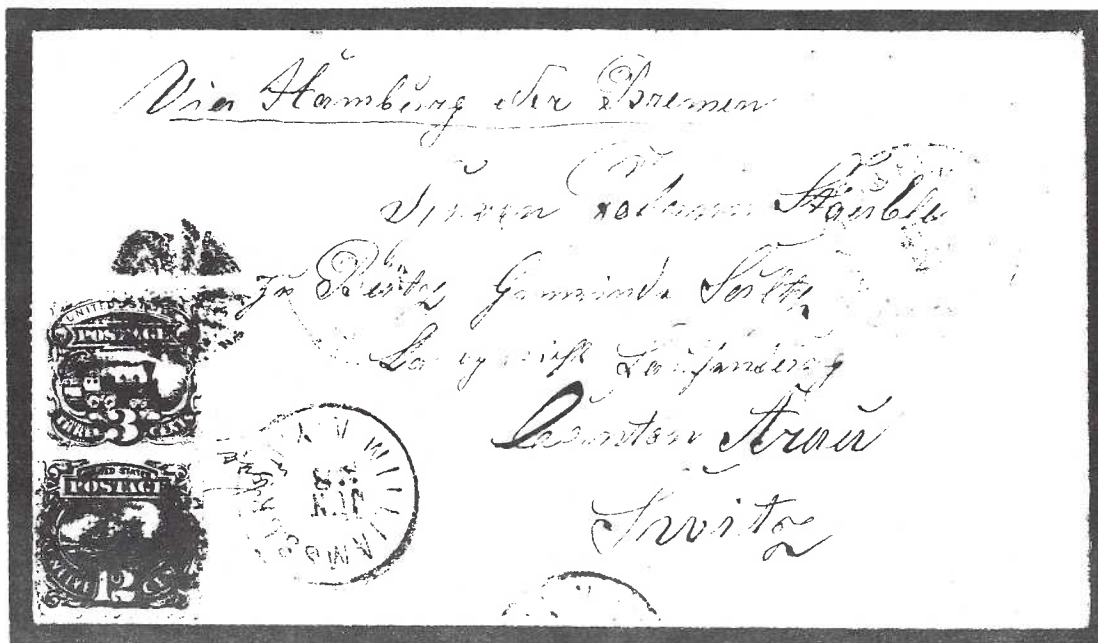
Fred Schmitt
Joel Shapiro

Updated & Revised Listing of : 1869 Pictorial Issue Recorded Usages from LONG ISLAND

undated	1¢	Jamaica NY - Jamaica NY
undated	1¢	Jamaica NY - Jamaica NY
2/11/??	1¢	Greenport NY - Greenport NY
2/14/??	2¢	Gravesend NY - Gravesend NY Colorless Embossing
9/19/??	2¢	Brooklyn NY - Brooklyn NY
2/24/??	3¢ & 15¢Lincoln	Brooklyn NY - Lewiston ME REGISTERED #919
8/31/70	3¢ & 3¢BN	Easthampton NY - London, England
6/03/??	6¢	Brooklyn NY - Baltimore MD 2x3¢ rate
6/14/??	6¢	Brooklyn NY - Baltimore MD 2x3¢ rate
1/07/7?	6¢	Brooklyn NY - Cambridge, Nova Scotia
7/01/71	6¢	Hempstead NY - London, England
12/07/70	6¢ & 1¢	Williamsburgh NY - Darnstadt, Germany 7¢ rate
??/??/??	6¢ & 3¢BN	Riverhead NY - Stoneybrook NY 3x3¢ rate
11/30/69	10¢	Brooklyn NY - Germany
12/06/69	10¢	Brooklyn NY - Leitmar, Prussia
3/08/70	10¢	Williamsburgh NY - Darmstadt, Germany
4/30/70	10¢	Williamsburgh NY - Germany
5/21/70	10¢	Williamsburgh NY - Germany
4/03/77	10¢	Brooklyn NY - India 2x5¢ UPU rate
4/18/70	10¢ & 10¢ & 2¢	Brooklyn NY - Callao, Peru 22¢ rate
??/??/??	10¢ & 12¢BN	Southampton NY - Peru 22¢ rate
2/28/70	12¢ & 10¢	Southampton NY - Chile 22¢ rate
2/28/70	12¢ & 10¢	Southampton NY - Chile 22¢ rate
10/12/70	12¢	Brooklyn NY - Canada 2x6¢ rate
11/08/69	12¢	Brooklyn NY - Great Britain
3/22/70	12¢	Brooklyn NY - Switzerland
6/28/69	12¢ & 3¢	Williamsburgh NY - Canton Arau, Switzerland
??/30/69	12¢ & 6¢	Willaimsburgh NY - Cornwall CT Registered #93
6/13/81	24¢ ReIssue & 1¢BN	Brooklyn NY - Hanover, Germany 3x5¢UPU+10¢Registry

Ordinary single 3¢ usages are recorded from the following:

Astoria	Glen Cove	Port Jefferson
Atlantic	Green Point	Riverhead
Bay Side	Greenport	Sayville
Bellport	Holbrook	Shelter Island
Bridgehampton	Huntington	Springfield Store
Brooklyn	Jamesport	Stony Brook
Cold Spring Harbor	Jericho	Whitestone
Commack	Long Island City	Williamsburgh
Easthampton	Millers Place	
Farmingdale	New Village	
Flatbush	Oyster Bay	
Flushing	Patchogue	
Fort Hamilton	Peconic	Long Island RR



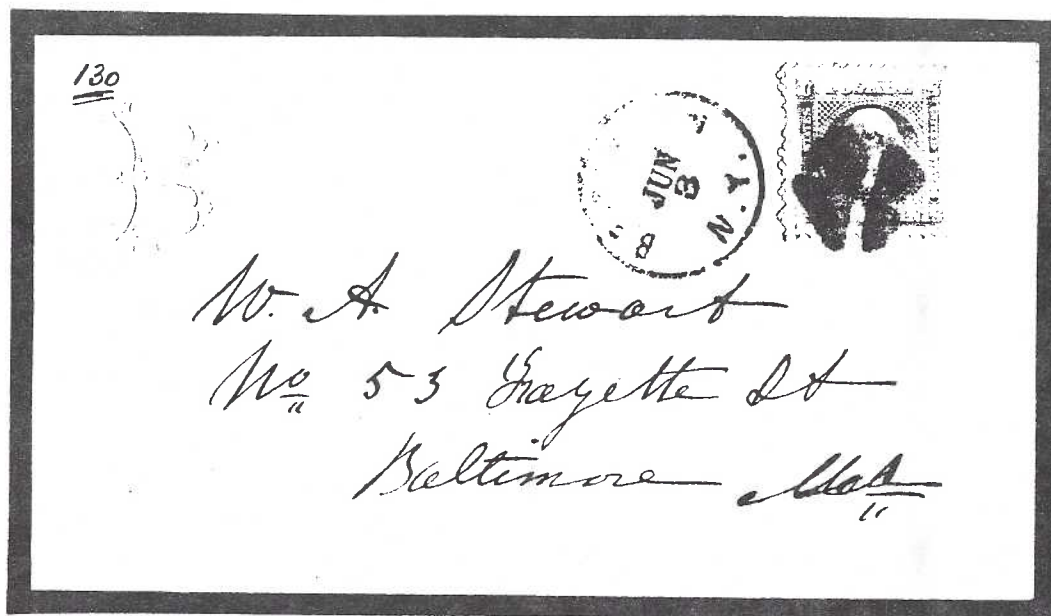
12¢ & 3¢ = 15¢ rate
 from Williamsburgh NY
 British Transit via Germany
 to Canton Aarau, Switzerland



SCARCE COMBINATION — A 1¢ and a 6¢ 1869 pay the shortlived (7.70-10.71) direct rate of 7¢ to Germany, Dec. 7, 1870. cover went from Williamsburgh, NY, to Darmstadt, Hesse. Note "NEW YORK PAID ALL DIRECT" and boxed Bremen/Franco markings typical of NGU direct mail (Photocopy courtesy of the Rev. Ed Busch, PRA #262).

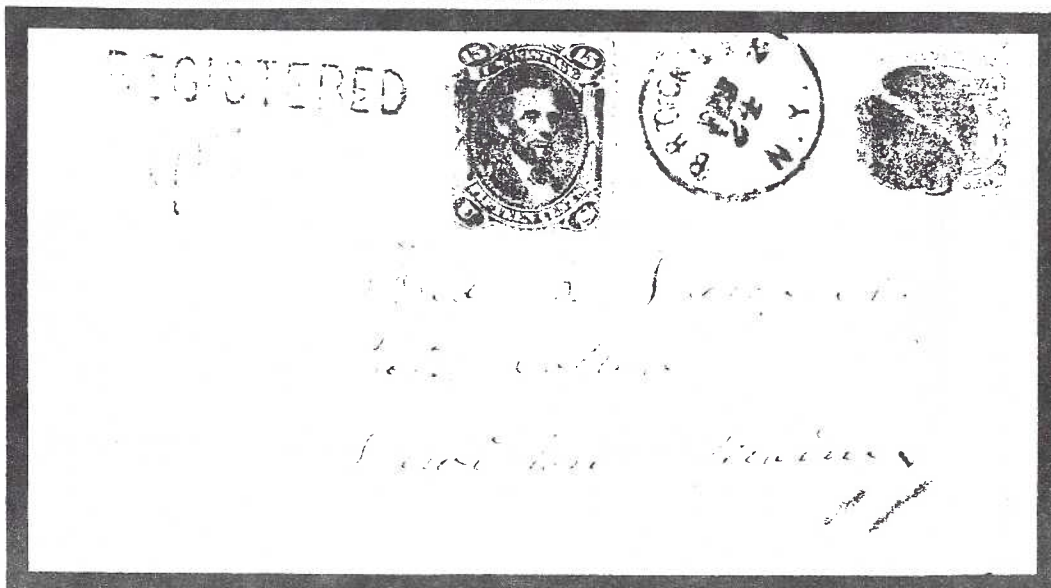
Brooklyn NY
to
Baltimore MD

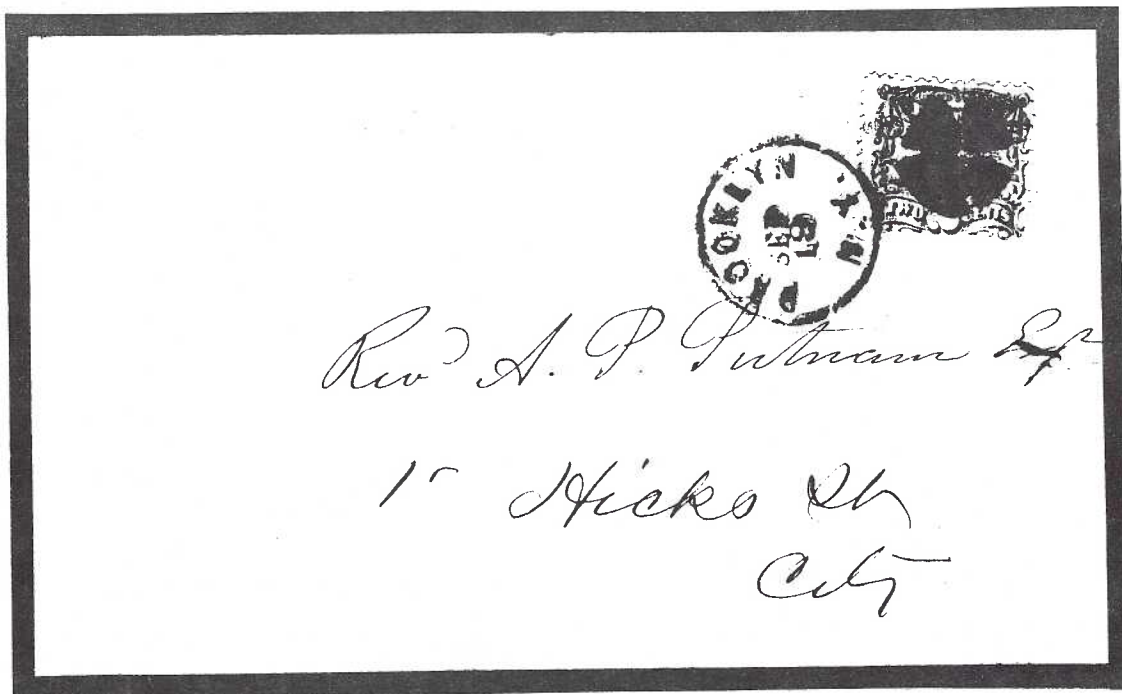
6¢ stamp=
2x3¢ rate for
Domestic Letter



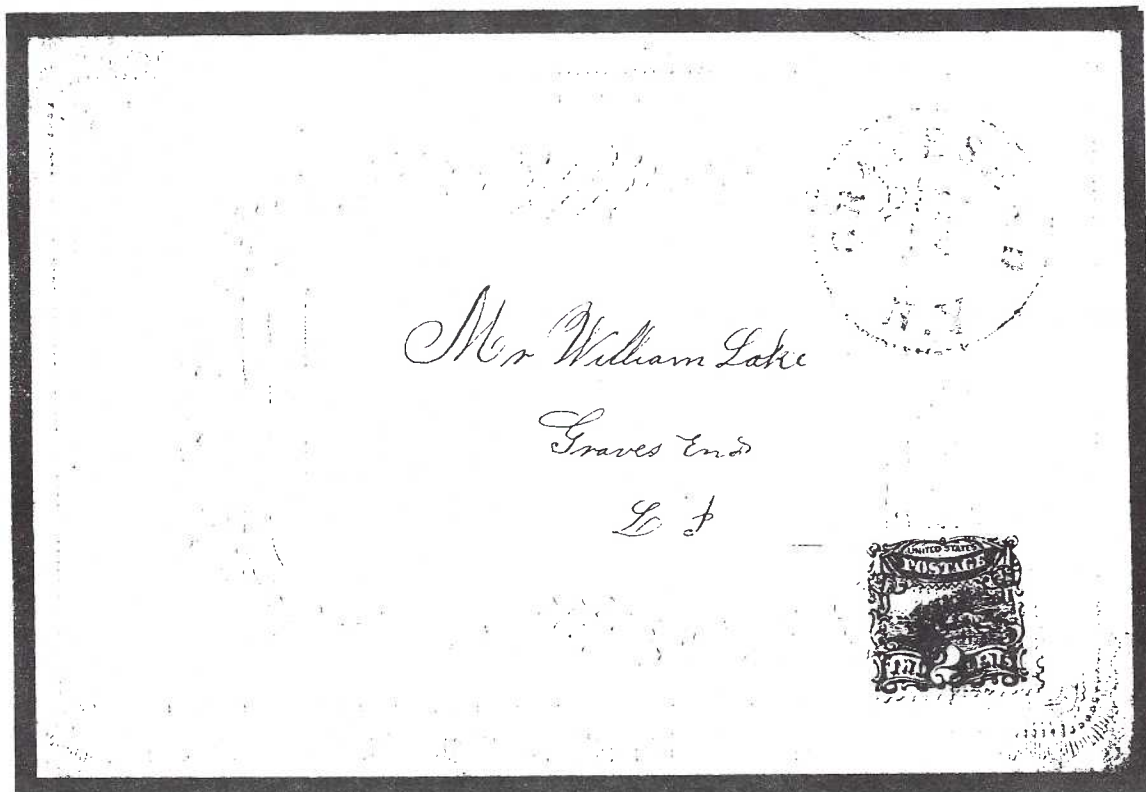
Easthampton NY
to
London, England
3¢ & 3¢BN = 6¢ rate in 1870

Brooklyn NY
to
Lewiston ME
3¢ & 15¢Lincoln
3¢ Letter rate
15¢ Registry

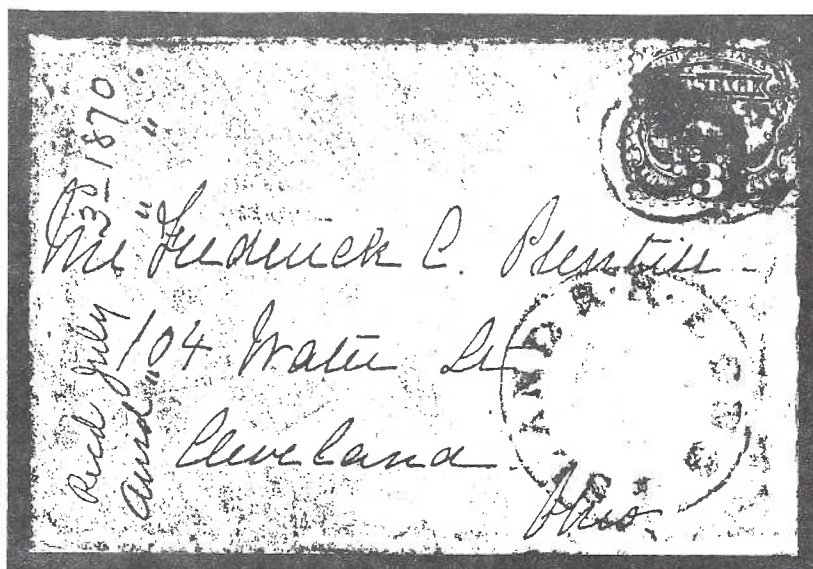




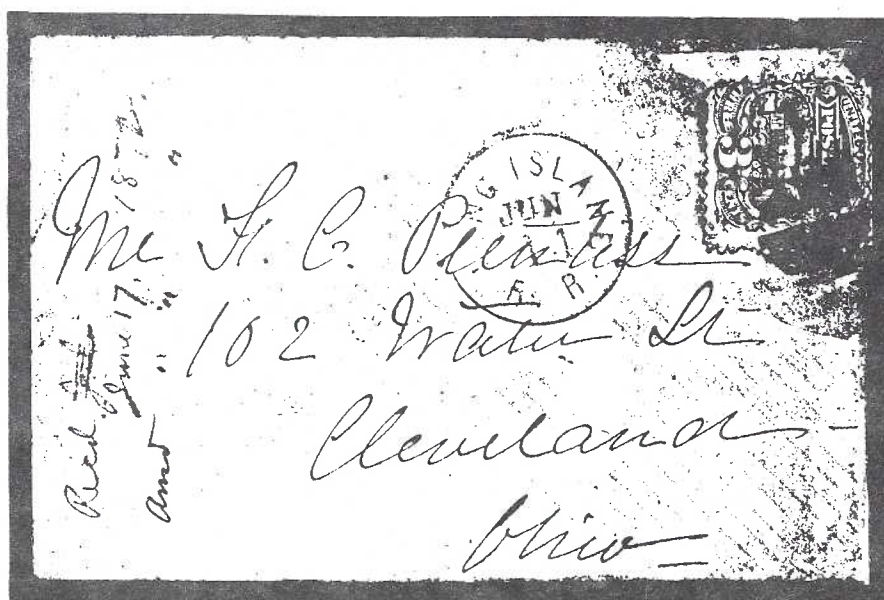
2¢ stamp
Brooklyn NY
Drop Letter Rate



"GRAVESEND N.Y. FEB 14" cds on embossed Valentine cover. Drop letter rate paid with a 2¢ 1869 stamp. This post office was in operation from 1845 to 1896,

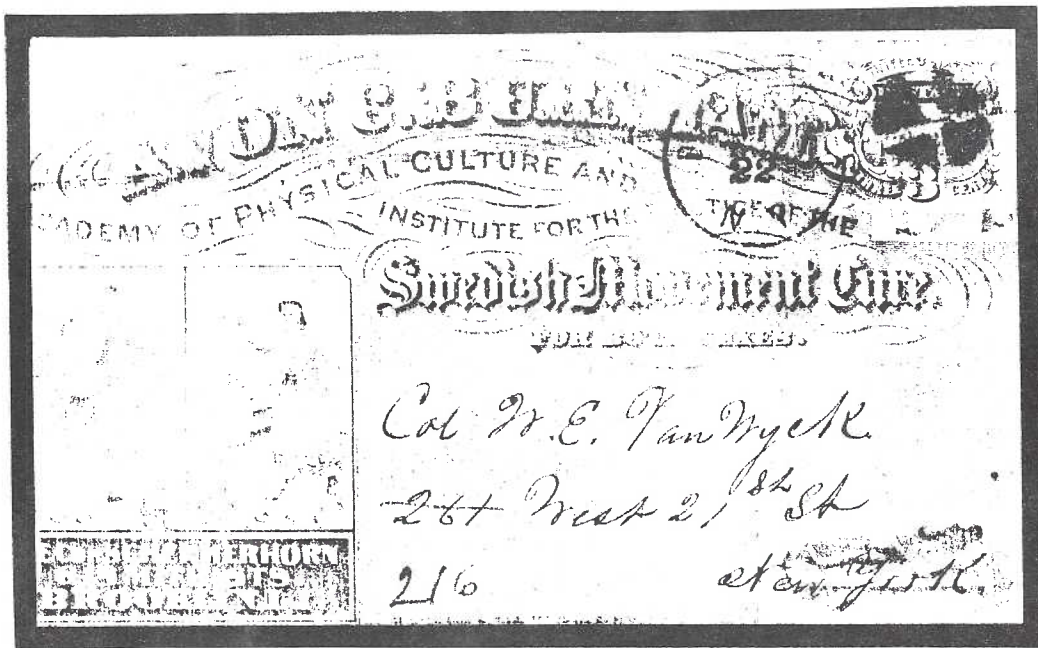


Long Island Railroad
3¢ stamp paying Domestic Letter Rate
Large CDS

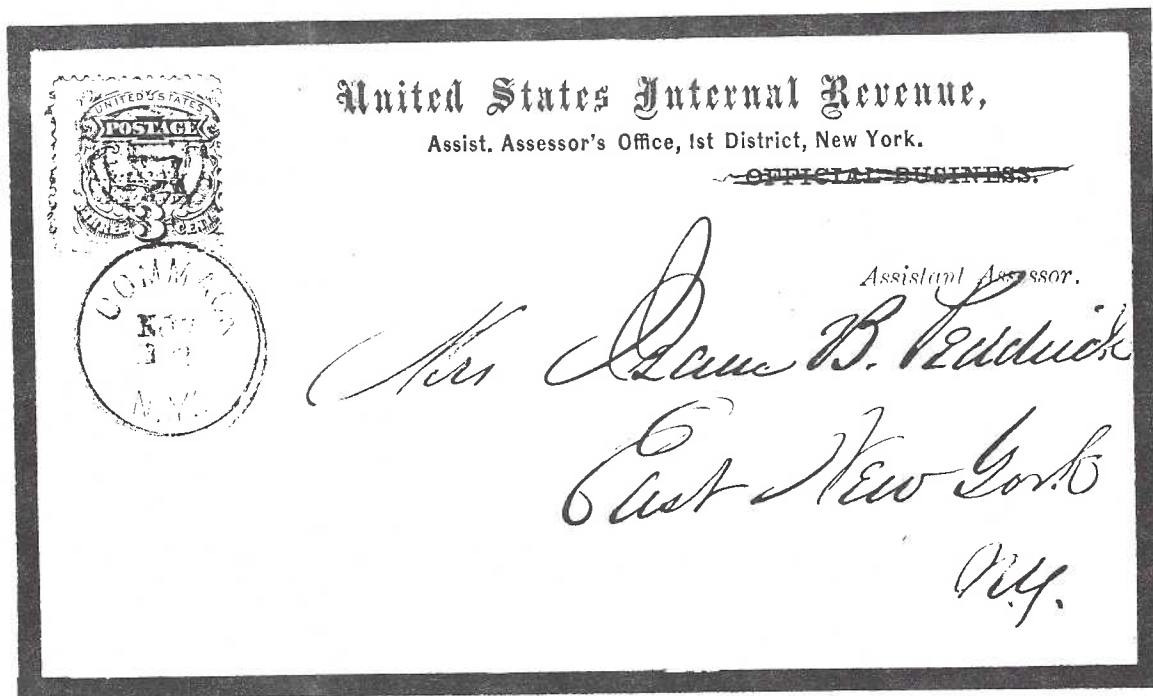


Long Island Railroad
3¢ stamp paying Domestic Letter Rate
Small CDS

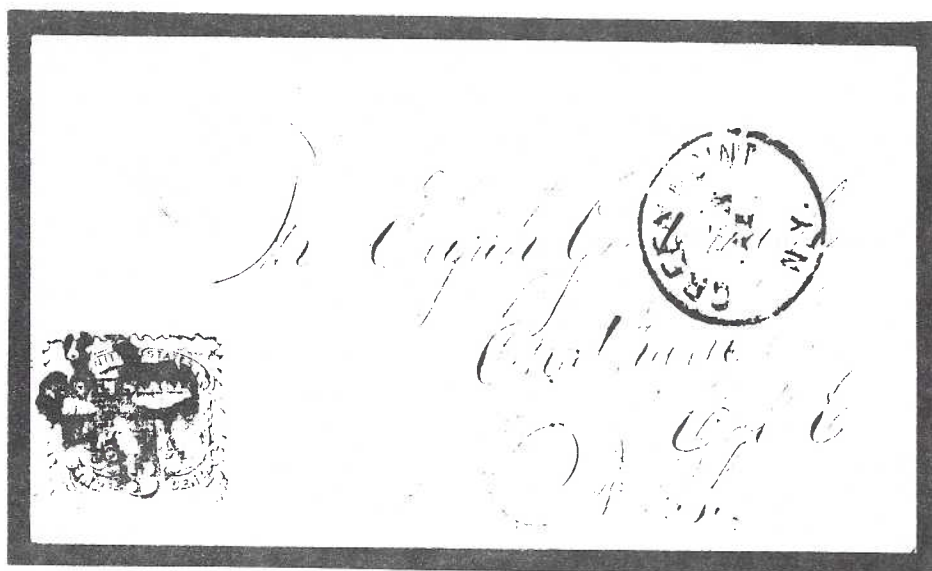
I look forward to receiving additional reports of all Long Island usages of the 1869 Pictorial Issues, accompanied by clear high-contrast Xeroxs. Thanks..Brad Arch



Brooklyn NY
All Over Illustrated Advertizing Cover
3¢ stamp paying Domestic Letter Rate

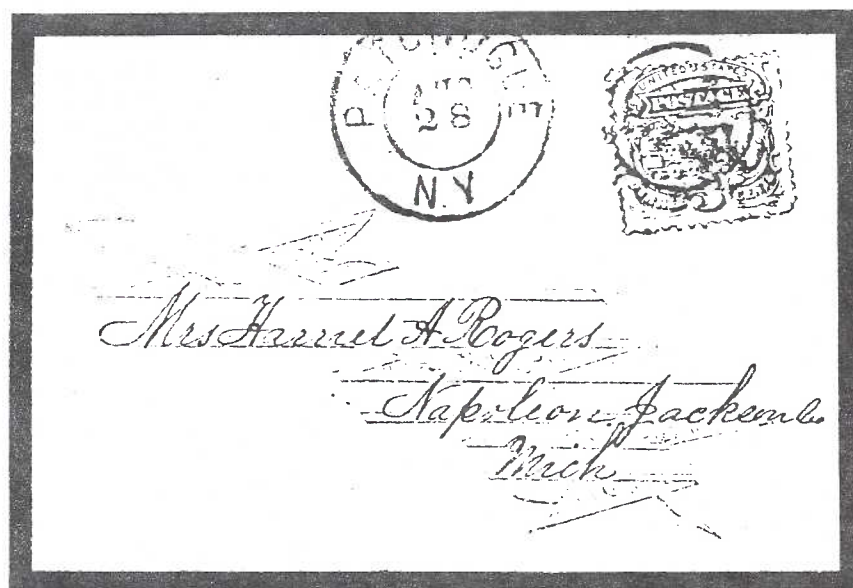
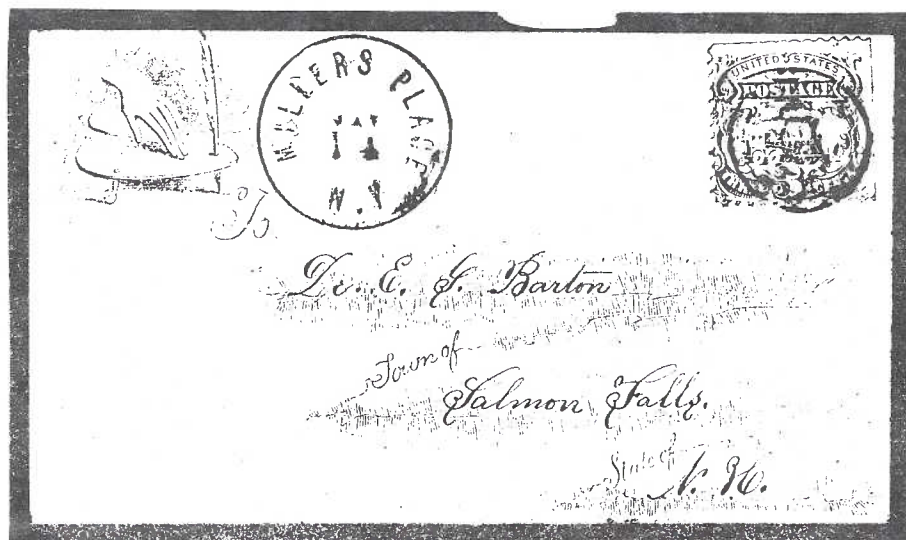


Commack NY
U.S. Internal Revenue Service corner card
used privately (Official Business crossed out)
3¢ stamp paying Domestic Letter Rate



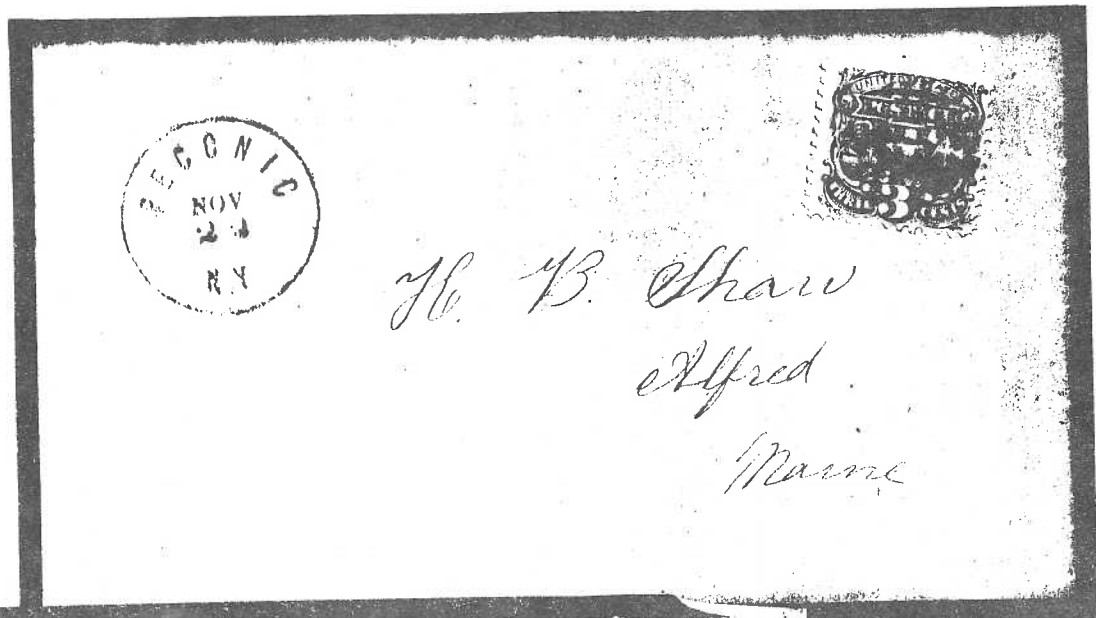
Green Point NY
 3¢ Letter Rate
 'Looped Bow'
 Fancy Cancel

Millers Place NY
 3¢ Letter Rate
 Stationery Illustrated
 with Writing Template



Patchogue NY
 3¢ Letter Rate
 Address Panel in
 form of Ribbon
 with Quill

Peconic NY
3¢ Letter Rate



If not called for in Ten Days, return to
W. T. HULSE,
DEALER IN
Dry Goods, Groceries, Hardware, &c
PORT JEFFERSON, L. I.

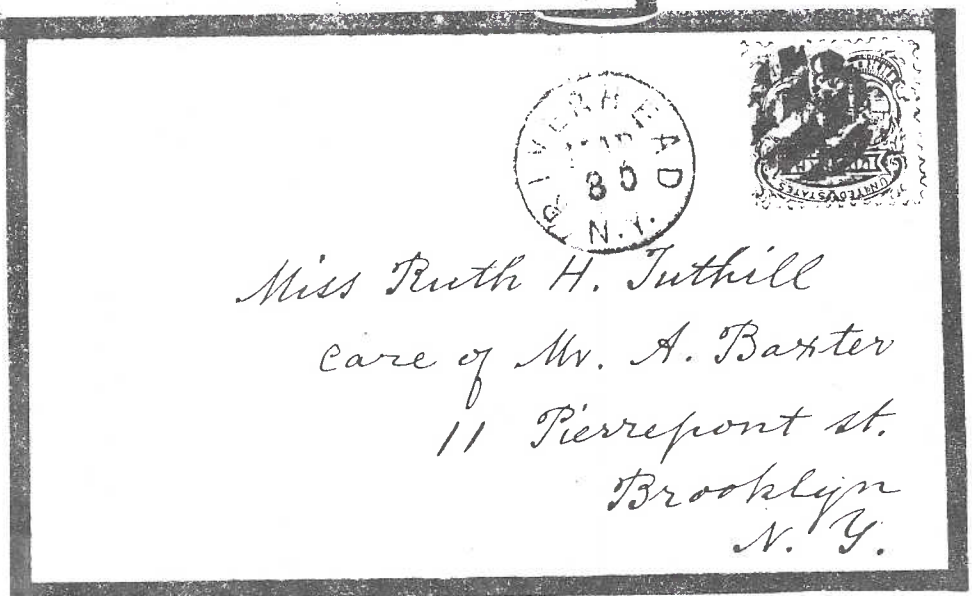


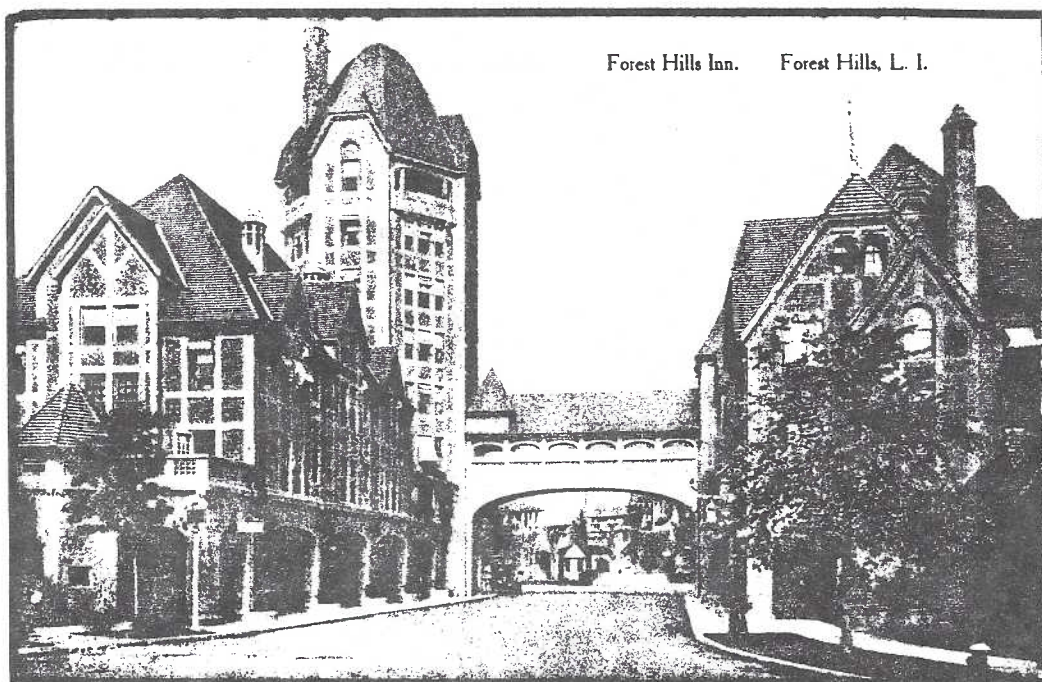
Port Jefferson NY
3¢ Letter Rate
Local Hardware
Dealer CC

Jeremiah Flood Esq
South Haven
L I



Riverhead NY
3¢ Letter Rate





FOREST HILLS, QUEENS COUNTY, NEW YORK
A Brief History of Its Post Office
By Ronald Marzlock

The Forest Hills Post Office was officially established on June 1, 1914 as an office of the greater Flushing Long Island Postal District. It was domiciled in a little store that was connected to the Forest Hills Inn, in Station Square, the heart of Forest Hills Gardens.

The original workforce consisted of a superintendant, one regular full-time clerk and two street letter carriers. Prior to 1914 the phrase "Forest Hills" was strictly a real estate term describing the new community being developed by the Cord Meyer Development Co. and Sage Homes Company. When Cord Meyer came into the area around 1906 he changed the original name of Whitepot to Forest Hills because it abutted Forest Park which was so very abundant with trees.

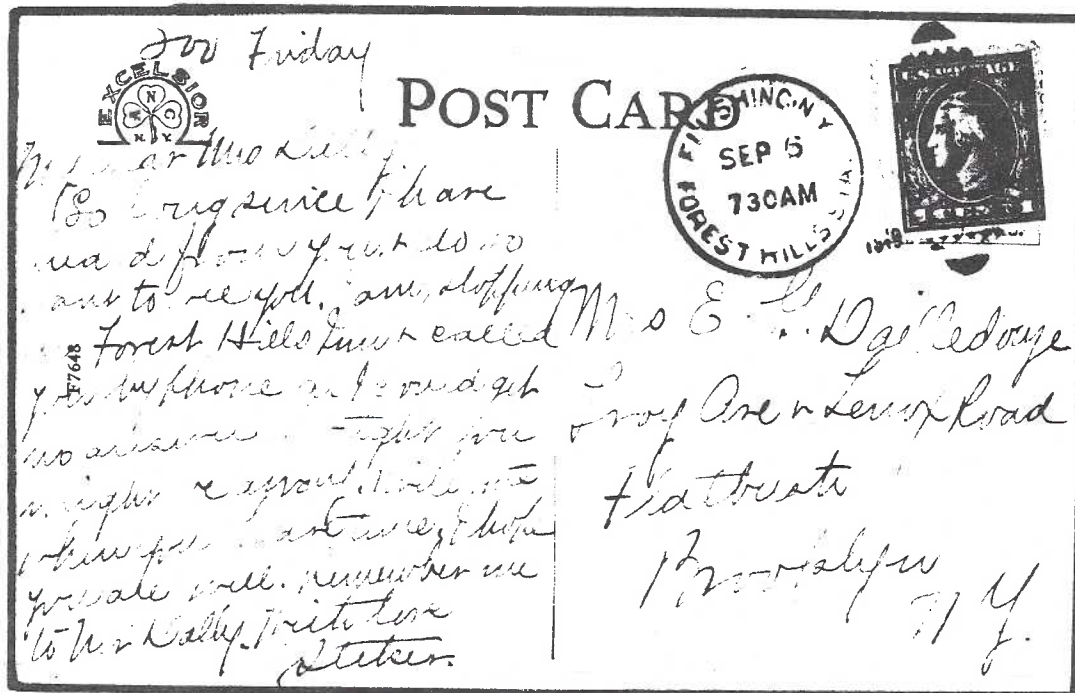
Ron Marzlock is a Trustee of the Queens Historical Society, a former Postal Service supervisor. This is the second of his articles on Queens County post offices to appear in this publication.

The Forest Hills P.O. very quickly outgrew the little storefront in exclusive Forest Hills Gardens. The streets were privately owned and parking on streets was forbidden to non-Forest Hills Gardens residents. The office was moved a short distance away to a rented store front right in the heart of the Forest Hills business district. Its exact location was 71-40 Austin Street. Herman Notbolm, the former assistant Postmaster of the Flushing Postal District under the Thomas B. Lowerre era became the Station Superintendant. Mr. Notholm, a non-Forest Hills resident, travelled to work from his home located at 3801 149th Place, Flushing, N.Y. If he took a cut in salary for this re-assignment is unknown to me.



A post card view of the Store on Austin Street. The arrow points to the Forest Hills P.O. at its second location after its establishment. (Courtesy of Robert Stonehill Collection)

The cancelling machine Forest Hills used during this era was the rarer "Universal" model. Most other stations and branches of Queens County post offices were using an "International" model whose famous trade mark to all of us is the "arc" year at the bottom of the dial. The store front on Austin Street was almost immediately obsolete as Forest Hills grew in leaps and bounds. Forest Hills was one of the fortunate and politically strong areas to receive a brand new post office under the emergency Construction Federal Public Buildings Act of June 22, 1936. The three fortunate offices to receive a new federal building in the next few years after the ACT went into effect were: JACKSON HEIGHTS dedicated on September 30, 1937 at a total cost of \$188,000; FOREST HILLS dedicated on August 11, 1938 at a total cost of \$165,000; and WOODHAVEN dedicated on January 13, 1940 at a total cost of \$150,000.



A post card bearing a common steel duplex postmark FLUSHING, N.Y. FOREST HILLS STA. used on September 6, 1919. (Stonehill Collection)

Foundation was dug on November 30, 1937 as seen in the following pages. The new I.N.D. underground subway line had just opened a Forest Hills Station eleven months earlier and the area was ready for a real estate boom never before seen in Queens. The total cost of the building and labor was \$109,000 (excluding the price of land and furnishings). C.H. Johannsen & Co. of Cliffside Park, New Jersey won the bid as the builder of the structure. Lorimer Rich was the architect who designed it with 85 x 100 buff green glazed limestone and terra cotta accents. All WPA buildings were graced with art; Forest Hills received a sculpture instead of a mural. The winning sculpture for the entrance was won by Sten Jacobson who was 38 years old, born in Stockholm, Sweden on March 28, 1899. He previously did the murals for the First Swedish Baptist Church in New York City. His Forest Hills sculpture was an art-deco bare breasted woman holding a clock and dove. This creation was called "SPIRIT OF COMMUNICATION" and was 7'9" x 6'2" x 1'4". The architectural terra cotta sculpture was manufactured from the plaster model by The Atlantic Terra Cotta Company of New Jersey, in time for opening day. Today this piece of art is protected by and cared for by The General Services Administration (Public Buildings Service).

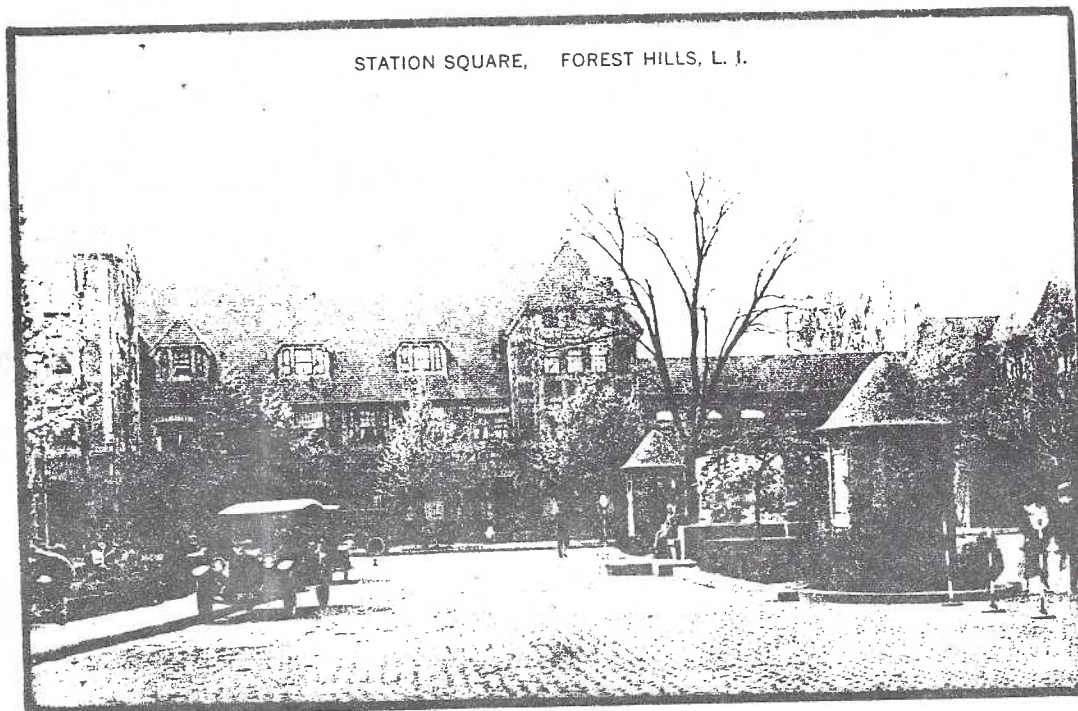
During this time in 1938 Forest Hills was a very Republican, conservative, and "Waspy" enclave and did not approve of this nudity at all. Liberal, progressive art was not this communities cup of tea. In fact, they protested vehemently. Residents made headlines in the New York Herald Tribune the day before the dedication calling it "bad art".

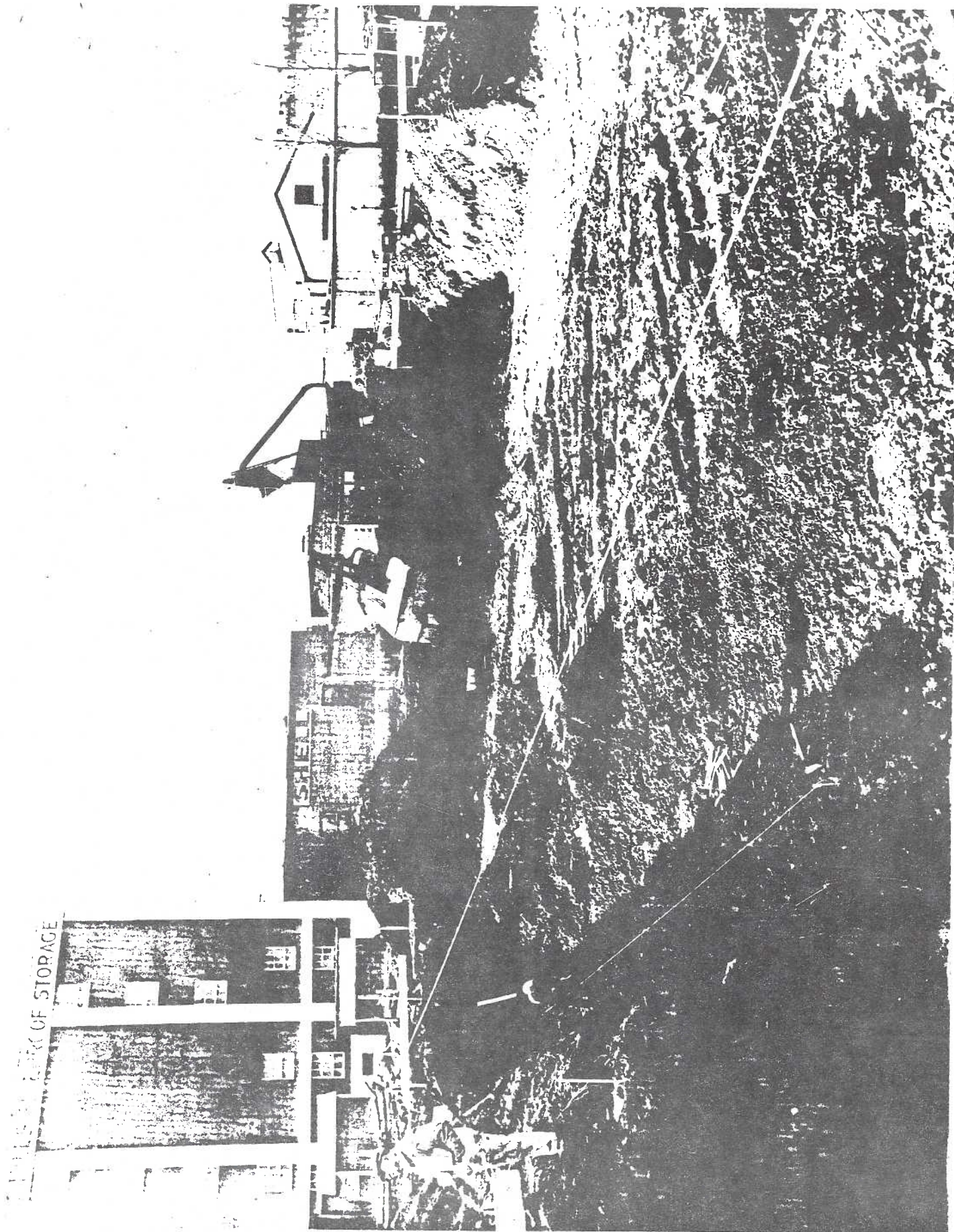
Since Forest Hills was now the pride of the Flushing Postal District and best equipped post office, the distribution for the less fortunate areas such as Elmhurst, Middle Village, and Rego Park was performed at the Forest Hills Station to releave the overcrowding at the main GPO of Flushing on Main Street. (Rego Park did not even get its own branch until 1947).

As some areas of Queens declined in the 1960's people moved away to Nassau and Suffolk Counties. However, Forest Hills continued to grow at an incredible rate. It's cosmopolitan atmosphere allured residents from everywhere with high incomes. Forest Hills established itself permanently as the "blue chip" area of central Queens County. Forest Hills had over 40 different carrier routes by now. The building was now to small and had to be enlarged and deck loading dock extended. The building was re-dedicated on July 5, 1966, ready again to handle the load of enormous amounts of mail in a highly concentrated area.

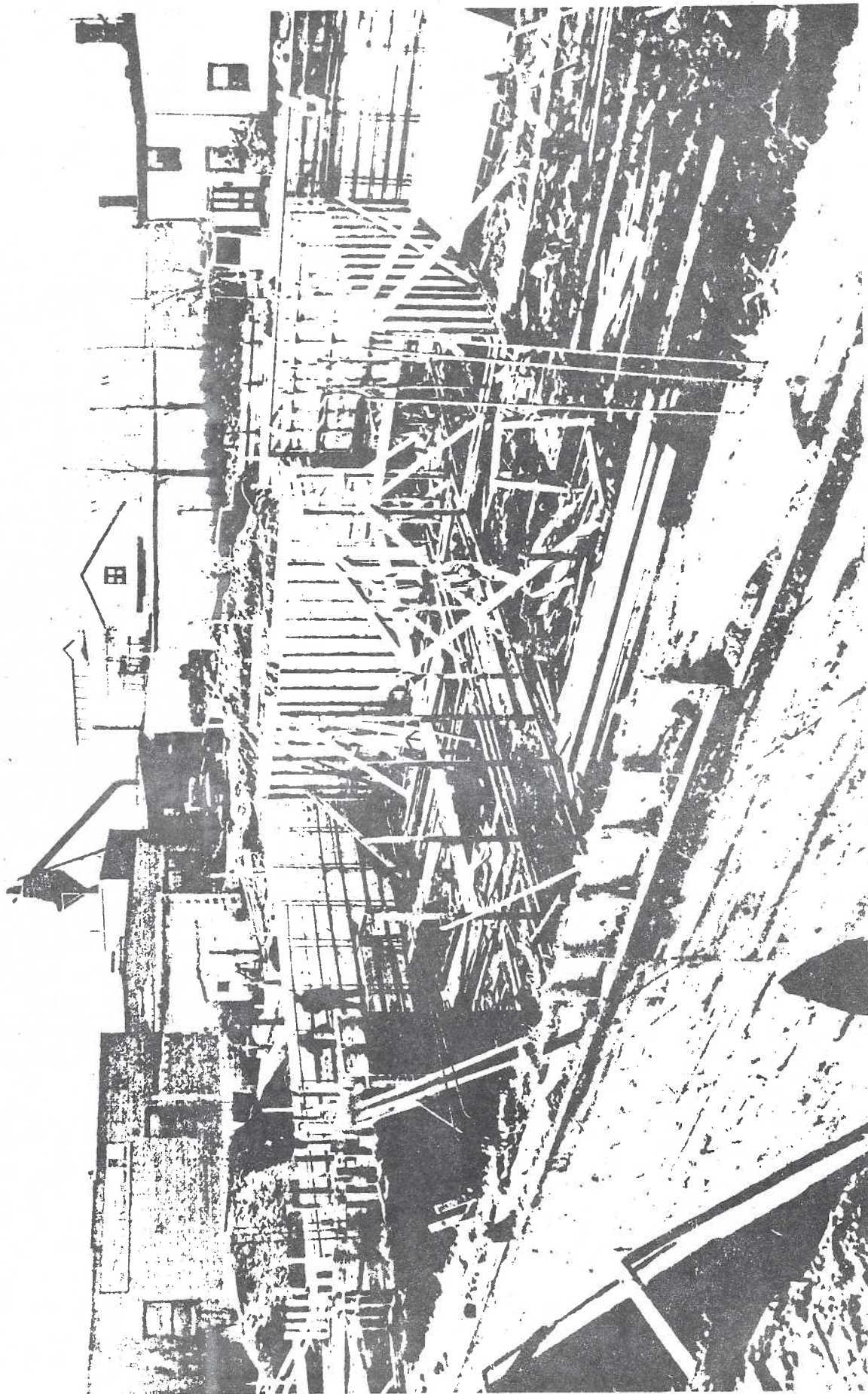
Now over 50 years later, although it is now dwarfed by all the other buildings in its midst, it is still an outstanding buidling of timeless beauty of a bygone era, built of the finest materials with no expense spared.

I will continue to report on these offices of Queens in future articles.

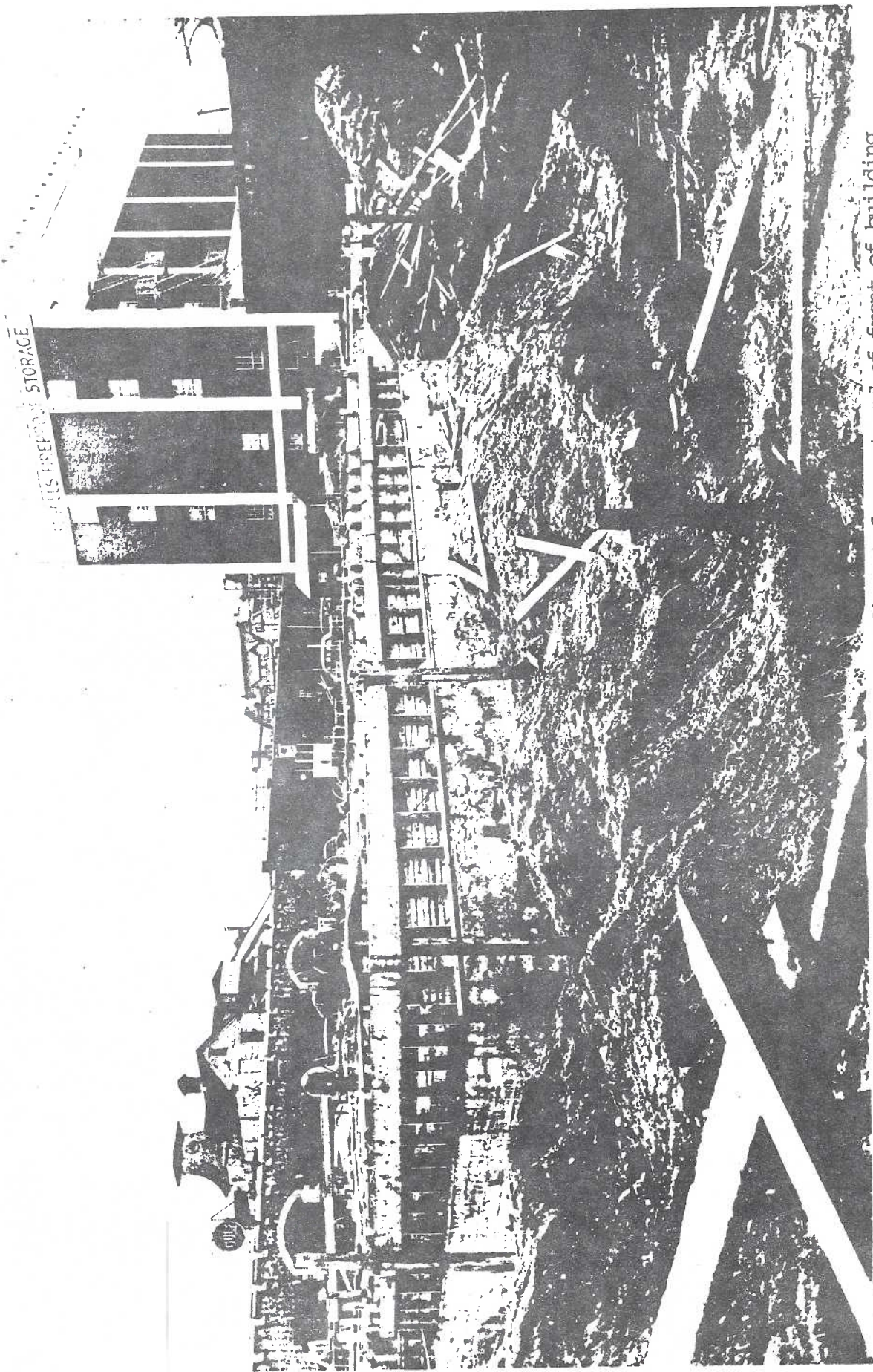




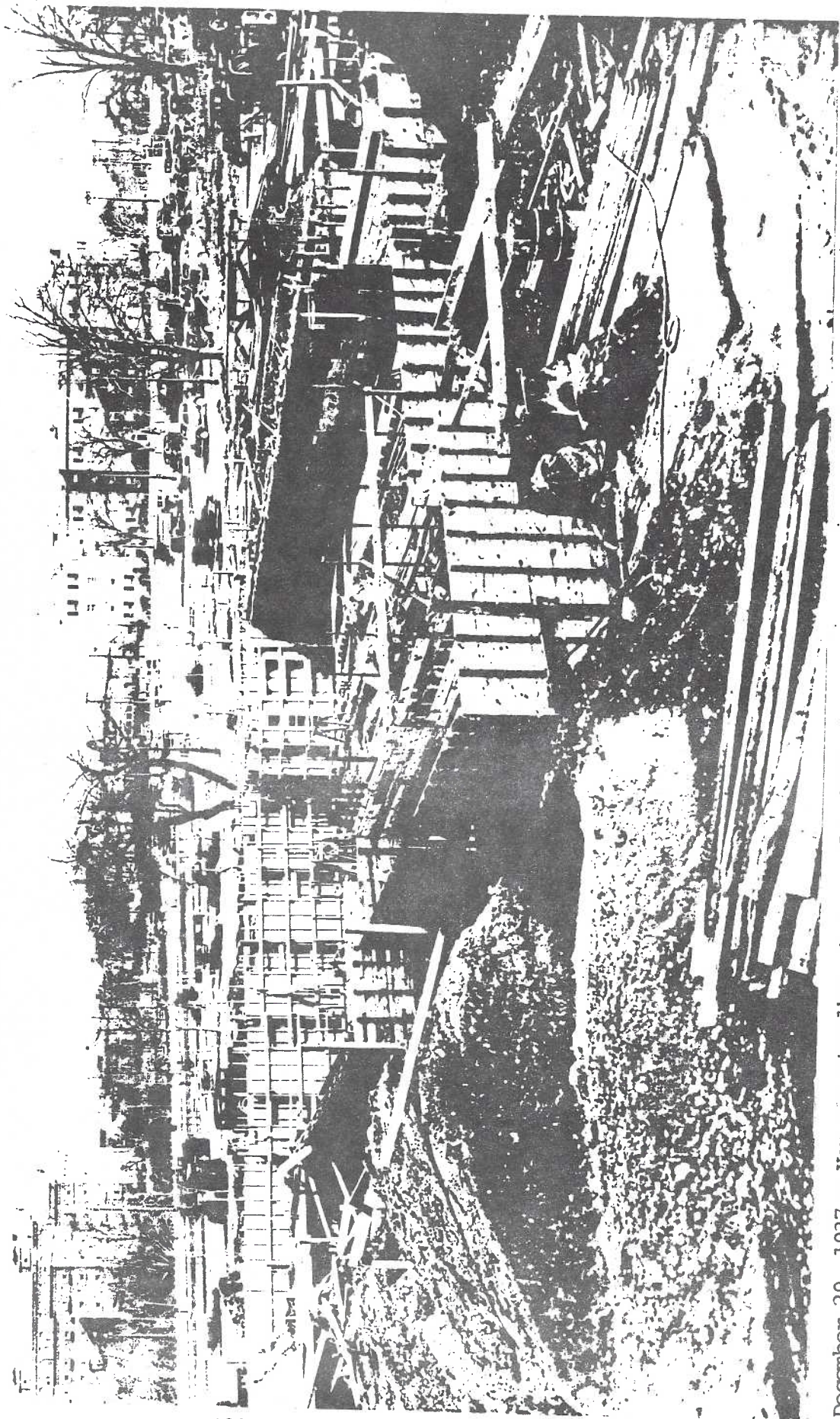
November 30, 1937 - Foundation being dug out. You are standing at the proposed entrance.



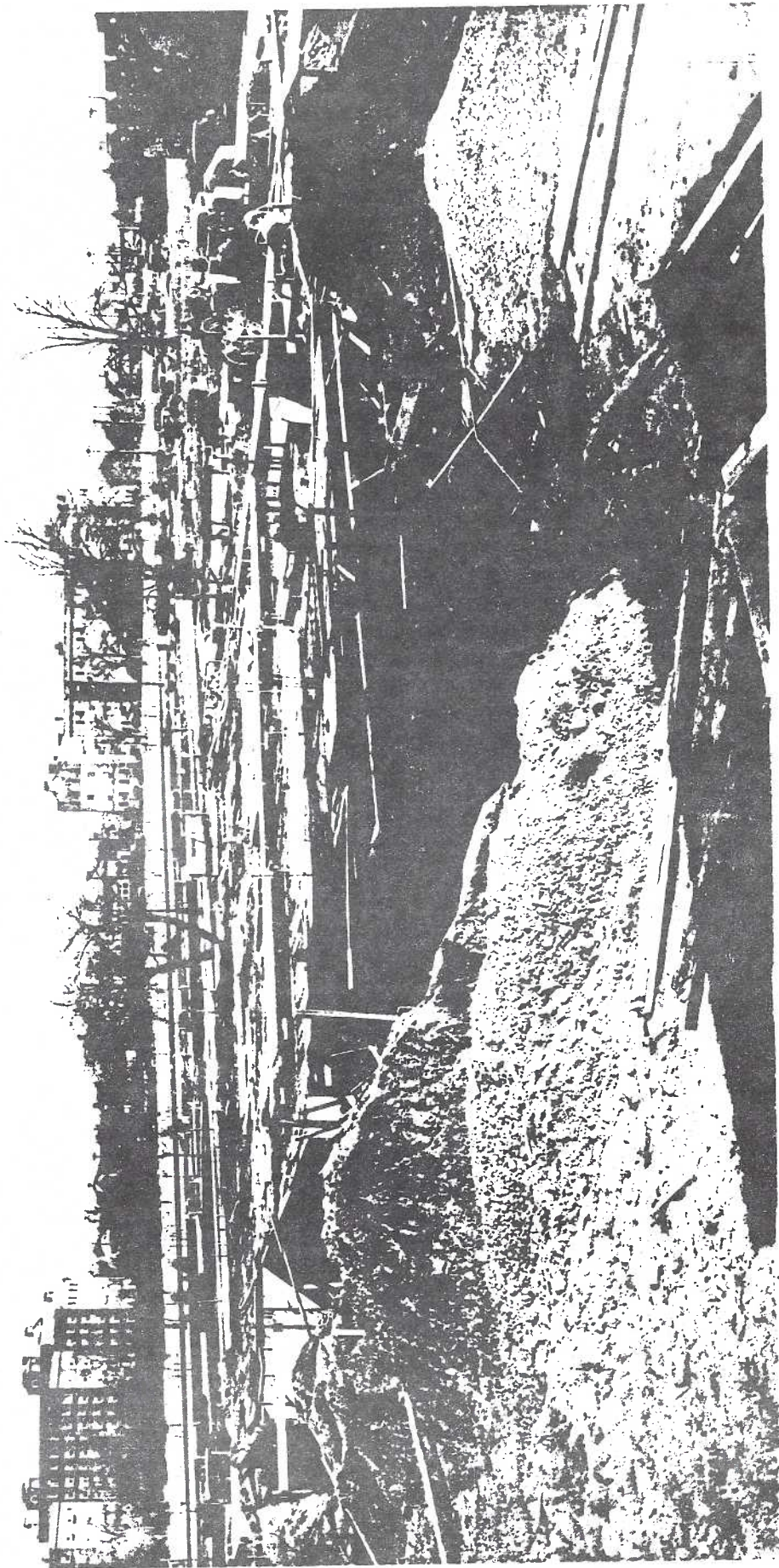
December 29, 1937 - Foundation is being prepared to be poured in.



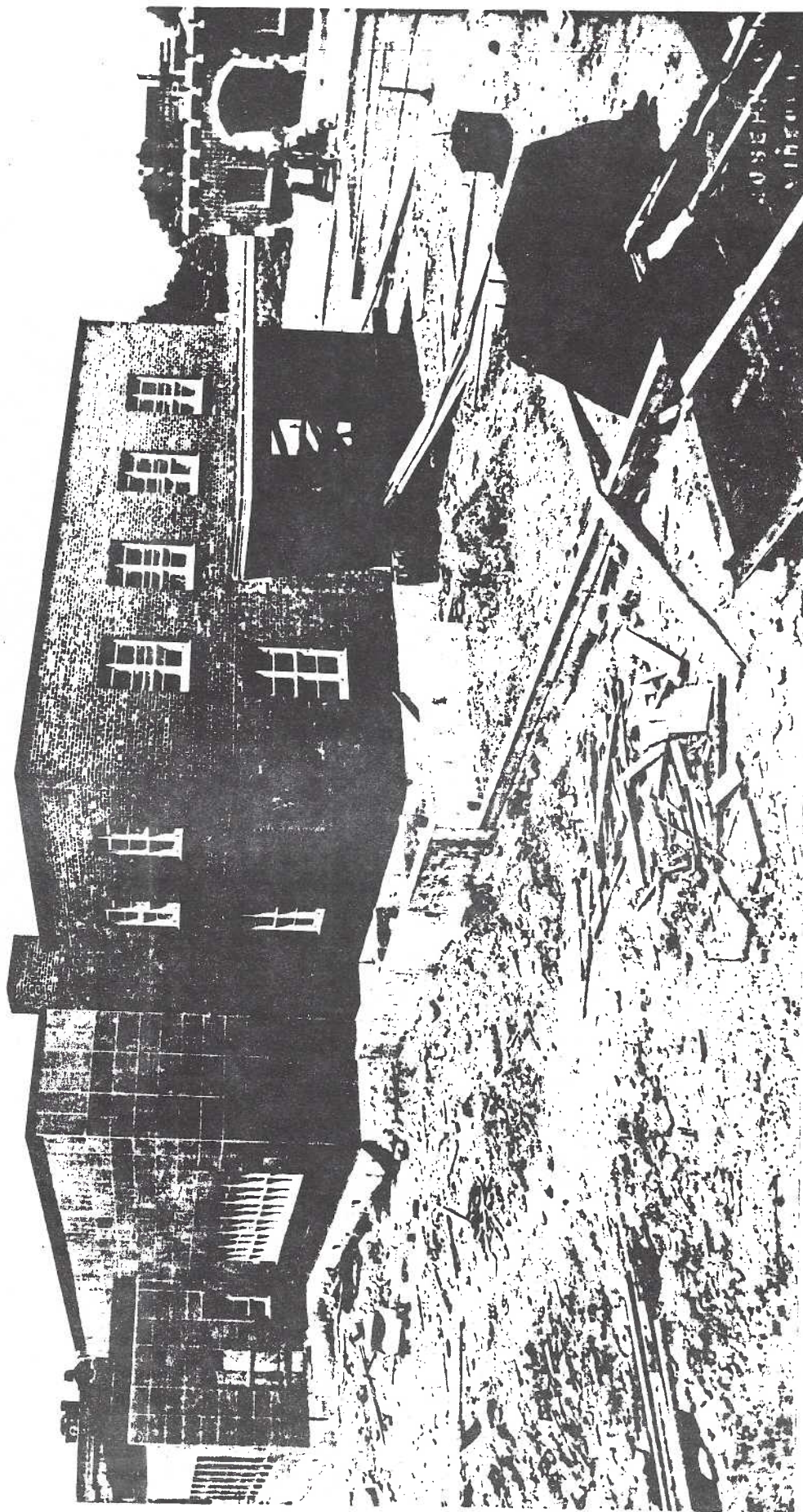
January 28, 1938 - The foundation is pored in. You are standing at far west end of front of building



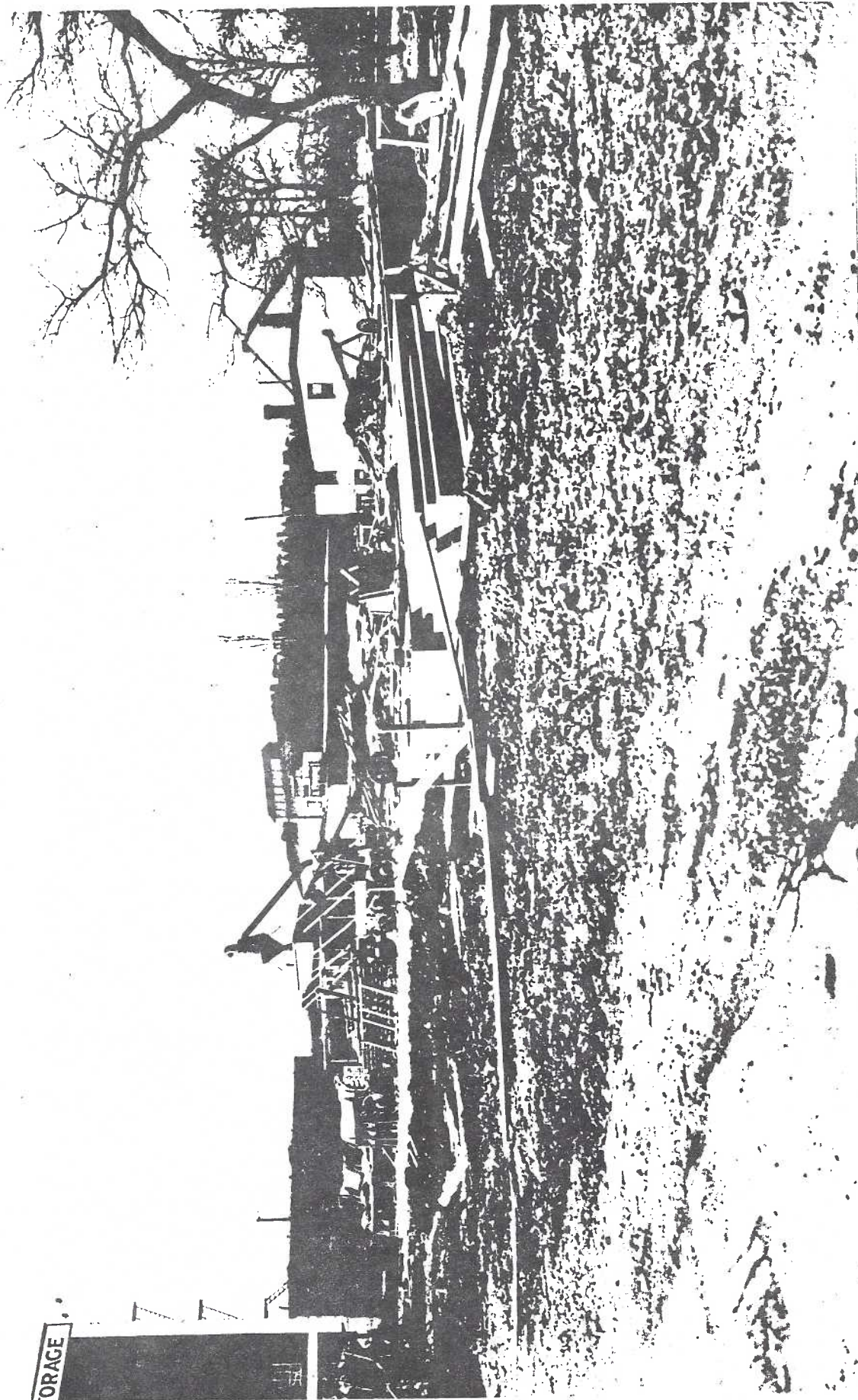
December 29, 1937 - You are standing at rear of building's proposed loading deck area.



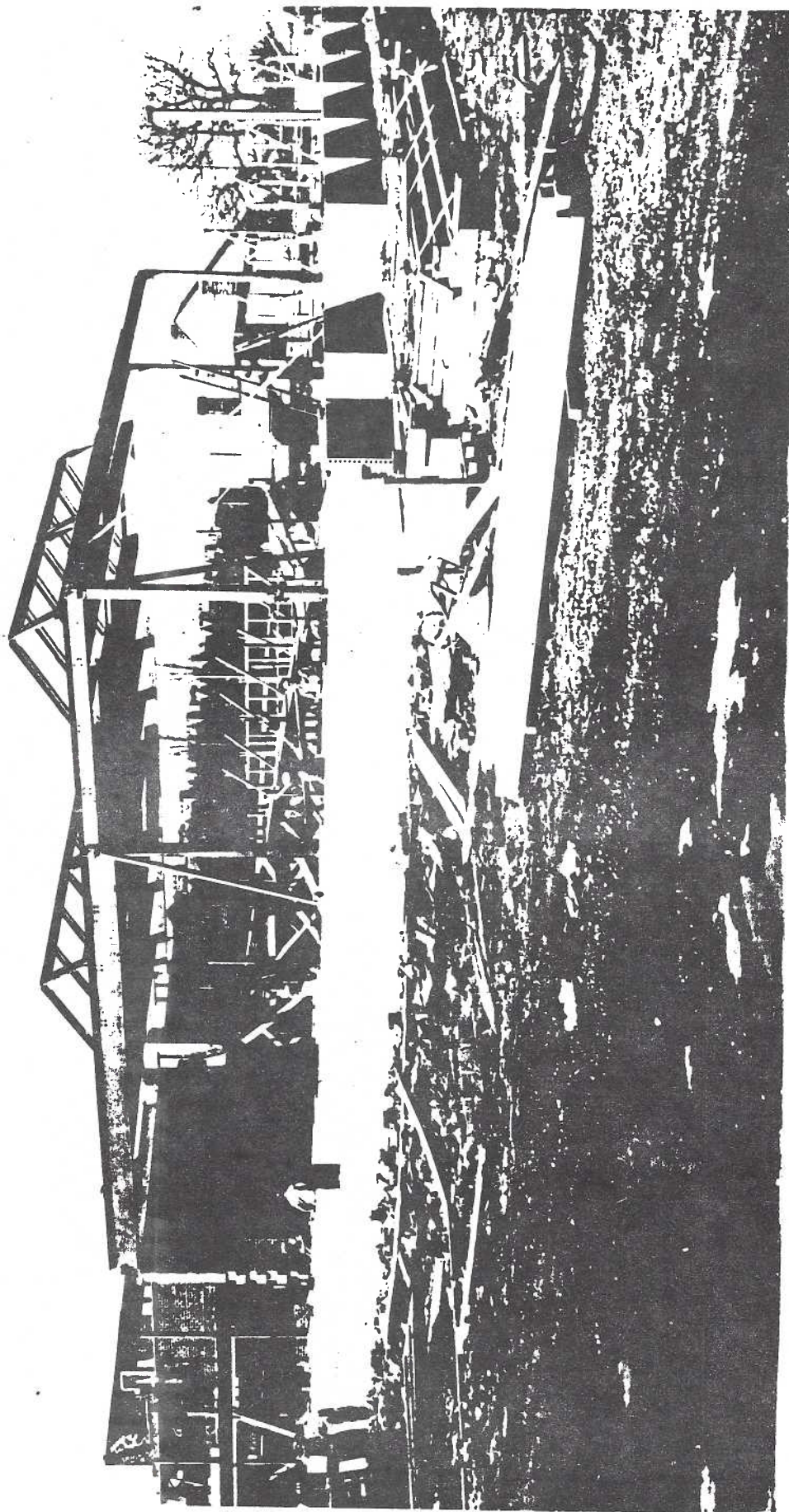
January 28, 1938 - You are standing at rear of loading platform. Note : 2 Cord Meyer Apartment Houses in the distance on 108th Street.



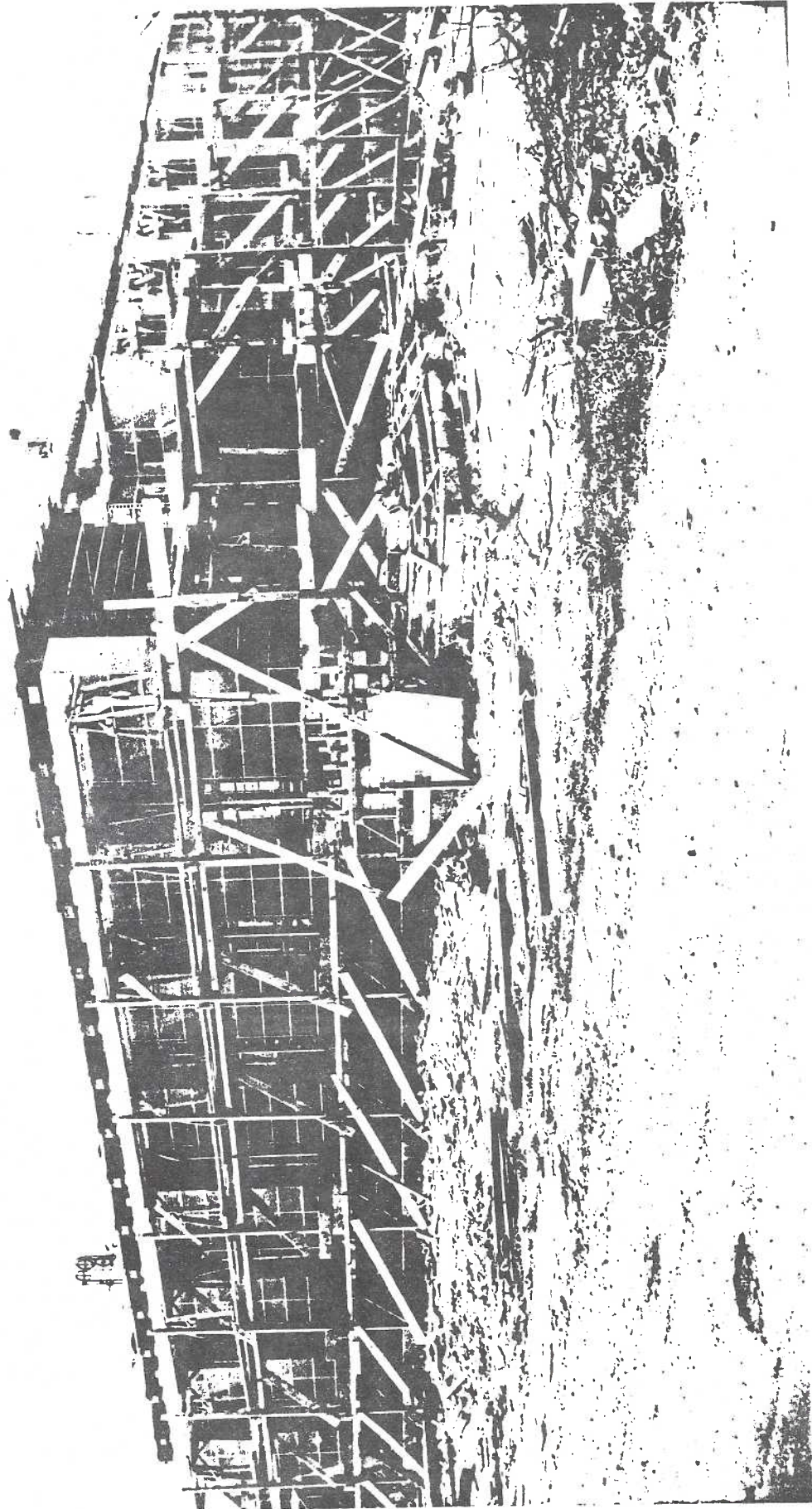
July 1, 1938 - The completed loading deck in rear of building. Opening day a month away.



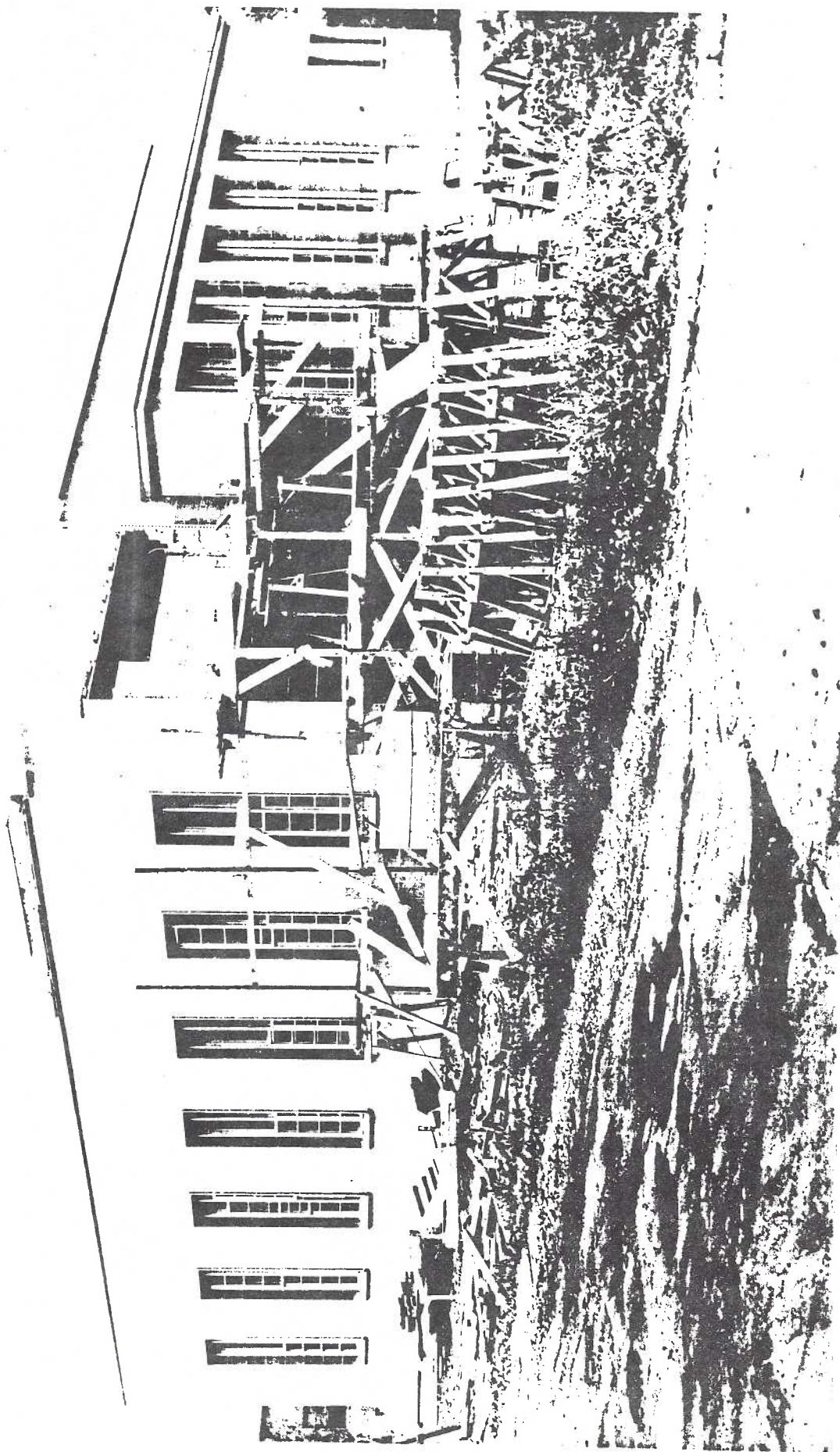
March 1, 1938 - You are looking at steps of the main entrance.



April 1, 1938 - The building takes shape.



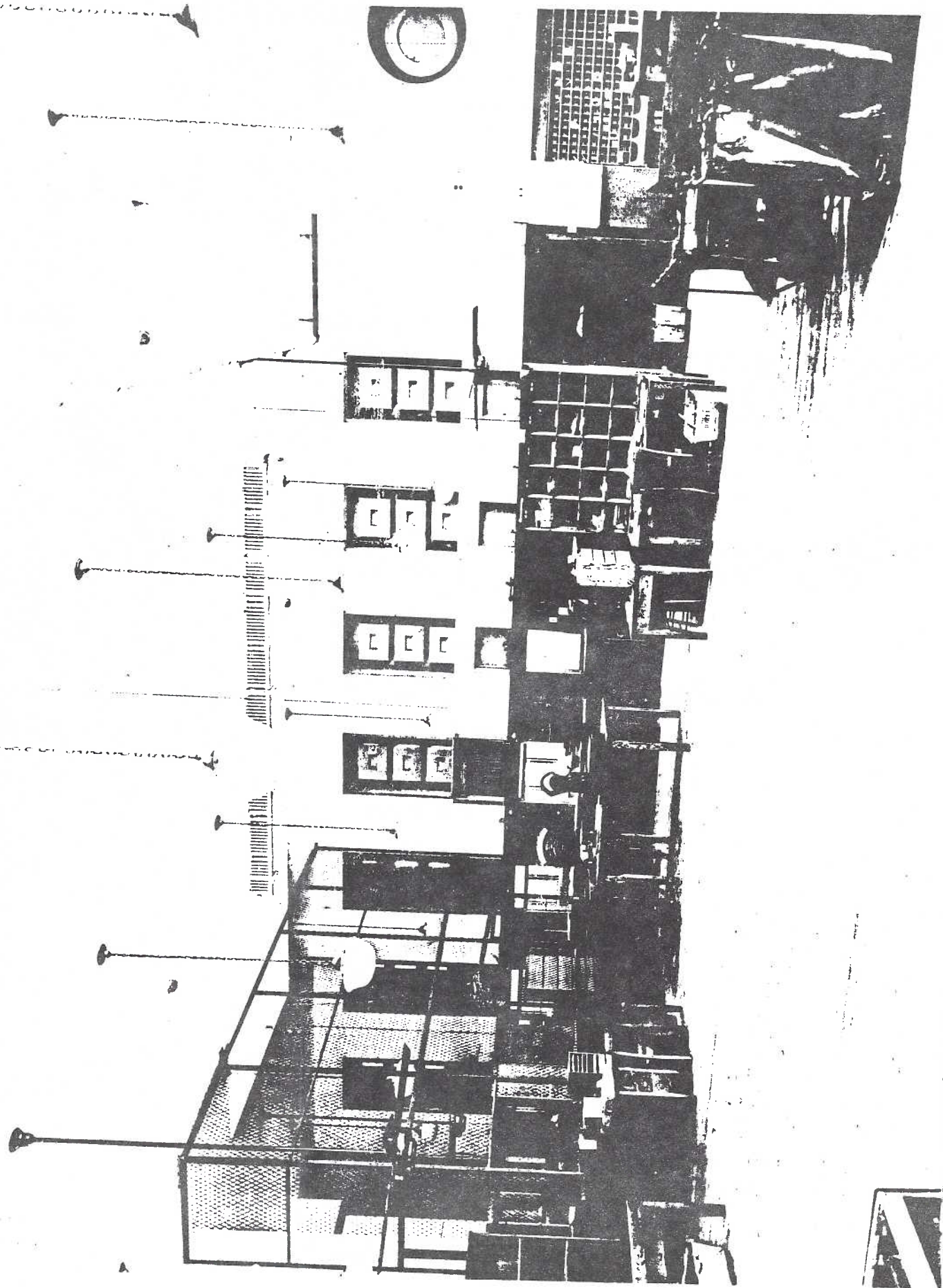
April 28, 1938 - Main Entrance looking west.



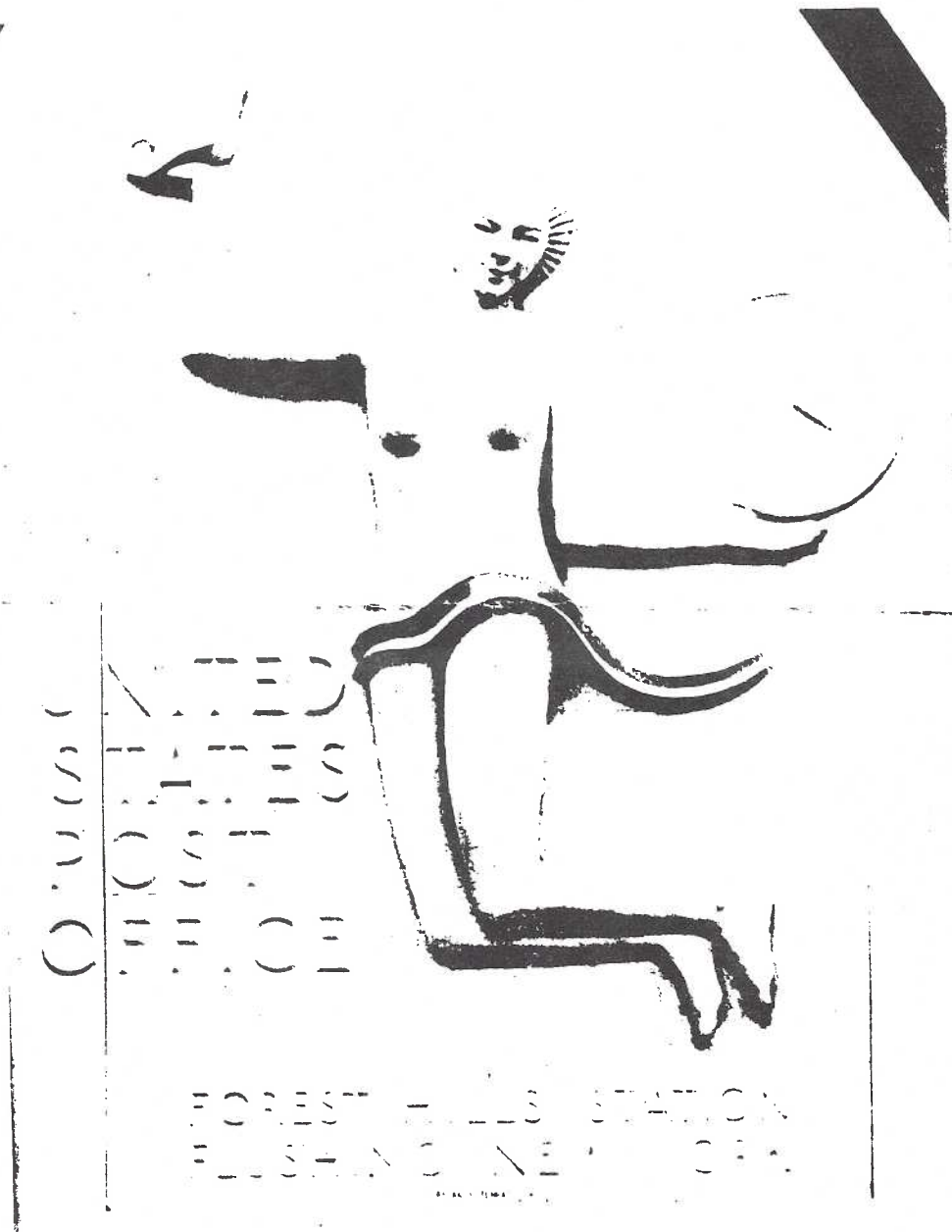
May 28, 1938 - Almost complete - except for sculpture by Atlantic Terra-Cotta company on its way.



July 29, 1938 - Opening day is two weeks away. This is how the original lobby looked.



August 22, 1938 - Completely furnished and open to the public. Everything is made of oak or steel.



This is the original plaster sculpture that caused a furor among the local residents.
The pale color sculpture does not xerox well.

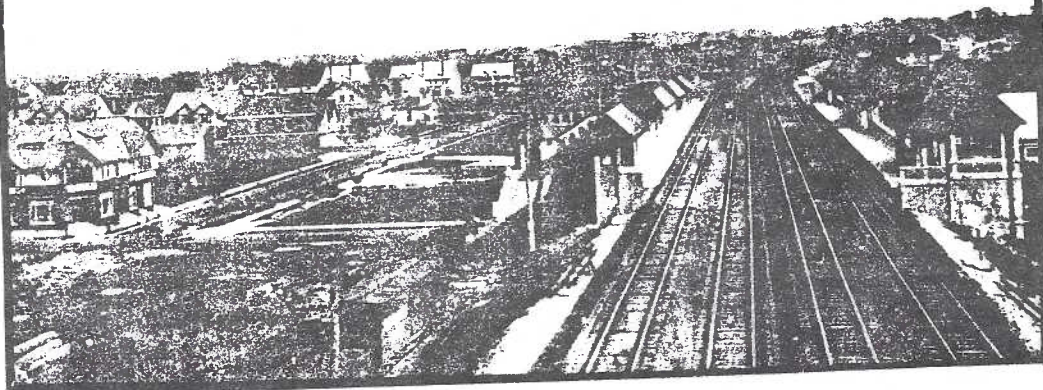


Mr. & Mrs. H. Tunny,
628 East
161 St
Bronx

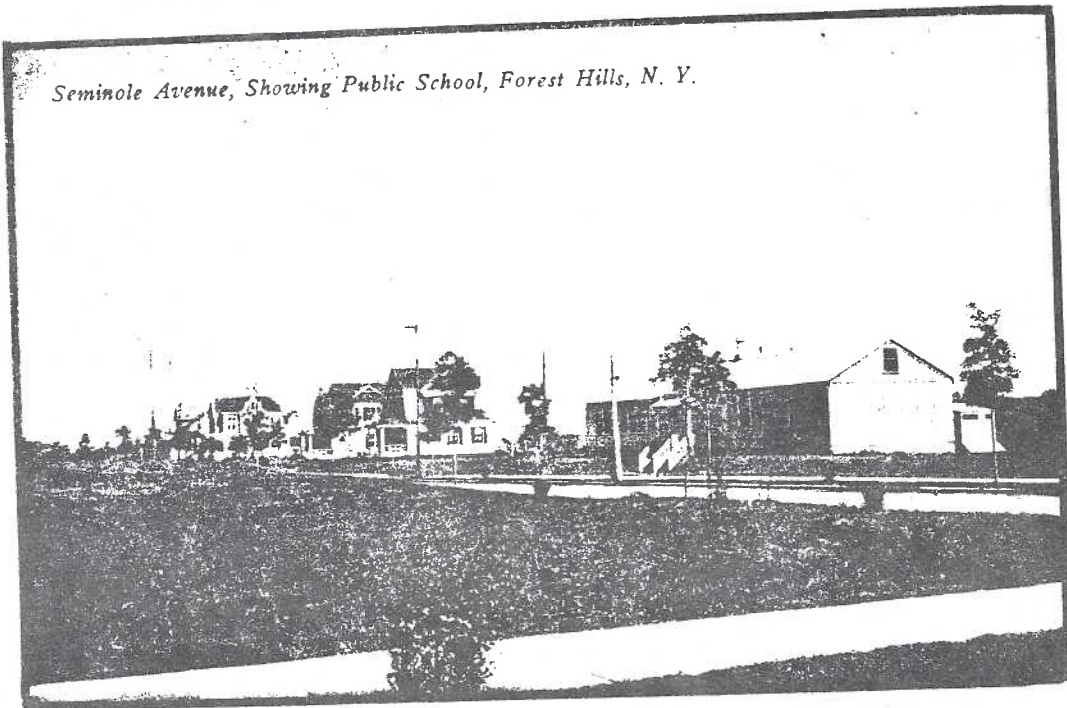
FOREST HILLS "UNIVERSAL" HUB DIE ENLARGED TO SHOW DETAIL

Additional post card views of Forest Hills from the Queens County Post Card Collection of member Robert Stonehill are illustrated in the following pages.

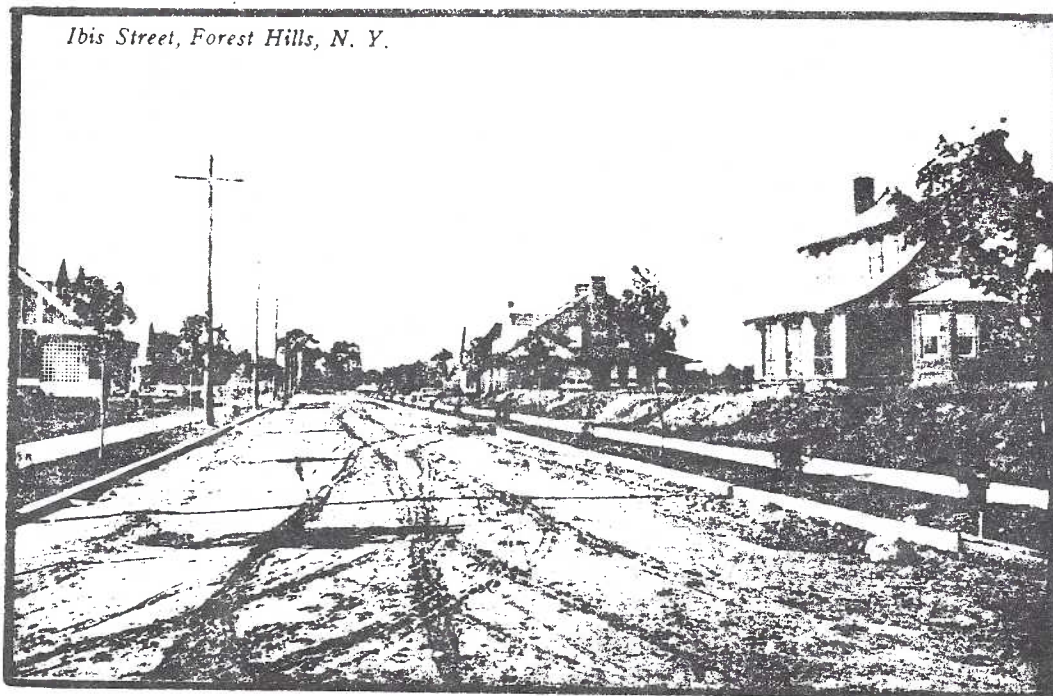
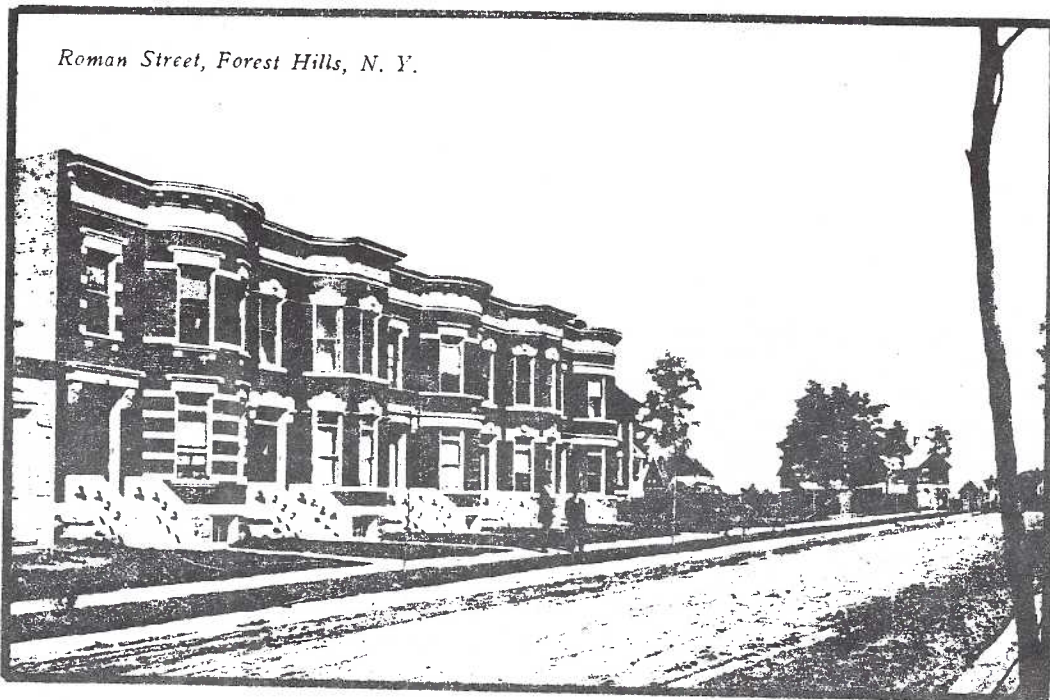
Bird's Eye View of Station, Forest Hills, N. Y.



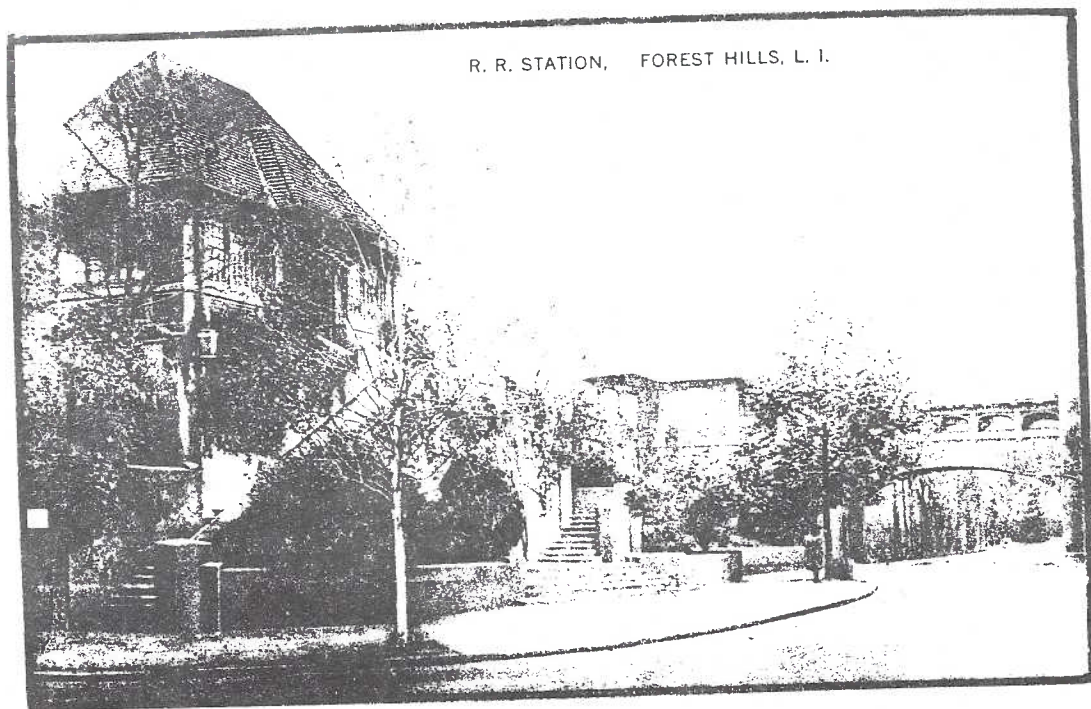
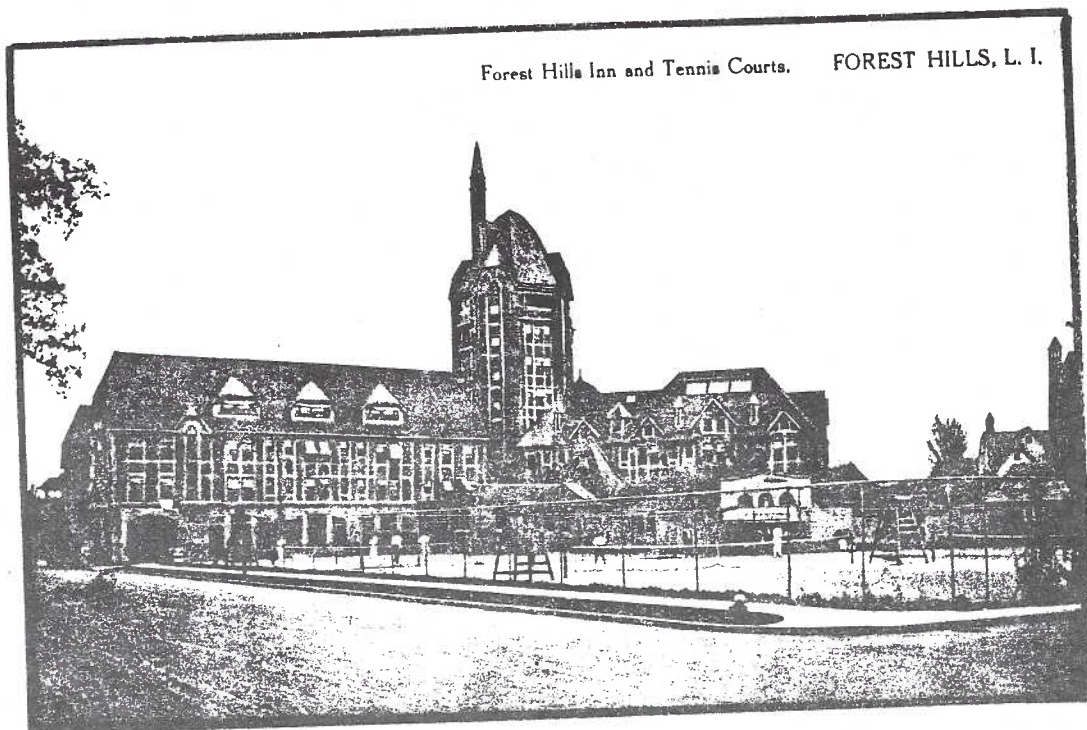
Seminole Avenue, Showing Public School, Forest Hills, N. Y.



Additional post card views of Forest Hills from the Queens County Post Card Collection of member Robert Stonehill are illustrated in the following pages.



Additional post card views of Forest Hills from the Queens County Post Card Collection of member Robert Stonehill are illustrated in the following pages.



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Lawrence G. Hutchins
Vice President
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Secretary-Treasurer
Halline Overby
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News Release

The National Association of Letter Carriers will celebrate its centennial anniversary in its founding city of Milwaukee, Wisconsin during late August 1989. The celebration will include a major historical exhibition illustrating the history, development and special role of letter carriers in America.

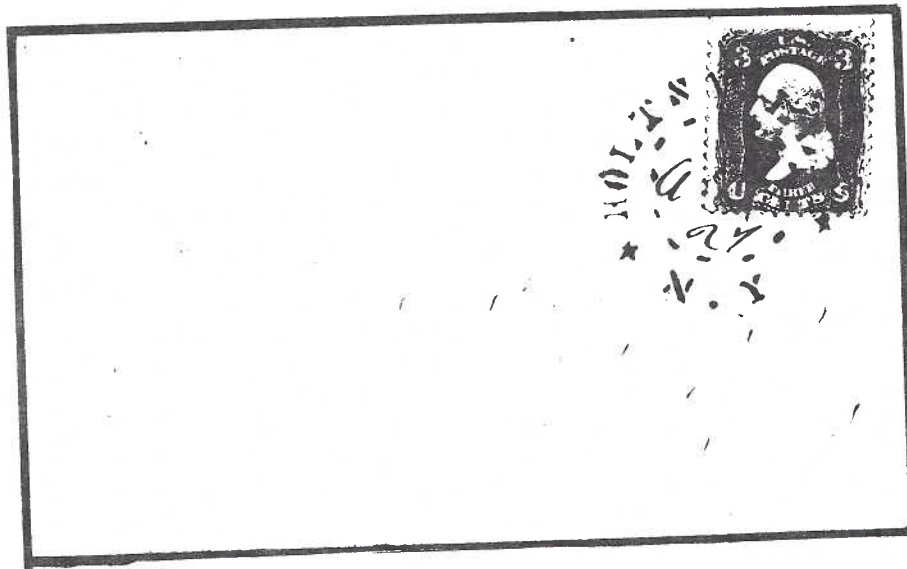
The NALC is presently seeking sources of historic memorabilia and research materials related to American city delivery letter carriers as well as the National Association of Letter Carriers to include in the historical exhibition. Items of interest include artifacts (such as postal uniforms, patches, satchels or vehicles), photographs, manuscripts of all types (including diaries, scrapbooks, and memoirs), oral histories, artwork depicting postal subjects, sheet music, and so on.

Contact Candace Main Rush, Information Specialist, National Association of Letter Carriers, 100 Indiana Ave., N.W., Washington, D.C., 20001 (phone: 202-393-4695) if you are willing to lend any such items to the exhibition or if you know of any other sources of relevant materials.

A Rare Stencil Postmark from HOLTSVILLE P.O., Suffolk County, N.Y.

Submitted by David L. Jarrett

Shown below is a rare marking from Suffolk County. The HOLTSVILLE N.Y. stencil in brown writing ink is very rare. The ink was applied by rubbing through a stencil. It is a most unusual rimless circle design, particularly for the 1860's



The Holtsville post office was established in June 7, 1860 under William Riker as its first postmaster. Although the area was sparsely populated, and then only by farmers, the USPOD agreed to establish a post office there. It continues providing uninterrupted service to that community to the present.

LONG ISLAND WIND SOCK

GLENN CURTISS

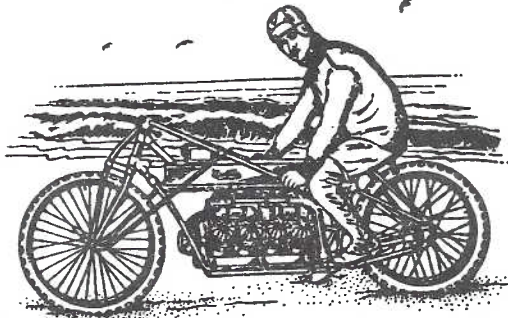
By Robert S. Miller

Hammondsport, New York situated at the end of one the Finger Lakes was the birthplace of a boy who was destined to play an important role in aviation as well as the commercial history of Long Island. A cleft at the end of the lake which contained fifteen waterfalls was originally called Pleasant Valley. It was renamed the "Glen" when Watkins Glen, also in New York, became a scenic wonder and proved to be a valuable commercial asset. The boy was name Glenn for this natural wonder. The lake, originally called Crooked Lake because of its sling shot shape, was later given its original Indian name "Keuka".

This was the birthplace of Glenn Curtiss on the 21st of May in 1878. His father died when he was four years old. Meningitis left his sister deaf and before Glenn finished high school his mother went to live in Rochester where an institution for the deaf was located. Glenn stayed in Hammondsport with his grandmother but as soon as he finished school he went to live with his mother in Rochester. It was here that he got his first job in the Kodak plant an after acquiring a bicycle he became a Western Union messenger. Weekends took him back to Hammondsport, a distance of seventy miles on his bike and when he was not working he joined other boys in improvised bike races where-ever a smooth stretch of road could be found. Bicycless and the desire for more speed led him to build a bike with a motor. The first motor was made from a casting he purchased, however this proved unsatisfactory and from then on he made his own castings and finished them off with the help of his wife's uncle, Frank F. Neff, in his machine shop. His decision to make his own engine proved to be one of his most valuable decisions.

His first engine was used to power a bicycle and he became a pioneer motorcycle builder. He did extensive experiments in the building of motorcycles and his original ideas were far in advance of any of his competitors. A prime objective was always to get more horsepower with less weight. To test the possibilities of his motorcycle, the "Hercules", he had his first contact with Long Island when he entered a 1902 Labor Day race sponsored by the New York Motorcycle Club at Queens Boulevard in Brooklyn. He did not win any prizes, however the "Hercules" was recognized as a fine machine and many orders followed his Brooklyn appearance. The crowning achievement of his motorcycle days was the speed record of 136.36 miles per hour that he set at Ormond Beach, Florida on January 24, 1907.

*** 75th Anniversary
World Motorcycle
Speed Record



Glenn Hammond Curtiss achieves 136.36 m.p.h.
 at Ormond Beach, Florida on January 24, 1907

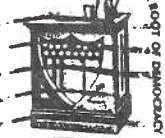
Glenn H. Curtiss Museum of Local History
 Hammondsport, N.Y.



Electric Auto 1917
 USA 17c



FREEDOM TO SPEAK OUT - A ROOT OF DEMOCRACY
 USA 2c



THE ABILITY TO WRITE - A ROOT OF DEMOCRACY
 USA 1c



Cover for the 75th Anniversary World Motorcycle Speed Recover

One of the engines that Glenn used to power his motorcycle was purchased by a man named Captain Tom Baldwin who was experimenting with balloons. The engine was installed on a balloon named the CALIFORNIA ARROW which was entered in a contest sponsored by the promoters of the St. Louis Fair in 1904 for which a prize of \$100,000 was offered.

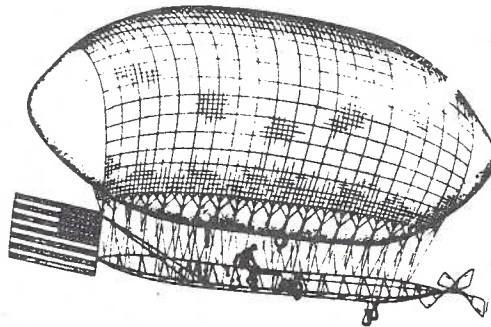
Captain, an assumed title, Tom Baldwin weighed too much for the lifting capacity of his balloon and persuaded Roy Knabenshue who had already made balloon ascents to manage the CALIFORNIA ARROW. The flight was successful. However the irony of the situatio was the fact that the Fair went in the red and the money that was to be paid as a prize was impounded to repay a government loan and Baldwin never received a cent. At the time Glenn Curtiss did not know that the engine he had sold to Baldwin was used to power his balloon.

Following the successful flight of his CALIFORNIA ARROW, Baldwin came to Hammondsport to meet Glenn Curtiss and to discuss the Curtiss engine which he needed for a new larger balloon. The CALIFORNIA ARROW was again flown at a fair, this time in Portland, Oregon with Lincoln Beachey as a replacement for Knabenshue with whom Baldwin had a disagreement. This time the Curtiss engine was not only recognized but it gained a gold medal for the G.H. Curtiss

Manufacturing Company for the best engine in the show. Finally, on June 28, 1907 Glenn Curtiss got to fly the CALIFORNIA ARROW II over Hammondsport, New York.

75th Anniversary Glenn Curtiss First Flight in CALIFORNIA ARROW II


75th. Anniversary
First Flight by Glenn H. Curtiss
 American Aeronaut




Glenn H. Curtiss solos Capt. Thomas Baldwin's Curtiss-powered airship, "The California Arrow II" over Hammondsport, New York • June 28, 1907.
 □ □ □

Glenn H. *Curtiss* Museum of Local History
 Hammondsport, N. Y.


Glenn Curtiss
 Aviation Pioneer



THE AERIAL EXPERIMENT ASSOC.



75th Anniversary Years
 Glenn H. Curtiss Museum Sta.



The earthquake in California in April 1905 caused a fire in Baldwin's plant and along with the third dirigible, his office, records, and years of research notes were consumed by the flames. This and the realization that it would be better to have his factory near the source of the engines that would be used induced him to relocate his operation to Hammondsport, New York.

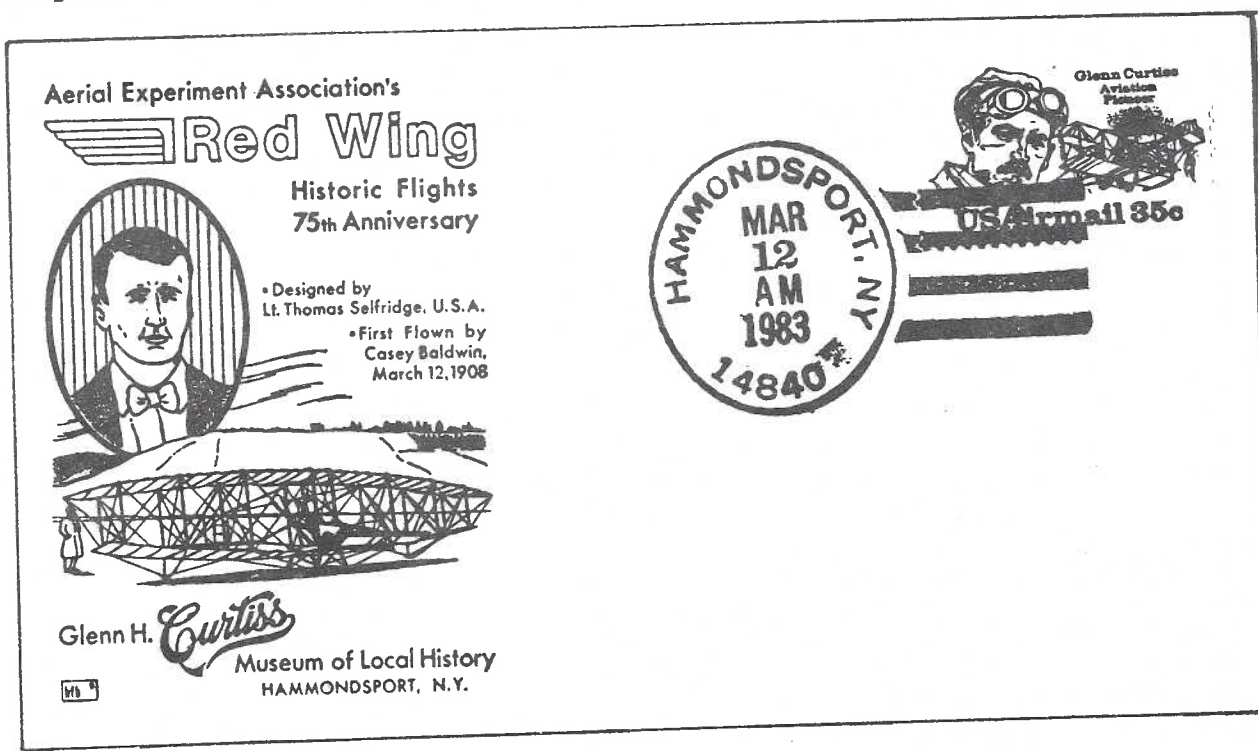
The test flight of one of Baldwin's new airships would be cause for a village holiday and of course Glenn Curtiss would be one of the participants. On June 28, 1907 when the latest ARROW was being tested a remark by Curtiss to Baldwin that "I think maybe I could get the idea better if I tried it myself" resulted in Captain Tom Baldwin inviting Curtiss to take it up himself.

As can be seen in the illustration on the First Flight cover above, the balloon was manouvered by the pilot moving back and forth on the walkway that was suspended under the balloon. Curtiss, always trying to obtain higher speed, manipulated the balloon on his first flight in such a way as to make it go faster

that it previously had gone. This experience which took him from TERRA FIRMA into the air was to have a lasting effect on his life. He realized at the time that an airship could not match the speed of the motorcycle. However, his fascination with speed enabled him to see the potential that existed as better engines and aircraft were developed and in spite of the fact that he would continue in the motorcycle business for some time, his attention was more and more directed to airplanes.

This was the period when Octave Chanute, the Wright Brothers, Dr. Samuel P. Langley, Alexander Graham Bell and others in the United States were interested in powered flight. The development of light weight high powered engines by Glen Curtiss, originally designed for use in motorcycles and later adapted for use in balloons, brought Curtiss to the attention of aviation pioneers and it was inevitable that he would get to meet them. One of the first to seek him out was Bell who had been experimenting for some time with kites. Bell formed the American Experimental Association on September 30, 1907 and Glenn Curtiss became the Director of Experiments. Other members of the association were Frederick W. "Casey" Baldwin, Lt. Thomas E. Selfridge, and John A.D. McCurdy.

The first aircraft produced by the A.E.A., the "Red Wing" named for the color of the fabric on the wings, was designed by Lt. Selfridge, U.S. Army. It made its first flight on March 12, 1908 when it travelled 250 feet over frozen Lake Keuka. The weakness of the tail structure and the lack of lateral control were exposed on this experimental flight which made it possible to modify the next aeroplane.

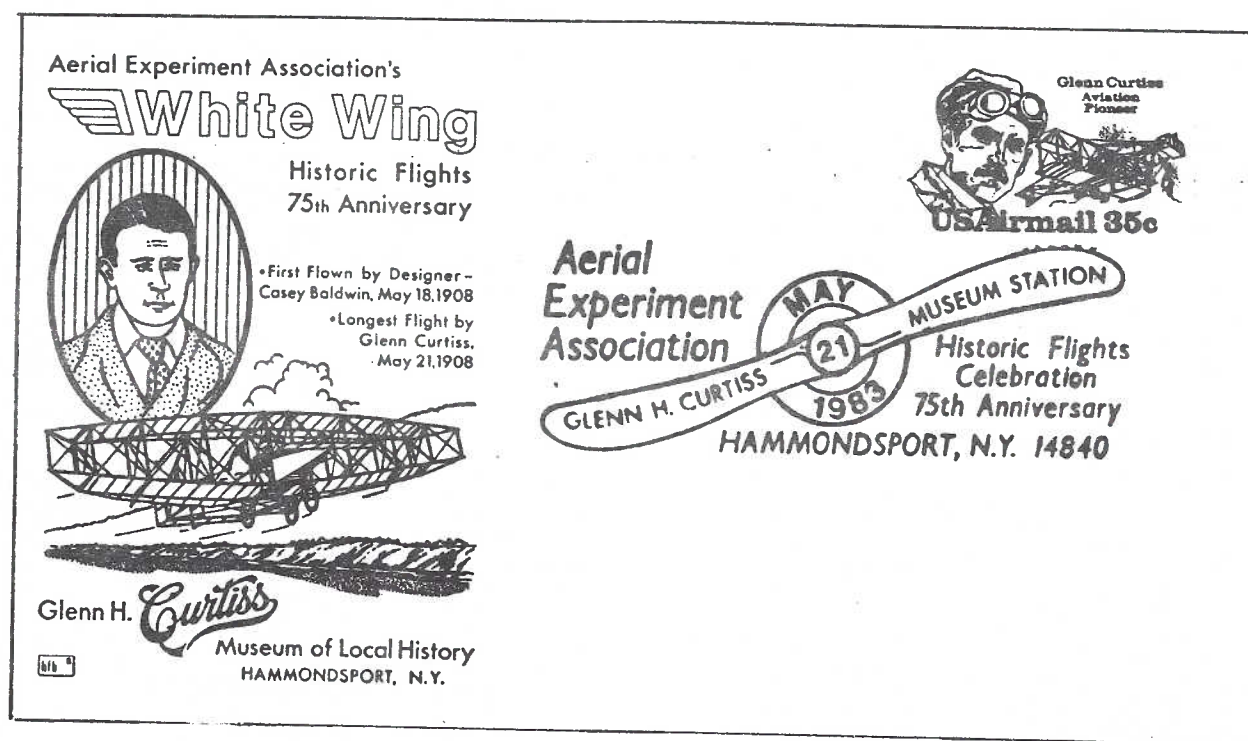


75th Anniversary Cover - First Flight of the "RED WING"

Construction on the next "Aerodrome", which was the name given by Bell, began on March 23rd, less than two weeks after the first flight of the "Red Wing", and was completed on May 9, 1908.

The "White Wing" was designed by F. W. Baldwin and although it was similar to the Red Wing it was built of heavier materials and had wheels instead of skids. It also incorporated a number of modifications which included hinged wing tips controlled by the pilot, a box like tail structure, and a triangular rudder attached to a vertical axis which was controlled by ropes connected to a wooden steering wheel.

The White Wing made its first flight of 95 yards on May 18, 1908 with "Casey" Baldwin as the pilot. Four additional flights were made, one of which on May 21st had Glenn Curtiss as the pilot.



75th Anniversary Cover - White Wing's First Flight

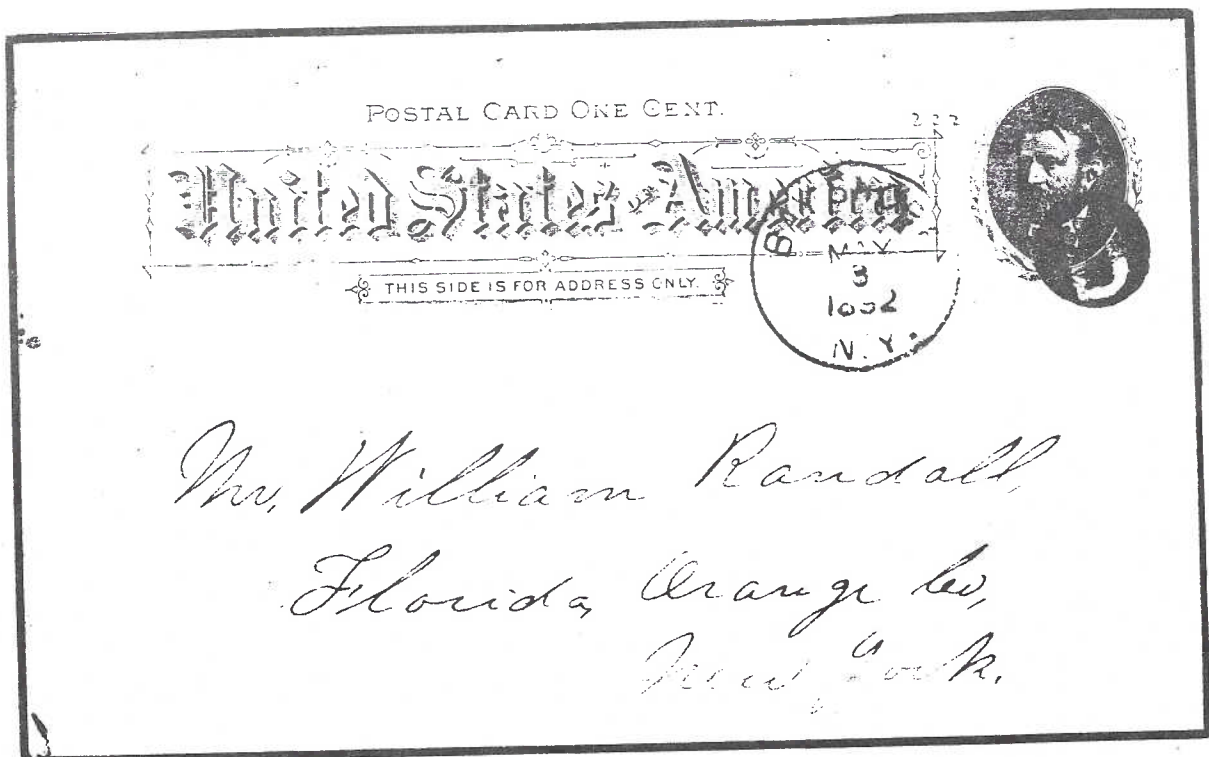
Everything has its beginnings and Glenn Curtiss had his in Hammondsport, New York. In time aviation developed and it was necessary to move the Curtiss operation to another location. Long Island, N.Y. became the focus of early Curtiss aviation activities. The association with Long Island will be explored in another article.



The Fancy Cancel Corner

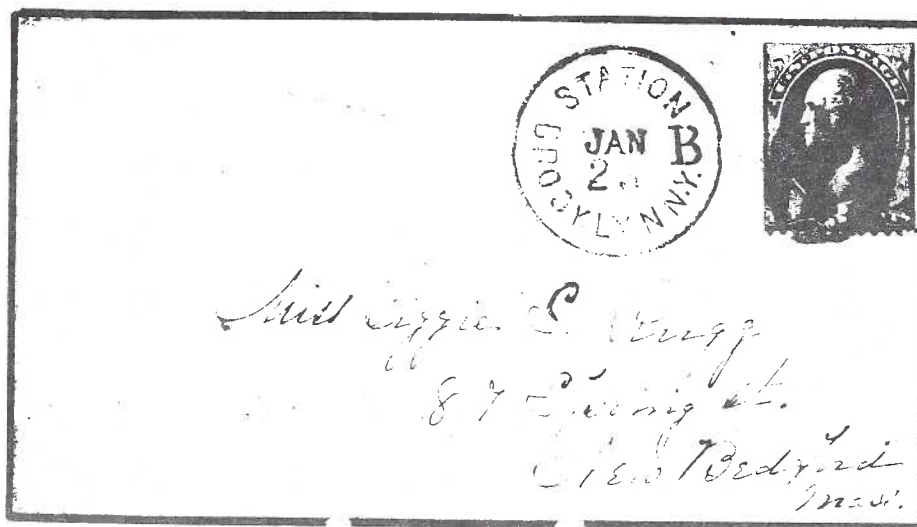
By J. Fred Rodriguez

Our first installment on the "Letter" cancellations found on Long Island covers listed the "H" cancels. We now list the "B" cancellations and illustrate some of the better covers known to the author. Readers are urged to report new finds and interesting fancy cancels from Long Island. Write to your editor at the address on the front page of this issue.

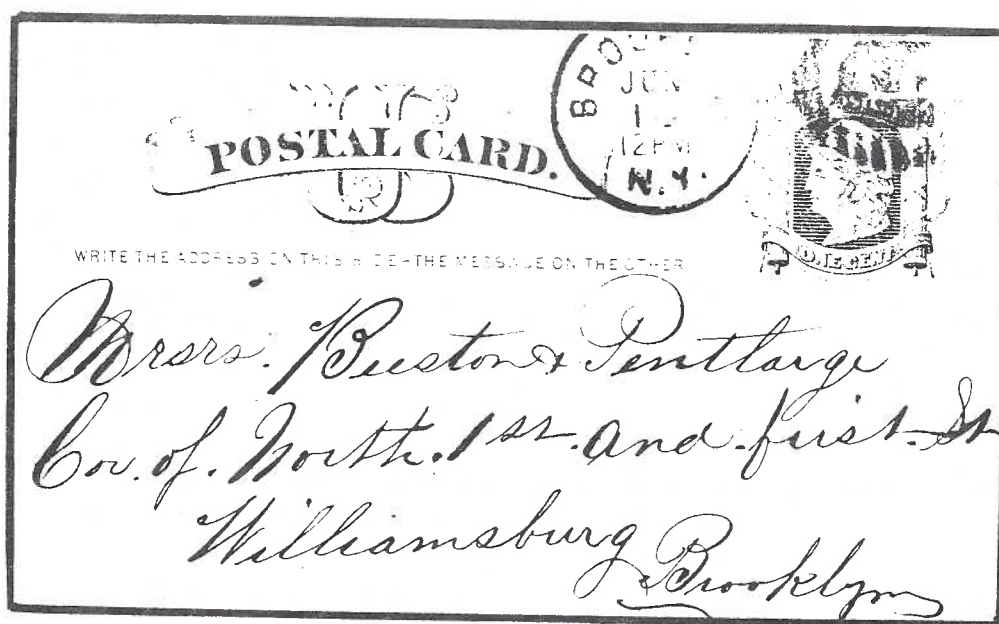


A bold Negative "B" within a circle used at BAYSHORE, N.Y. on May 3, 1892 as shown on this U.S. Grant Government Postal Card (Scott No. UX10). Author's Collection.

The more common "B" fancy cancels found on L.I. postal history are those from Brooklyn. There are two variations of the "B" cancel, namely a Negative B within two ovals and a Negative B, and there are variations of these two.



Brooklyn, circa 1880, Station B postmark with Negative B fancy cancel tying 3c Banknote stamp.



Brooklyn June 14, 1878 postal card with fancy Negative B within two ovals. This is a fairly common cancel of the period.

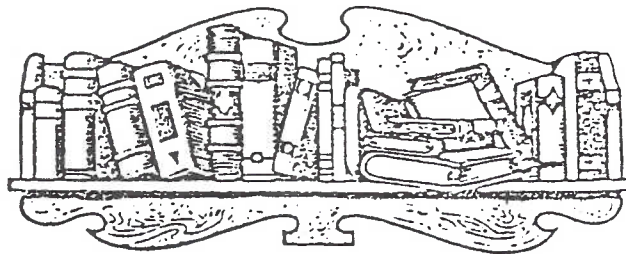
UPDATE SECTION:

Richard O. Jones sent along a copy of a new BULL'S EYE cancel from L.I., one which was not listed in our report of these cancellations. As we reported, a BULL'S EYE cancel differs from a TARGET cancel in that the center circle is open in the latter while it is completely filled in the former.



BAY RIDGE, KINGS CO.,/N.Y./APR/13/1883 in black with a matching black BULL'S EYE cancellation, possibly a duplex postmark/cancel handstamp. A one cent Banknote postage stamp pays the local drop rate. (Richard O. Jones Collection).

Richard also sent in a good number of TARGET cancels, but these are so common that we do not consider them fancy cancels and will not be reported in this column.



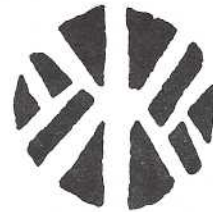
BACK ISSUES FOR SALE

We have available the following back issues of the LIPHS Newsletter, the LIPHS Journal, the LIPHS Newsletter and Journal, and the Long Island Postal Historian as follows:

Publication		Quantities Available	Unit Price
Newsletter	March '83 # 8	9	\$ 2.00
"	Sept. '83 #10	9	2.00
"	Dec. '83 #11	9	2.00
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" " "	Winter '86 W#19	36	3.00
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" " "	Summer '87 W#21	42	3.00
" " "	Fall '87 W#22	48	3.00
" " "	Winter '87 W#23	46	3.00
" " "	Spring '88 W#24	45	3.00
" " "	Summer '88 W#25	43	3.00
Supplement No. 1 (Roster and Comprehensive Index)	Spring '87	30	2.00

FIRST COME, FIRST SEVED. Send check payable to the LIPHS with order to:

J. Fred Rodriguez, Editor
P.O. Box 112005
Miami, Florida 33111



6

NEW MEMBERS INVITED!

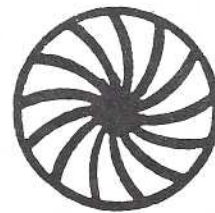
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	or \$140.00 per year
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Half page :	\$15.00 per issue
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Deadlines for receipt of artwork and payment as follows;

Fall issue	- Sept. 1
Winter issue	- Dec. 1
Spring issue	- March 1
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