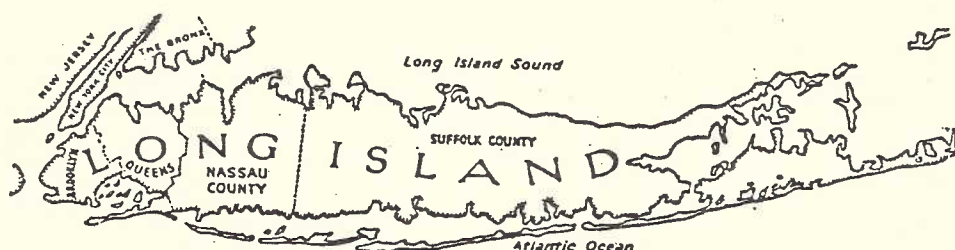


\$3



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
FALL 1988 Vol. 12 No. 3 WHOLE NO. 26

APS Affiliate No. 154

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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.

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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.

The President's Message

Fall is my favorite season. The change in climate especially after this brutal summer) is always very refreshing. Fall also is the time when our hobby moves into high gear. Major shows in New York are always a highlight during September, October and November. While you are out there looking for that "treasure" to add to your collection, remember to support our group by being involved.

We are planning a fall meeting which you will be notified about. Try to attend. Write a short article and support our advertisers. See you soon.

Joel Shapiro





EDITOR'S PAGE

Ron Marzlock's article on the history of the Woodhaven Post Office is the lead article for this issue. This promises to be one of a series of articles about Queens County post offices that Ron will be writing for the Postal Historian. We thank him for his effort and look forward to his other contributions to these pages.


We were pleased to learn that your publication was given a Vermeil Award at the Cardinal Spellman Philatelic Literature Fair. Receiving this award is quite an honor and joins another Vermeil Award given to your editor by the Collectors Club of Kansas City in 1986. Thanks go to Brian Levy who took the initiative to enter our journal in competition.

To date we have been able to publish the L.I. Postal Historian averaging 50 pages per quarterly issue. We need your articles to continue producing a varied and interesting publication. Please send your manuscripts, one page or more, to the editor. We do need your help.

Arthur Fitzpatrick updates us with information on the new Long Island postmarks in use at the new processing centers of the POD on the Island. With the help of Tom Gaynor, he has obtained impressions of the markings in use and some background information of interest.

Bob Miller continues his series of interesting articles about L.I. and aerophilately. In this issue he writes about around the world flight covers which originated on Long Island. Dan Knowles adds another fascinating page to his series of exceptional covers from his fine collection in his Long Island Cover Corner. Other articles of interest round out this issue.

This issue is coming to you a few weeks late, but a demanding schedule at the office has made it impossible for me to produce it on time.


J. Fred Rodriguez

Secretary's Notes and

Correspondence from Members



We welcome one new member to our ranks:

No. 135
Walter N. Christensen
2771 Fulford Street
Deltona, Florida 32738

Change of Address:

No. 124
Jim Forte
P.O. Box 94822
Las Vegas, Nevada 89193

Mr. Christensen lists his areas of interest as follows: Early postal aviation; used picture post cards; LIRR postal trains; and early postal history of Long Island.

Heard from Ron Marzlock in a letter to about Carl Baker's article on missent mail. He also sent a color slide of the old postal safe used for many years at the Oceanus Post Office in the Rockaways. Ron says: "I recently and thoroughly enjoyed Carl Baker's piece on the changing of name from Rockaway Beach to Rockaway Park Station. The forerunner of the Rockaway Beach Station was the Oceanus Post Office, discontinued as a separate office on 12/31/1902. Here are some slides of the original Oceanus stamp stock safe dated 1884. About 1967 the POD inspection service did a study about all the old safes and upgraded all offices to new sturdy ones in late 1960's. An upper management friend of mine in the USPS says the Inspection Service has a warehouse of these old safes still waiting for use or solution to their disposal. Just think of all the \$5 Columbian Issue of 1893 stamps this safe once held!"

We have received various newspaper clippings related to the mails on L.I. from members. They are reproduced in the following pages.

MEMBERSHIP RENEWALS for 1989 are DUE NO LATER THAN DECEMBER 31, 1988.
PLEASE SEND YOUR CHECK TO THE TREASURER ON TIME.



Post office to become philatelic center

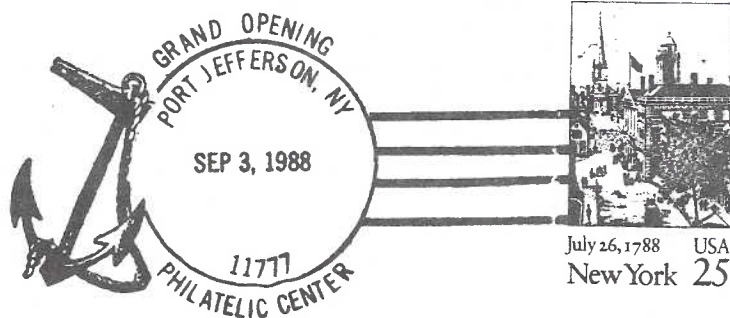
The US postal service has designated the post office at 407 East Main Street in Port Jefferson as one of four philatelic centers on Long Island, the village's deputy mayor, Helen Ward, announced last Thursday.

According to Marty Rosen, postmaster in Port Jefferson, philatelic centers offer services to stamp collectors that are available at no other branches, such as special cancellations, first-day covers, commemorative postcards and cachets, and special sheets of commemorative stamps. In addition, each philatelic center has a special indicia (a rubber hand-stamp) with its own logo. Port Jefferson's logo will include two nautical anchors.

Until now, said Rosen, collectors had to go to Smithtown to find the nearest philatelic center. The designation of the Port Jefferson office was actually made about a month ago, said Rosen. But the post office won't actually begin to function as a philatelic center until September 3. On that day the village and the post office will get together to produce special grand-opening postcards and envelopes. Several other special events and issues are planned as well.

"This should kill once and for all the rumor that our post office is going to close," said Ward on Monday.

—VESTUTO



Kenneth Brady of Port Jefferson sent along articles about the new philatelic service at Port Jefferson. He also sent along a commemorative envelope with the pictorial postmark for the grand opening. Thanks to Ken for keeping us in mind.

BROOKLYN Then & Now

by Kenneth Brown

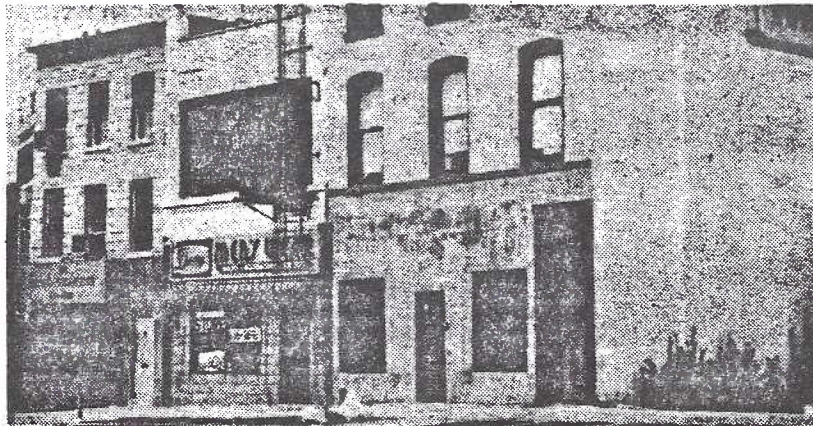
In 1926, mail delivery wasn't quite as fancy as it is today, as this laundry wagon, parked along Flatbush Avenue, between Dean and Pacific Streets, also does double duty for the United States Postal Service. Pictured behind the

wagon is the old Atlantic Theatre, a small motion picture and vaudeville house in what was at that time a busy commercial area. The film on the marquee was a first-run feature. Today, the area hardly boasts the quaintness of the vintage photo, with a

small apartment building and several neighborhood shops occupying the site.



This milk wagon once doubled as a postal delivery vehicle.



Residential buildings and neighborhood businesses now occupy the site.

From the Kings Courier - August 1, 1988 (Sent in by Daniel Knowles)

Port Jefferson becomes national philatelic center

by CHRIS VESTUTO

The Port Jefferson Post Office at 407 East Main will be inaugurated as a national philatelic center Saturday, September 3, just in time to coincide with the village's twenty-fifth anniversary parade — and David Zimmerli's 1929 mail truck will be there.

According to Port Jefferson postmaster Marty Rosen, philatelic centers offer services to stamp collectors that are available at no other branches, such as special cancellations, first-day covers, commemorative postcards, and cachets, and special sheets of commemorative stamps. In addition, each philatelic center has a special indicia (a rubber hand stamp) with its own logo. Port Jefferson's logo will include two nautical anchors.

Rosen said that Port Jefferson, which becomes the fourth philatelic center on Long Island — joining Garden City, Hicksville and Smithtown — was chosen because of its location and demographics, as well as the village's historic character.

On September 3, said Rosen, the post office will produce a grand opening cache. The indicia for the cache will be used on that day only and then destroyed. The post office will be issuing 1,000 grand opening postcards and 1,000 envelopes, which will sell for 30 cents each at the post office and in the postal service van behind Village Hall (where Dave Zimmerli's truck will be parked). Also on sale Saturday will be collectors' editions of the Declaration of Independence, stamped with the Port Jefferson philatelic center grand opening indicia.

According to Port Jefferson Recreation Director Ronald Carlson, the village will be purchasing half of the grand opening postcards and envelopes and putting them aside for use in special events of the future.

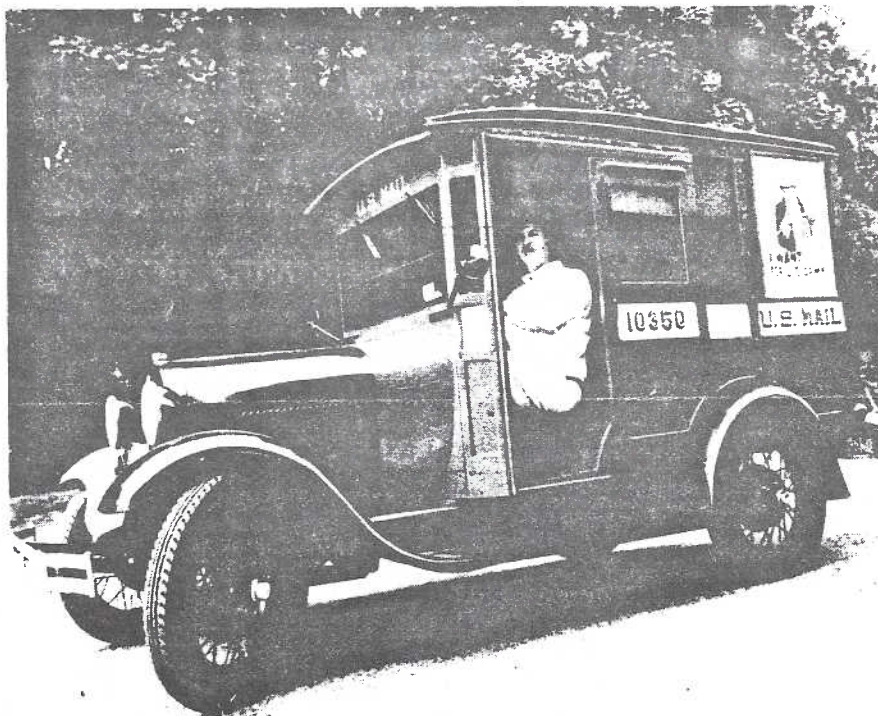
The village's twenty-fifth anniversary parade, including Zimmerli's truck and 27 other contingents, will wind down Main Street starting at 10 am Saturday and terminate in the park behind Village Hall. Carlson said the anniversary celebration will continue in the park, featuring children's races, a drum and bugle corps exhibition, entertainers, arts and crafts, and food provided by different church groups at an interfaith bazaar. A photo-history of Zimmerli's truck will also be on display.

As for that truck, Zimmerli first noticed it in 1977, decaying behind an old barn in Sharon Springs, New York. Some detective work revealed that it was a 1929 Model A mail truck. The chassis was built by Ford, but the white oak, ash, and yellow poplar body was constructed to government specifications by York and Hoover.

About 400 bodies and chassis were shipped separately to postal centers, and assembled there, Zimmerli said. The Model A's delivered mail throughout the thirties and World War II. They were phased out of service between 1948 and 1950.

Zimmerli, a Port Jefferson resident, former stamp collector, and president of Long Island Scientific Equipment Corporation, spared no expense or effort in the 11-year restoration of his mail truck, which he suspects was originally part of the Albany fleet. He even cut down the oak trees and cured the wood himself for the new body.

While the oak was drying, Zimmerli spent hours pouring through postal service records and documents at

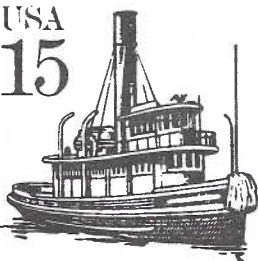


DAVID ZIMMERLI rides the 1929 mail truck that he has spent 11 years restoring to its original glory.

Photo by Maxine Hicks

Tugboat 1900s

USA
15



The combined twenty-fifth anniversary-grand opening celebration will feature children's races, a drum and bugle corps exhibition, entertainers, arts and crafts, food provided by different church groups at an interfaith bazaar, and a photo-history of Zimmerli's truck.

the National Archives in an attempt to bring maximum authenticity to his project.

Slowly he accumulated the running gear for the truck. Unsatisfied by local suggestions that he settle for foam rubber, Zimmerli traveled twice to Pennsylvania Dutch country looking for seat cushions made with the proper horse-hair-to-hog-hair ratio required by 1929 govern-

ment specs. He found them.

Finally, six years behind his original schedule, at 3 am, July 4, 1988, the truck was ready. And the next morning Zimmerli unveiled it in the village's Independence Day parade.

Because his son is getting married immediately after this Saturday's parade, Zimmerli said he will wear a tuxedo when driving his mail truck. He'll be at the wedding while the truck is on display behind Village Hall, but he'll have to cut out on the reception to pick the mail truck up and take it home.

"I'm pleased to drive it," Zimmerli said.

THE VILLAGE TIMES, 9/1/88,
page 2

Joel Shapiro sent along a nice pictorial postmark commemorating the Constitution's Bicentennial at the Hicksville Post Office, postmarked on July 27, 1988. Perhaps we can begin lobbying for our own pictorial postmark to commemorate the 10th Anniversary of the founding of the LIPHS which will be celebrated in August, 1990. Our first meeting was held at the Hicksville P.O. Annex.



Dear Diary:

The language of the mail carrier can be a very special thing, stamped, as it were, with its own points of reference, its own little world where neighborhood addresses often replace names. Take, for example, the words of our friend the mailman, who recently visited the office of Our Town, the weekly newspaper my wife and I publish in Maywood, N.J.

In the course of conversation I happened to describe a woman as "probably the prettiest" in town.

The instant response of our mailman: "Prettier than 87 East Fairmount?"

LENS S. RUBIN

Auxiliary handstamps in use at Hicksville and at the Long Island Mid-Island Processing Facility. These handstamps illustrate some of the wide variety of irregularities that postal clerks may have to deal with. Thanks are due to Arthur Fitzpatrick and to Tom Gaynor, Communications Officer at the Hicksville Division, U.S.P.S.

Read Arthur Fitzpatrick's article on the LONG ISLAND, N.Y. postmark now in use.



RECEIVED WITHOUT CONTENTS
 AT LONG ISLAND, N.Y. 117
 DATE _____

No Such Post Office
 In State Named

Returned for
 Carrier Endorsement

RECEIVED UNSEALED AT
 LONG ISLAND, N.Y. 117

DAMAGED IN HANDLING IN U.S.P.S.
 REWRAPPED AT LONG ISLAND, N.Y. 117

LONG ISLAND N.Y. 117
 160 DURYEA ROAD
 HICKSVILLE, N.Y. 11805

Received in damaged condition

Illegible

VOID

To avoid delay in delivery have
 addressed to correct Street and
 Zip Code, Apartment Number, P. O. Box
 or General Delivery.

RETURNED FOR ADDITIONAL POSTAGE
 FOR NON-STANDARD SURCHARGE.

POSTAGE DUE

NO CERTIFIED MAIL TO
 FOREIGN COUNTRIES

MISSENT TO LONG ISLAND, N.Y. 117

FOUND LOOSE IN THE MAILS

SERVICE TEMPORARILY SUSPENDED
 RETURN TO SENDER

EMBARGOED MAILS
 RETURN TO SENDER

Returned for cts., postage
 collection from military
 addressee delays delivery.

Returned For Better Address

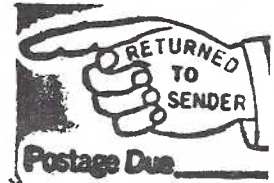


RETURNED FOR POSTAGE

POSTAGE DUE

Unmailable

RETURN TO SENDER
UNDER MINIMUM SIZE



Received in damaged condition

FOUND DOOSE IN MAIL

DAMAGED IN HANDLING
IN THE POSTAL SERVICE

Found in supposedly
empty equipment

TAPED OVER POSTAGE
ILLEGAL

RETURNED TO WRITER
NO POST OFFICE NAMED

RETURNED TO WRITER
NO POST OFFICE NAMED

RETURNED FOR POSTAGE

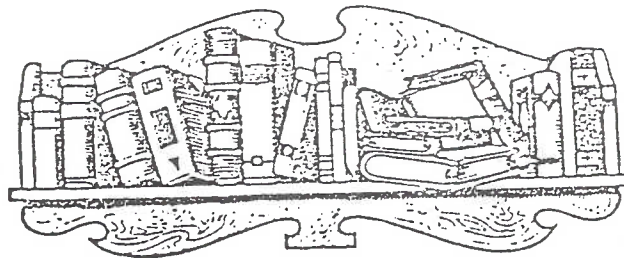
Returned for _____ Additional
postage. When remailing, cross
out this notice or paste stamps
over it.

REFUSED

RETURNED FOR ADDITIONAL POSTAGE

RETURNED FOR
APO NUMBER

RETURN FOR BETTER ADDRESS
SHOW COUNTRY OF DESTINATION



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
Journal	Winter '84 # 7		1	3.00
Newsletter & Journal	Winter '84 W#11		3	2.00
"	Spring '85 W#12		10	2.00
"	Summer '85 W#13		1	2.00
L.I. Postal Historian	Fall '86 W#18		33	3.00
" " "	Winter '86 W#19		36	3.00
" " "	Spring '87 W#20		42	3.00
" " "	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	Spring '87		30	2.00
(Roster and Comprehensive Index)				

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

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

WOODHAVEN, QUEENS COUNTY, NEW YORK
A Brief History of its Post Office

By Ronald Marzlock

The Woodhaven Post Office was officially established on July 10, 1855 under its first postmaster Daniel Cobleigh. However, it was almost two years earlier that the area became known as WOODHAVEN. An announcement in a local newspaper notified its readers of the name change. A copy of the newsclip was reproduced by Vincent F. Seyfired, the well known Long Island historian and fellow LIPHS member, in his 1983 book entitled The Story of Woodhaven & Ozone Park. A copy is shown on the next page. The reason for the change was that the village had requested a post office but were notified by the Postmaster General that there already was a Woodville, New York in Jefferson County. There was much delay and misrouting of the mails addressed to Woodville, L.I. which often ended up in Woodville, N.Y. and had to be forwarded to Jamaica, or another L.I. post office close by, or perhaps to the Dead Letter Office. The Woodville Post Office in that county was established in 1824 and is still in existence today as a 3rd class office. (It's zip is 13698).

Another source indicates that the post office was established on August 1, 1853 under Jacob Doeziel as postmaster. This date coincides with the notice in the local tabloid, however if in fact a post office was established then, it surely was an unofficial post office run by an enterprising and helpful individual for the accomodation of the town folk. Unofficial post offices have indeed exisited but it is rare to find postmarks, usually in manuscript, in use prior to the official designation of the post office.

As previously mentioned, it took almost two years for the Woodhaven P.O. to be established. Perhaps finding a suitable postmaster and the required bondsmen to guarantee him took that much time. The new post office was short live remaining in operation until January 20, 1857, a little over a year and a half. Postmaster Cobleigh decided not to purchase a postmarking device opting to write the postmark and other markings in manuscript as was the custom for small fourth class post offices. An example of the first postmark from Woodhaven is shown on the next page. The cover bears a 3c Dull Red (Scott No. 11) issued in 1851 paying the 3c letter rate to Connecticut. The stamp was cancelled by pen strokes and the postmaster indicated the post office, state, and the day and month as per the regulations. This is the earliest reported date for a manuscript postmark from Woodhaven and is shown courtesy of member Edith H. Wyckoff of Locust Valley.

CHANGE OF NAME.

At a meeting of the inhabitants of the Village of Woodville (Queens County, Long Island, N. Y.,) and its vicinity, held pursuant to public call, at the School House in School District No. 6, town of Jamaica on the evening of Saturday, 30th ult.

DOMINICUS VANDEVEER, Esq., was called to the Chair, and RICHARD C. McCORMICK, JUN'R. appointed Secretary.

After a full and free discussion, the following preamble and resolutions were unanimously adopted;

WHEREAS, Much inconvenience is constantly experienced in this village, and its immediate vicinity for the want of a United States Post Office; and, whereas, in the opinion of this meeting, it is highly important to the future prosperity and growth of this place that such an office should be established forthwith; and, whereas, official information has been obtained that an office cannot be secured without a CHANGE IN THE NAME by which this neighborhood has heretofore been known and designated, in consequence of the existence of another village with the same title, in Jefferson County, in this State, where a Post Office has been established for many years—Therefore,

Resolved,—That this Village be hereafter known as

WOODHAVEN.

Resolved, That a memorial for the establishment of a Post Office at WOODHAVEN be immediately prepared and forwarded to the Post Office Department at Washington, with an earnest solicitation for an early compliance with its request.

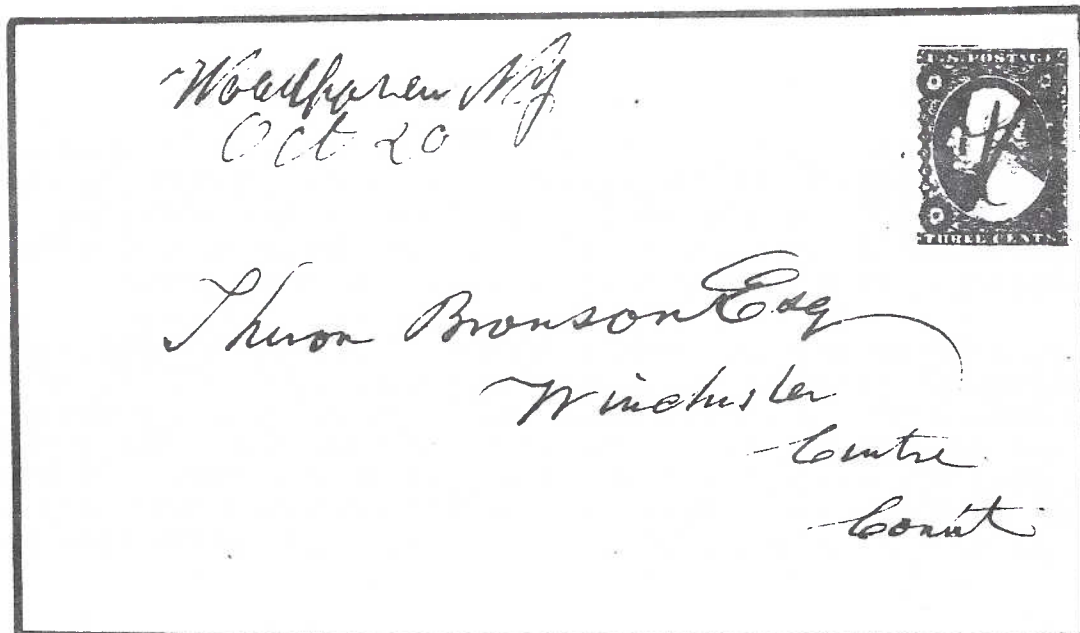
Resolved, That the proceeding of this meeting be published in all of the county papers, and also in the principal daily papers of Brooklyn, Williamburgh and New York Cities, and that the Editors of the same be requested to notice the change of name.

After giving nine hearty cheers for WOODHAVEN, the meeting adjourned.

DOMINICUS VANDERVEER, *Chairman*.
RICHARD C. McCORMICK, JUN'R. *Secretary*.

Woodhaven, Queens Co., L. I., N. Y.,
August 1, 1853.

The official notice of the change of name from Woodville to Woodhaven, ratified by a vote of the inhabitants on July 30, 1853.



The Earliest Known Cover from Woodhaven, L.I.

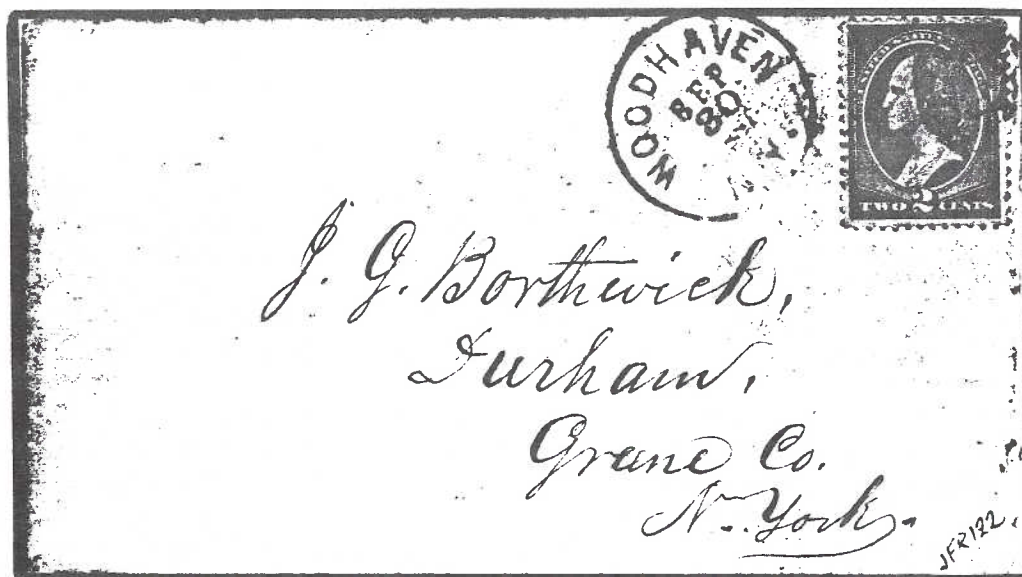
In Colton's United States Post Office Directory for 1856 as reprinted by Theron Wierenga, there appears a comprehensive list of post offices with a Statement of their postage receipts for the year ending June 30, 1855. Woodhaven is shown indicating Daniel Cobleigh as PM but also indicating no receipts or postmaster compensation as it was established just after the fiscal year end being reported.

Woodhaven village lost its post office in 1857, but regained its post office under Joseph A. Page in 1866, who ran a general store. It later became a station of the Jamaica P.O. on October 15, 1900. Munsell's History of Queens County, 1873 covers the history of Woodhaven very briefly. It does mention that in 1855 Daniel Cobleigh built a house..."A post office was established in 1855, and the name changed to Woodhaven. Daniel Cobleigh was the postmaster. It was discontinued after a year and half. During some years the place had no growth by reason of a want of the facilities for communication with New York which the people had enjoyed. The Post Office was re-established in 1866 with Joseph Lapage postmaster, succeeded in 1875 by Daniel Cobleigh, the present postmaster."

The Woodhaven Post Office continued to operate as an independent post office with its own Postmaster right up to 1900. It was in 1898 that the five boroughs of greater New York City were formed. Prior to 1898 Queens County was a collection of villages and towns with each having their own mayor and town leaders. In this reorganization and consolidation period that followed from 1900 to 1902, Richmond Hill, Woodhaven, Ozone Park, Queens (Village) and Saint Albans became stations and branches of the greater Jamaica, L.I. Postal District.

Howard Beach in the far most south corner of western Queens eventually dropped its Postmaster in 1923 and joined the Jamaica Post Office District. On the east side of Cross-bay Boulevard in Howard Beach is a little section called Hamilton Beach with its own little post office. They closed their doors in 1927 forever.

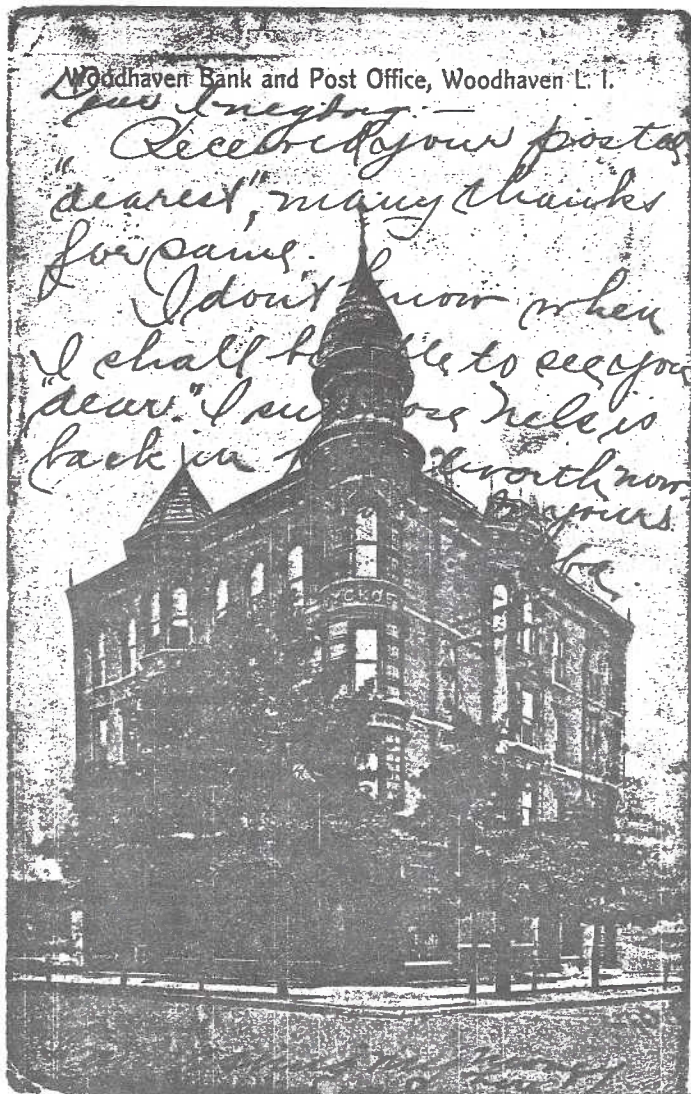
Shown below are two covers from the Rodriguez Collection bearing two different postmarks from the Woodhaven P.O. The first is a small cover from a Rev. L.C. Lockwood who is applying for a pastoral position in a Presbyterian church in Durham, N.Y. The cover bears a black 28mm circle postmark dated September 30, 1885. It has a N.Y. transit marking of the same date on the reverse side. A 2c Banknote stamp is tied by a small circular killer which looks like a doughnut.



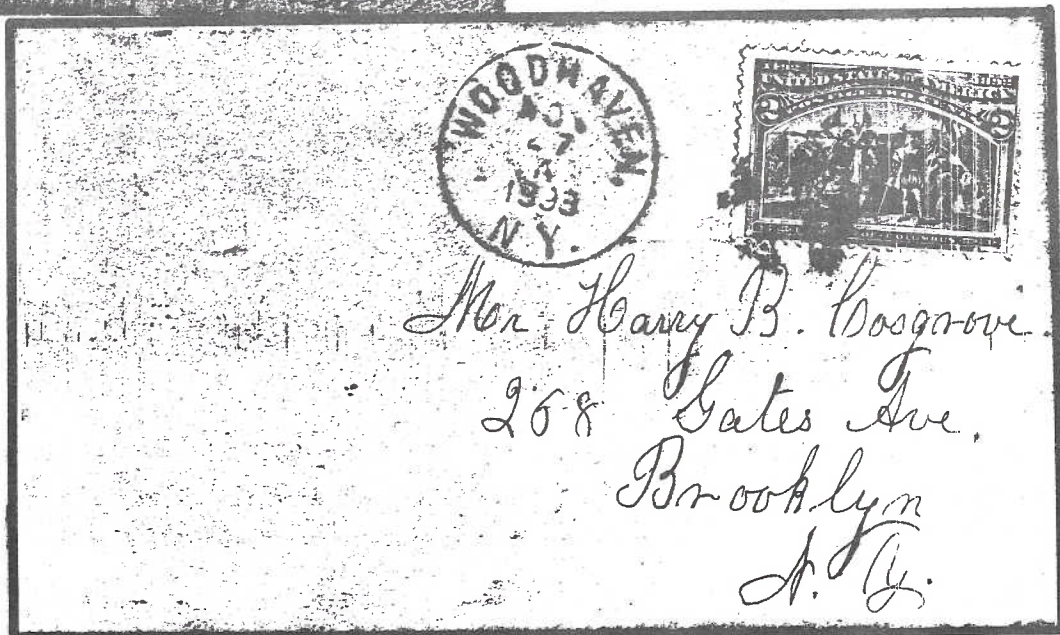
The second cover, shown on the next page, is a very nice registered cover from the Home Treasury Co. Augusta, Maine hoard of covers sent from Woodhaven by Dollie Wilde of Walker Ave. in that village. A 30mm black cds dated January 13, 1898 ties an 8c Bureau issue stamp in payment of the registry fee. A 2c Bureau issue paying the letter rate is tied by an indistinct killer. A purple REGISTERED NO. (24) handstamp indicates that the letter was registered. It was received the following day in Maine.



The earliest records that I have of the Woodhaven Post Office indicate that it was domiciled at 93-02 95th Avenue which is in Ozone Park today. That address corresponded to a prominent edifice in town. The Wyckoff Building was at the turn of the century one of the most ornate and outstanding buildings in the Woodhaven-Ozone Park area. The Wyckoff Building also once served as a bank. When the boundary lines were clearly drawn as the area developed, the Woodhaven Post Office made its home at 86-50 78th Street. This street number is located at the corner of 78th St. and Jamaica Avenue on the north westerly side of the street. Photos of the Wyckoff Building are shown in pages that follow.



WOODHAVEN post office,
about 1900. Est. on July
10, 1855, with Daniel
Cobleigh as first post-
master. Note "WYCOFF"
inscription on building.



1893 Woodhaven cds with 2¢ Columbian stamp. Backstamped
with a Brooklyn machine receiving cancel.

Both items shown above are from the John M. Price, Jr. Collection

Queens County was growing at a great pace in the 1930's. For the large community of Woodhaven a new location for the post office had to be found. By the late 1930's most of the prime lots in Woodhaven had been built on. Two stately mansions on Forest Parkway northwest of Jamaica Avenue were purchased and demolished at a cost of \$1420.00 in 1938.

A beautiful pale cream colored glazed enamel stone building was erected at a cost of \$88,900.00 with art-deco trim by Thomas G. Sperling & Co. of Park Avenue in New York City. The final approved and authorized blue prints were drawn by J. Kruppa on December 7, 1938 of the building shown on the following page.

With the presence of World War II around the corner, a strong brick foundation with air ducts, upper and lower, was built. It was an engineering piece of art as all motors, machinery, and heating apparatus to run the building was located overhead in a roof compartment which kept the basement completely free to accomodate hundreds of people if necessary. When I toured the old CD Shelter years ago I found WW II CD helmets, armbands, and geiger counters still intact.

At the dedication and opening in 1940, James A. Farley, Postmaster General of the United States was on hand as a guest. Some of the officers in the committee included John Pasta, General Chairman and Thomas P. Ohlert, Secretary. John Pasta was a very prominent and powerful lawyer in the Woodhaven community. Thomas Ohlert ran the biggest real estate agency in Woodhaven. What their role might have been, if any, in the acquisition of the houses and building of the Post Office is not clear.

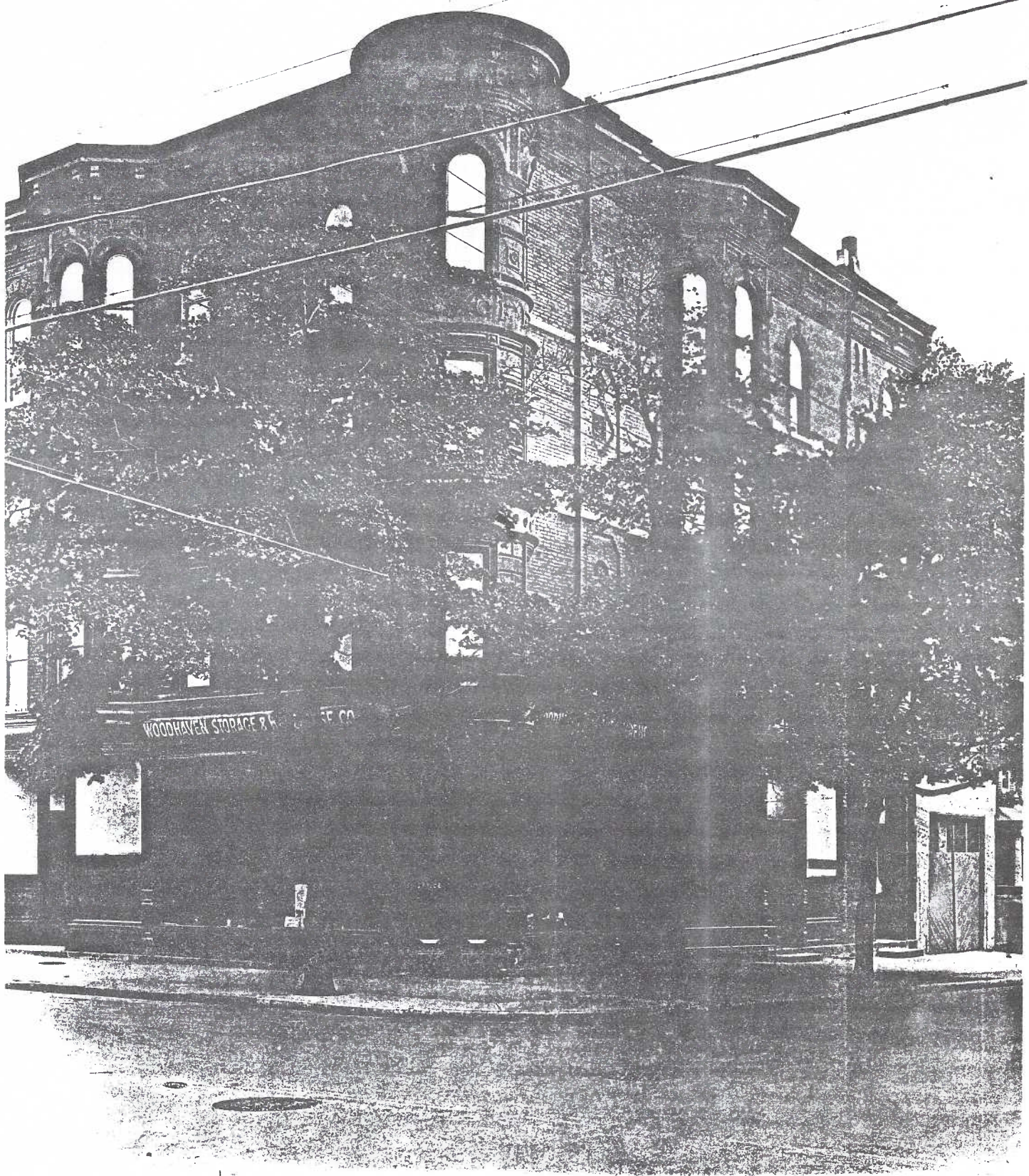
Under the WPA's artist program a beautiful wall mural was commissioned and completed by Ben Stahl in 1941. The mural depicts Mayor La Guardia, Freedom of the Press, Freedom of Vote, and Freedom to Worship. It has protection status under the landmark preservation act and a committee had it restored about 8 years ago. It is one of the many highlights of the building when tours are given for school children in the community, several times a year.

Incidentally, the Woodhaven P.O. was the post office used for the 1974 motion picture "Queen of the Stardust Ballroom" starring Charles Durning and Maureen Stapleton. For the movie they changed the name from Woodhaven to the Bronx.

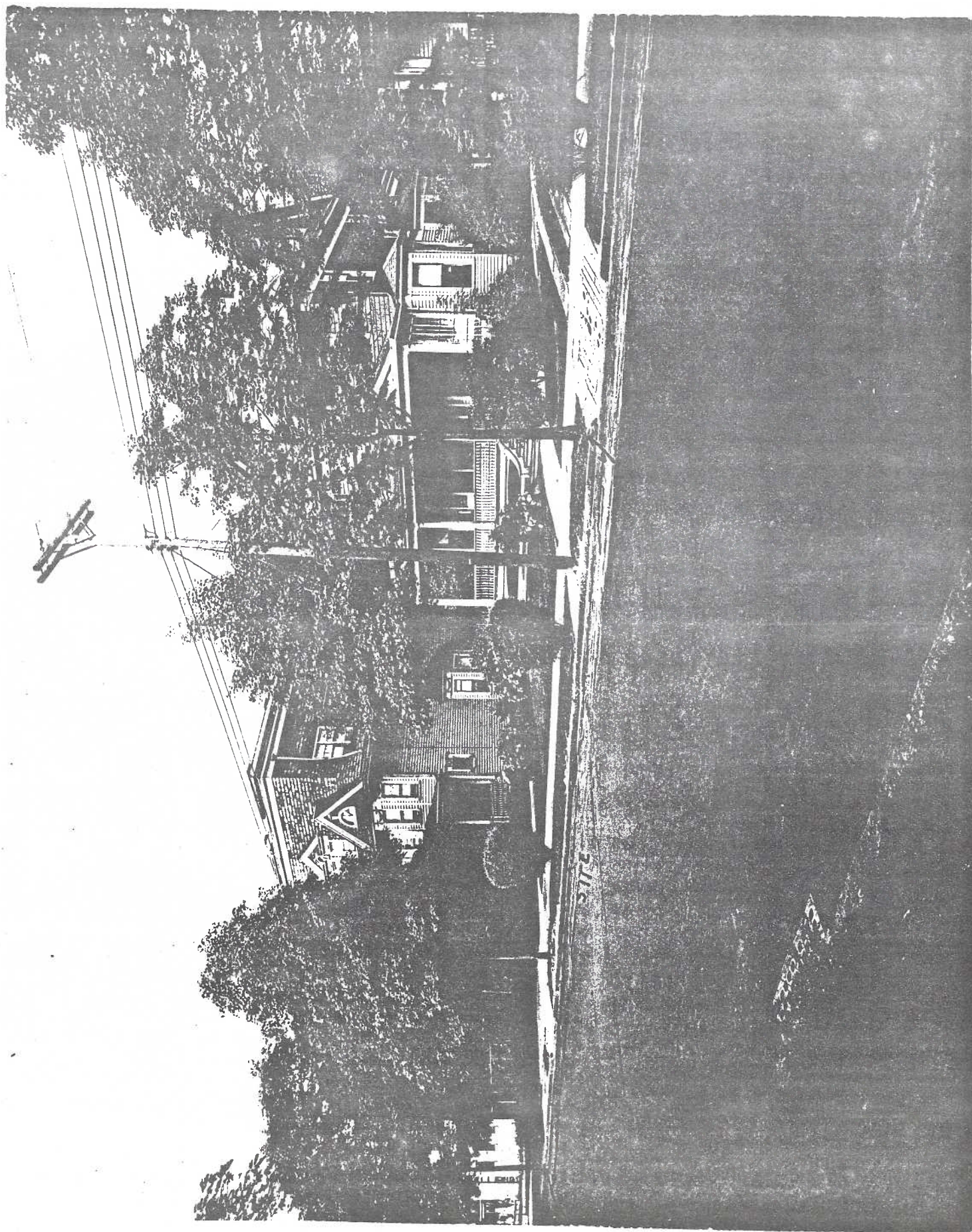
There was a handful of these beautiful Federal Post Office Buildings erected in Queens County in the 1930's. I will continue to report on them in future articles. Their beauty and significance are still felt and appreciated by fellow members and the general public.

About the author:

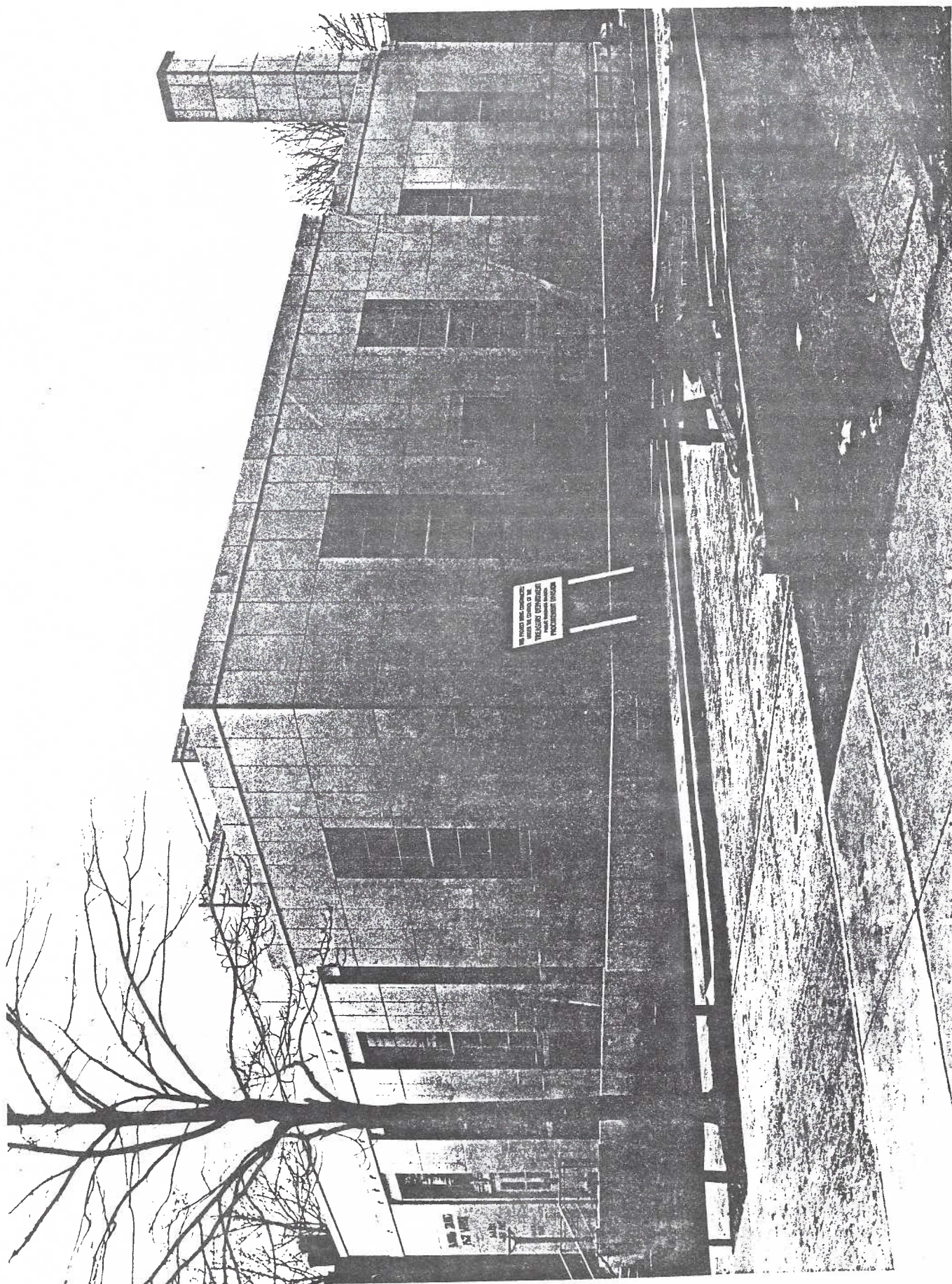
Ronald Marzlock, born and raised in Queens County, has held many positions throughout almost 20 years in the U. S. Postal Service. Among the positions held by him were postal data collection technician, general clerk, window clerk, supervisor of mails, tour supervisor of mails, and Superintendent Window Services. He is acquainted with all corners of Queens as a New York State licensed Real Estate Agent. He is a member in good standing of the American Philatelic Society, the LIPHS, and Trustee of the Queens Historical Society. He has personally visited and photographed all Queens County post offices.



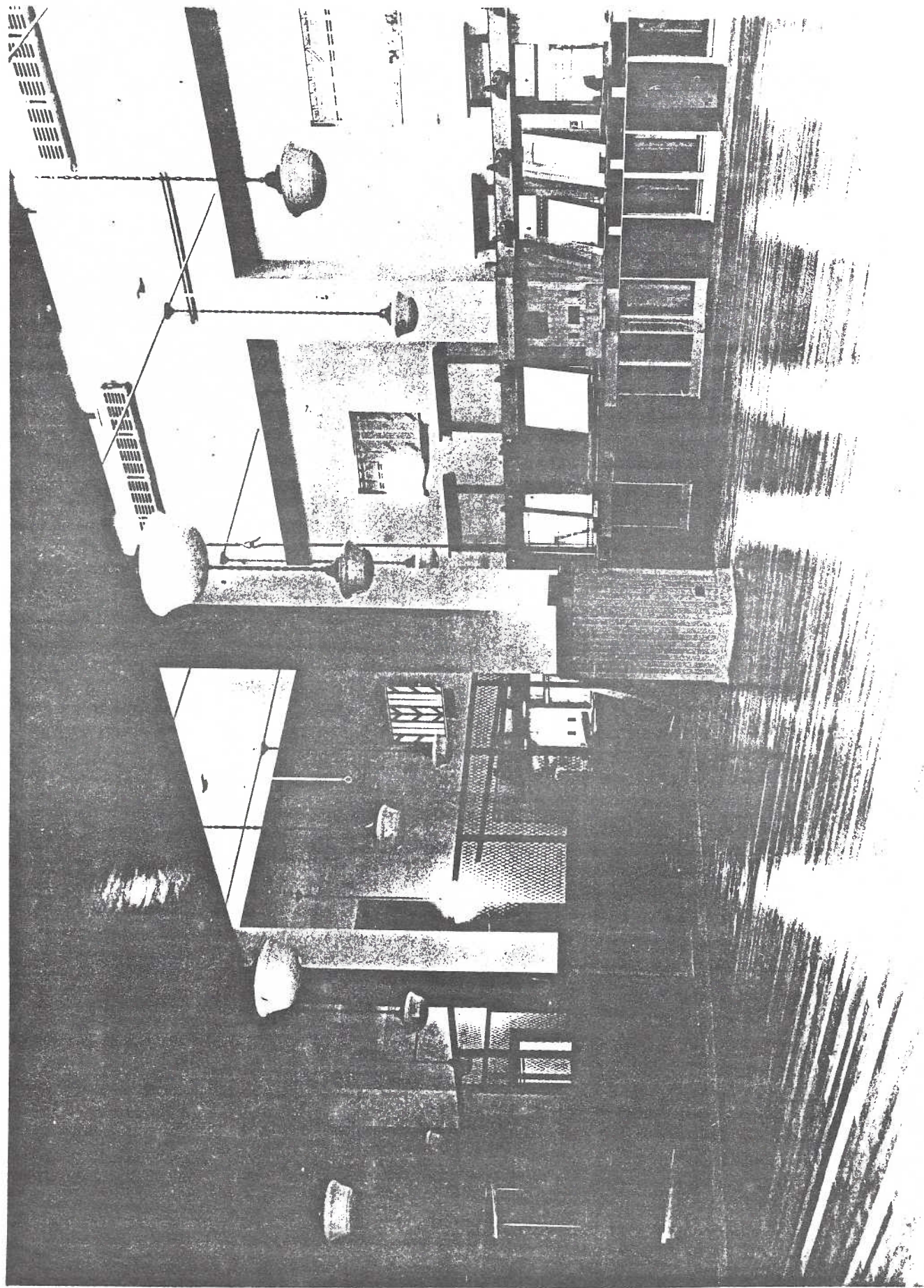
The Wyckoff Building - Originally The Post Office of the Woodhaven-Ozone Park area at the turn of the century. Shown here in 1940 after turrets on roof were removed. Building still exist today. The trees are gone and building is bricked up waiting for a new use.



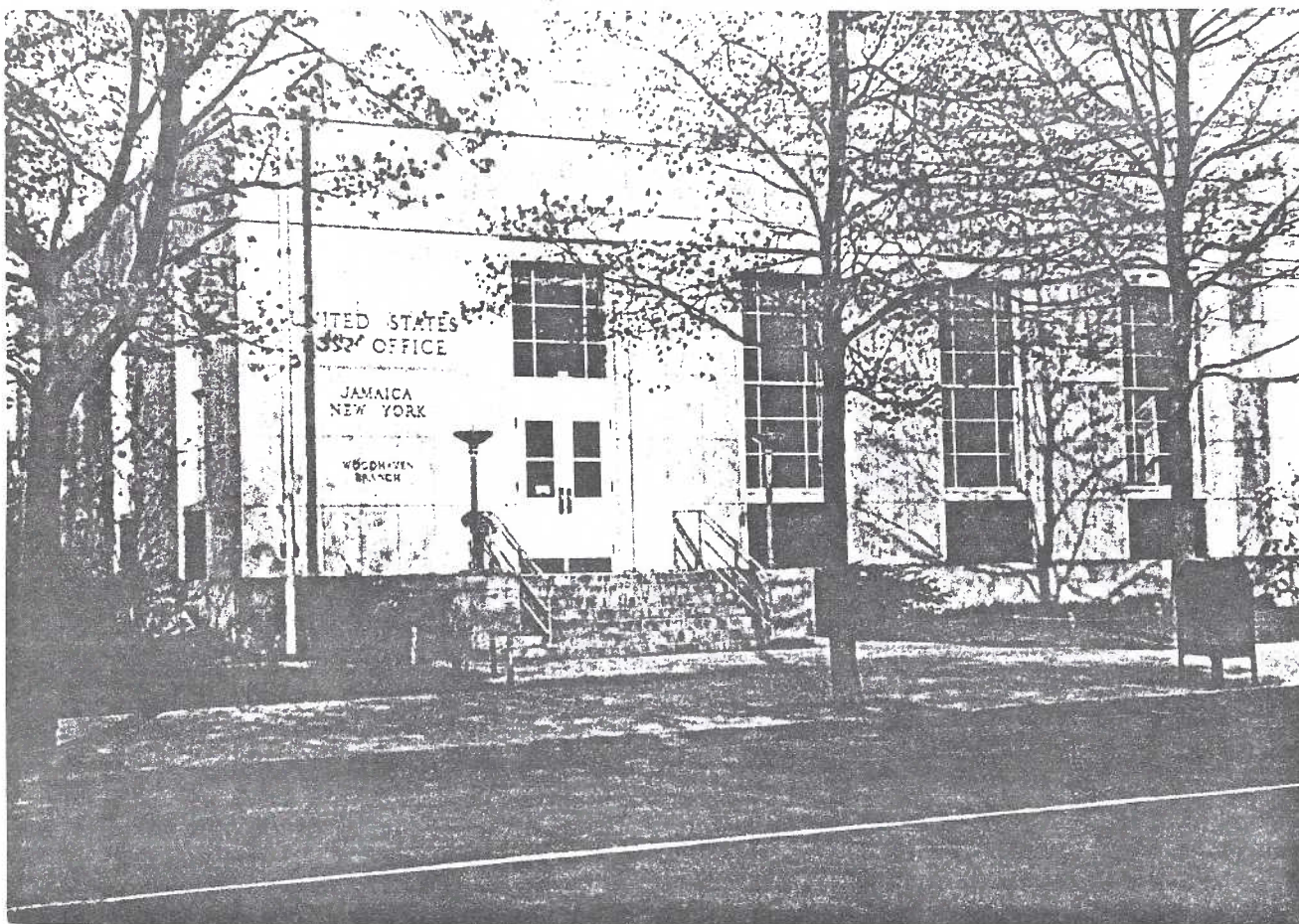
1.1.7 7 1938 The proposed site of the new Woodhaven Post Office. Note the beautiful mansard roof mansion



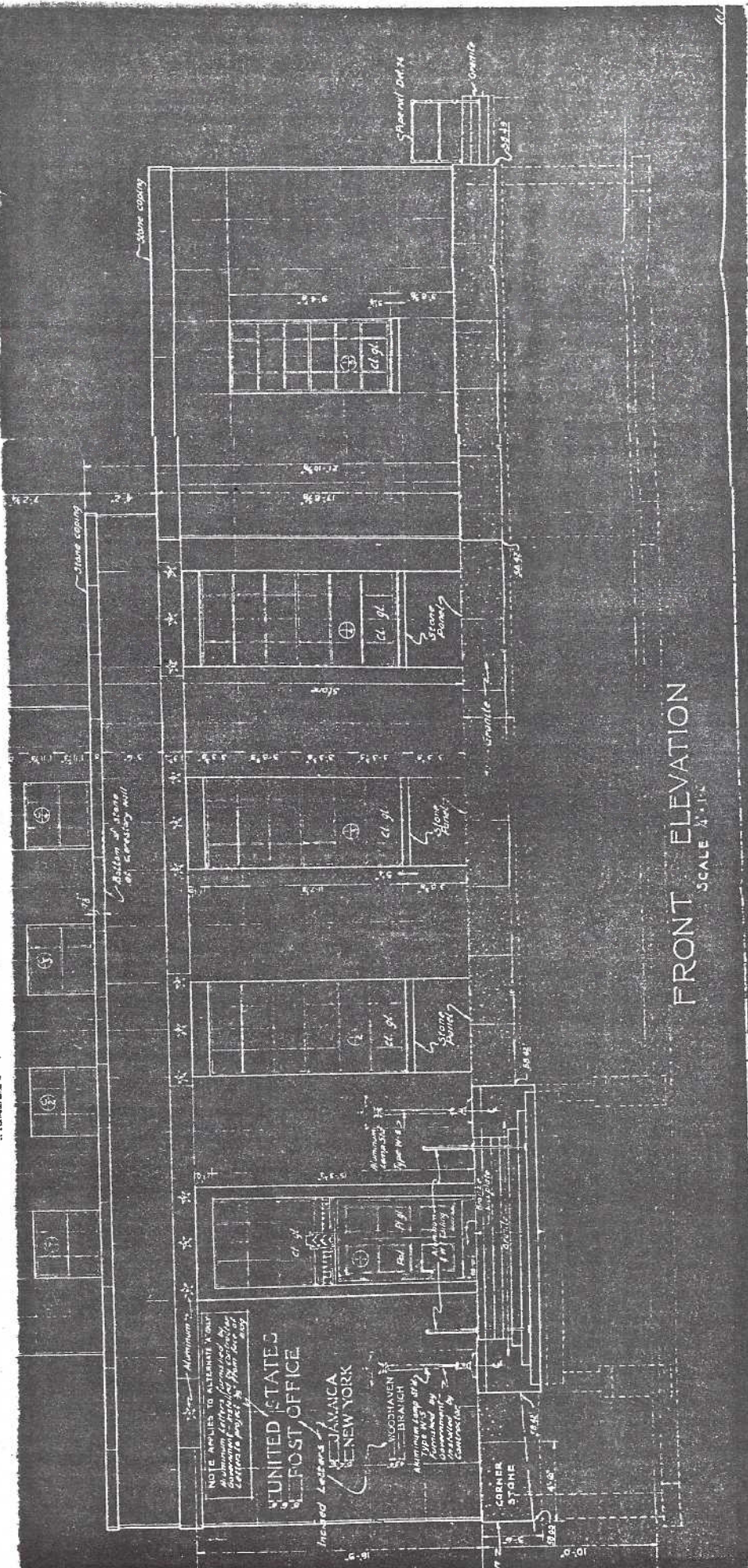
December 27, 1939 - Looking southwest awaiting its opening ceremony in two weeks.



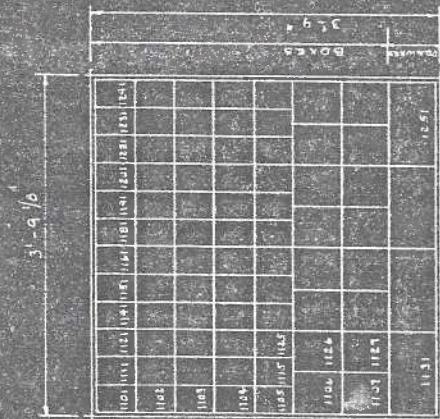
December 27, 1939 - The interior of workroom floor behind the window counter service.



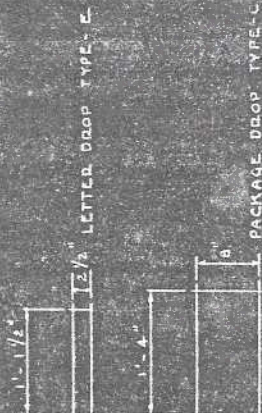
White boarder real photo postcard of Woodhaven P.O. circa 1940's



49724



BAY - A



SCHEDULE OF LOCK BOXES, ETC.			
60	NO. 1	BOXES	4 SETS OF 15
16	NO. 2	"	4 " " 4
4	NO. 3	DRAWERS	4 " " 1
700			
1	TOP & BOTTOM FRAME		3-9 1/2"
2	SIDE FRAMES		3-9 "
1	PACKAGE DROP TYPE	C	
3	LETTER DROPS	"	E
METAL TO BE BRONZE			
GREEK DESIGN			
BOX NESTS TO HAVE METAL BODIES			

LOCK BOX DIAGRAM

SCALE 3/4" = 1'-0"

U.S. POST OFFICE
WOODHAVEN BRANCH
JAMAICA, N. Y.
HALLMARK 1-27-32
CITY OF NEW YORK

THE SECURITY DEPARTMENT
PROPERTY DIVISION
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535

Long Island Philatelic Publications of the Nineteenth Century
By J. Fred Rodriguez

Recently your Editor came across some early issues of stamp collector magazines issued on Long Island. The earliest copy in the group is a November 1885 edition of The Long Island Collector, Vol. 1, No. 2 edited and published by Wilbur W. Thomas at 780 Lafayette Ave., Brooklyn, N.Y. Subscription price was 25 cents per year or 4 cents per copy. The first issue was 8 pages long, quarto size, and all subsequent issues were paginated sequentially. 750 copies of Volume 1 were printed. By mistake it was dated October 1385.

Issue No. 2 was 4 pages long, numbered 9 through 12, and led with a continuation of an article about the how money was minted. An article about the historic value of coins and medals followed. The editor commented on the "new special delivery system" of the Post Office Dept. Notes on counterfeit stamps of Costa Rica, Liberia, and Mauritius were included. The last page was reserved for classified ads. A record of new stamp issues was also included as well as excerpts from correspondence.

Issue No. 3 led off with a short article about philatelic counterfeits manufactured and sold by a notorious New York dealer. From the tone of that and other articles and editorials, it is evident that the problem of counterfeit stamps was serious. It appears that the publisher was having problems in getting sufficient subscribers and announced a temporary reduction in the annual subscription rate to 15 cents. During this period there was a proliferation of collector and philatelic periodicals which eventually led to a shake out. Only a few have survived, such as the American Philatelist.

A photocopy of one of these Long Island Collector issues is shown in the next page.

A stamp magazine of more substance and coverage appeared in 1892 named The Long Island Philatelist published by Ashcroft & Ogden and edited by Ralph Ashcroft. The cover, inside cover and the first editorial of the initial number is reproduced here. We have a full set of the first 12 numbers, and the following six numbers on Volume 2. The information, articles, ads, and the many reviews of competing magazines make for interesting reading, and provide a good picture of the concerns and interests of philatelists of a century ago.

Your editor will offer as a gift, a complete photocopy set of 12 Numbers of Volume 1 issued in 1892/93 (over 100 pages) to any member renewing or joining at the Patron Level (\$50 LIPHS membership).

THE LONG ISLAND COLLECTOR.

25 CENTS PER ANNUM.

4 CENTS PER COPY.

VOL. I.

BROOKLYN, NEW YORK, DECEMBER, 1885.

FOR THE L. I. COLLECTOR.

COUNTERFEITS. HOW AND WHERE THEY ARE MADE.

"I've brought you another customer, Ed." remarked my friend as he ushered me into the office of E. Beissbarth, maker of and dealer in counterfeit stamps, at 198 William Street in New York.

Some time previous to this, having heard of the extensive fraudulent trade carried on by this party, I had searched for some one willing to pilot me to his office and introduce me as a dealer, in a small way who could use some of his goods. The person was found at last, and the plan carried out as in our opening.

After a formal introduction I cast my eyes around the small room, noticing particularly a small printing press in one corner. "I had that made to order for my own use," he explained; "ordinary presses do not give the clear impression which is indispensable to my business." Going over to a pile of boxes in a corner he selected one and laid it upon the table. Opening it he disclosed a number of almost perfect counterfeits.

Taking up a few of them, among which were, Fiji Islands 1 sh., Trinidad 5 sh., Ceylon 2 1-2 Rupees, Bolivar 1863 set, and others equally good - or bad, rather - Beissbarth said; "These are some of my best stock." See that Bolivar set; put it side by side with the genuine and ten to one you can't distinguish them." They were indeed imitat-

THE
LONG ISLAND
PHILATELIST.

A MONTHLY MAGAZINE.

VOL. I.

NO. 1.

MARCH 15, 1892.

✠ RALPH ✠ ASHCROFT ✠ ✠ EDITOR. ✠

ASHCROFT & OGDEN,
PUBLISHERS.

63 IRVING PL., BROOKLYN,
NEW YORK, U.S.A.

THE LONG ISLAND PHILATELIST.

A MONTHLY MAGAZINE.

SUBSCRIPTIONS.

25 cents per year, in United States, Canada and Mexico; other Postal Union Countries, 40 cents; outside these, 75 cents.
Single Copies, 5 cents.

ADVERTISING RATES.

	ONE MO.	THREE MOS.	SIX MOS.	ONE YEAR.
One Inch,	\$.50	\$ 1.35	\$ 2.25	\$ 4.00
Two Inches,	.90	2.25	4.00	7.75
One-Half Column,	1.50	4.00	7.75	15.00
One Column,	2.75	7.75	15.00	35.00
One Page,	5.00	14.00	25.00	40.00

Without display, five cents per line.

No deviation from above.

Advertisements running six months or over, payable quarterly.

Terms: Cash in advance.

Remit by express or money order, postal note or bills; stamps accepted for any amount less than 50c.
Will exchange with all.

ASHCROFT & OGDEN, PUBLISHERS,
63 IRVING PLACE, BROOKLYN, N. Y., U. S. A.

SPECIAL PREMIUM!

An UNUSED United States stamp
6 c., 1872, Pink, Cataloguing at 25 cts.
will be given

FREE!!!

to all collectors who send 25 cents for
one year's subscription, and a self-ad-
dressed stamped envelope to

THE LONG ISLAND PHILATELIST,

63 IRVING PLACE, BROOKLYN, N. Y.

THE LONG ISLAND PHILATELIST.

A MONTHLY MAGAZINE.

MARCH 15, 1892.

No. 1.

EDITORIAL

The publication of the LONG ISLAND PHILATELIST has been under consideration since December last, and now we present out first number to the philatelic public, who can, we are aware, readily appreciate a magazine of the "first water." The paper is in old and experienced hands, which is the first item in its favor. It is of an acceptable size, the typographical appearance cannot be surpassed, and we will leave our patrons to judge of the reading matter. The exact circumstances which occasioned the issue of the L. I. P. will, no doubt, interest the bulk of our readers and subscribers, as they will readily recognize that we were connected with the well-known *Brooklyn Philatelist* before misfortune overtook that estimable magazine.

It was at a period when the "*Brooklyn*" was flourishing, and when it would have continued to do so but for one thing, and that is, failure to procure second class rates.

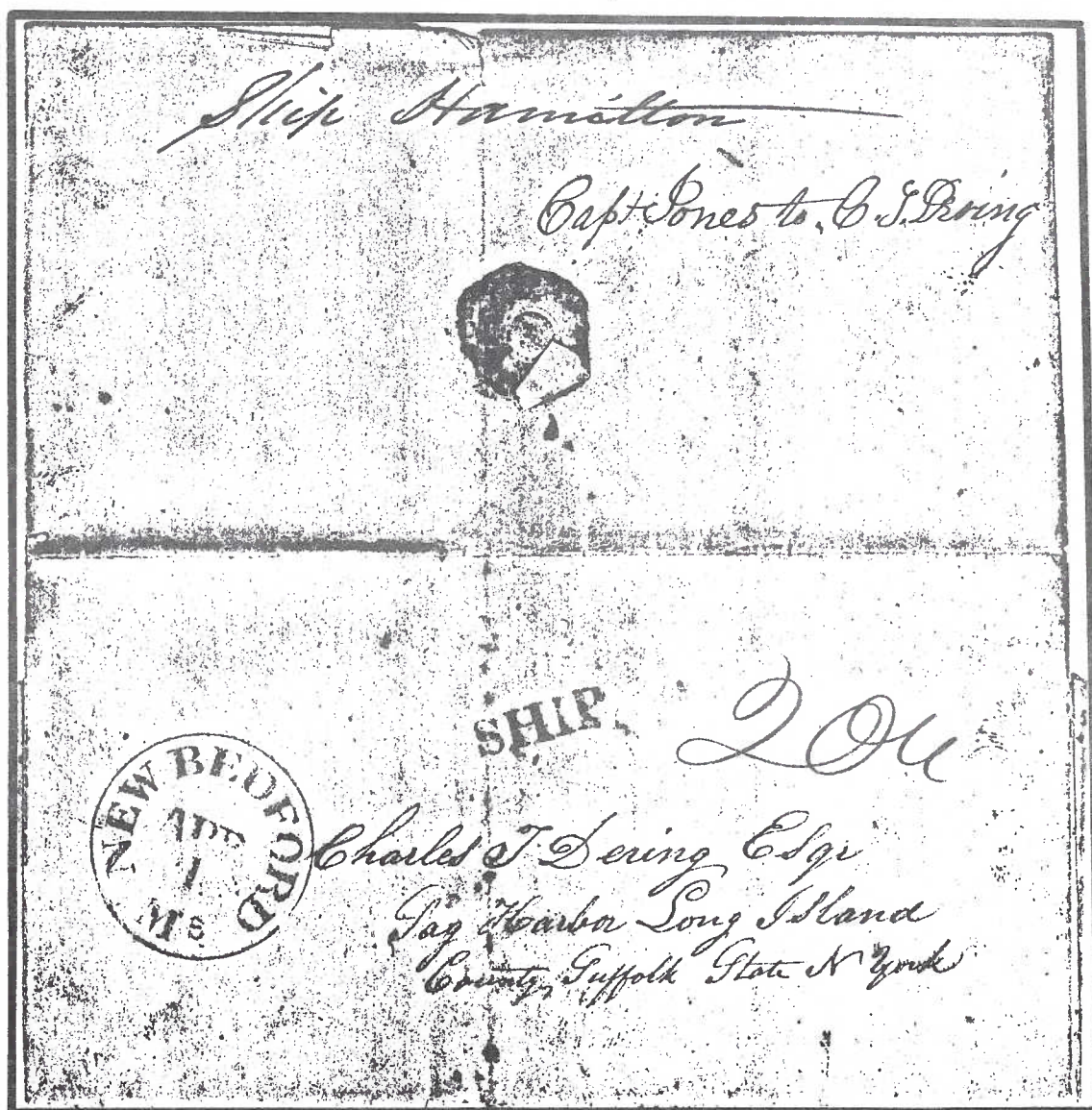
We were about to mail the copy for the November, and last, number of the *Brooklyn Philatelist* to the printer, when we became acquainted with F. G. A. Rice, of Brooklyn, N. Y. He invited us up to his house the same evening, and whilst there he mentioned to us the *supposed* fact that he owned the *Empire State Stamp Journal*, and to console us in our "death agony," he proposed that a consolidation of the two papers be effected. As his paper was the possessor of second class rates, we readily acquiesced, because "second class rates" was the thing with us at the time. (Two numbers of the consolidated paper have appeared, and now it is more than probable that the *Empire State Stamp Journal* has disappeared "for life). In a very short time we again visited Mr. Rice's residence, and were introduced to Mr. Ralph P. Spooner, of New York City, and told that he was part owner of the *E. S. S. J.* During the conversation that followed, Rice informed us that the Consolidated Stamp Concern of New York, had secured for Mr. Lincoln Rappleye, the former publisher, the advantage of second class rates, for which rates Mr. Rappleye has worked so hard. In consideration for this, the Consolidated Stamp Concern were to receive space in the *E. S. S. J.* for the cost of printing, &c. This, Rice said, would, of course, be continued, as he had agreed to fulfil, even to the letter, the contracts of the former publisher. To this we also agreed. Now it appears that the Consolidated Stamp Concern of New York City is a concern run by F. G. A. Rice, of Brooklyn, N. Y., and R. P. Spooner, of New York. This we found out in quick time, and a little later on we caught on to the fact that there was *no truth* in the statement of F. G. A. Rice to the effect that the Consolidated Stamp Concern had helped Mr. Rappleye to secure second class rates. We have *written proof over the signature of Mr. Rappleye* to this effect. Disgusted with Rice's intrigues, we decided to throw off the yolk by which he *thought* he held us down. The result is the publication of the LONG ISLAND PHILATELIST.

It may be as well for us to mention right here that the office of Rice's Advertising Agency at 53 Cedar street, New York, "Telephone 1144 Courtlandt," is all a farce.

Such are the facts connected with the issue of the LONG ISLAND PHILATELIST and the decease of the *Empire State Stamp Journal*.

WE WILL NOT DESERT THEM.

All subscribers to either the *Brooklyn Philatelist* or the *Empire State Stamp Journal* can rest assured that we will fill their paid up subscriptions. This, however, does not include the "complimentary" ones of the *E. S. S. J.*



Not every interesting and valuable Long Island cover originated on the island. The stampless folded letter shown above and its contents, typewritten on the next page, illustrate this point. This letter was written by a Captain Jones while aboard a whaling ship at the Cape of Good Hope. The letter is addressed to Charles Dering in Sag Harbor. Obviously, the Captain is relating news concerning his whaling voyage back to his "boss" back home. The letter was apparently carried by the ship Hamilton to New Bedford, Massachusetts (the front of the cover shows the red New Bedford, Massachusetts circular date stamp and SHIP markings) and then sent over land to Sag Harbor. The postage rate should be 18 $\frac{3}{4}$ cents for the distance of 150 to 400 miles per the act of March, 1825 plus an additional 2 cent ship fee for a total of 20 $\frac{3}{4}$ cents. I believe that the blue ink inscription 20 followed by a little swirl probably represents 20 $\frac{3}{4}$ cents. The letter's content details Captain Jones failure to find whales and so he informs Charles Dering that he intends to head to New Zealand in hopes of doing better.

THE "SAGA" OF A WHALING CAPTAIN

Previous letter, Captain Jones writes to his "Home Office" from Africa.

Simond Bay, Cape Good Hope,

January 20, 1839.

Sir,

You will probably be something surprized to hear from me at this place at this season of the year but having found so very few whales to the westward and seeing no probability of getting oil enough to remain in the Atlantic ocean another season, I have considered it the most prudent and adviseable measure to obtain at this place such supplies as will enable me to prosecute the voyage to New Zealand. I have consequently got some provisions and water and intend (to be in the season) to sail direct for there. I have drawn on you for the amount. I find every kind of supply very dear at this place.

I have six whales and 130 bbls. Sperm. It is probable that Ships to the westward may do something this month and next but judging from what I have seen there and Ships I have heard from, I did not think it advisable to remain there late enough so to lose any part of the New Zealand whaling. I have not seen whales enough this season to fill one Ship.

If anything should occur that I should not take New Zealand, I shall probably go late into the Streights (Straita) of Timor as I am informed by the Captain of a Ship now here from St. Pauls that Ships have done well with Sperm there or take the N. W. Coast of America and if not full, the Coast of Chili the next Southern Summer which would bring me 16 months out from home (Sag Harbor). The probability is New Zealand will be my destination and confidently suppose it will meet your approbation.

Our Ship is in very good order and perfectly tight. We are all well and no desertion at this place So Far. I have confidence in the officers and crew. I have broken one of our anchor Stocks here but have one now making, the old one was very rotten and broken in consequence.

With great respect, I remain your,

Humble Gent. Ye

W. A. Jones.

Charles T. Dering, Esqu.

LONG ISLAND WIND SOCK

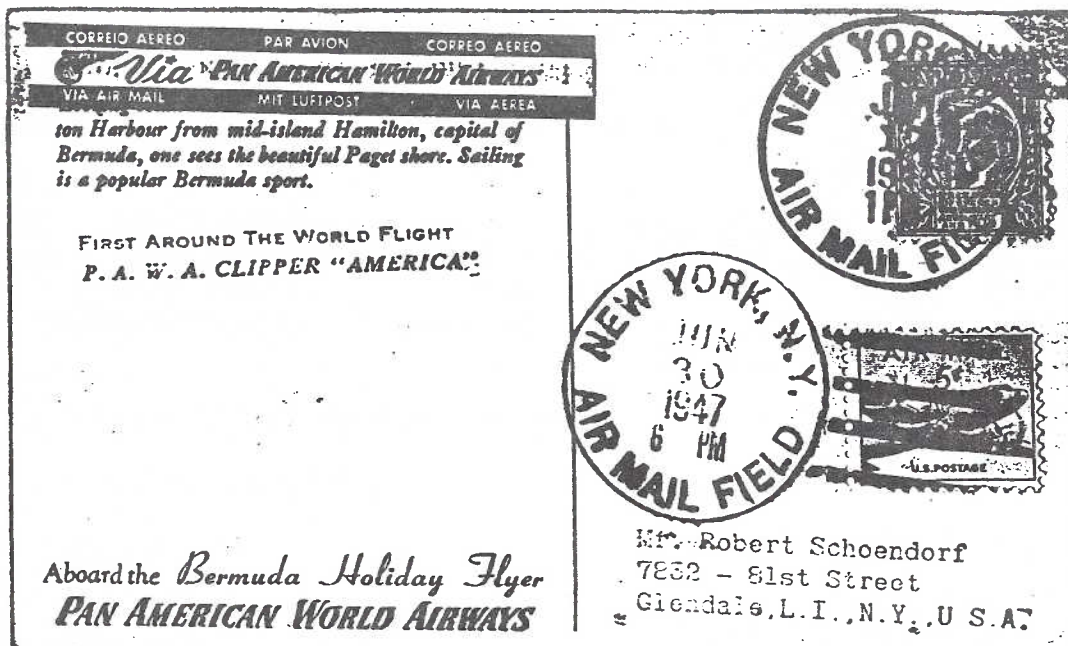
AROUND THE WORLD

Robert S. Miller Sr.

Long island has been the scene of a number of aviation first starting with the first trans continental flight the Vin Fiz piloted by Cal Rodgers which took off from a race track at Sheepshead Bay on September 17, 1911. On May 8, 1919 the NC-4 took off from Sheepshead Bay, Naval Air Station, on what was to become the first trans Atlantic flight. On May 22, 1939 the "Yankee Clipper" under the command of Captain Arthur E. La Porte took off from Port Washington, Long Island for Marseilles, France on the first commercial trans Atlantic crossing. The last air route to be served by commercial aircraft was the Round The World route which Pan Am inaugurated on June 27, 1947 when Captain Hugh Gordon flew a Lockheed Constellation the "Clipper America" on the first leg from La Guardia Field, Long Island. Normally such an operation would be preceded by a survey or proving flight however on this occasion the extension of the route from San Francisco to Calcutta on FAM-14 and from New York to Calcutta on FAM-18 made Round the World service a reality. The only difference was that instead of the aircraft turning around at Calcutta on each of the FAM routes and returning to its point of origin it was now possible to fly one aircraft from either New York or San Francisco completely around to the other terminal.

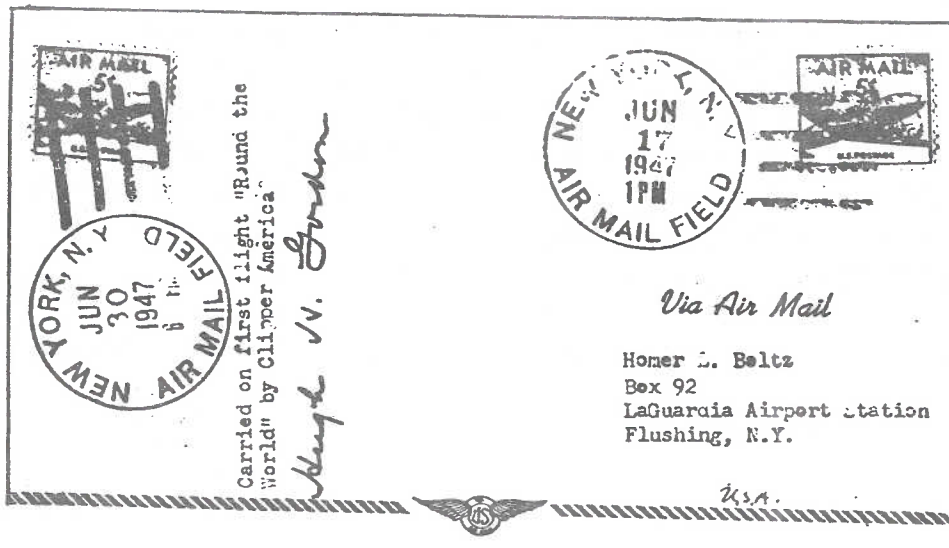
In addition to the round the world covers that were flown from both New York on FAM-18 and from San Francisco on FAM-14 covers were serviced from all of the cities on the route to Calcutta. On FAM-14 this included San Francisco, Honolulu, Guam, Manila, and Bangkok. On FAM-18 covers were flown from New York, Gander, Limerick, and Istanbul.

Although there was no survey flight Pan Am did operate Press Flight on which unofficial mail was carried. An example is shown below.

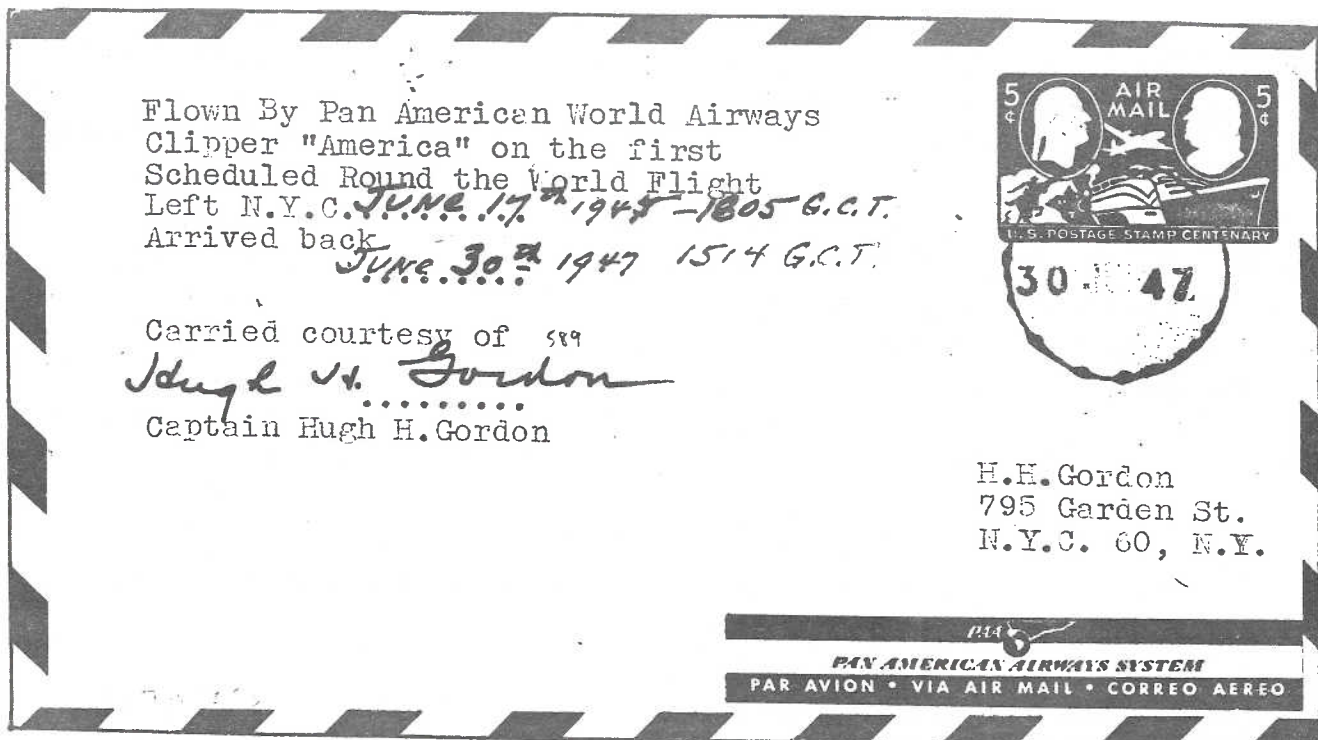


POST CARD DISPATCHED ON THIS FLIGHT BY BOB SCHOENDORF

Covers that were carried on the PRESS FLIGHT are listed in the American Air Mail Catalog in the Trans-Oceanic Record Flights section TO-1393. There were many varieties and as far as we have been able to determine a complete list has never been made. Two additional types are shown below.



Cover cancelled at Air Mail Field, New York on June 17, 1947
 Back stamped at Air Mail Field, New York June 30, 1947
 Signed by Captain Hugh H. Gordon



Cover Signed by Captain Gordon which shows exact departure and arrival times

Although the Press Flight and the Inaugural Flight were the result of many years of preparation Pan American Airways operated two other Round The World flights, both on short notice and because of war time conditions.

The first occurred on December 7, 1941 when a Boeing B-314 which was referred to as the Pacific Clipper received word of the Japanese bombing of Pearl Harbor while it was enroute from Noumea, New Caledonia to Auckland, New Zealand. Many accounts of this event were reported in various media including New Horizons for January 1942 which referred to the aircraft as the Pacific Clipper as did a special commemorative cover for the 40th Anniversary of this flight. 'THE EPIC FLIGHT OF THE PACIFIC CLIPPER'. It should be pointed out that on the same cover the NC 18603 "Yankee Clipper" is also referred to.

An account of the flight came to us first hand from E.R. Leach a radio technician, at the time, doing radio installations on Pan Am launches in the south Pacific. As a radio expert Leach became part of the crew and was with the flight until it returned to La Guardia Field, New York on January 6, 1942.

Several of my colleagues and myself who are keen researchers on Pan Am's history disagreed with the findings of M.D. Klass who reported in an article in the January 1987 issue of "Airpower" that it was the "California Clipper" and not the "Pacific Clipper". The records that we found in the archives at Pan Am did not permit us to make a definite determination as to which of the two aircraft was involved. In addition to a letter from Mr. Leach in which he states that the aircraft was the "California Clipper" he also included the aircraft number NC-18602 which was definitely connected to the "California Clipper". In addition a copy of a letter from Robert Ford, Captain of the flight, to Mr. Leach thanking him for the fine work he had done, refers to the NC-02. Further research that was done by Leach reveals that the "Pacific Clipper" NC-18609 departed from San Francisco on this flight and that the "California Clipper" NC-18602 was substituted at Honolulu for the remainder of the flight, probably due to mechanical problems on the "Pacific Clipper" NC-18609, and that the name stuck to the flight for this reason.

After receiving news of the bombing and instructions the aircraft continued to Auckland after which it returned to Noumea and picked up all of the Pan Am personnel and flew them to Gladstone, Australia. From Gladstone it made its way to New York via the following points, Darwin, Sourabaya, Trincomali, Karachi, Bahrain, Khartoum, Leopoldville, Natal and Port of Spain. Leach pointed out to us that the longest flight sector we had prior to this was from San Francisco to Honolulu a distance of 2200 miles. The flight from Leopoldville to Natal was close to 3100 miles.

The second Round The World flight started off in secrecy to ferry President Roosevelt to a meeting, probably in Australia, and since it was accomplished under war time conditions it did not receive any publicity until after the war by which time it was no longer big news. The "Capetown Clipper" NC-18612 the aircraft which normally was used on the African service took off from La Guardia Field on January 14, 1943 on what was reported as the regular flight to Fishermans Lake, Liberia however it made an unscheduled stop at Miami where after an overnight while the Army loaded the ship it continued on its normal course to Fishermans Lake. Captain Masland who had been called to Washington to determine if the operation this flight was to perform was feasible and when he did so was assigned to it as the Captain. He was unhappy that the "Capetown Clipper" was to be used because he knew from experience that this ship had limitations and in fact referred to it as a clunker. The urgency of the trip and the fact that the "Capetown Clipper" was the ONLY aircraft available made any further comments about the aircraft unproductive. However since the limitations of the "Capetown Clipper" would only affect the long over water flight from Ceylon to Australia with a heavy load in radio silence it was decided that the "Anzac Clipper" which was out would be serviced on it's return and then flown to Bahrein to continue the flight from there.

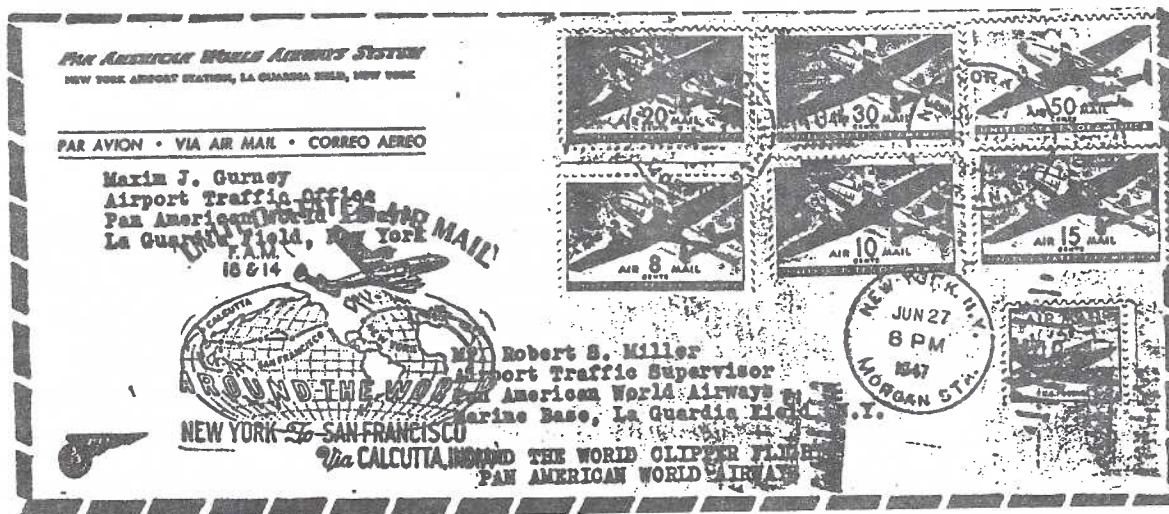
From Fishermans Lake the flight continued to Lagos, Nigeria where after an overnight stop at BOAC's Icoya Club it went to Khartoum in the Sudan. The trans African flight which took almost fifteen hours. At the next stop, Bahrein, it was confirmed that the "Anzac Clipper" would meet them there to be used for the balance of the journey. It was here also that they learned for the first time that their 1,000 pound load would consist of Roosevelt, Churchill and Stalin who were at the moment meeting in Casablanca for a meeting with Chiang Kai-shek. It later turned out that Churchill went to Marrakesh to paint taking Roosevelt with him. Although the original purpose of this operation was never carried out the flight did continue to Australia with an important cargo and eventually returned to the United States across the Pacific. This one was different than the first in that it also returned to La Guardia Field, New York from where it had started and truly became the first Round The World flight.

Acknowledgments:

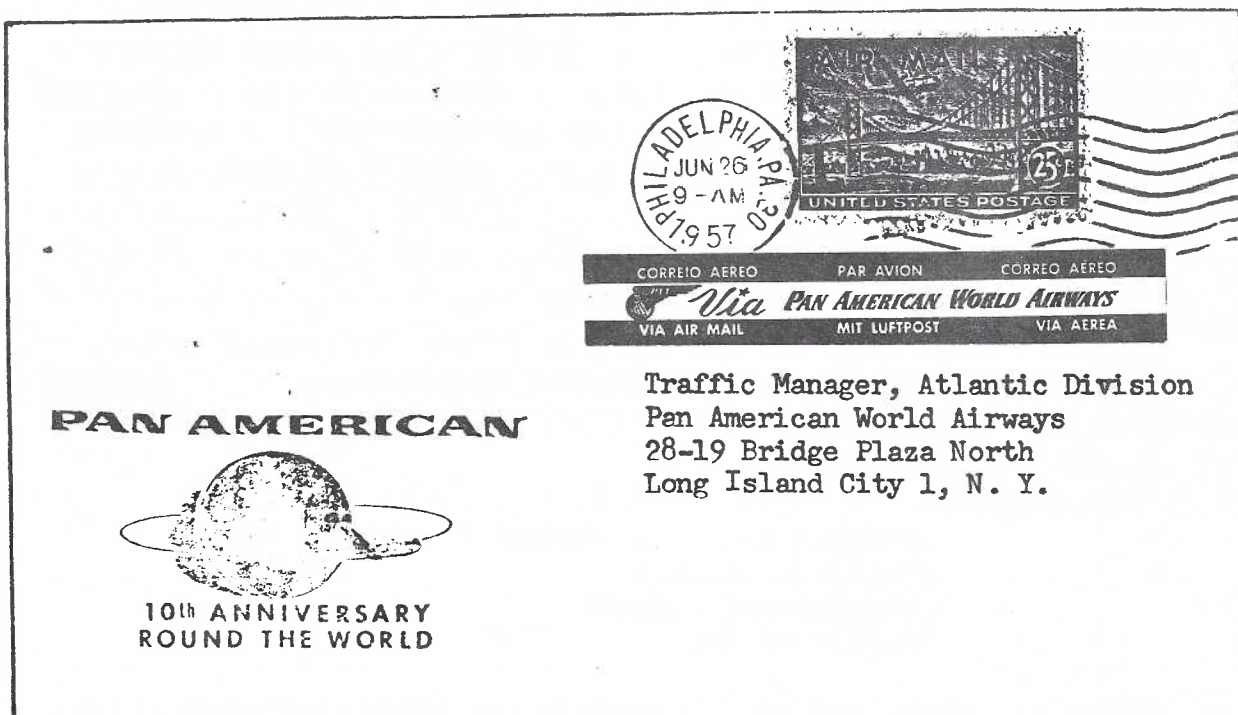
Ann Whyte Pan Am Public Relations
E.R. Leach Pan Am Retired
Jonathan Johnson Jr. A.A.M.S.
M.D. Klass Historian

As far as we have been able to determine no covers were carried on either flight.

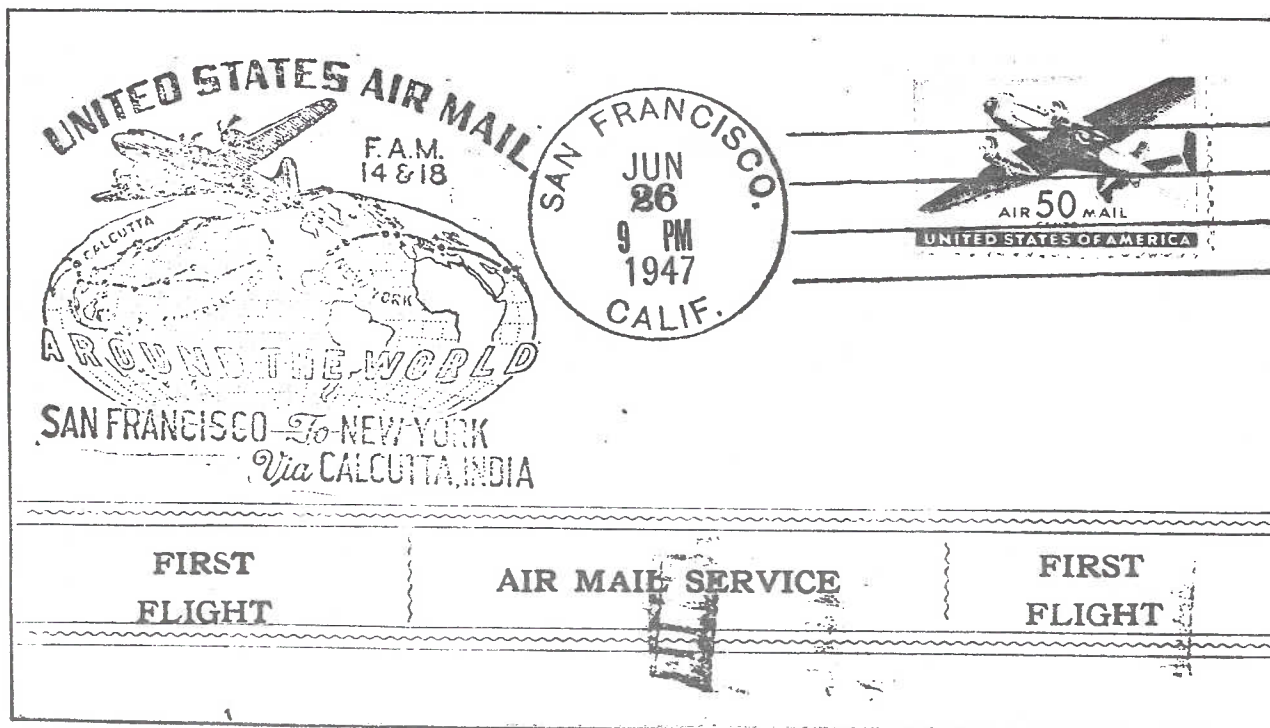
In as much as the official Round the World service involved a flight from New York to San Francisco and another from San Francisco to New York examples of covers from both sectors are shown



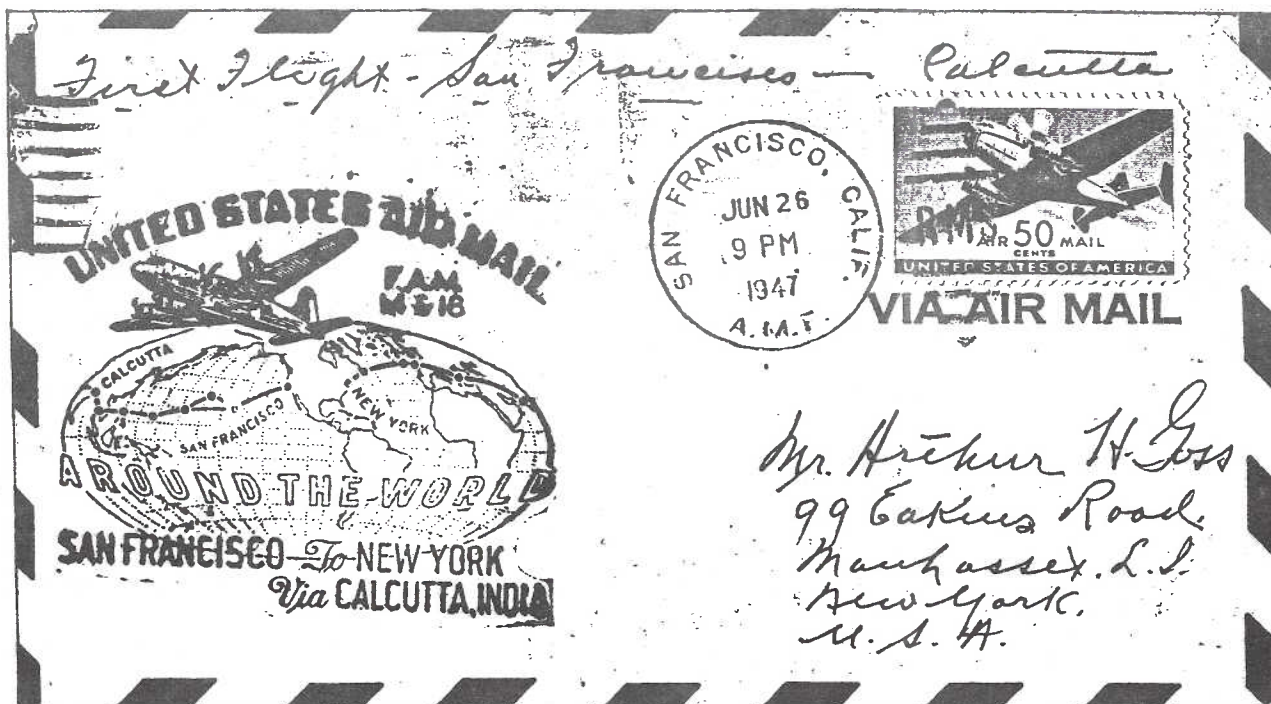
New York - San Francisco



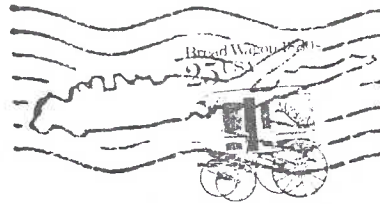
10th Anniversary Round The World Cover



San Francisco - New York



San Francisco Airfield - New York



MORE ON THE NEW POSTMARK
"LONG ISLAND, N.Y."
By Arthur Fitzpatrick

In the Spring-1988 issue of the "Long Island Postal Historian" there appeared a short article of this new marking which was first used on August 24, 1987, in conjunction with the opening of Long Island's new postal facility in Melville.

Further detailed information concerning this marking and the new building has been kindly supplied by Roger Nienaber, General Manager/Postmaster, Hicksville Division, U.S.P.S., and should be of interest to those who follow Long Island modern postal history.

With the 1986 Postal Service Reorganization, "Districts" were eliminated and Long Island was divided into three "Divisions": Brooklyn, Queens, and Hicksville. The Hicksville Division encompasses all of Suffolk County and the eastern three-quarters of Nassau County. That means all those offices whose zip codes start with 115, 117, 118, or 119. Some 1.2 billion pieces of mail are handled annually by this area.

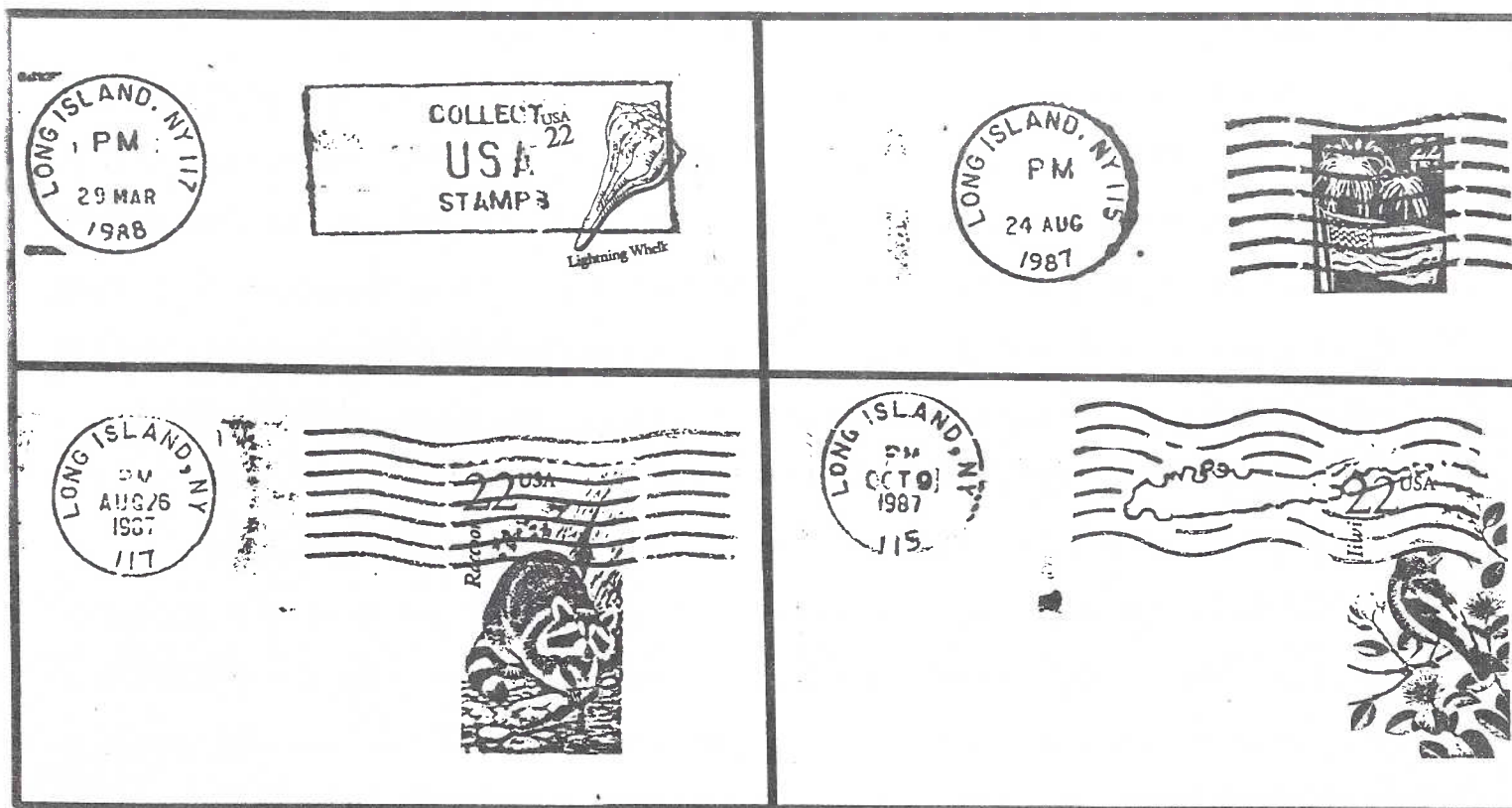
However, previous to this organizational change, the realization that the buildings at John St. and Engineers Drive in Hicksville could not handle the ever-growing volume of mail, even with assistance from Smithtown and Riverhead mini-sectional centers, had resulted, by 1983, in a recommendation to the Postal Service Board of Governors, by the

Northeast Region, that a new facility be built. \$29, 933,000 was then approved for site acquisition, design, and construction.

The site chosen is at the junction of Route 110 and Duryea Road, Melville. The building is located on a tract of 39.3 acres and has 257,848 square feet of work space. Over four million pieces of mail will be processed daily at this new facility. To accomplish this task the latest in automated mail processing equipment will include, among other items, 6 optical character readers, 8 bar code sorters and 8 multi-position letter-sorting machines. The lighting system is an example of innovative design; when natural light from the 386 skylights is insufficient, an electric eye system activates a series of glareless sodium vapor lamps for the work floor. This Mid-Island Mail Processing Facility has been planned to serve the mailing needs of Long Island well into the 21st century.

In 1985, when Mr. Nienaber came from Ohio to take charge of managing "SCF 117", he was well aware of the difference in name recognition between "Hicksville, N.Y." and "Long Island, N.Y." throughout the country. Accordingly he made the adoption of the new cancellation effective with the opening of the newly-built facility on August 24, 1987.

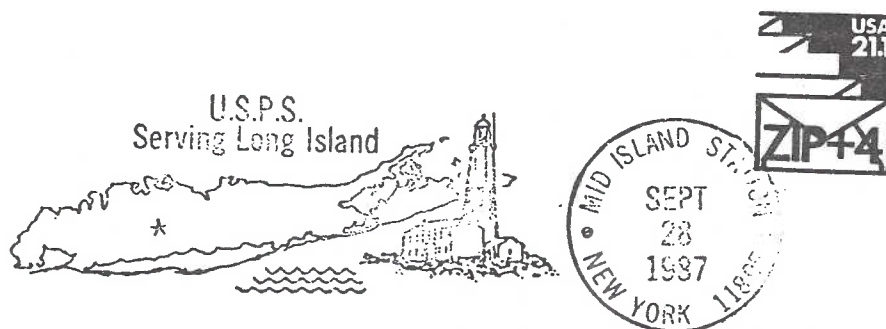
Examples of the LONG ISLAND, N.Y. machine cancellations used for zip codes 115 and 117 are shown in the next page. The example at the top right hand corner is a first day cancellation. The example shown at the header of this article is a first year anniversary use.



The die with 117 will be used on outgoing mail processed at the Mid-Island Mail Processing Facility, Melville. 115 will be applied at the Western Nassau GMF/VMF, Garden City, which processes the mail from and to those Hicksville Division offices with a 115 zip code. (VMF stands for Vehicle Maintenance Facility).

The dedication of the largest postal facility on Long Island was held September 28, 1987, with the principal address given by Preston R. Tisch, the then Postmaster General. He emphasized the Postal Service's commitment to modernizing its mail processing and retail operations to better serve its customers.

Illustrated below is a special souvenir cancellation devised for the occasion of the dedication on September 28, 1987.



The stated goal is to have all outgoing mail of the Hicksville Division bear the new LONG ISLAND postmark and thus be processed through the two highly mechanized facilities. Thus would their full efficiency be utilized.

This would seem to create a problem for future collectors of postal history covers. Where, in forty years, for example, would one find covers with the 25c first class letter rate, bearing the postmarks of such small post offices as Springs or Wainscott or Aquebogue, or Eastport? Of course, a postal customer may now bring letters to his local office and request and obtain local

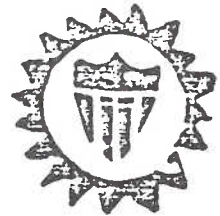
cancellations. But how many of these covers will be around in forty years?

Editor's Note: A machine cancellation from L.I. often seen on mail received by me from L.I. is a wide roller-type cancel identified as "MID ISLAND NY 117 APR 25 PM 1988" as shown below.



* * * * * L O N G I S L A N D , N . Y . * * * * *

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The Fancy Cancel Corner

J. Fred Rodriguez

There are many fancy cancellations that use a letter of the alphabet to cancel the stamps on a cover. On Long Island there are a good group of "letter" cancellations used in the nineteenth century and during the first years of the twentieth century. We will list all those known to the author and depict good strikes of some of them.

Most "letter" cancellations stand for the first letter of the post office where used. At times the "letter" killer represented the surname initial of the postmaster or clerk using it. Often they stood for the station or branch as designated by a letter, such as the many branches of the Brooklyn P.O. During the stampless period we find "V" and "X" letter cancellations denoting the postal rate, 5 or 10 cents, in roman numerals. We also find the Masonic "G" within a star used in Huntington, the "W" or "E" used by railroad route agents to denote the direction the train was going, that is West or East. Then there are other uses which we still don't know the underlying reason for their use or what they stood for. Nevertheless, it is fun to collect them as examples of the variety and inventiveness of our postmen prior to the standardization of the system.

In this installment we will report on the "H" cancellation as used on Long Island. Other "letter" cancels will be covered in future installments. We will also update prior Fancy Cancel Corner articles for new finds, corrections and/or additions of cancels previously covered in this column.

The Letter "H" Fancy Cancel Used on Long Island

1. BABYLON Solid H 20mm high by 10mm wide ties Scott No. 156 to cover, postmarked by a double circle black Babylon handstamp with the month "Mar." upside down, dated Mar. 24, circa 1875.



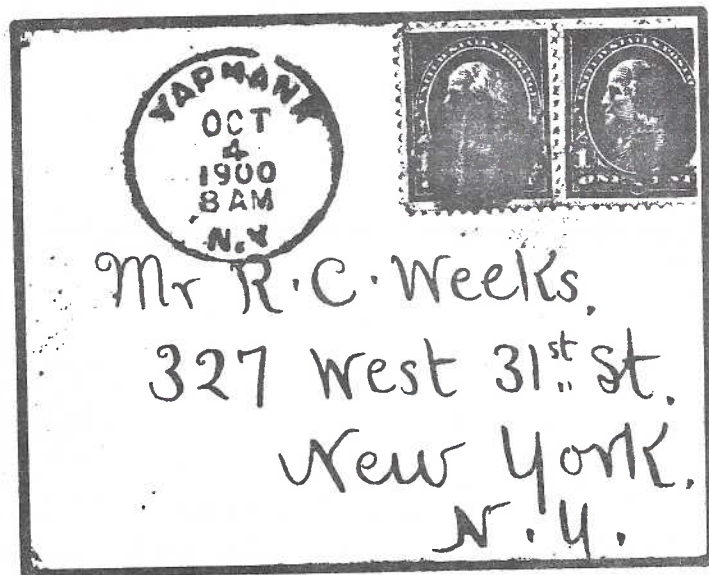
The postmaster at Babylon from 1869 until December 19, 1884 was John Robbins, thus we can discard the surname as a possibility for its use. Babylon was a part of Huntington Town until 1873, so possibly it stood for Huntington, with this example representing a late use, however, this is unlikely. Perhaps a reader knows the *raison d'être* of the Babylon "H" fancy cancel.

2. SOUTHOLD Negative "H" black cork killer used on a Scott's No. U82 Entire on June 26, 1872. Another example is known dated June 7, 1873. This cancellation was used by Postmaster Jonathan W. Huntting who took office on March 22, 1869. Surely the surname accounts for the use of the "H".

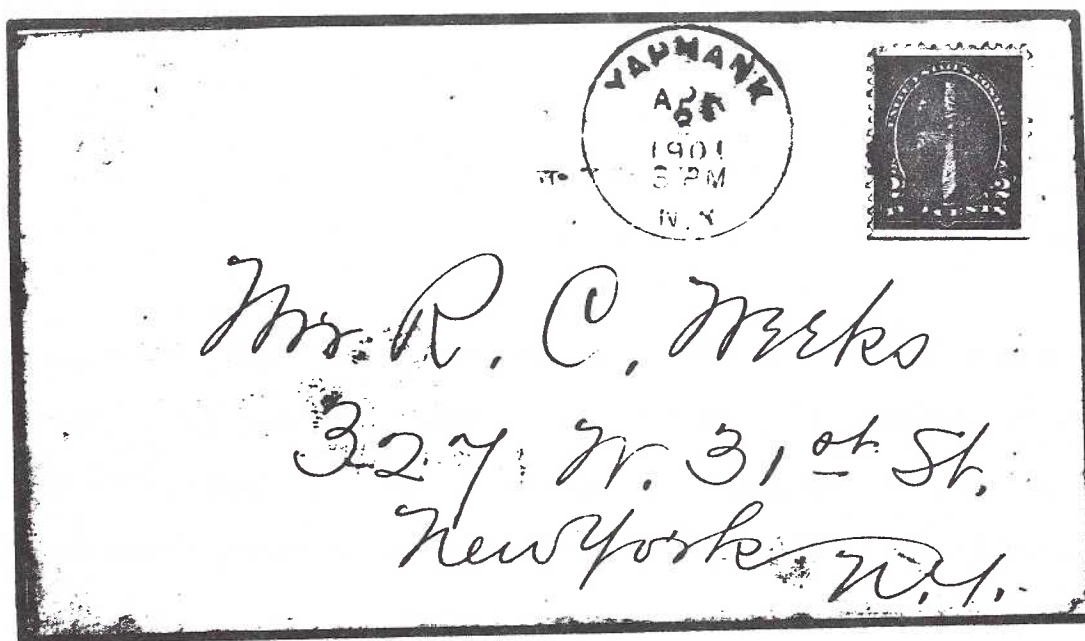


On this cover the Terrys have it with Lillian Terry writing to George Terry at Terrytown, Pa. Too bad it wasn't postmarked at Terryville, L.I., however that wouldn't be possible for the Terryville Post Office was established in 1888 by, you guessed it, a Terry (Preston E. Terry).

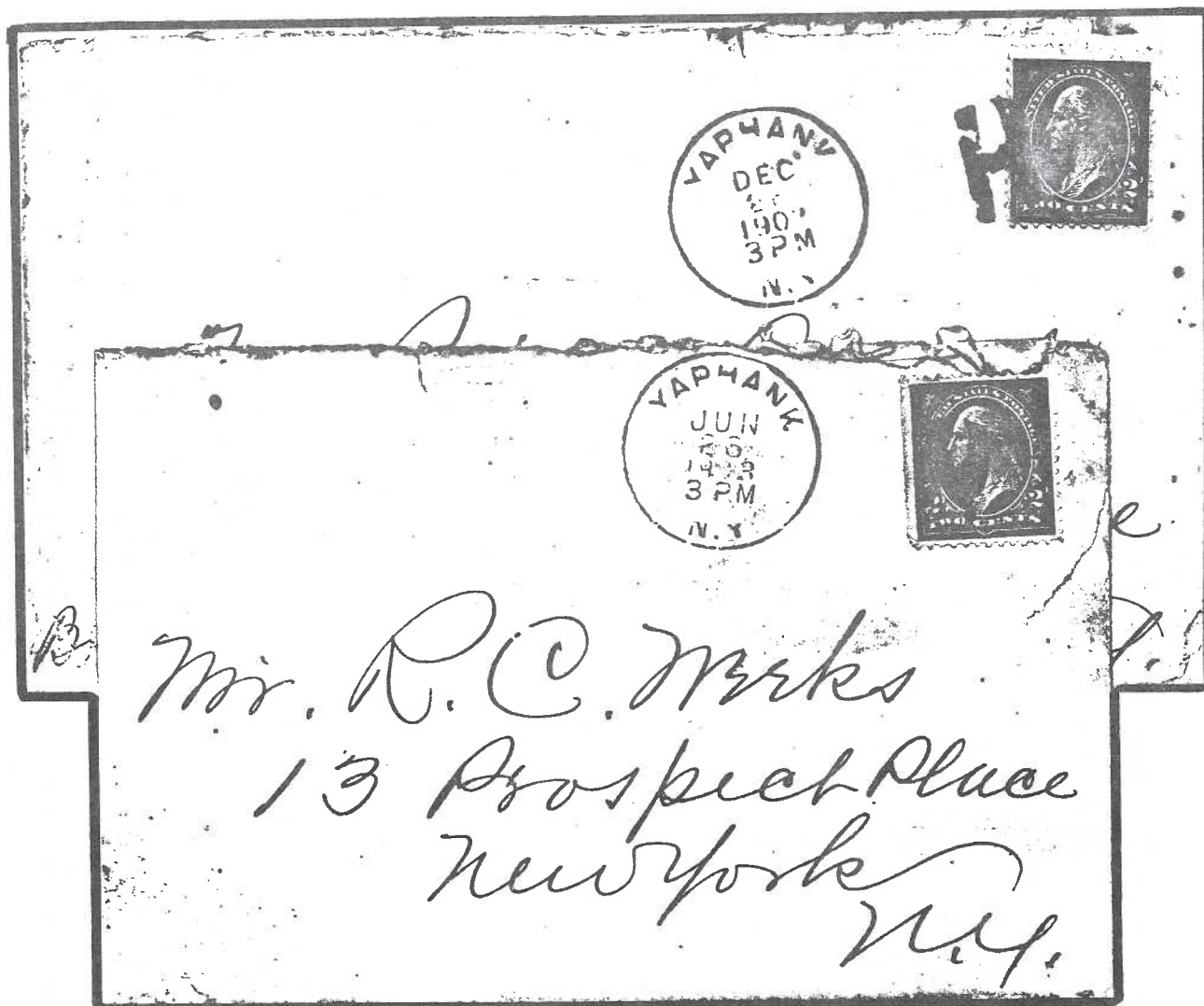
3. YAPHANK Bold Negative "H" in black ink on a small cover used in 1900. Scott's No. 279 is cancelled by this fancy cancel.



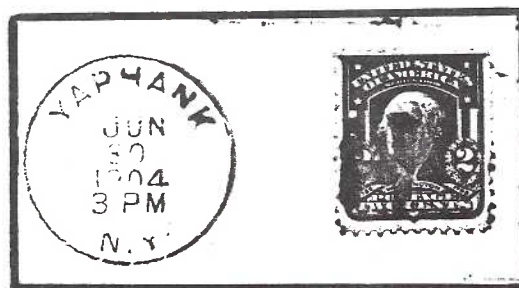
4. YAPHANK Black Negative "H", larger than #3 above, tying a 2 cent Bureau issue from a booklet pane, Scott's No. 279B used on April 8, 1901.



5. YAPHANK Black Solid "H", 16mm high by 9mm wide cancelling a Scott's No. 279B Bureau issue. It is postmarked 12/26/1902. Also used on 6/26/1903.



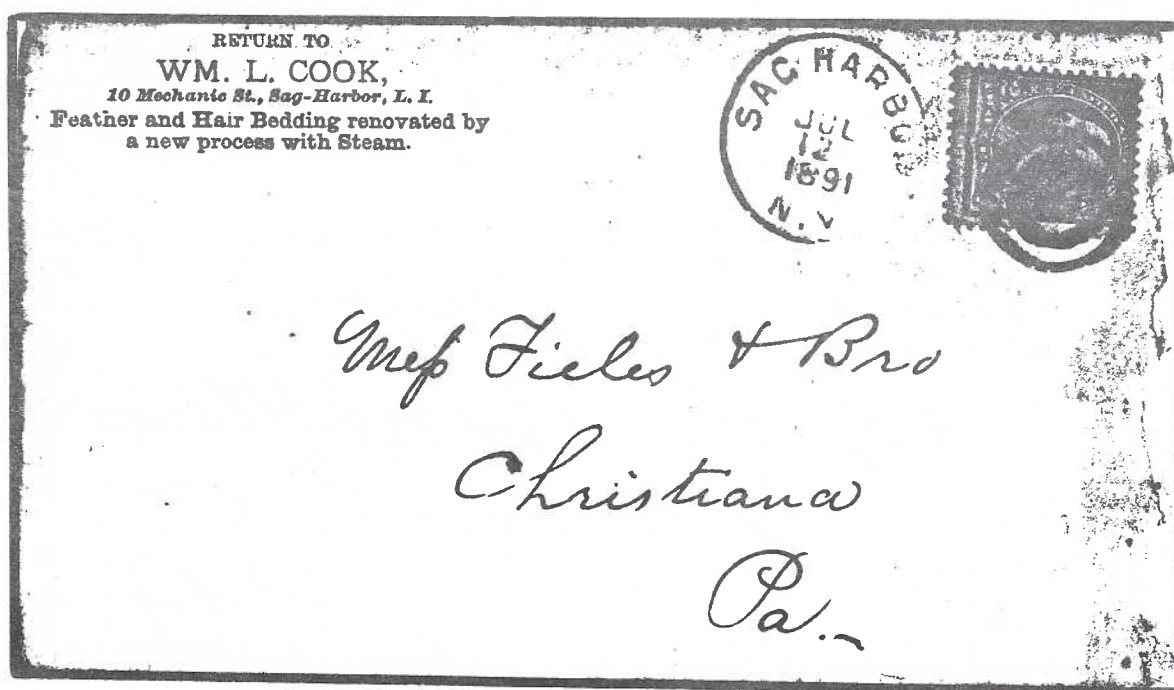
- 5a. YAPHANK Solid "H" in black ink, 13mm high by 9mm wide. Possibly a much used canceller, thus it is probably a "worned" version of #5 above. These examples, on piece, are used on March 8, 1904. Another one is used on June 30, 1904.



UPDATE SECTION

Bull's Eye Fancy Cancels - Reported on Page 86 of Vol. 12 No. 2, Summer 1988 issue.

1. The Westbury cover with this cancel as shown is not Westbury, Long Island, but rather Westbury, Cayuga County, New York.
2. New Find - Sag Harbor corner card cover with a bold black Bull's Eye Cancel used on July 12, 1891, shown below.



AUCTION ACTION - LONG ISLAND POSTAL HISTORY AT PUBLIC AUCTION

Stampazine, 3 East 57th St., NYC held its Sale No. 1231, Floor Auction on Saturday June 18, 1988 at their offices. Noted the following lot, including a rare express cover from L.I. which sold relatively cheap.

<u>Lot</u>	<u>Description</u>	<u>Estimate</u>	<u>Sold for</u>
115	SFL 1823 Ms. "Jamaica"(N.Y.) to Dublin, VF	15.00	30.00
117	SFL, 1826, headed "Ship Josephine laying at Sandy Hook. Addressed to "Fosters Meadow, L.I." F-VF	10.00	22.00
125	SFL, 1839, Faint red "SAG HARBOR,N.Y." and ms. "MAIL". Very long letter to Samuel Gardiner in Cincinnati.	3.00	32.00
128	Eight SFL, 1841-2. All Cole family correspondence, NY to Matinecock, L.I. All carried by the L.I. Sound Steam Boat American Eagle. No other postal markings.	20.00	100.00
129	Similar group of 3 SFL to Smith family at Matinecock 1842-3.	8.00	44.00
145	SFL, 1847 headed Manhasset, to Matinecock. Mss "Ludlum Express". Long letter. Not listed ASCC. Very scarce.	40.00	82.00

David G. Phillips held a public auction in Miami on August 27, 1988 which had some good floor bidding activity.

<u>Lot</u>	<u>Description</u>	<u>Estimate</u>	<u>Sold for</u>
105	Lot of 2:"Hempstead" (NY) ms pmk & ms 10 on 1822 FL; BUCKRAM/N.Y. F red cds & red PAID/3 arc on env. Toning & aging, Vg-F	30/40.00	26.00
107	Lot of 2: GREEN POINT/N.Y. F-VF blk cds & blk FREE on env w/1857 contents; "Flatbush N.Y." ms pmk & ms Free on 1844 FL, F-VF	30/40.00	30.00
108	Lot of 2: SAG HAR.N.Y. vg-f red cds, red PAID & ms 18-3/4 on 1841 FL; SETAUKET/N-Y. vg-f blue cds & blue PAID/3 circle on 1854 FL, vg-f	30/40.00	30.00

290	ROCKAWAY/N.Y. F large blk cds, blk negative segmented star cancel ties #65 to env very slightly reduced at right, Fine.	20/30.00	17.00
556	SURF HOTEL, FIRE ISLAND ill of hotel, ship & beach in large oval on front of env, F blk FIRE ISLAND/N.Y. cds, blk grid on #184, light toning, Fine.	30/40.00	80.00
597	LIFE BOATS blk ill of boat at left, Brooklyn NY duplexxx ties #213 to env reduced at left, corner faults, with ill. 1888 contents, VG	30/40.00	38.00
764	MISSENT/TO/BROOKLYN/N.Y. Vg-F blk circular handstamp at left & indistinct blk cds on 3c red entire #U9 addr. to Baltimore, MD.	20/30.00	20.00
931	Lot of five envelopes, each addressed to Sag Harbor, L.I. each with #26 tied by vg blk LONG ISLAND R.R. cds, Fine	60/75.00	80.00

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