

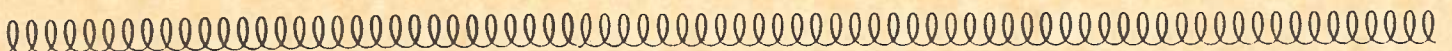


LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



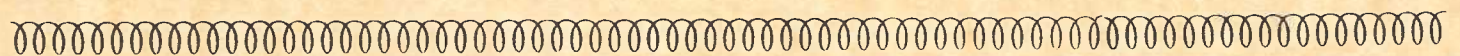
Dedicated to the collection and research of the postal history of
Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.



Volume 13 No. 3

Whole No. 29

Fall 1990



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THE UNIVERSITY OF CHICAGO PRESS

LONG ISLAND BOTANICAL HISTORY

WILLIAM

1914

EDITORIAL !

Following more than a year of non-activity, what you are seeing here is the active revival of the Long Island Postal History Society and the the resumption of its regularly scheduled publication, the Long Island Postal Historian.

Several of the officers/directors are remaining active and some others have not been heard from nor have they responded to correspondence. The remaining active group have decided to try to revive the activities and their first order of business has been the acceptance of the resignation of J. Fred Rodriguez as the Editor of the Journal (although he will continue to be a member) with their heartfelt thanks for having done an excellent job in that capacity for many years, and the appointment of Brad Arch to the position as the new Editor of the Journal. Future activities of the officers in the nar future will be the scheduling of all the necessary actions associated with the nominations for and the election of a full Board of Directors either by mail ballot and/or in combination with a scheduled general membership meeting. Another immediately effective decision is that all memberships that were in good standing and fully paid-up for the 1989 calendar year would continue to be in good standing without the need for any additional dues payments until at least mid-1991 and most probably until the end of the 1991 calendar year. At which time we would have a very good idea concerning the future of the Society and if the Journal is being supported by the submission of sufficient articles for publication on a regular basis, if such is the case, dues notices for the future will then be distributed for the 1992 calendar year.

Concerning the revived publication of the Journal. I will attempt to produce the Journal on our normal quarterly schedule, and try to maintain a standard number of pages per issue. Rather than publishing everything on hand at any particular time and then having to start from scratch and hope that sufficient new material will become available for the next issue, which causes erratic pagination and publication dates, etc., I may opt to hold back and/or reschedule material that is submitted for publication, in an effort to try to balance the content of each issue, when possible. I do not anticipate any problems concerned with typing/re-typing and layout of the Journal, but as I am not very well versed in the many facets of Long Island postal history, I cannot undertake to write the articles and must rely on submissions from interested authors. So, the future of the Journal is in the hands of **you**, the readers. Remember, one of the greatest contributions a member can make to the Society is sharing his or her philatelic knowledge and research, so, if you have documented a study of your specialty share it with you fellow members by offering the manuscript for publication in **your** Journal. Anything is acceptable from an illustration of one interesting cover with a one sentance/paragraph write-up, to multiple-page extensive studies, etc.

The dealines for receipt of submissions of timely material for publication is 60 days prior to nominal publication dates; such as October 1st for the December Journal, January 1st for the March Journal, etc. Articles for re-typing and layout must be submitted a bit earlier, at least 90 days or more in advance. Illustrations for use in the Journal should be provided in the form of clear high-contrast Xeroxs with ample surrounding margins so that the covers can be framed by us to highlight the item for reproduction in the Journal.

In an effort to eliminate too much white space and blank pages, I have re-formatted the Journal and its contents. I firmly believe that the monotonous/repetitive publication of the list of society bureaucrats, etc. on the first page is a wastefull use of the premier page for information that is not very interesting or important for the average readers, so I have moved the 'Table of Contents' to the outside of the front cover for easy viewing, and the balance of the bureaocracy to the end of the Journal, including any and all secretarys and treasurers reports and notices. I have also formatted the

Journal to be a self-mailer, avoiding the need and expence for an envelope and possibly reducing the weight for postage. As paid advertising has never been a major effort, I would prefer not to get involved with commercial advertisements; if the membership/board/officers/etc. determine that they want and need paid commercial advertising, they will have to appoint an advertising manager to handle all of the advertising details. The only advertising that I will handle is the continuing offer to make small classified ads available to the membership. Each member in good standing is entitled to one free classified ad per year not to exceed 25 words, plus name & address, etc. If response to the free members ads is very low, it may become possible to offer to run 2 ads per year or 2 insertions of the same ad, etc. but at this point in time, that option will have to remain subject to my judgement.

As I am a philatelist and cover collector, and retired postal worker, I prefer to communicate via the mails; and not to help support the telephone company, thus the phone will only be resorted to in emergency situations, and then very rarely. I look forward to receiving input, articles, illustrations, auction reports, etc. from all of **you**.

Since taking over as the Editor of the Journal, I am not sure if all of the following Study Groups are still active, and am asking all of the group leaders to contact me to confirm their active or inactive status. I will also accept volunteers to head-up new study groups.

Long Island Postal History Society Study Groups

- 1869 Pictorial Issue Covers** - Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011
- Fancy Cancels** - J. Fred Rodriguez, PO Box 112005, Miami FL 33111
- Manuscript Postmarks** - Arthur Fitzpatrick, 263 Cushing Avenue, Williston Park NY 11596
- County & Postmaster Postmarks** - Daniel Knowles, 97-10 71st Avenue, Forest Hills NY 11375
- Long Island Railroad** - Daniel Knowles, 97-10 71st Avenue, Forest Hills NY 11375
- Receiving Cancels** - Brian Levy, 1983 Guildford Park Drive, Seaford NY 11783

In an effort to build up a supply of material for use in future articles for the Journal, I encourage all persons to submit clear high-contrast Xeroxs of the following types of material directly to the Editor, untill such time as a formal study group leader is forthcoming, and directly to the Group Leaders for the above catagories:

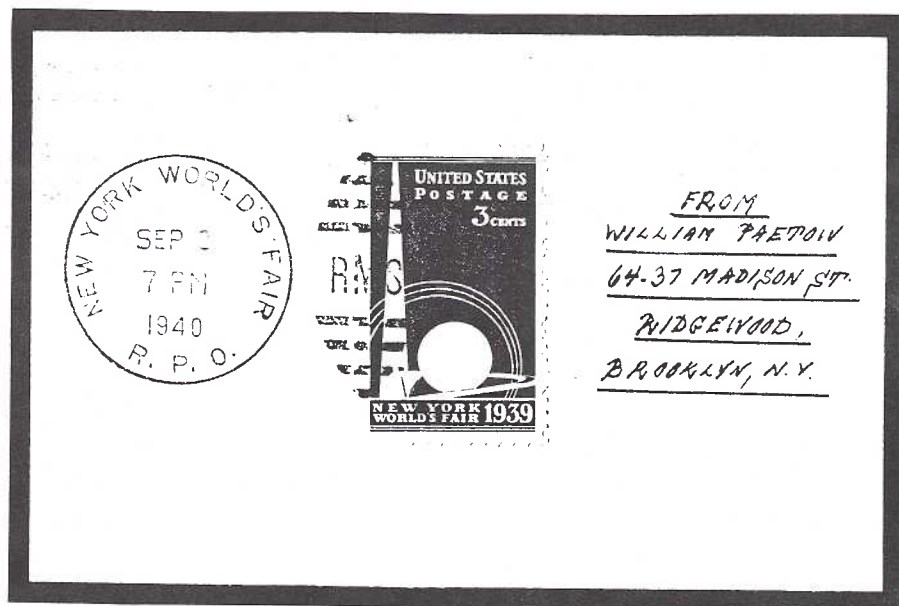
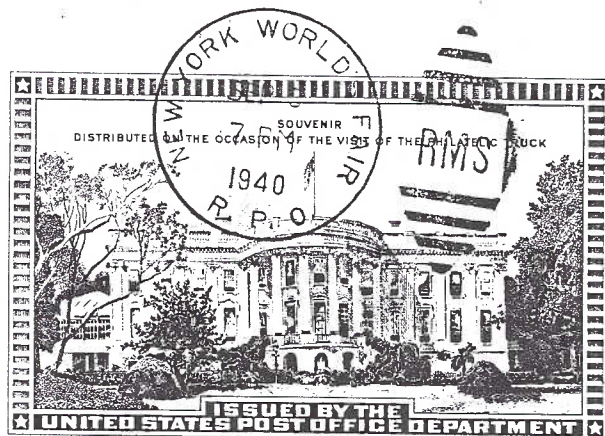
- 1847 Issue covers**
- Civil War Patriotic covers**
- Spanish-American War Patriotic covers**
- World War I & II Military Branch Postmark covers**
- Registered Mail covers & forms up to the Large Banknote Period**
- Postage Due Stamps on cover**
- Private Perforations Stamps on cover (Shermacks, etc.)**
- Foreign Rate Mail (Stampless period through Mid-1870s) pre UPU**, showing high rates of postage either handstampd, manuscript or with adhesive stamps
- Interupted Mail covers - 'Crash Covers' - (Air, Rail, Ship, etc.)**

And any other types of interesting looking covers, which are unusual, exotic or exciting, such as Errors, Bisects, Revenues used as postage, Xmas Seals tied on, Locals & Expresses.

NOTE : You may find articles in this and the next issue of the Journal written in either the first, second or third person; as I will be attempting to use up materials that has already been prepared by Fred Rodriguez and others but which never managed to progress to the point of being published previously.

We Need Your Articles and other input NOW !

The PHILATELIC TRUCK Souvenir Sheet &
The NEW YORK WORLDS FAIR RPO
1940



Actually carried through the mails
obviously enclosed in either a glassine or
other type see-thru envelope
as it remains in remarkably fresh condition

This is a marvelously unusual example of the use of the sheet
although several have been seen affixed to envelopes and used as cachets
some even being tied onto the covers, this is the only example I've seen
that has actually carried itself through the mails.

LONG ISLAND ADVERTISING COVERS:

Early Garden Centers

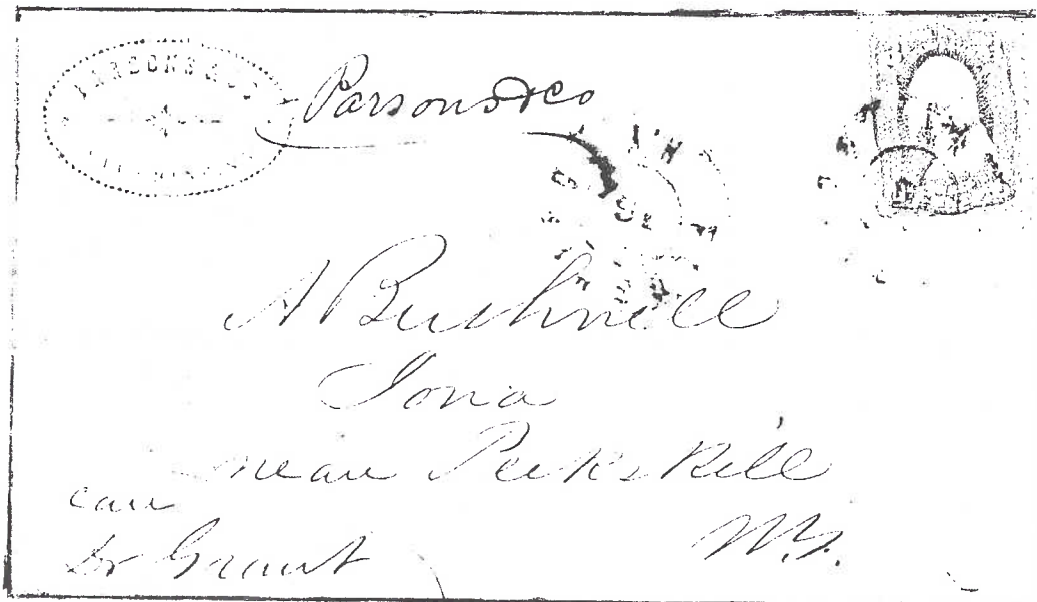
By: Carl Baker

When the first settlers arrived, Long Island was covered almost entirely with a virgin forest, though there were a few exceptions such as the Hempstead Plains, the coastal dunes, and those areas already cleared by the Indians. Much of this virgin forest would soon disappear at the hands of the settlers, or by fire or disease, though new species were gradually introduced.

As early as 1730 Robert Prince and son, William, established a nursery in Flushing and in 1798 James Bloodgood also opened a nursery there. These two nurseries plus a third begun by Samuel Parsons in 1837 were responsible for Flushing becoming known as The Garden Center of America. It was also due to these men that so many of Flushing streets are shaded by so many trees - some 2,000 varieties are known to be represented. George Washington as President of the budding Union became a guest of the Prince Family, while on an official visit to Flushing in his search for a site for a permanent capital for the new nation.

Postal historians are aware of a number of early stampless covers mailed out of the Flushing Post Office and pertaining to the Prince Nursery business, but none, that I can recall, had any advertising identification other than what the inner message, itself, might possess.

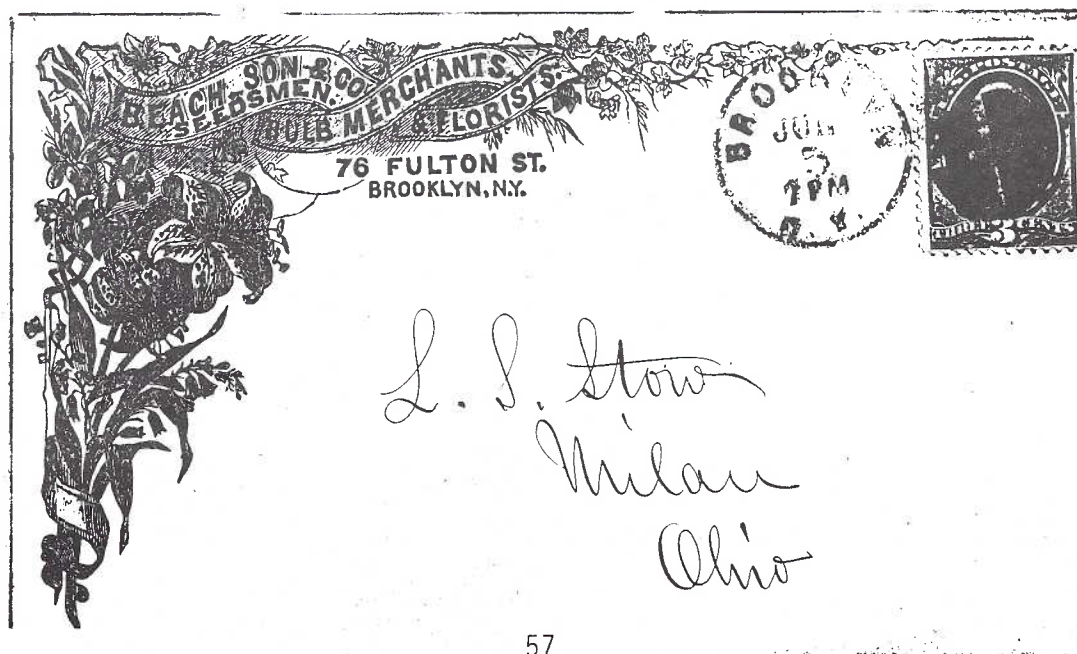
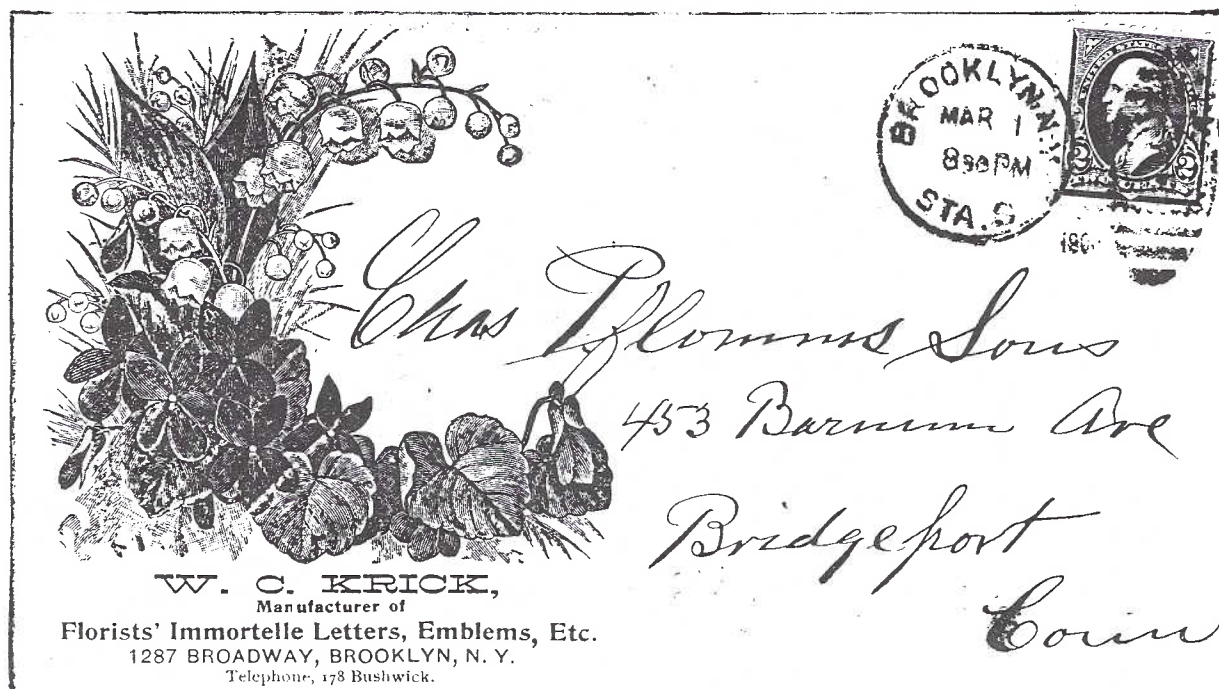
It is also interesting to note that the Prince Nursery had become so well known that a letter addressed to a fourth generation son simply as "William Prince, America" was delivered to Flushing without delay.



A 1861 3¢ stamp tied by weak Flushing, N.Y. CDS on a cover with a stenciled corner card of "Parsons & Co.", which I have assumed to be that of the Parsons Nursery, which continued in business until 1907. The property was sold to the City of New York and became Kissena Park.

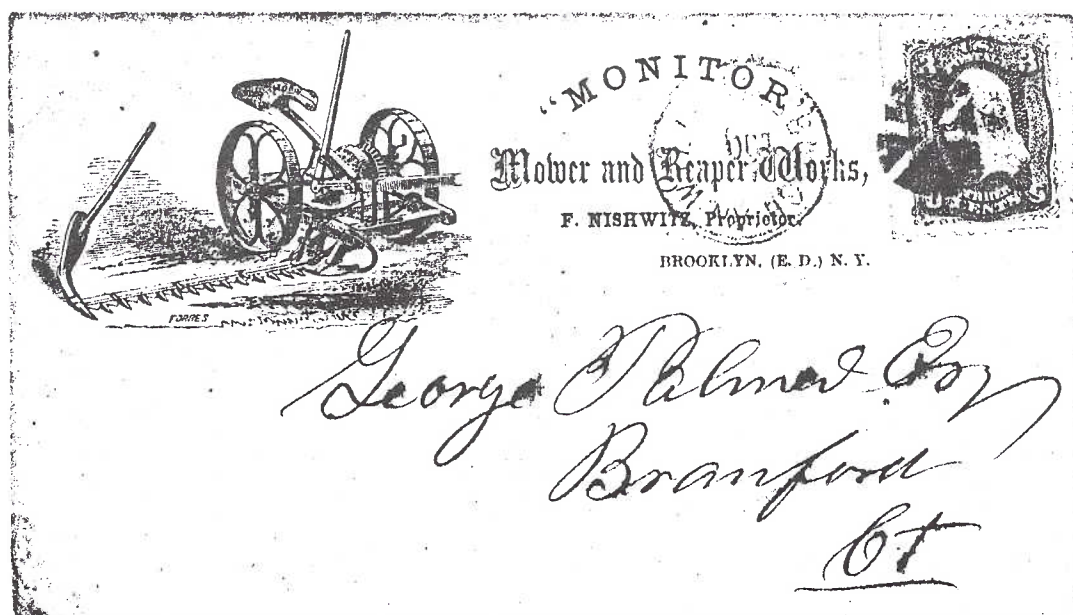
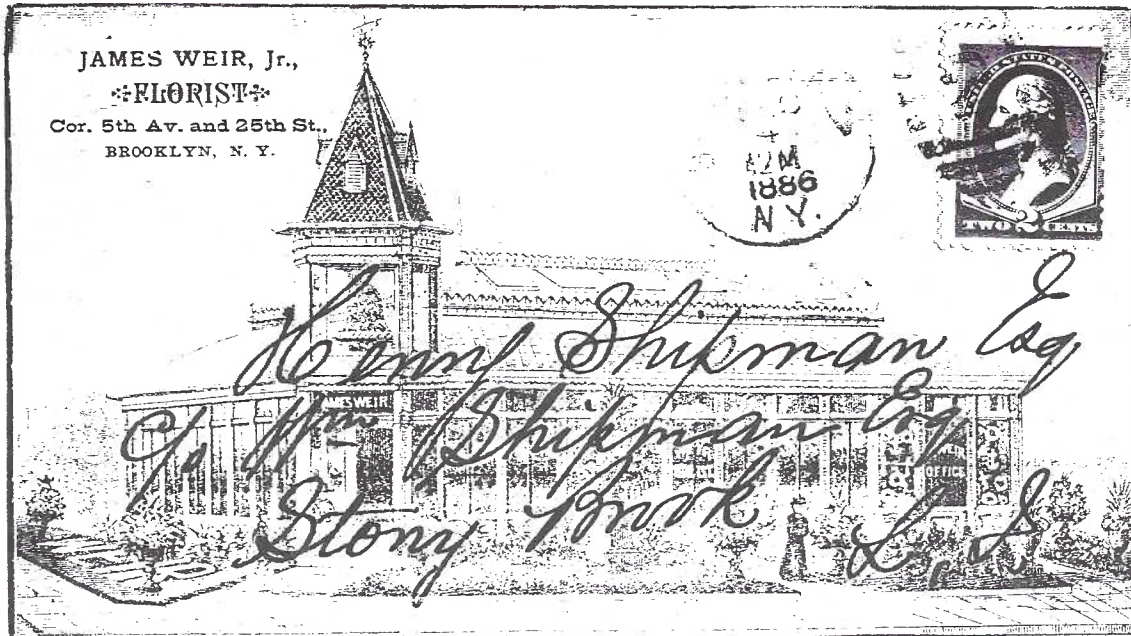
No information pertaining to the enterprises on the following Brooklyn covers was available to the author. Consequently we shall use information "borrowed verbatim" from the "Trees of Long Island", authored by George H. Peters and published by "The Long Island Horticultural Society" in 1973. A chapter on the Notable Tree Collections on Long Island" noted: "'The Estate Era' between the end of the Civil War and the early 1900's saw the gradual transfer of rare trees from the commercial nurseries to the properties of wealthy Horticulturally-minded individuals. The great estates vied with each other to obtain unusual plants that no one else had and in consequence came to possess a rich treasure of privately owned tree collections."

Also noted: With the gradual breakup of the estates on Long Island their role as keeper of the great tree collections was taken over by the growing public parks.



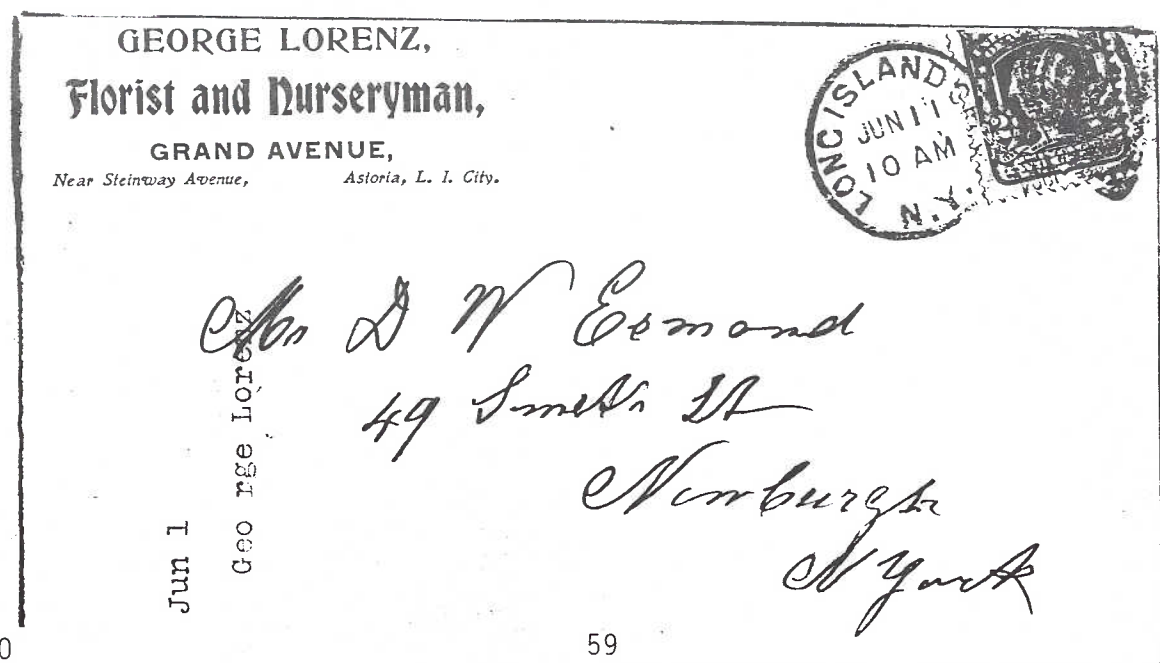
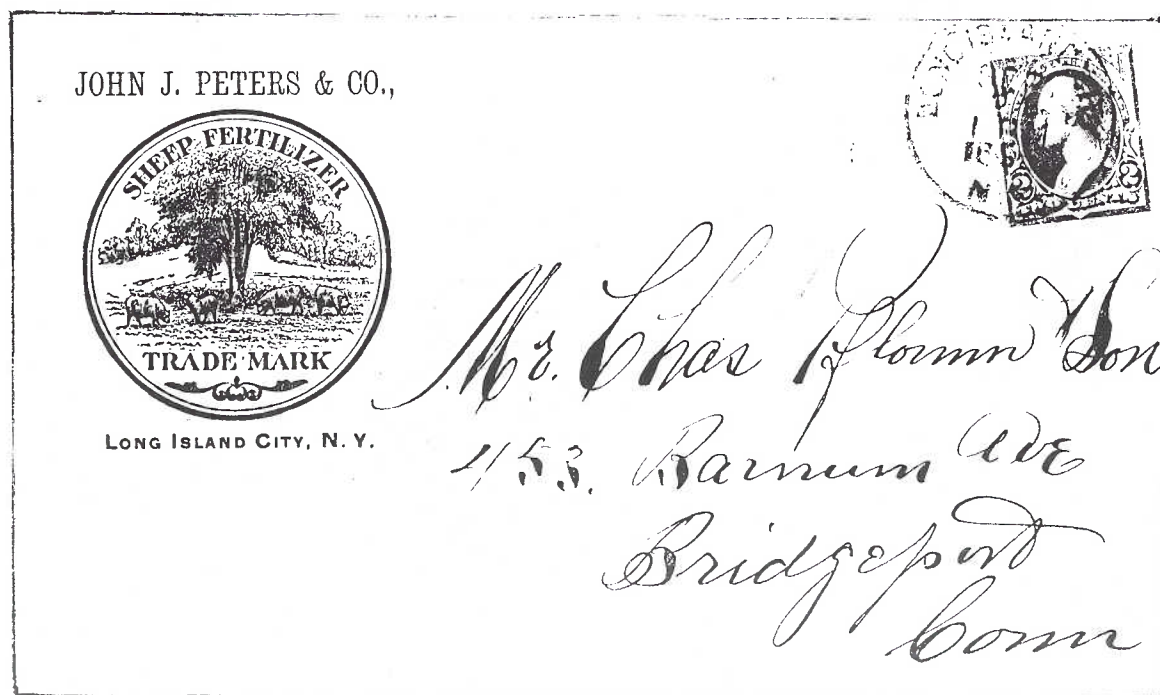
With the lack of information on the following Brooklyn advertising covers, we shall report on some editorial comments taken from the Long Islander, Huntington's Weekly Newspaper, the issue of December 21, 1849:

"One of the grand hallucinations of the day, is the idea of bridging the East River. When that work is completed, the projectors will probably open a subscription book for a rail road to the moon.-- One of the great humbugs of the day, is the enlargement of the Battery in New York, a thing for which there is as much need, as there is for deepening the Ocean. Vive la humbug."



An editorial comment on July 17, 1886 from Huntington's weekly newspaper, The Long Islander, founded by Walt Whitman and now owned by the Anton Community Newspapers of Long Island:

How long are Long Islanders to be at the mercy of the East River Ferry boats for their mails? This question has been asked very emphatically of late. The morning mails failed to arrive Wednesday on account of the ferryboat being detained by the fog. The same thing occurred about two months ago and is likely to occur during every heavy fog or when the East River is filled with ice. The only remedy is to have the mails transported by way of the Brooklyn Bridge. We call the attention of the Superintendent of the railway mail service to this important matter.

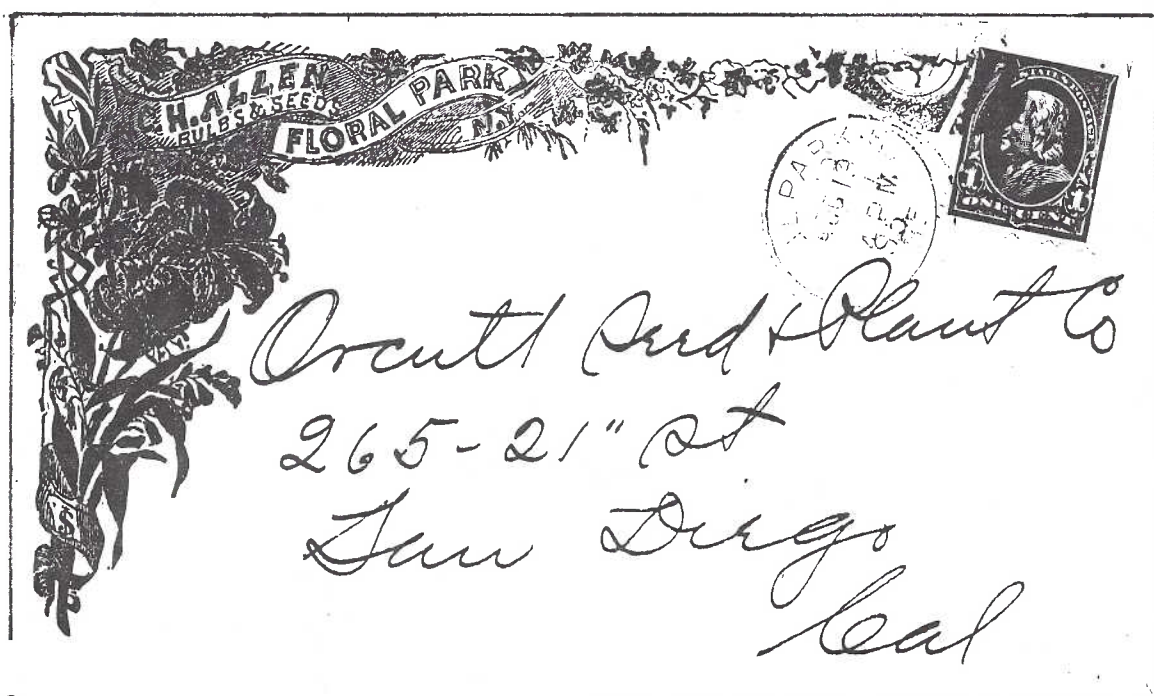


Charles Linnaeus Allen - An importer & grower of plants and flowers. Also a wholesaler of seeds. Business near Marshall Frost's store in a small settlement corner of Remsen & Jericho Tpke, then called East Hinsdale. John L. Childs worked for Allen before starting his own business a year later.

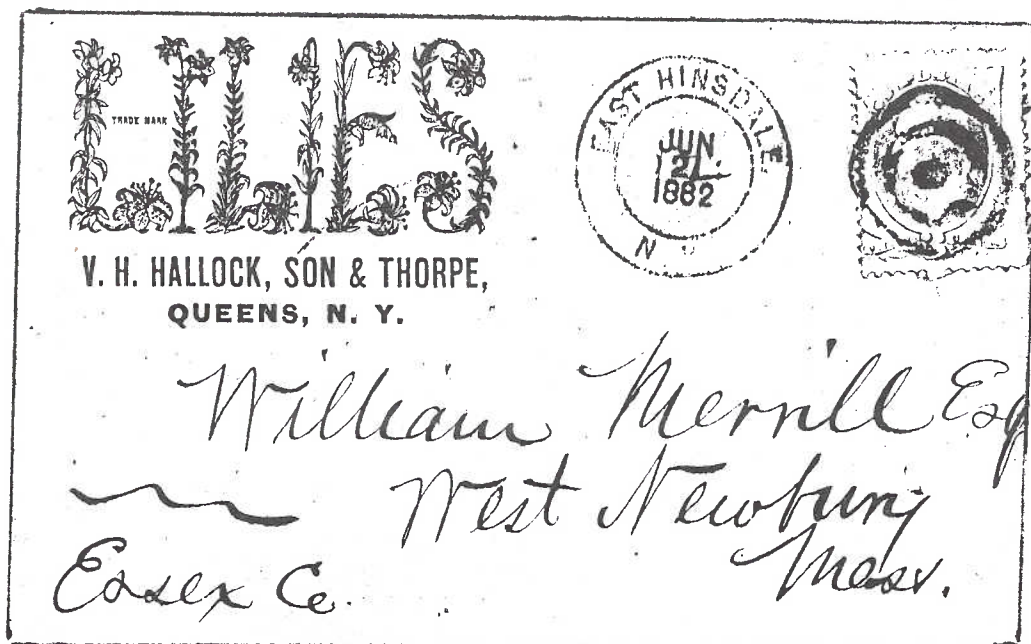
C. L. Allen seems to have had several properties in that business including C.L. Allen Flower Farm in Queens (Village) and one in Garden City in partnership with C. H. Allen. An enclosure shows them as a Bulb and Seed Growers in Garden City and Jamsport.



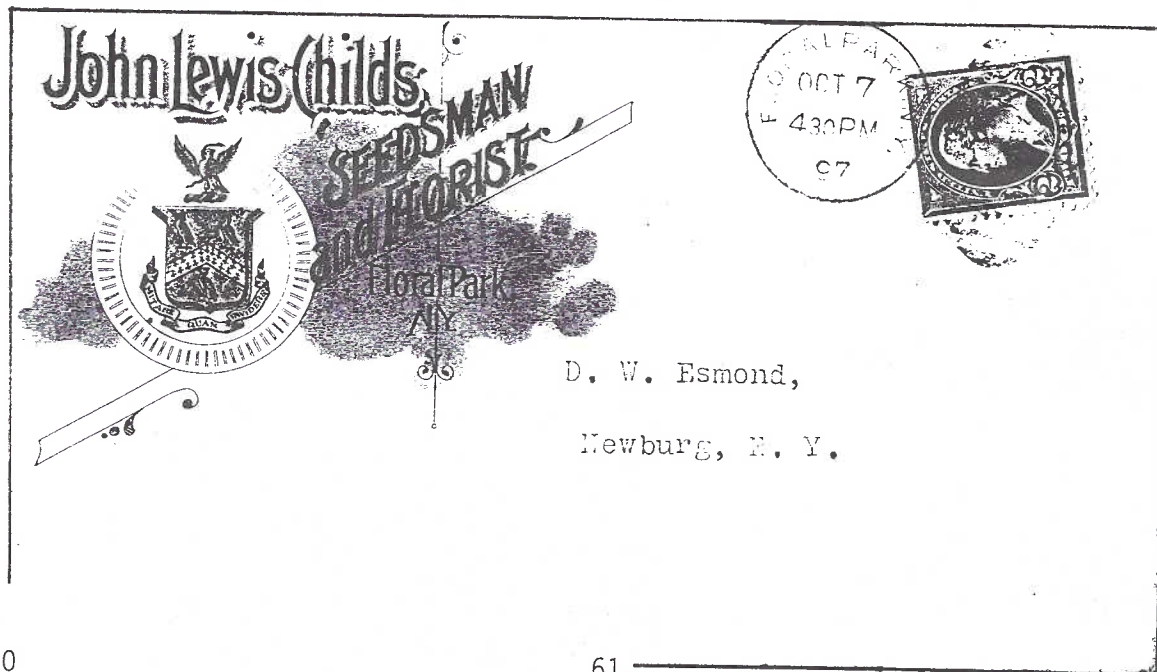
C.H. Allen was connected with C. L. Allen in Garden City as noted above. He also had a business in partnership with Joel Haydew shipping cut flowers to New York City daily. In 1904 he had gained the Presidency of the Board of Education in Floral Park.



East Hinsdale became the Post Office name (Jul 17, 1877) for the little village of Hinsdale and the RR Station at 254th Avenue, just north of Jericho Tpke, since Hinsdale was already a post office in Cattaraugus County. John L. Childs was instrumental in having the name changed to Floral and later to Floral Park in May 26, 1886. V.H. Hallock of Queens (Village) seems to have found the nearby East Hinsdale P.O. more convenient. The Hallocks had taken over the C.L. Allen Flower Farm (1885) and finally V.H. Hallock sold it to John L. Childs in 1891.



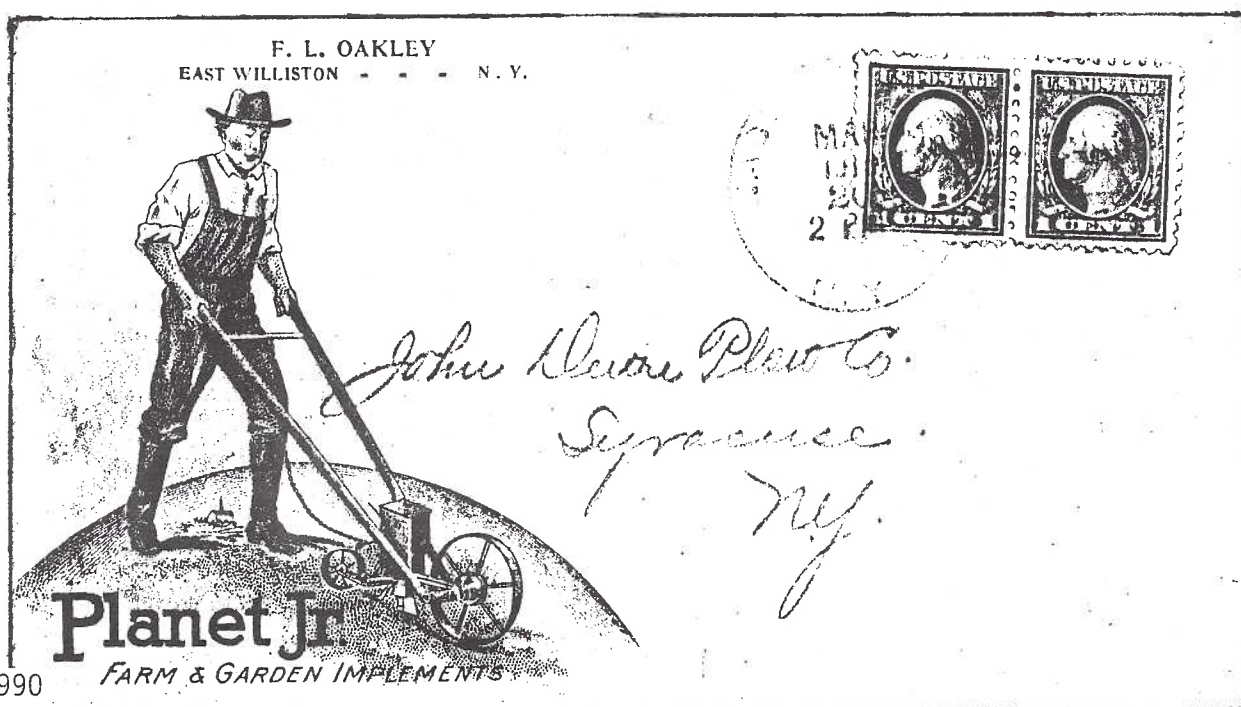
After leaving C.L. Allen's employ, John L. Childs in 1875 began what was to become a very prosperous business, the very first seed catalog business in America. Childs used his influence to have the name of the Post Office changed to Floral for a few months, and after reverting back to East Hinsdale, then back again to Floral. Floral became Floral Park for good on May 26, 1886. Child's seed house and printing business, 90% of the actual postal business, established that office as a first class PO.



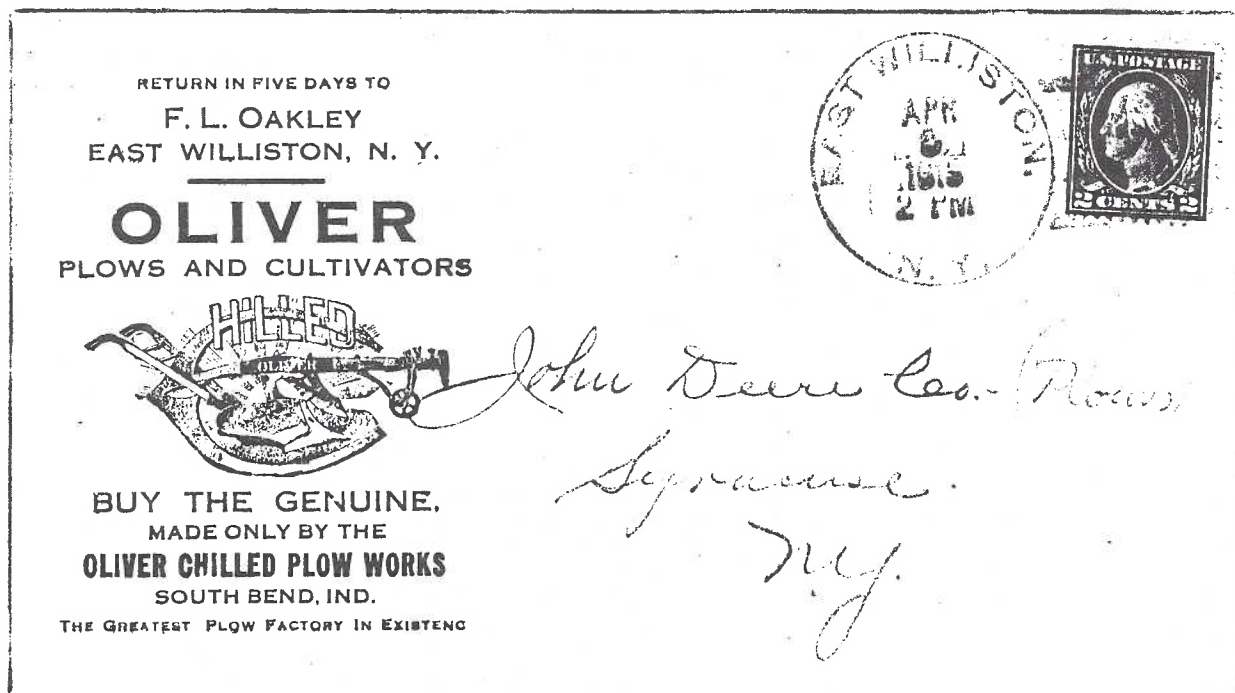
In 1909 John L. Childs purchased a tract of some one thousand acres of land between St. James & Stony Brook in Suffolk Co., to grow plants and seeds for his retail mail business. Calling this property Flowerfield, his business expanded so well, that a post office was established on October 15, 1910, and the L.I. Railroad was influenced to make a station stop as well. The fields became a show place of flowers, known as "The World's Biggest Flower Bed."



Foster L. Oakley in partnership with William H. Griffin bought out the Willis Windmill and Carriage Works in East Williston in 1889, including the rights to the famous East Williston Road Cart. In 1896 due to Griffin's ill health, Oakley carried on alone. In addition Oakley also operated an agricultural supply business across from the windmill and carriage works. This shop operated until the early 1940's.

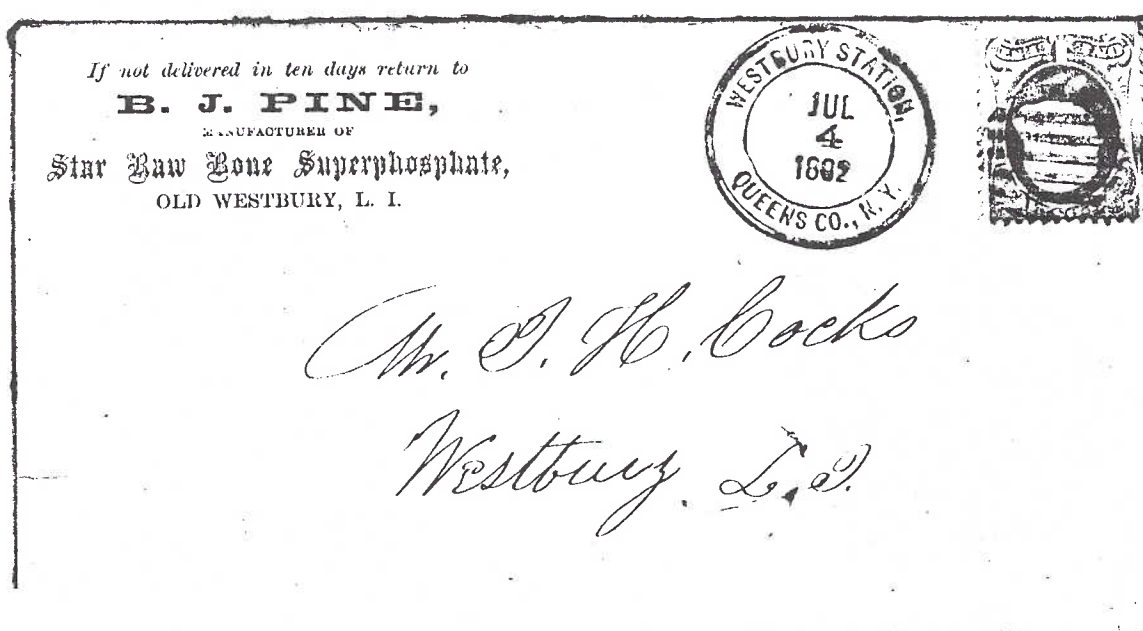


Another of F.L. Oakley's Advettising covers. The first Post office was established as East Williston, since a post office named Williston was in existence in Erie Co. at that time (May 19, 1879). Due to a larger population of a nearby village, the name was changed to Williston Park on Aug. 1, 1958. East Williston was established as a Branch of Williston Park on Jan 1, 1964 however.

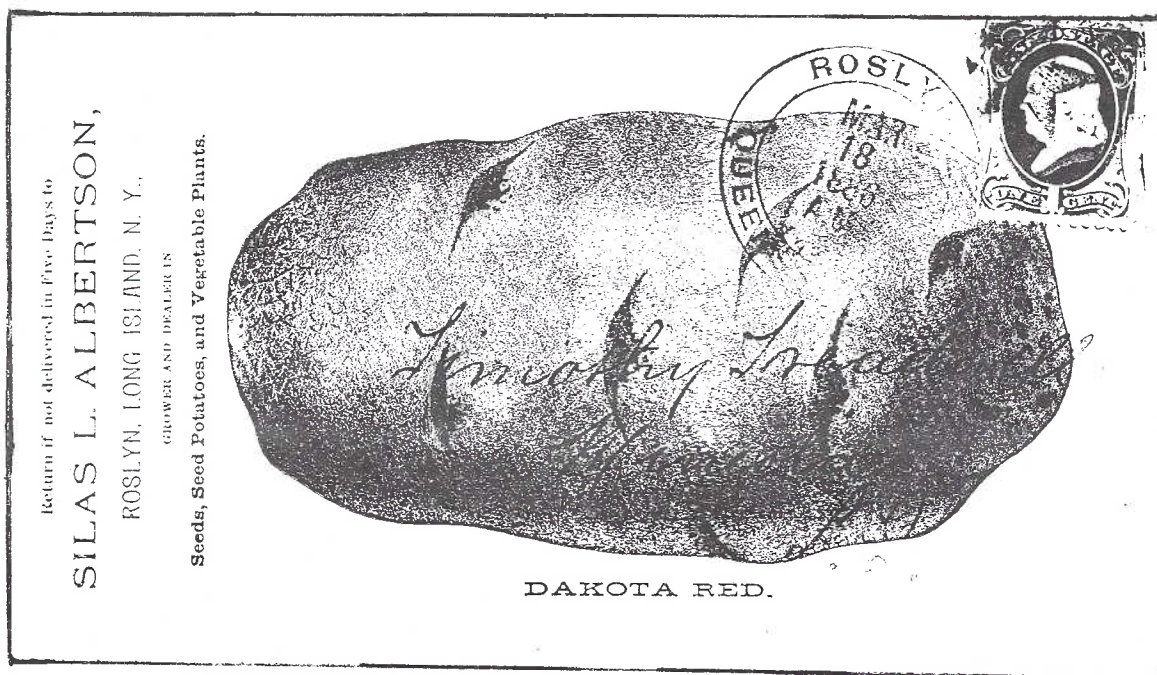


Westbury Station was established as a P.O. March 13, 1882 (Queens) and was changed to Westbury Dec. 16, 1908 (Nassau Co.) There had been a Westbury P.O. in 1841, changed from No. Hempstead and reverted back within the year.

Benjamin J. Pine had a fertilizer plant in East Williston by 1880. His plant was along the east side of the railroad and his Ads offered to ship 200 lb bags of Star Raw Bone Superphosphate to any station on the railroad.

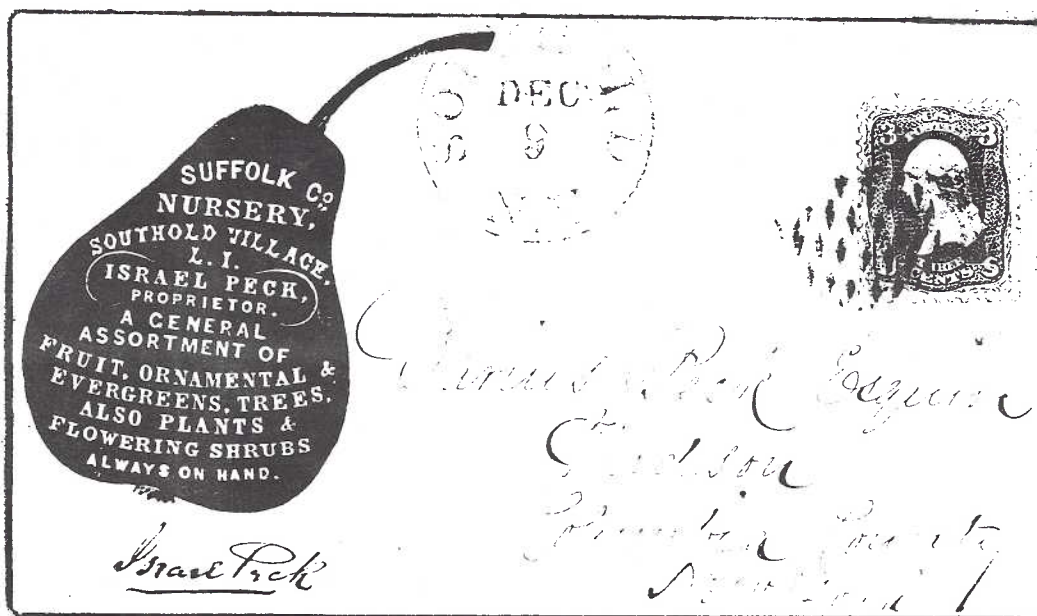


Silas L. Albertson's farm was along side of the Oyster Bay Branch of the Long Island RR, about half way between Mineola and Roslyn. Having no post office within the area, farmer Albertson used a Roslyn address. He established a milk bottling plant alongside the railroad and during the 1880's and 1890's the railroad made a milk stop only at Albertson's. When a post office was finally established, Feb. 21, 1928. the railroad's designation for that stop was also chosen for the post office's name.



With no information available for this last advertising cover, I would like to quote in extract the introduction to "The Trees of Long Island" by the Long Island Horticultural Society's president, Sidney V. Burns, at time of publication: "This book will acquaint the people of Long Island with their trees, past and present, and with their importance to the beauty, economy and welfare of the inhabitants. It records for the future vital horticultural information on the growth, suitability and usefulness of our trees, along with many half forgotten historical facts."

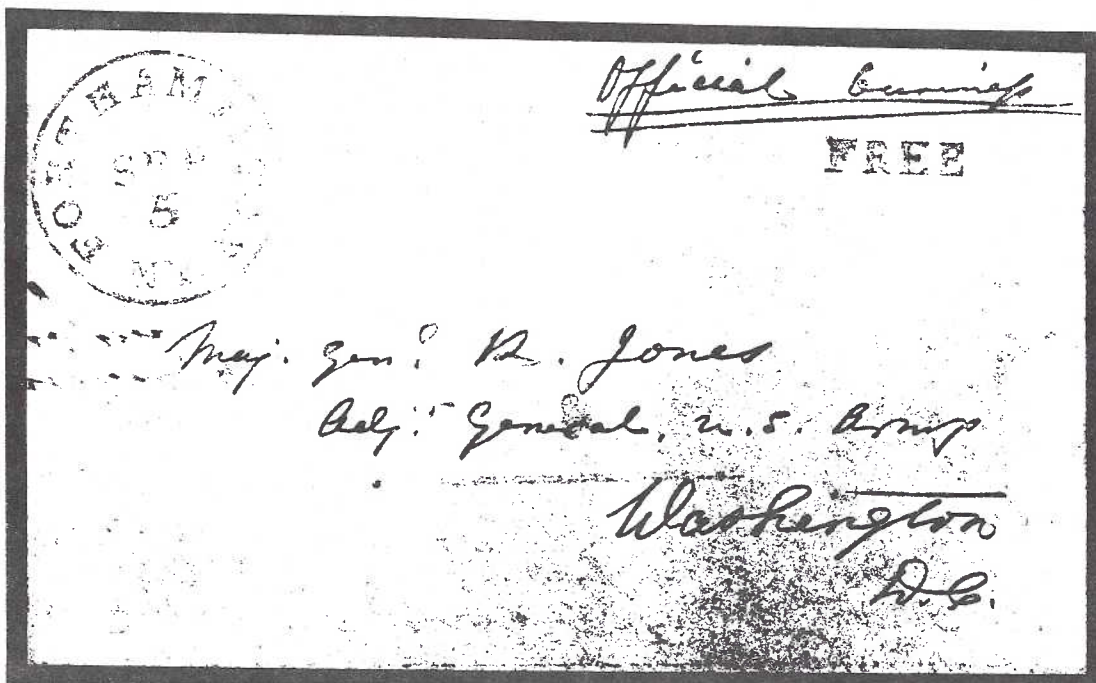
May this article serve that purpose as well.



10
aid Fort Moultrie
N. Y. 30 Sept.) On Eng^t Service.
Paid 12 1/2

Capt Geo W. Cullum
U. S. Engineers
Fort. Trumbull.
New London
Conn.

Official Business 'FREE' Mail only valid to or from Washington DC



65

I Was A Teen-Age Carrier

By: D. John Cederstrom

Yes, a teen-ager but sort of far along that path. I was nineteen at the time (1927), had just finished my freshman year in college and was mulling over the choices of farms in which I might weed, hoe and harvest in the hot sun.

"How'd you like to be our rural carrier this summer?"

"But we already have a carrier."

"Yes", replied John Mabie, our young postmaster, "but Ed is going to quit and go carpentering where he says he can make more money."

I didn't ask the pay and accepted on the spot, that is, me and my Model T.

John showed me the ropes. The mail came on the 8:30 AM train and was picked up by John in a two wheel cart. (The post office was near, almost along side the unloading platform on the north side of the tracks). The pile of mail was dumped on a table and quickly sorted, rural mail going over to me. I started to file mail for the rural route in the rack of cubbyholes provided, bundled it up appropriately and stowed it in a large leather sack. I took this and such parcel post packages as had come in and loaded my trusty steed.

John had gone over the route with me once and there was no problem - I knew all the roads and it was only a matter of getting them in order, first south, then across, south again and so on. In all it was about a 12 mile route.

Interestingly enough, delivery was only south of the tracks. Old St. James was first settled to the north near the water at the base of Harbor Hill and gradually crept up southward to the higher, generally level upland. There were many fine homes and estates in the old northern area whereas south of the tracks the dwellings were modest indeed until very recent years. Hence the area where we lived south of the tracks was contemporaneously referred to by at least one lady as "boomertown". As mentioned above, old St. James was first settled near the water off Long Island Sound but when the railroad came through around 1870, the area to the south attracted a farming population and tradesmen, and gradually became an important part of the community. Boomers indeed!

I imagine the Long Island Railroad was looking for freight in those early days and had little thought for passenger traffic. Lumber from the original forest cover was there and, equally important, plenty of high grade sand for the building of greater New York City. Long Island marks the terminus of the continental glacier and is built up almost entirely of beautifully sized clean sand carried off that glacier and is ideal for building purposes. It seems likely that in the days before reliable (and cheaper) truck transportation and better roads, significant farm produce was also carried by the old Long Island. Bags of potatoes, likely headed the list with crates of cabbage and cauliflower a close second. As of 1927 the only freight I recall was an occasional incoming car of anthracite and a car of bagged feed stuffs for farm animals and fowl.

The old post office, up around 1914, was at the head of Harbor Hill a quarter mile or so north of the railroad. This was a tiny building to which (and here I am guessing) mail was originally brought from boats in the harbor or even from as far away as the shore of Long Island Sound. This relic of colonial days(?) was abandoned as Boomertown grew and then modern post office was built near the railroad station. The even more up-to-date post office now serving St. James is located still farther south in the heart of Boomertown itself.

A somewhat parallel history may be noted in the nearby Smithtown. "Smithtown" post office is, or was located near the Sound and as the boomers came in to fill up the farm lands, the newest post office on the high ground became "Smithtown Branch". I have a cover dated 1909 addressed to a party to "Smithtown" bearing the oval cancel of that office and further circular cancel "rec'd, Smithtown Branch, NY" the same day.

But, back to the Model T and my rural route. I took the job seriously, but really, it was a fun job and almost a shame to take the money. Riding along in the bright sunshine with the top down and stopping in here and there I finished the job around 1:00 PM. I do not recall specifically that it rained that summer but if it did I raised the canvas top of the old crate and continued my rounds without difficulty.

The load was not heavy, almost entirely first class mail and now and then a package or two. There was no junk mail as far as I can recall. There was one interesting circular that was posted in a square envelope that turned out to be an invitation or summons to a Ku Klux Klan meeting. By the time I finished my route, I had a good idea of most of the membership of that organization. To me, it made no difference, one way or the other.

Carriers did not carry stamps with them for their patrons. Instead, there was a little box on a swivel pivot inside the larger conventional box in which patrons placed the proper postage (2¢ per letter) to take care of outgoing unstamped mail. Upon return to the post office I purchased the necessary stamps, affixed them to the letters in question and tossed them and other outgoing mail into the pile for the postmaster to cancel.

One lady on the route was a regular parcel post patron. This French lady, a Mrs. Vion (Americanized pronunciation of "Vine") either cut up leather for glove manufacture or perhaps sewed up already cut leather for gloves. In any event, I had heavy packages for her with some regularity. For the outgoing packages of finished product she always had the exact change to pay for the parcel post!

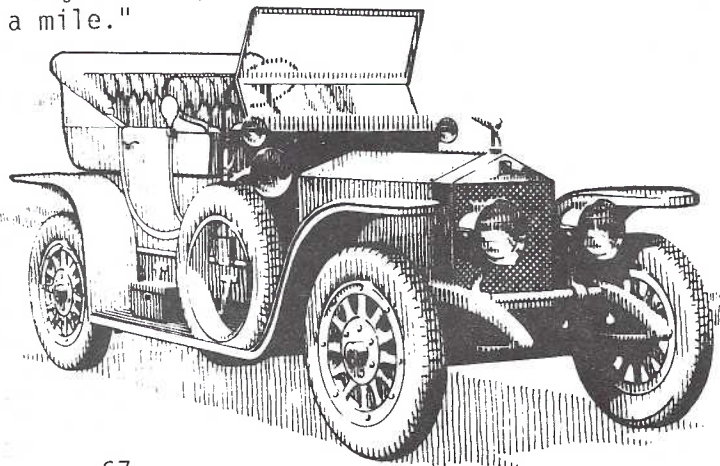
Perhaps it was Mrs. Vion who made the only complaint about the lack of postal service one day. That was shortly after the day I skipped her from the route. On the day in question the south end of Lake Avenue had been plowed up in order to be graded into a smoother and presumably better road. I arrived at the intersection of Lake Avenue and Middle Country Road and viewed the torn up section with dismay. It was too far to walk carrying the mail sack which I would leave in the open vehicle and, on the other hand, I could hardly get 50 yards down that torn up mess in my vehicle. So I skipped the good lady that day and although she may have registered a complaint she seems to have forgiven me. I received only mild criticism from the postmaster.

There was another French family on the route. One day I had a registered letter for the family and the old grandmother who spoke no English came out to receive it. Here was a challenge! In desperation I drew upon my high school French and held the form and pen out to Madame saying as best I could, "ecrivez votre nom ici, s'il vous plait". Regardless of how execrable my accent, I got the signature and a smile and Madame took her letter.

I have a decent collection of Long Island RPO covers assembled at modest cost. However, I recall the time a young fellow staying with us failed to get his post card prepared in time. My grandmother then advised, "Go up and give it to the man on the 6 o'clock train." Had I realized then that I would ever have been interested in RPO covers I could have had dozens at 2¢ apiece. And with my trusty Model T I could have driven a few miles south of St. James and also caught the Greenport and Montauk Lines.

Near the close of my tour of happy duty John approached me and said, "I've put in the request for your mileage allowance; 5¢ a mile."

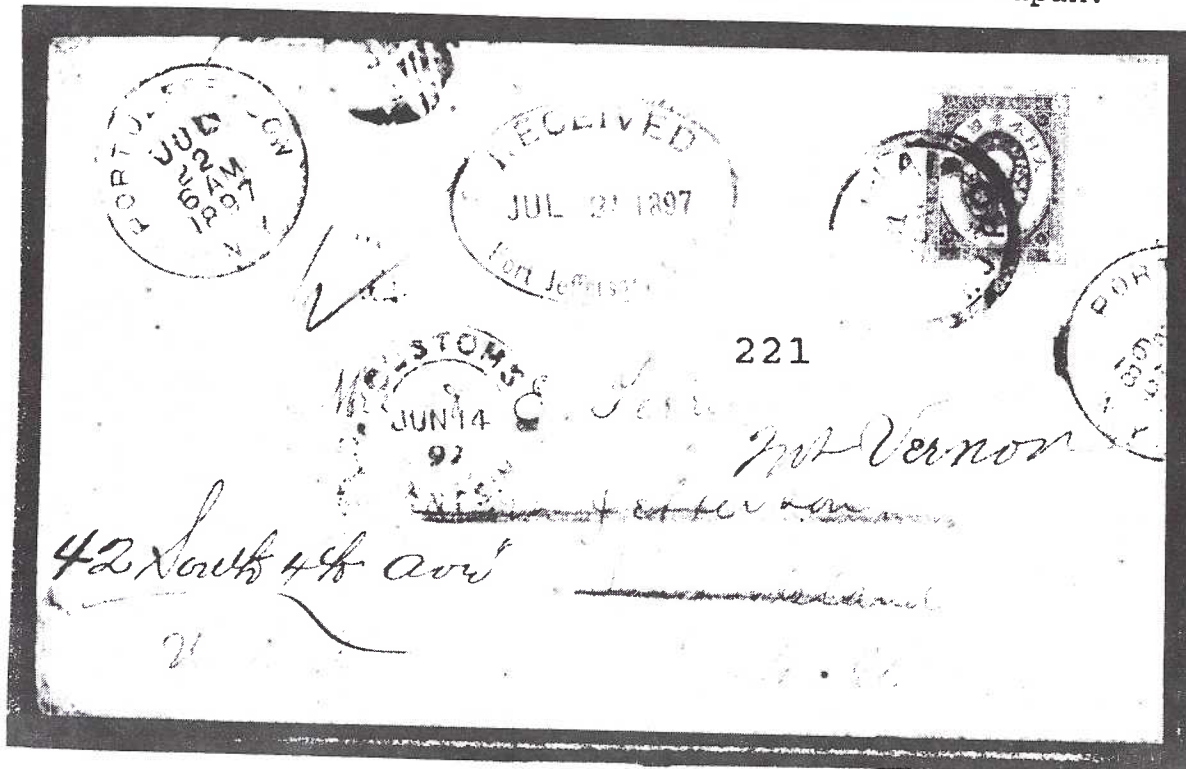
Wow !!



PORT JEFFERSON OVAL !

Brad Arch has sent in various copies of Long Island covers which have appeared in auctions over the last few months. There has been a lot of activity in our field with choice covers coming up for auction as well as whole collections being disposed of via auctions by various collectors. One particular cover is illustrated below. It is a scarce cover from Japan with postmarks from Japan and China. Interestingly enough, it has a hereto unknown PORT JEFFERSON, N.Y. oval receiving handstamp in purple dated July 21, 1897. It also received the usual black Port Jefferson duplex handstamp as a departing or forwarding postmark on July 22, 1897 when the letter was remailed to 42 South 4th Ave., Mt. Vernon (N.Y.).

Other covers from this correspondence from Japan to Mrs. H.E. Terry of Port Jefferson and Mount Vernon have been seen at auction with forwarding markings and Port Jefferson oval receiving handstamps. The covers are expensive and have sold well due to its rare postal markings from the U.S. postal service in China and Japan.



FOREIGN OFFICES IN CHINA

JAPANESE OFFICES

- 221 1897 cover to NEW YORK (arrival cds) with blue Jun 14 CUSTOMS TIENTSIN cds of origin and Jun 18 SHANGHAI dollar bkstp, Japan New Koban 5s tied by fair SHANGHAI cds with bkstps incl. YOKOHAMA & TACOMA, forwarded locally, fine "PAID IN CASH" usage showing late use of CUSTOMS cds, early use of dollar cds and scarce 5s rate in Imperial Post period (in effect from Feb to Sep 30, 1897), F-VF. Photo \$1250

THE LONG ISLAND WIND SOCK

TRANSATLANTIC 50TH ANNIVERSARY

ROBERT S. MILLER SR.

May 20, 1939, the twelfth anniversary of Lindbergh's epic flight from New York to Paris, was selected by Pan American Airways to inaugurate the first trans-Atlantic air mail service on the southern route from the United States to France.

The "Yankee Clipper" with Captain Arthur E. La Porte in command took off from Port Washington on Manhasset Bay in Long Island with three Pan American personnel as technical advisors and a crew of 14. The giant Boeing B-314, NC18603 overflew the New York World's Fair grounds where a special program in celebration of the event was taking place. Captain La Porte held a two way radio conversation with government officials and aviation celebrities at the fair grounds before the aircraft continued to Marseilles, France via Horta, Azores and Lisbon, Portugal.

In addition to Captain La Porte and Captian Charles Lorber, First Officer the following Junior Flight Officers were also pilots; Adam E. Kalkowsky, Horace Brock, Robert Fordyce, Robert M. Elzey and William J. Garrison.



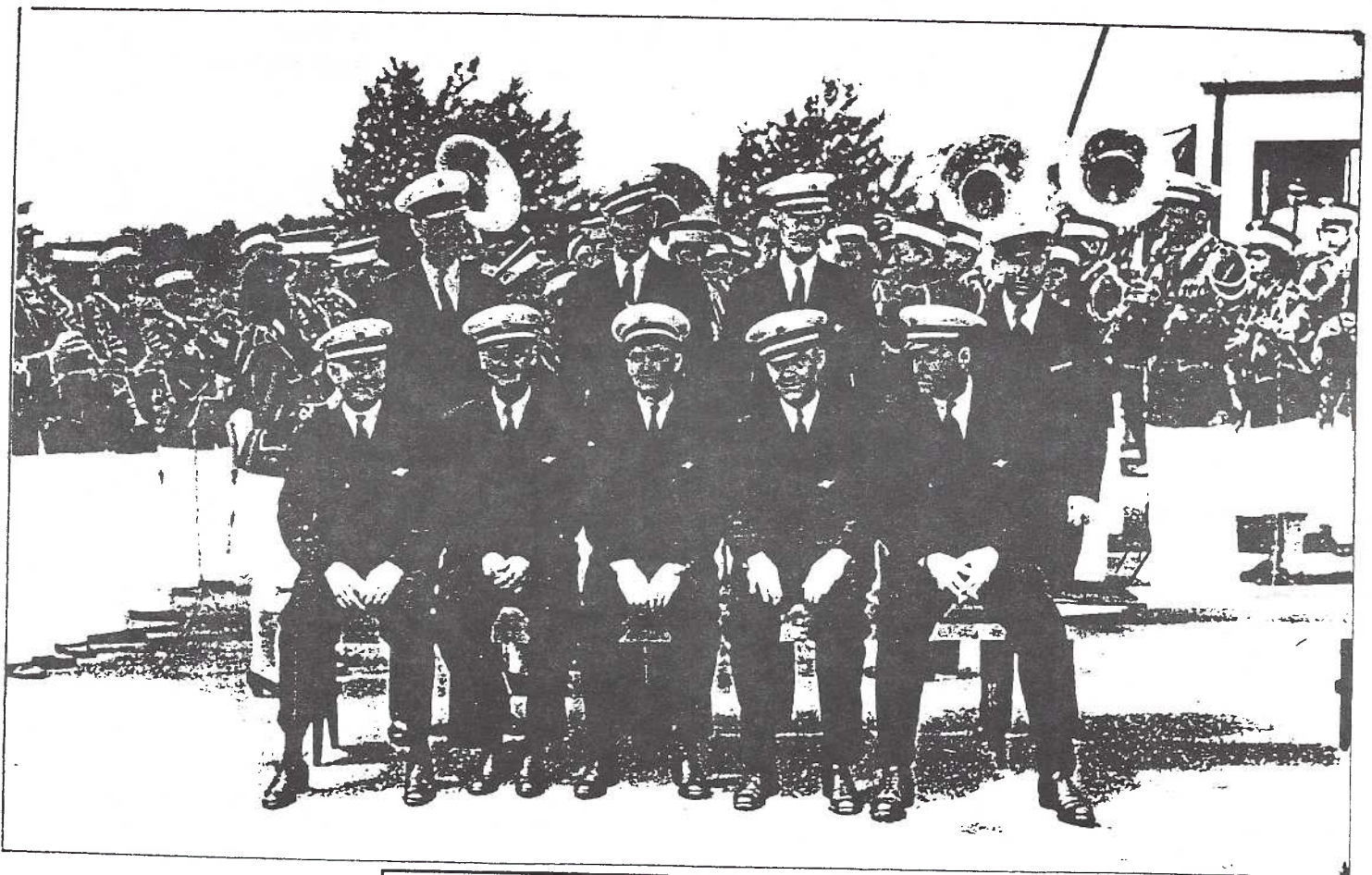
COVER CARRIED ON FIRST FLIGHT

THE DIXIE CLIPPER



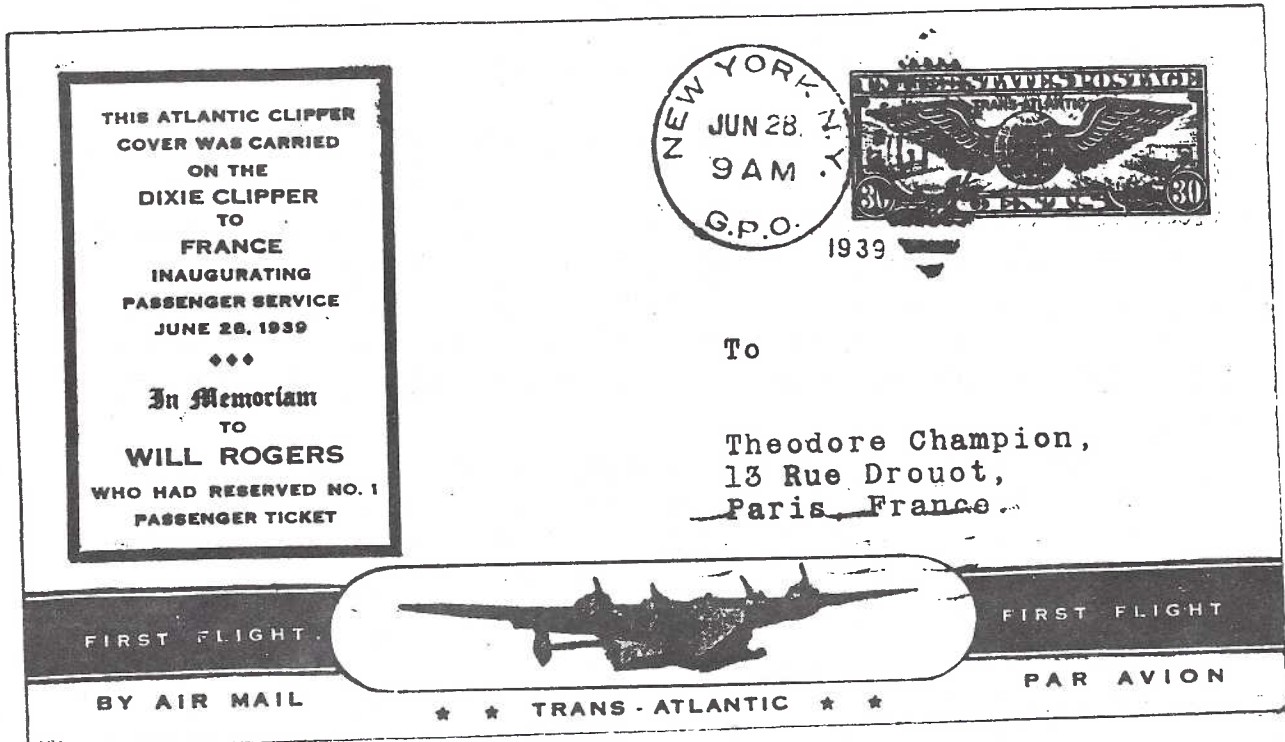
A little over a month after the first flight with mail the "Dixie Clipper" became the first Boeing B-314 to carry passengers across the Atlantic Ocean when it took off from Port Washington on June 28, 1939 with twenty one passengers on board. The NC 18605 was the fifth Boeing B-314 delivered to Pan Am and on this occasion was under the command of R.O.D. Sullivan and a crew of twelve.

Included in the passenger list was Clara Adams, world traveller, and resident of Long Island.



CAPTAIN R.O.D. SULLIVAN AND HIS CREW AT PAN AM'S PORT WASHINGTON LONG ISLAND BASE PRIOR TO DEPARTURE OF THE 'DIXIE CLIPPER' ON JUNE 28, 1939 WITH THE FIRST EASTBOUND REVENUE PASSENGERS TO EVER FLY THE ATLANTIC OCEAN ON A SCHEDULED AIRLINE.

THE DIXIE CLIPPER



Will Rogers, America's favorite comedian, had been the first to reserve a seat on the first trans-Atlantic flight. However, his untimely death in a crash in Alaska denied him this pleasure. The cover illustrated was made as a tribute to Rogers.



Russell Sabor, a passenger on the first flight, coined a new word COMMAIRDORE and used it on a cover he sent on the first flight. The cover is illustrated.

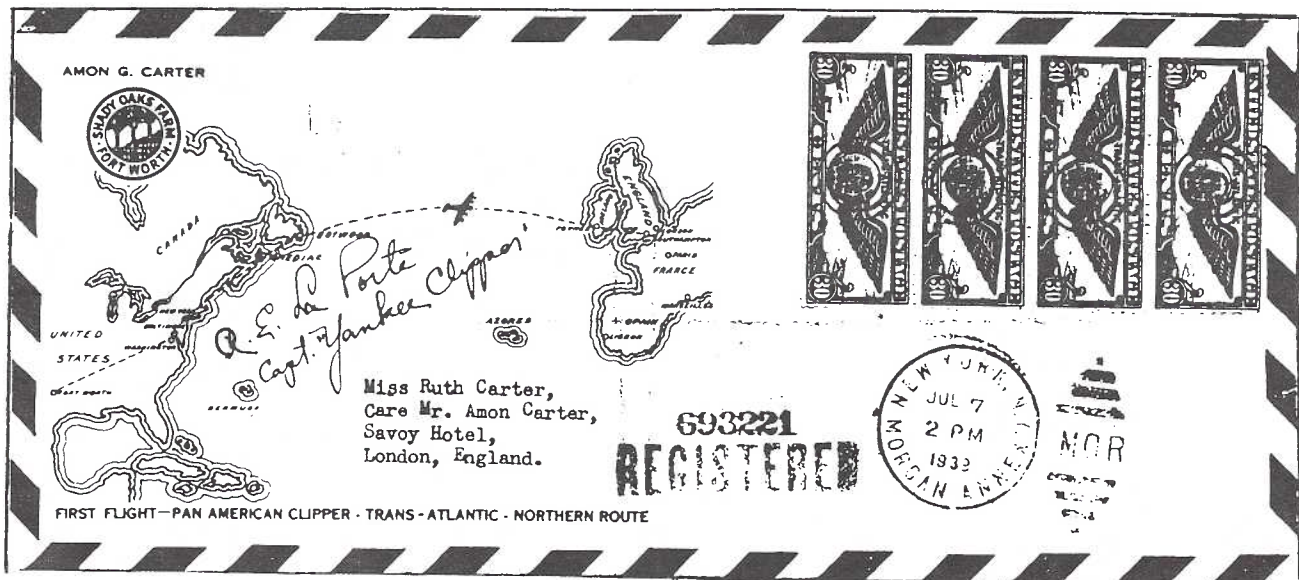
THE YANKEE CLIPPER

The Yankee Clipper which had been the first to carry mail on the Southern and Northern trans-Atlantic routes also became the first to carry passengers on the Northern route. Seventeen passengers among whom Thomas H. Beck, president of the Crowell Publishing Company, James Furey vice president, United Press, Roy W. Howard, Scripps Howard Newspapers, Mrs. Odgen Reid, vice president, The New York Herald Tribune and Amon G. Carter, publisher of the Fort Worth Star-Telegram were aboard this historic flight.

The Clipper was in command of Captain Artur E. La Porte and a crew of 12 when it left Port Washington, Long Island on July 8, 1939. Brief technical stops were made at Shediac, Canada and Botwood, Newfoundland enroute to Foynes, Ireland. In addition to the passengers the flight carried 614.15 pounds of mail. However in view of the fact that this was not the first mail flight no special treatment was given to mail.

Amon Carter who had participated in the first flight across the Pacific Ocean and is remembered for the many special covers he created also prepared covers for this flight. The exact number is unknown but they are eagerly sought after by first flight cover collectors.

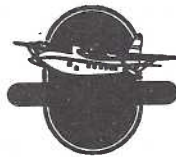
AMON CARTER COVER



THE YANKEE CLIPPER

To celebrate the Yankee Clipper's landing at Foynes, Ireland on July 8, 1939 with the first passengers to fly between the United States and Ireland the GPA Foynes Flying Boat Museum was officially opened fifty years later by Mureen O'Hara Blair, better known as a movie actress, whose husband Charlie Blair had been one of the legendary Clipper Captains.

A number of Pan Am vetrans, including your author, were guests at the celebration. Included in the group were Dotty Bohanna of Levittown, Long Island the first stewardess to fly across the Atlantic Ocean and Stan Zedalis, also a Long Islander, who was an Engineer on the first flight. Others included Jim Etchinson, Engineer, States Mead, Airport Manager and Bob Dowley, Traffic Manager at Foynes when the Yankee Clipper arrived.



GPA Foynes Flying Boat Museum

The Chairman, Mr. Brian Cullen and Board
request the pleasure of

Mr. Robert S. Miller + Guest

At The Official Opening of the GPA FOYNES FLYING BOAT MUSEUM
by *Maureen O'Hara Blair*

At Foynes on Saturday 8th July 1989 at 2.30 p.m.

And afterwards to a reception at the Community Centre.

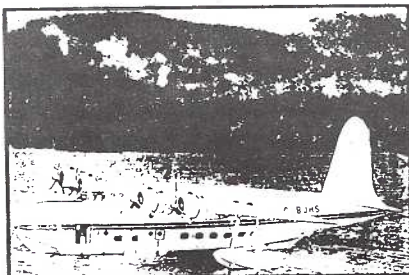
R.S.V.P. MARGARET O'SHAUGHNESSY. TEL: (069) 65416 BY 30th JUNE 1989
Please bring this invitation with you.

INVITATION TO OFFICIAL OPENING



**GPA FOYNES
FLYING BOAT MUSEUM**
Foynes, Co. Limerick, Ireland.

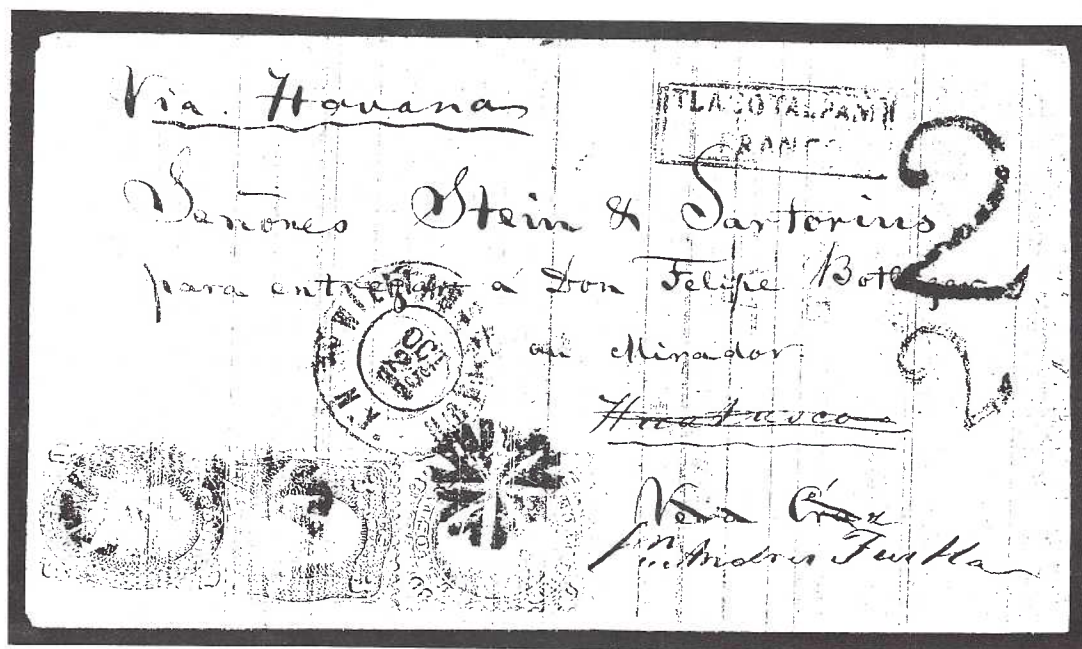
**THE CENTRE OF
THE AVIATION WORLD
FROM
1939 — 1945**



The museum which features flying boats between the years 1939 to 1945 contains many interesting examples of the flying boat activity. A little known fact is that during the years featured by the museum Foynes, Ireland was truly the center of International aviation. Pan American Airways and American Export Airlines had frequent flights to and from America. However, British flying boats linked Foynes with Lisbon, and West Africa. The route from the U.K. to Lisbon and beyond via Foynes was used to avoid the danger of the Luftwaffe. Also because the American carriers terminated their flights at Foynes so as not to operate into the war zone British flying boats provided the shuttle service between the U.K. and Foynes.

LIPH
Fall 1990

Some Unusual Usages of the 1861 Issue
On Long Island Postmarked Covers



1c Blue, 3c Rose, 30c Orange (63, 65, 71), tied by circle of 'V's' and Williamsburg N.Y. on buff cover to Vera Cruz Mexico, forwarded to San Andres Tuxtla Mexico, ms. 'via Havana', red '24' credit, '2' (reales) due handstamp, **very fine**, rare cover with the 34c rate forwarded by American packet to Havana and by British packet to Mexico



5c Buff, 10c Green, 30c Orange (67, 68, 71), 10c dark early shade, 30c s.e. at left, tied by grids and red London 'Paid' datestamp, Williamsburg N.Y. datestamp on buff Jan. 1862 cover to Hong Kong, magenta ms. '24' credit, Hong Kong backstamp, red '1d', colorful and attractive,



5c Brown, 10c Green, 30c Orange (68, 71, 76), tied by scarce, fancy negative shield in cog wheel cancels, Brooklyn Nov. 20, 1863 datestamp, red London transit, magenta ms. '24' credit marking, on cover to **Argentina**, slightly reduced at top and right, small pieces missing from back, otherwise attractive and fine.



3c #65 tied Grid
BROOKLYN NY cds to Philadelphia PA
Illustrated Magnus Patriotic Envelope
Michigan State Seal & Libert with Flag printed in Bronze

LONG ISLAND POSTAL HISTORY SOCIETY

APS Affiliate # 154

Annual Membership Subscription \$ 15.00

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Secretarys Report: None submitted for publication in this issue.

Treasurers Report: None submitted for publication in this issue.

Letter from previous Editor, Fred Rodriguez :



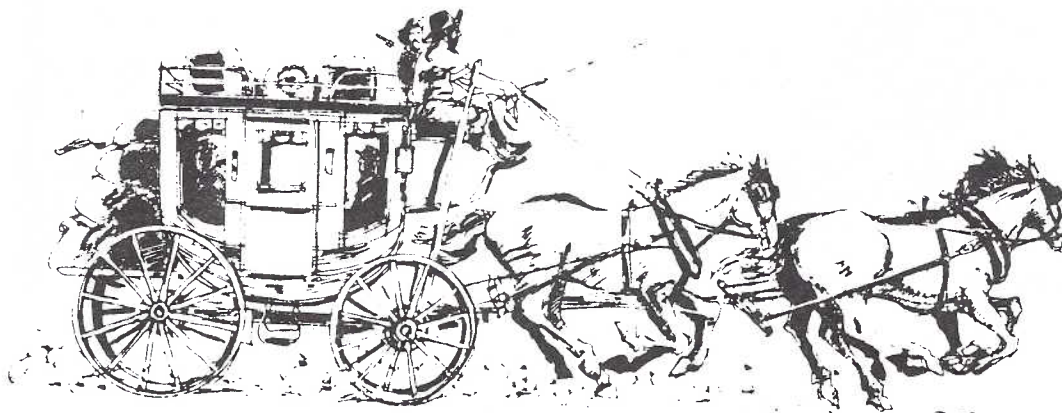
American Philatelic Society Award

The Long Island Postal Historian and your Editor received a Vermeil Award at the 1989 APS National Stamp Show and Exhibiton at Disneyland in Anaheim, Calif. The four numbers of the 1988/1989 edition of the LIPH were submitted to the competitive exhibit and we were honored with the Writers' Unit medal and cert.

This is the fourth Vermeil award received since we began participating in selected philatelic literature competitions.

Congratulations for a job well done !

SAVE GAS!



TAKE PUBLIC TRANSPORTATION



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Long Island Postal Historian
Brad Arch, Editor
144 Hamilton Avenue
Clifton NJ 07011



FIRST CLASS

