



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.



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BLISSVILLE, DUTCH KILLS, AND SCHUETZEN PARK

John M. Price, Jr.

These three villages in Long Island City had post offices from 1886 to 1889. It took me a long time to find postmarks from all three; but here they are, along with some history.

William O'Gorman, town clerk of Newtown, reminisced in the Newtown Register, "The plantation of Richard Brutnall was the present Blissville, and the boundary line ran from the cork-screw bridge to Jackson's Mill where Henry the Farmer had his plantation. He had been an armorer in the Dutch army and had started the manufacture of steel tomahawks in competition to the stone article then manufactured at Bowery Bay by the native stone dressers. The enterprise, however, was a failure in consequence of one of the Indians very abruptly having sunk a steel tomahawk in Henry's own skull; since which period a blacksmith's shop was never seen in that section." (Blissville was not always blissful!)

Blissville, named after a prominent citizen, occupied an area between Newtown Creek to the south, Calvary Cemetery to the east, Hunter's Point Avenue to the north, and the Dutch Kills canal to the west.

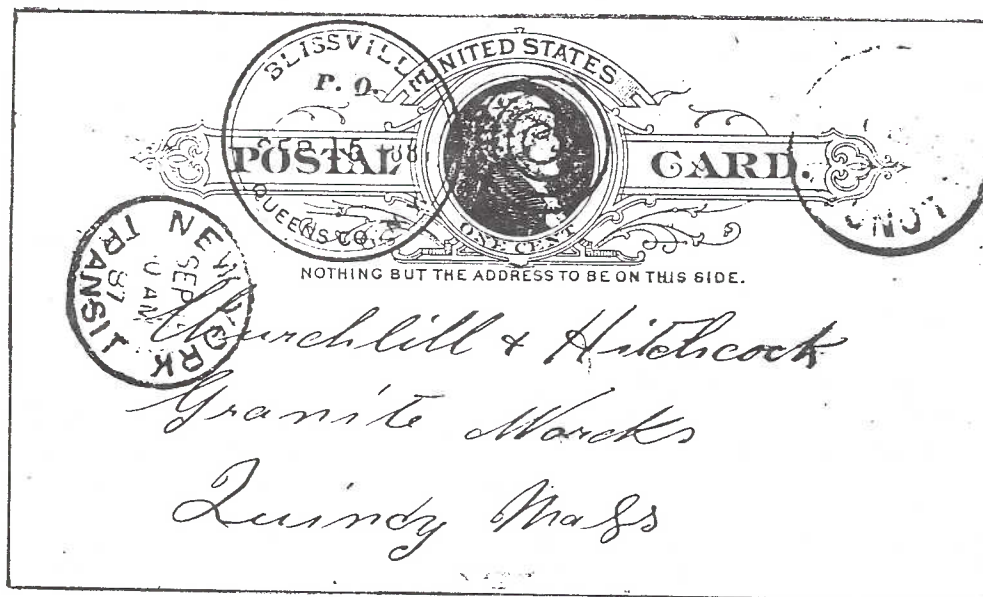


Figure 1. 1887 postal card with "BLISSVILLE P.O. SEP 15 1887 QUEENS CO. N.Y." CDS.

Dutch Kills was a marshy branch of Newtown Creek which formed the border between Brooklyn and Queens. In the "History of Queens County" published in 1882, John Bragaw reminisces as follows, "Dutch Kills, which lay on both sides of the creek of that name, was as choice a spot as anyone need wish for. On the east side of the creek the farms extended from its bank back from half to three-fourths of a mile and comprised about 100 acres each.

"In those days Dutch Kills was an Arcadia. Each family owned and cultivated its own farm and each owned from two to four slaves. The people were compelled to go to Newtown village to church, and there was neither a tavern nor a blacksmith shop at the Kills.

"The communication with New York City was by means of row-boats from the old dock near the old schoolhouse. What with the nightly departure of the market boats for the old fly market, and the arrival of the 'manned boats' laden with manure for the farmers, it was really a lively place."

The village of Dutch Kills occupied an area just west of the Dutch Kills canal.

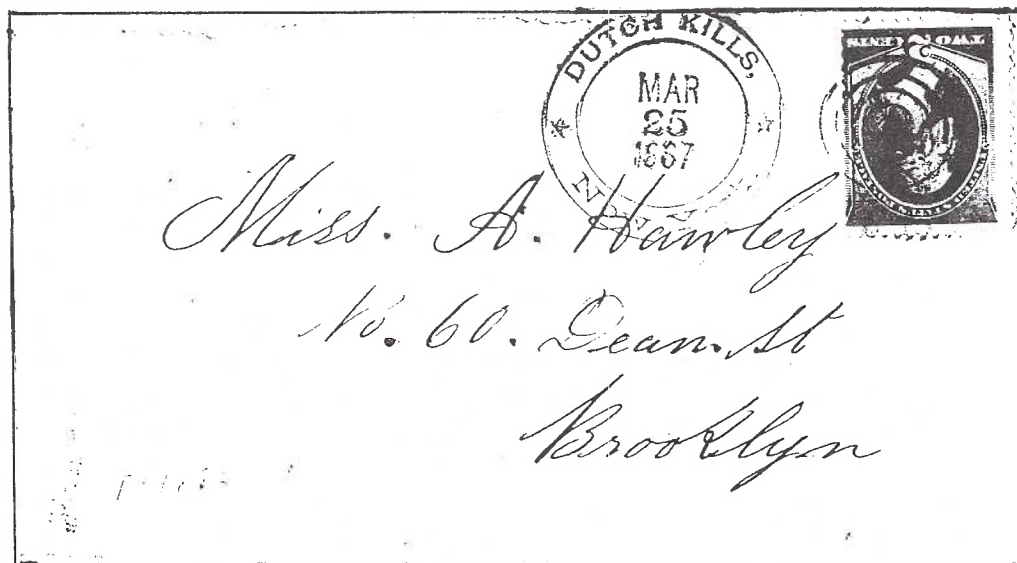
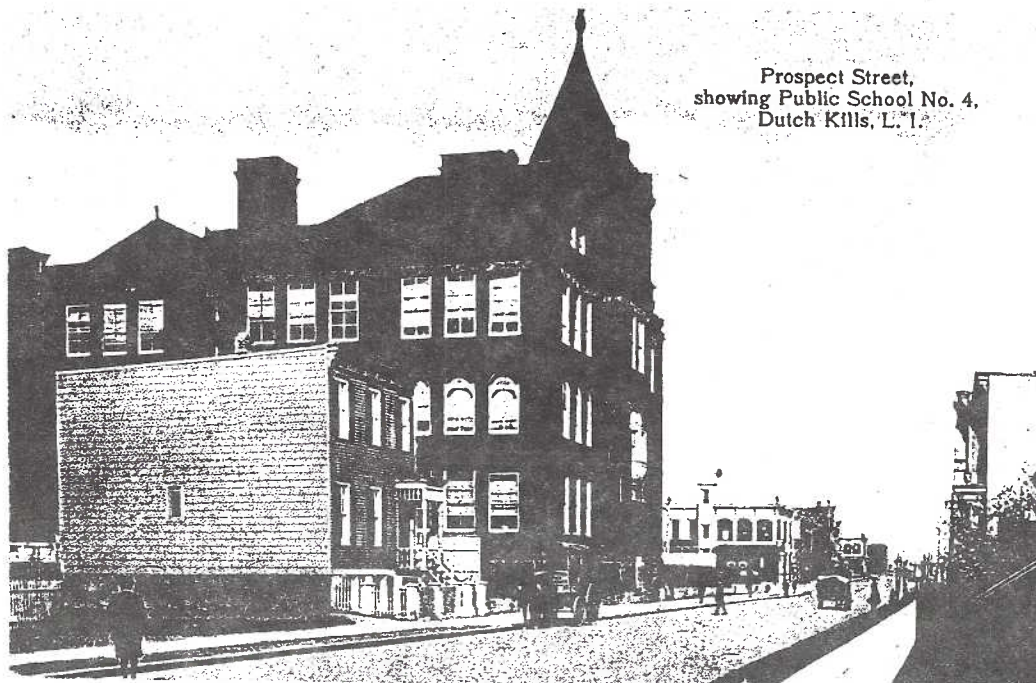


Figure 2. 1887 cover with "DUTCH KILLS, MAR 25 1887 New York." cds.

Schuetzen Park was a German settlement in Astoria near the intersection of Steinway and Broadway.

John Bragaw further comments that "there soon sprang up the villages of Hunter's Point, Dutch Kills, Laurel Hill, and Blissville; so that in 1869 there was a population of 15,000 living between the old Bowery Bay road and the East River."



Prospect Street,
showing Public School No. 4,
Dutch Kills, L.I.

Figure 3. Picture postcard of Dutch Kills about 1905.

In 1871 the New York State legislature joined these villages into Long Island City. The new city was divided into five wards: (1) Hunter's Point, (2) Blissville, (3) Ravenswood, (4) Astoria, and (5) Bowery Bay. (See map)

The Blissville post office opened on Feb. 8, 1886 or March 15, 1886, according to which reference you read. Theodore White was the first postmaster. A local newspaper reported in July that there was such an immense increase in mail matter that the post office will soon be enlarged and double its capacity.

Regarding the Schuetzen Park post office, a local newspaper stated "A lawyer, Matthew Marx, living in the settlement was notified in April 1886 that he was postmaster of the new district which was to be named the Belmont Station. They selected a store on Broadway nearly opposite Schuetzen Park as the site for the new post office. The post office opened at the corner of Broadway and 11th Avenue in the third week of April 1886, and was called 'Schuetzen Park, Queens County.'" The 1969 edition of "Post Offices of New York State" gives March 31, 1886 as the opening date for this post office.

A newspaper article on September 10, 1886 stated that "a new post office is to be established at Dutch Kills. Mr. T. S. Payntar is to be the postmaster. It will be located at the old real estate office of George H. Payntar at the corner of Skillman and Jackson Avenues. Will open at the end of September. (The New York State book gives the opening date as 8-28-86.)

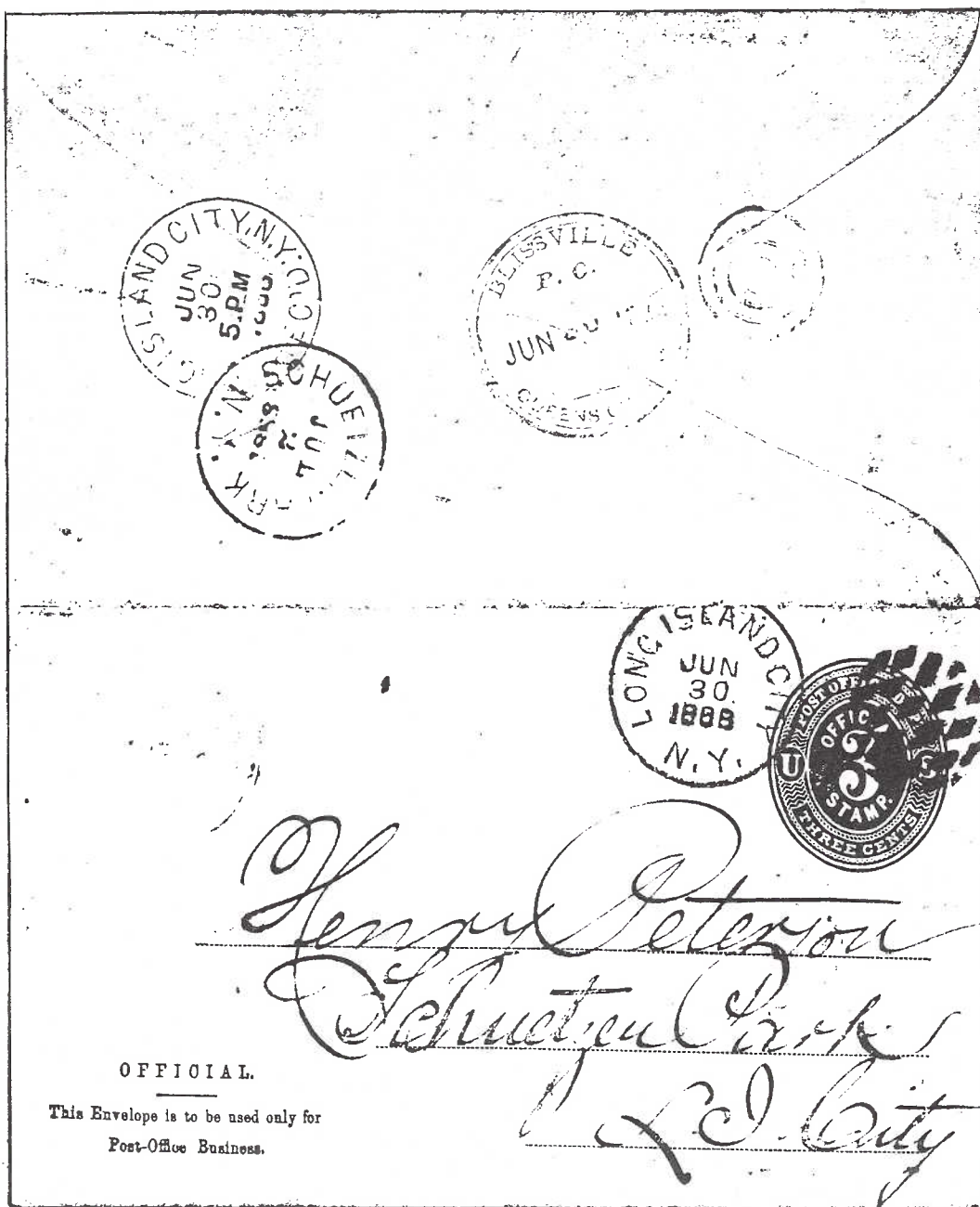


Figure 4. Front and back of an 1888 cover with both Blissville and Schuetzen Park cancels. Henry Peterson may have been a postmaster at Schuetzen Park.



Figure 5. 1908 picture postcard of Schuetzen Park.

In December 1887 John Taylor, news dealer, replaced Marx as postmaster at the Schuetzen Park post office.

A local newspaper ran this story on March 29, 1889: "On Monday morning next April 1, the free delivery system will go into effect in Blissville, Dutch Kills, the German Settlement, and Steinway and all mail matter will be delivered by Uncle Sam's uniformed carriers. The residents and business men of those sections can indeed feel gratified at this great improvement in their mail services. The following is the list of new carriers appointed by Postmaster McKenna and the stations and clerks selected to take the place of the old post offices:

George P. O'Hara, Blissville	Michael McEntee, Sunnyside
Philip Schehr, Dutch Kills	John Keegan, Schuetzen Park
Maurice A. Reidy, Steinway.	

Stations: Blissville: Miss Lizzie Bogen, Notions Store, 95 Greenpoint Avenue.

Dutch Kills: Henry Benze, drugstore, Jackson and Skillman Avenues.

Schuetzen Park: John L. Taylor, News Store, 952 Steinway Avenue.

"The stations will be maintained for the sale of stamps, registered letters, etc. Postmaster McKenna, through whose persistent efforts this desirable result is due, will go over the new routes on Sunday with the carriers in order to have

everything in working order for the commencement. 19 street letter boxes have been put up at convenient points along the route of the new districts to be covered. The carriers, with the five new additions, now number.... On Monday the entire city will be covered by the free delivery service. This is the age of improvement in Long Island City that keeps step and is marching forward. Next, a federal post office building."

Another newspaper story added "...Carriers distributed as follows: Hunter's Point 3, Astoria 3, Blissville 1, Dutch Kills 1, Ravenswood 1, Schuetzen Park 1, Steinway 1. Carriers receive \$600 a year. A Station for registration, sale of stamps, etc., to be established in Blissville; agent there to receive \$100 a year."

And so the story of these three post offices ended.

References

Federal Post Offices of N.Y. State 1792-1969, ESPHS, 1970.

History of Queens County, W.W. Munsell & Co., 1882.

Long Island City Weekly Star - transcript of news articles by Vincent Seyfried.

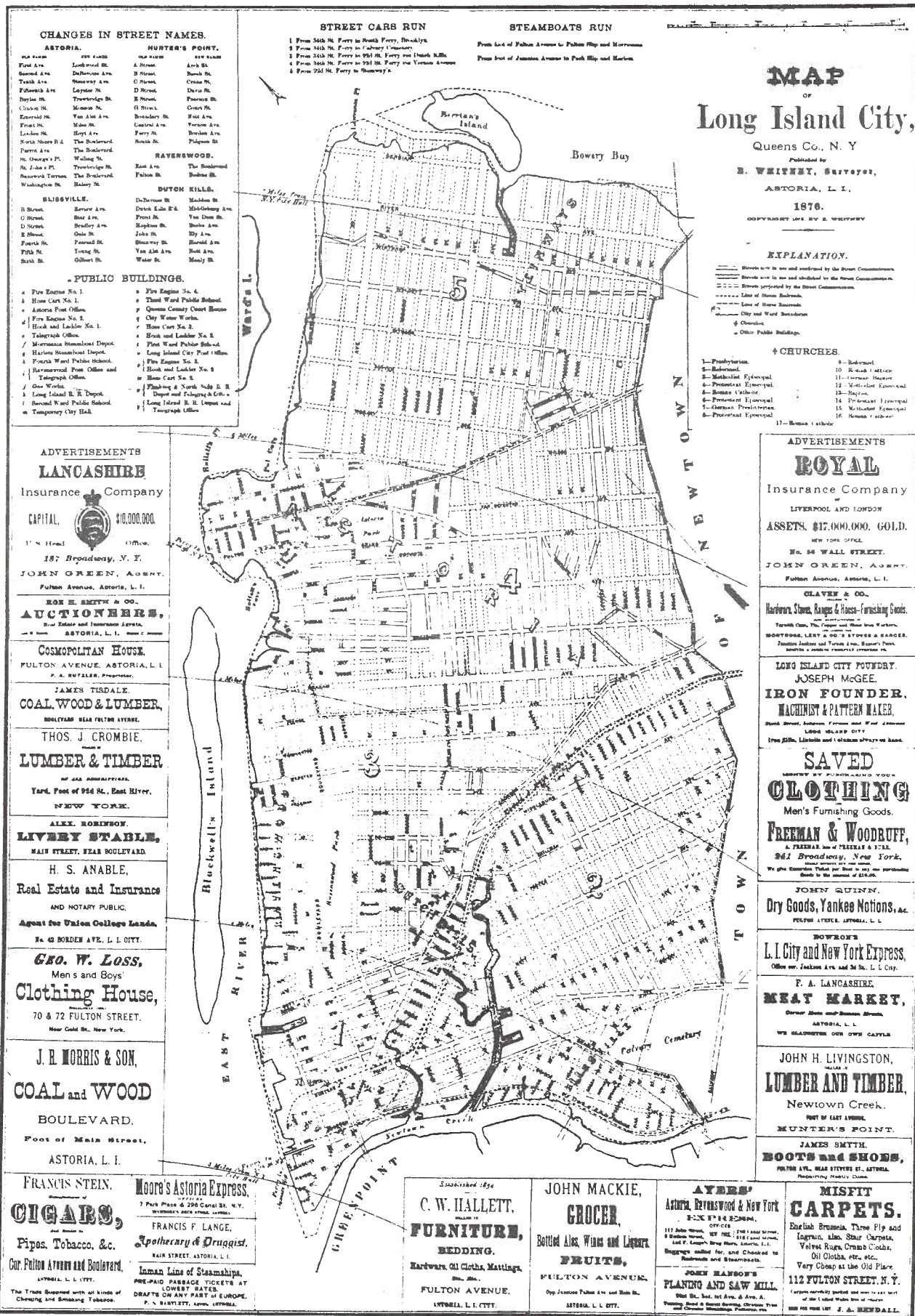
"Old Newtown" - selections from the town scrapbook written by the town clerk, William O'Gorman, from the pages of the Newtown Register.

300 years of Long Island City 1630-1930 by Vincent Seyfried.

On following pages:

Figure 6. 1876 map of Long Island City showing its five wards: (1) Hunter's Point, (2) Blissville (next to Calvary Cemetery), (3) Ravenswood, (4) Astoria, and (5) Bowery Bay. Dutch Kills is in the lower center. Schuetzen Park is in the area of the "I" in ASTORIA.

Figure 7. Map enlargement. See Blissville in lower right, Dutch Kills in low center, and Schuetzen Park around intersection of Broadway and Steinway.



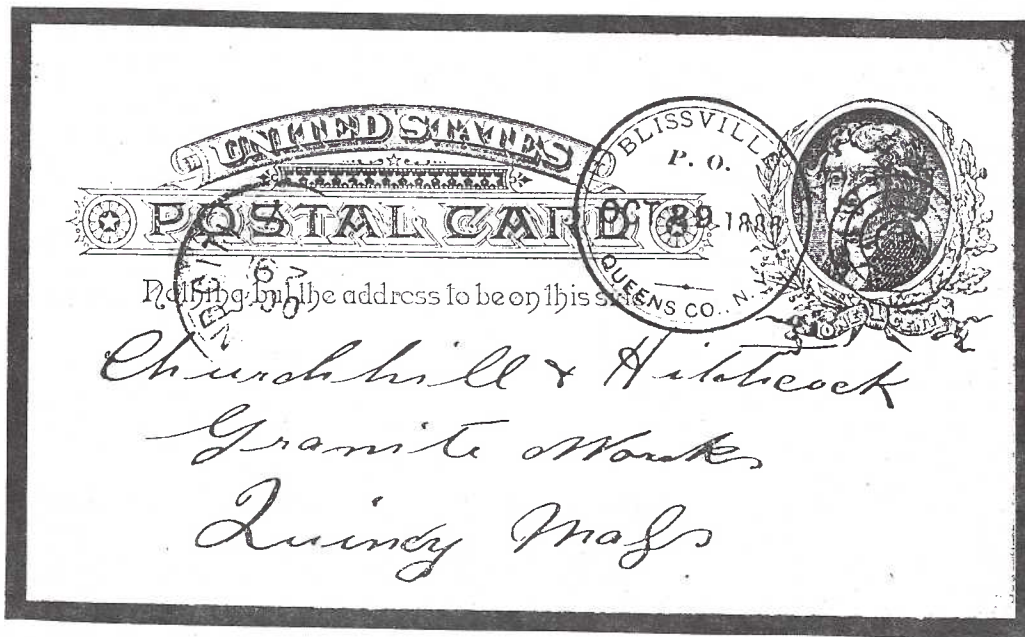


We Need Articles Now !

More BLISSVILLE & DUTCH KILLS Covers

Submitted by: Brendan McCann

Both of these covers show use of the LONG ISLAND CITY cds as a Transit marking, Why?



BLISSVILLE/P.O./QUEENS CO., N.Y.

October 29, 1888

LONG ISLAND CITY NY October 29, 1888



DUTCH KILLS/*NEW YORK*

November 17, 1886

LONG ISLAND CITY cds as transit marking on reverse

Mail Call

By DIANE KETCHAM

CAROL ROGERS'S mother thought her daughter had fainted in the post office, she was gone so long. Peggy Morin's dog, Happy, wasn't so happy after his long wait outside the post office. It isn't the mail that keeps Ms. Morin, Mrs. Rogers and their neighbors so long in the Great River Post Office. It's the gossip.

"This is where you learn everything about everybody," Virginia Valva said. "I like to come down here to see my friends and find out what's going on," Carl Hoeflich said.

"The post office is the central part of our community," said another patron, Art Tierney.

One hundred years ago, when the Great River Post Office was established, there was no mail delivery in the community. Residents had to pick up their mail. One hundred years later, they still do, and they like it that way. "We voted down mail delivery a few years ago," Mrs. Rogers said.

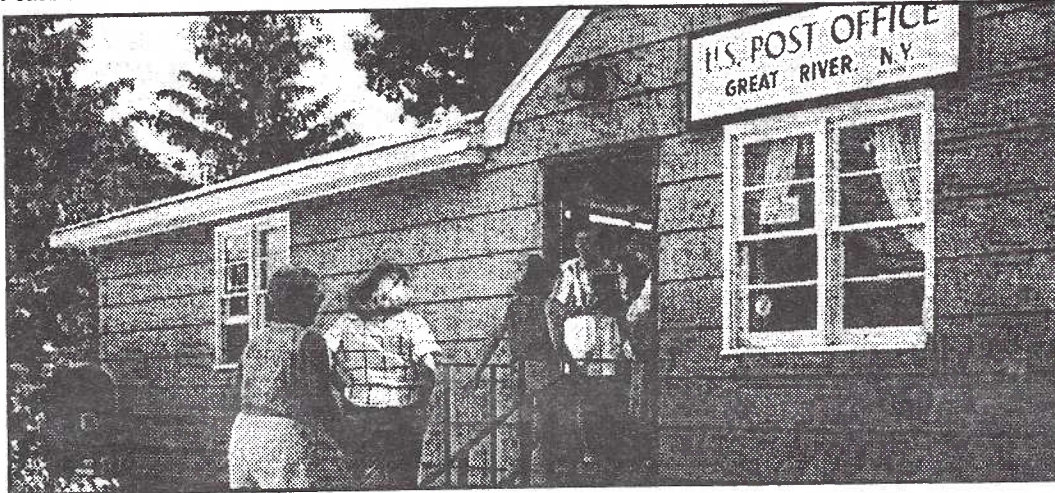
The daily visit to the post office is a way of life for the 2,000 people who live in Great River, a small residential community overlooking the Connetquot River. Carrying plastic garbage bags to hold the mail, they arrive at the post office on bikes, on foot, in cars and on skateboards.

Waiting to greet them are the four postal workers. "We know everybody," said Patricia Markosfeld, the postmaster. Her staff includes: Mildred Etzkorn, Cathy Southard and Pauline Ammann, who writes little notes on the packages sent to the college students, and whose husband, Jim, plays Santa Claus in the lobby at Christmas time.

Right now the women are planning the social event of the year, the post office's centennial celebration, which takes place this fall. "We'll order a few sheet cakes, maybe some heroes and have a party in the lobby," Mrs. Markosfeld said.

The small lobby doubles as the town square. There, patrons gossip as they take the mail from their post office boxes. The postal staff's challenge is fitting each day's mail and circulars into those small boxes. "We're experts at spiraling," Mrs. Markosfeld said. "That's spinning and turning the mail so it fits."

Besides taking care of the mail, the postal workers take care of town facts. "We went to a town meeting the other night about building a new house in the area," Mrs. Markosfeld said, "because if people don't know what's going on, they expect us to have our facts straight."



Patrons arriving at the Great River post office and Patricia Markosfeld, below right, the postmaster, with members of her staff, from the left, Mildred Etzkorn, Pauline Ammann and Cathy Southard.



The New York Times/Michael Shavel

THE POST CARD.

VOL. 3.

ROSELLE, N. J., AUGUST 19, 1890.

No. 68.

THE POST CARD.

Published Monthly in the Interests of
Post Card Collectors.

SUBSCRIPTION, in United States and
Canada, 15 cents per year, in advance.

ORIGINAL ARTICLES on Postal Cards,
etc., always acceptable.

Address all communications to

THE POST CARD,
P. O. Box 85, ROSELLE,
Union County, N. J.

Entered at the Roselle Post Office as second class
mail matter.

A LETTER-CARRIER DETECTIVE.

THE LITTLE GREEN CARD THAT
KEEPS A WATCH ON THE
POSTMAN.

(From the Philadelphia Times.)

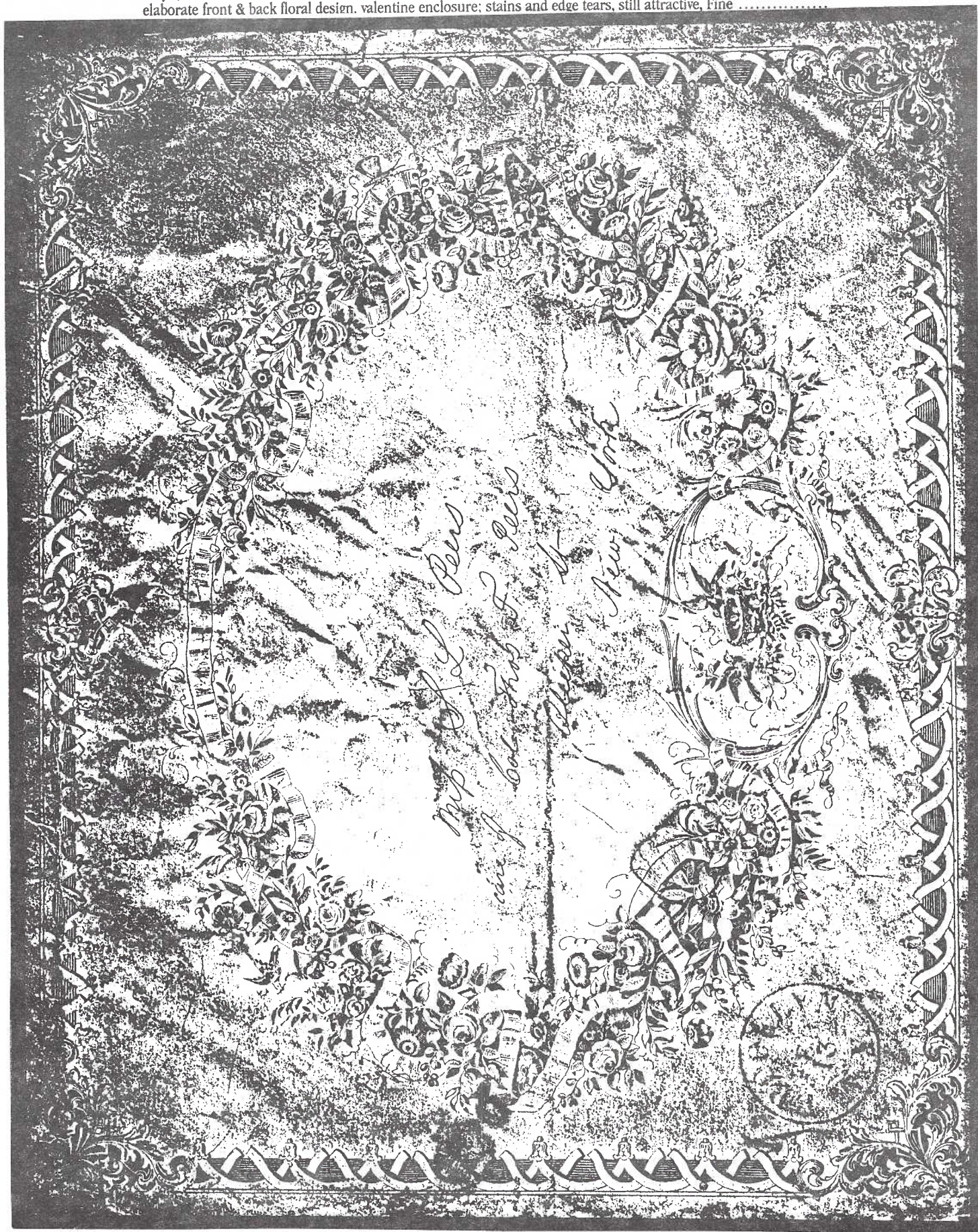
There is a little green card in use by the Post Office Department that is a terror to some of the more careless letter-carriers. It is a terror only when they have once been caught. Very seldom, indeed, are they caught the second time. This card is dropped in a letter box, and on it is marked the time it was put in, and also the time it should be taken out by the carrier. A record is kept by the chief of the carriers,

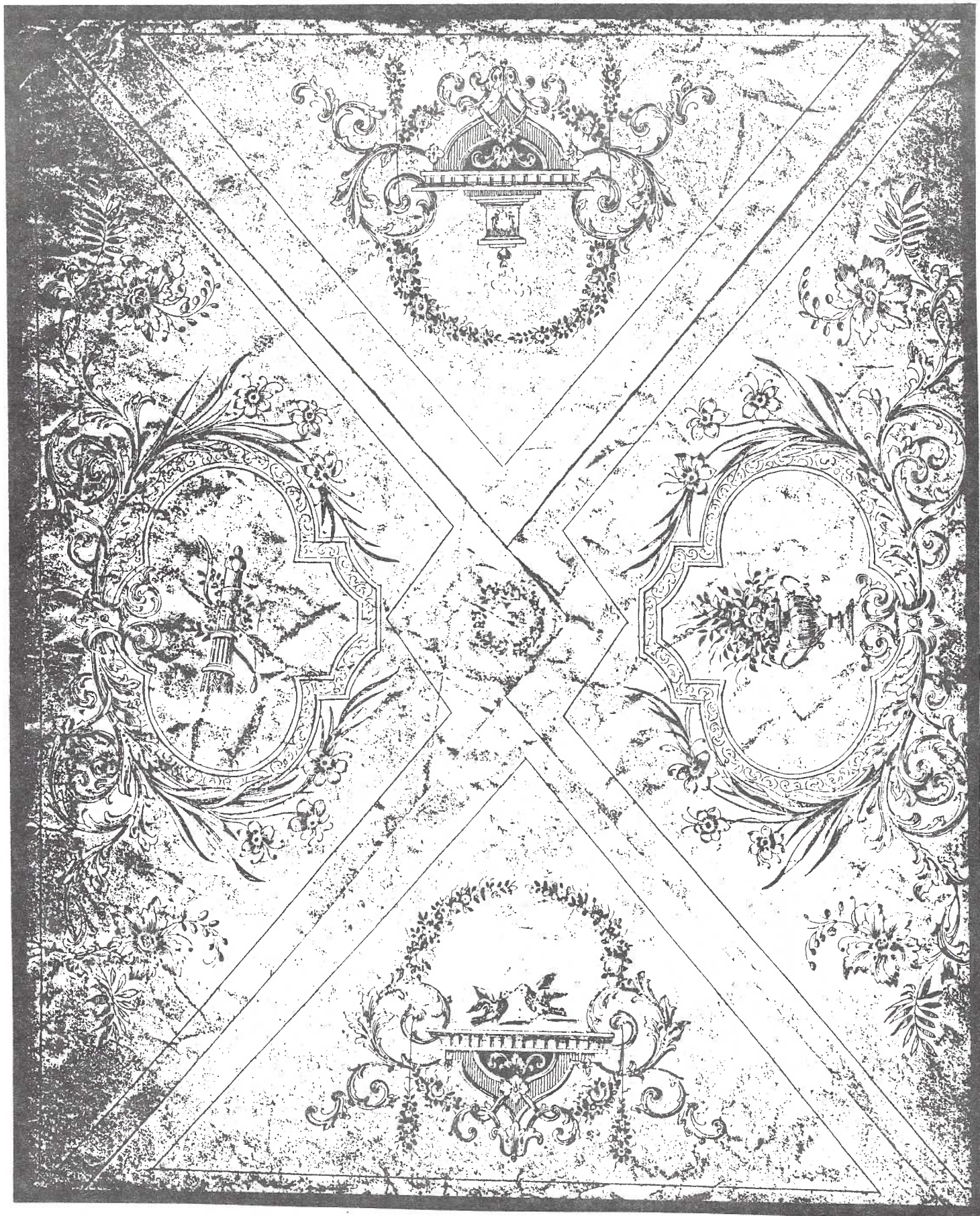
and if that little card does not turn up with the other mail with which it is due, it is clearly to be seen that the carrier has not taken the mail from that particular box.

The object, of course, is to test the reliability of the carriers. When there is any complaint on the part of the citizens about the tardiness of local mails, then a little green card is dropped in one or more boxes in the district from which the complaint comes. Sometimes it shows carelessness on the part of the carrier, and sometimes it does not. It is, however, not necessary that there should be complaints, for frequently the cards are put in the boxes of the most efficient men. Of course they are happy when they discover them. But where a box is missed in which there is a green card then the carrier is bound to get into trouble, and very serious trouble at that.

This card has been in use by the Post Office Department for a good many years in all parts of the country. They were first used in this city under the administration of Postmaster Huidekoper. They are furnished by requisition upon the Department at Washington.

Brooklyn, N.Y. Feb 13th red cds and matching "Paid 10" hs on 10 3/8 x 8 1/2" valentine envelope in bronze on gray, elaborate front & back floral design. valentine enclosure; stains and edge tears, still attractive, Fine



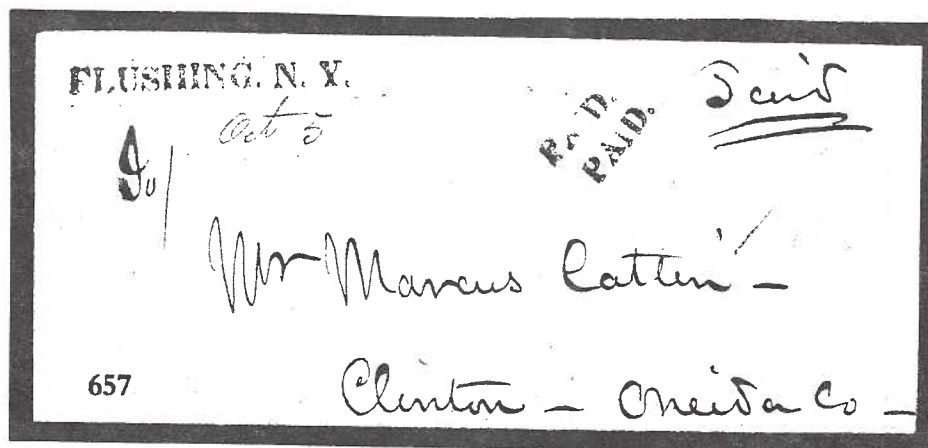


! HAPPY VALENTINES DAY !

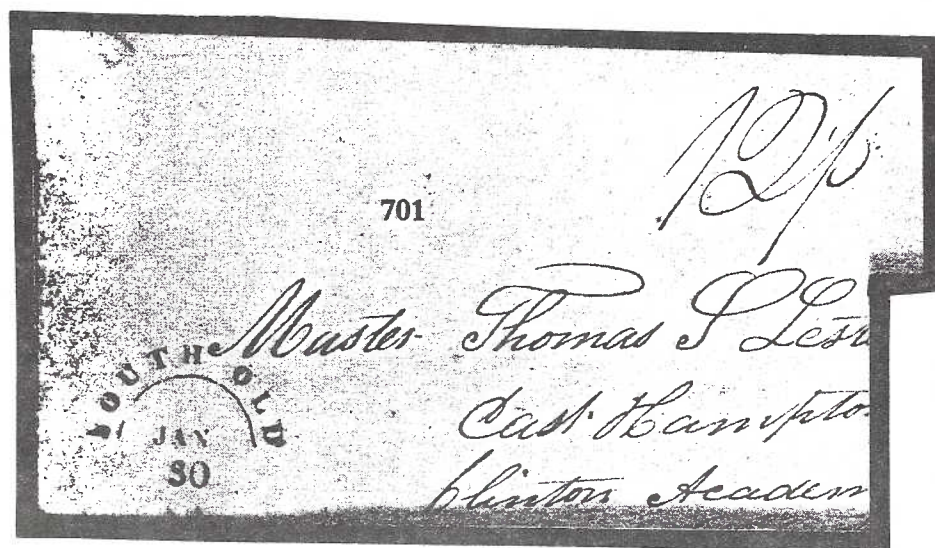
TUESDAY, OCTOBER 9, 1990
WEDNESDAY, OCTOBER 10, 1990



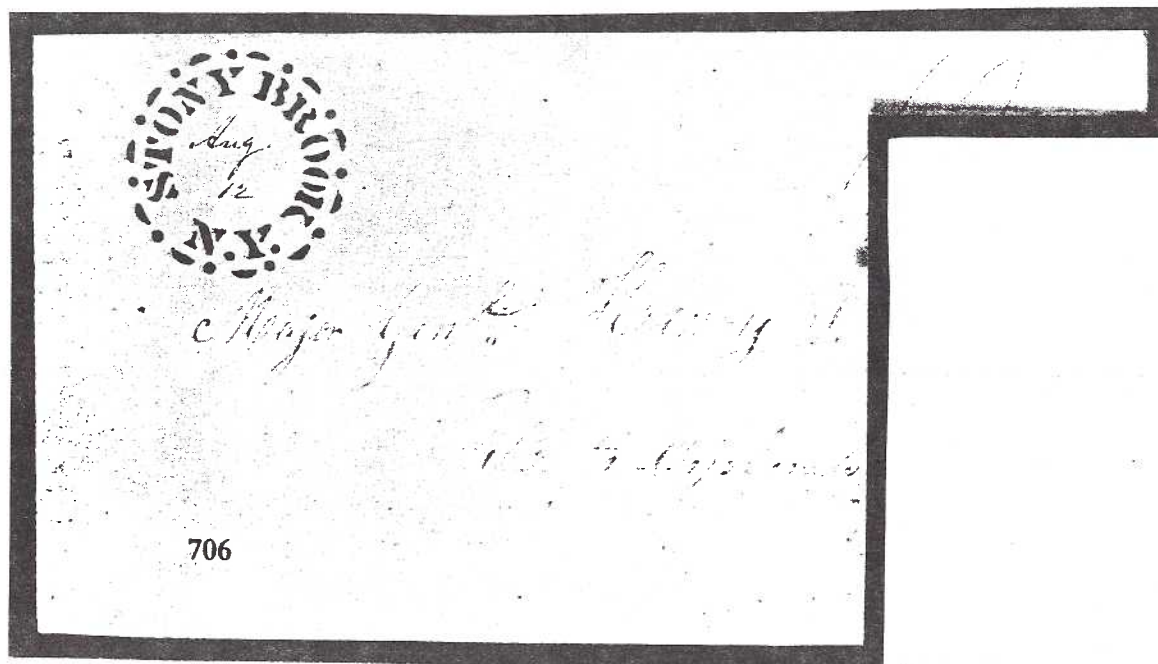
CHRISTIE'S
NEW YORK



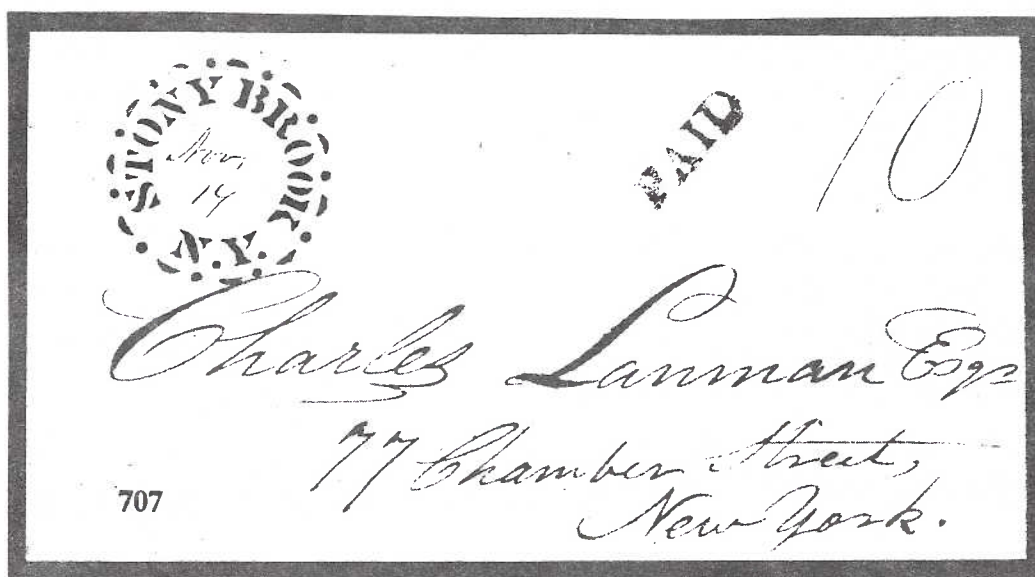
•657 **Flushing, N.Y.**, bold blood red townmarking in a straight line, matching 'Paid.' struck twice, ms. date and '1834', on 1833 pale green folded letter to Clinton N.Y., a 'rejection' letter to a man seeking a professorship, faint edge toning, still quite fresh and **very fine**, scarce, ex Mayer, Salzer est. \$150-250



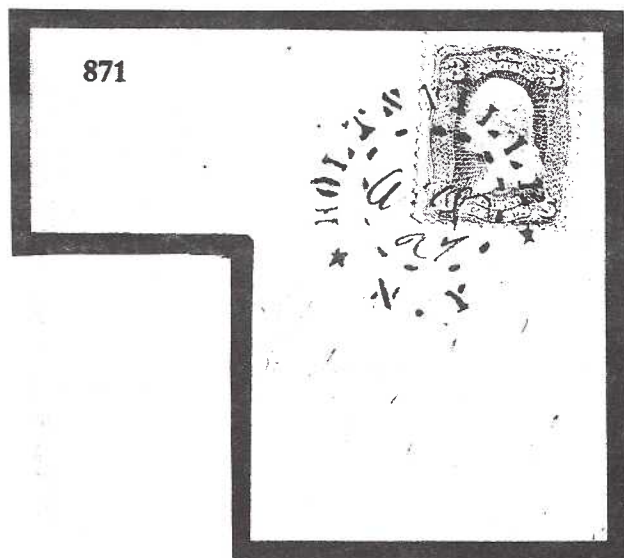
•701 **Southold N.Y.**, clear red datestamp in an underlined arc over a straight line, ms. '12½', on 1824 folded letter to East Hampton N.Y., family contents concerning a death, light even toning, still fresh and **very fine**, scarce and unusual configuration est. \$150-250



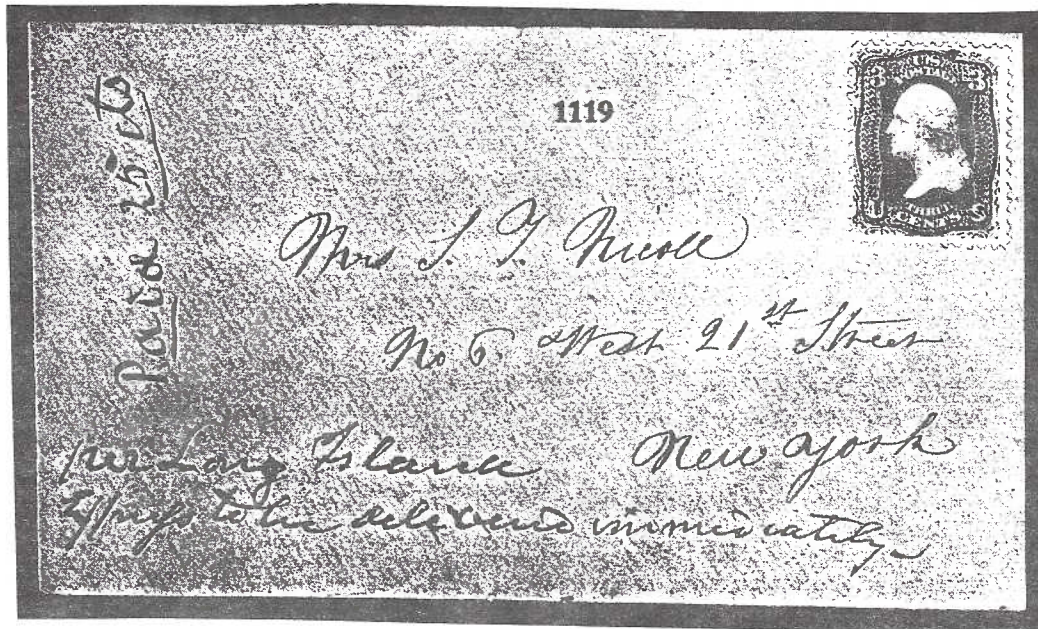
•706 **Stony Brook N.Y.**, incredibly bold **brownish black stencil** townmarking in an ornamented circle, blue ms. date and '10', on 1841 folded letter to Gen. H. F. Jones at South Oyster Bay N.Y., military contents: 'As respects the displaying of the national standard that never was complied with, for I could not think of going 10 miles in a heavy storm (as was the next day) to act the part of a hypocrit, as I could not feel to mourn, nor doo I now believe that we as a nation have met with any loss in the removal of Wm. H. Harrison late President of the United States by Death', immaculate and **extremely fine**, very scarce, a gem est. \$350-500



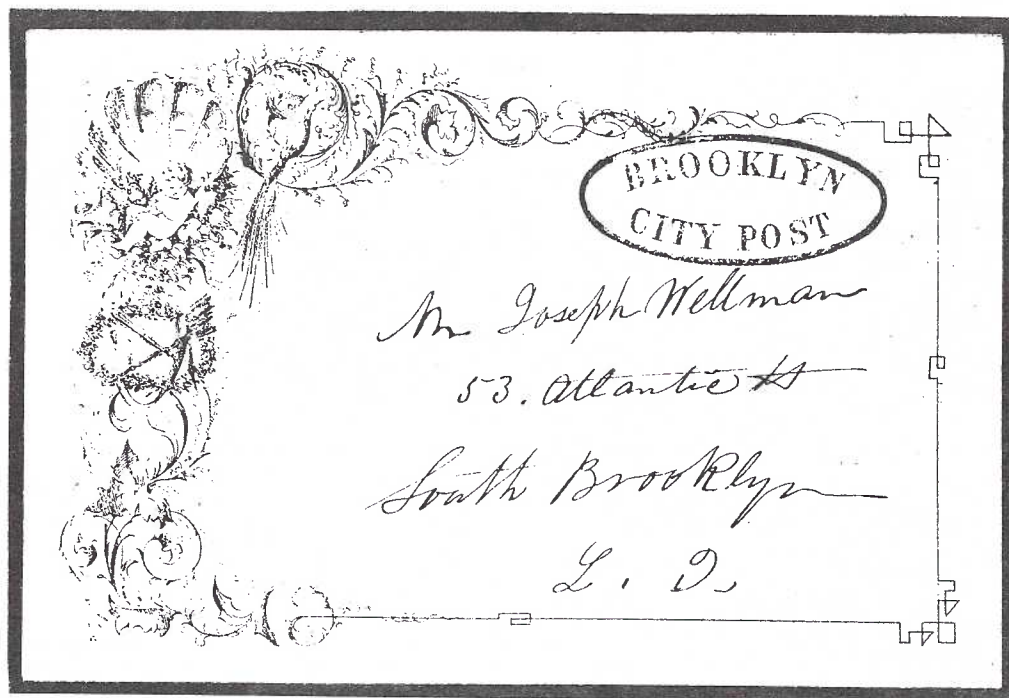
•707 **Stony Brook N.Y.**, bold **blue stencil** townmarking in an ornamented circle, handstamped blue 'Paid', blue ms. date and '10', on 1841 folded letter to New York, contents thank sender for a copy of 'Sketches of the Life of his friend John Trumbull', very slight edgewear, still fresh and **extremely fine**, scarce and beautiful, ex Lehman est. \$350-500



●871 **Holtsville * N.Y. ***, bold **stencil** townmarking in a circle with an inner dashed circle and star ornaments, ms. date within, ties 3c Rose (65), on small cover to Southampton N.Y., slight reduction at left, otherwise fresh and **extremely fine**, scarce and unusual Long Island marking, attractive est. \$300-400

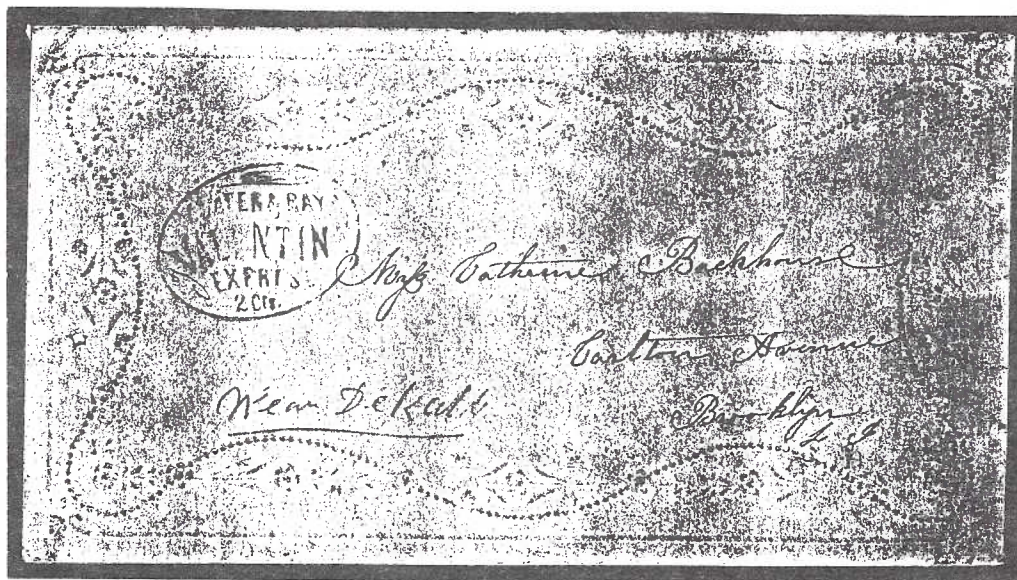


●1119 **'Per Long Island Express to be delivered immediately'**, ms. marking presumably of express company origin, matching 'Paid 25 cts.', used with 3c Rose (65), uncanceled, on Dec. 1864 yellow cover to New York, enclosed letter datelined at Shelter Island, family contents concern the death of a son-in-law, speaks of the bitterly cold weather and the bay being frozen over, fresh and **extremely fine**, very scarce, little is known about this service, but from the contents it can be guessed that it operated under emergency circumstances, as the result of bad weather interfering with normal U.S. postal operations, a good research opportunity est. \$200-300



1173

- 1173 **Brooklyn City Post, Brooklyn N.Y.**, perfect city delivery post marking in two lines within an oval, on a **fancy grey Valentine cover** with delicate shell, arrow and floral decorations in gold on front and back, to a local address in 'South Brooklyn', immaculate and **extremely fine**, very scarce and attractive use by a small company that may have operated only on Valentine's Day, ex Malcolm est. \$1,000-1,500



1180

- 1180 **Coater & Rays Valentine Express 2 Cts., Brooklyn N.Y.**, mostly clear city delivery post marking in four lines with ornaments all within an oval, pencil ms. 'near Dekalb' (St.), on small floral embossed cover to local address in Brooklyn N.Y., encloses handwritten Valentine poem on embossed and die cut edged sheet, light toning and insignificant flaw in embossing, still quite fresh and **very fine**, rare, the only recorded example, some of these small posts may have operated on Valentine's Day only, Sloane's Column announcing discovery accompanies, illustrated in *American Stampless Cover Catalog*, ex Hollowbush, Malcolm est. \$2,000-3,000



Neither flood nor fire nor threat of theft stays these couriers



Maintaining the vital link of mail service—come what may—has been the standard practice of letter carriers throughout the past 100 years. In the face of floods, fires, earthquakes and even pistol-brandishing robbers, carriers have continued on their appointed rounds.

In the aftermath of most of this nation's great natural disasters, letter carriers have performed the essential job of returning life to normal for the survivors. And many times carriers risked their own lives to ensure that the mail entrusted to them would eventually reach its destination.

In the infancy of free city delivery, carriers earned a nationwide reputation for dedication by their work during and after the great Chicago fire of 1871. Supposedly the result of an ill-placed kick by Mrs. O'Leary's cow, the blaze ultimately destroyed more than 17,000 buildings—including Chicago's main post office.

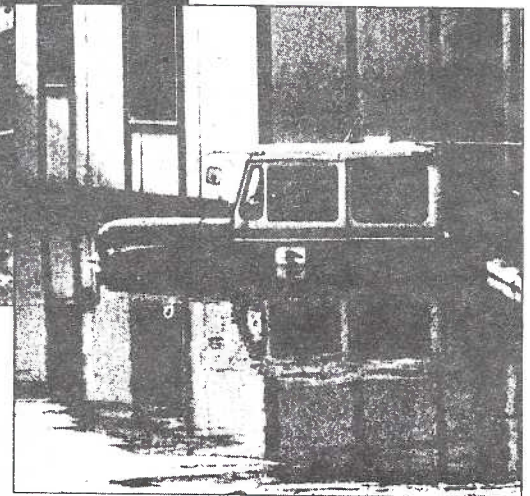
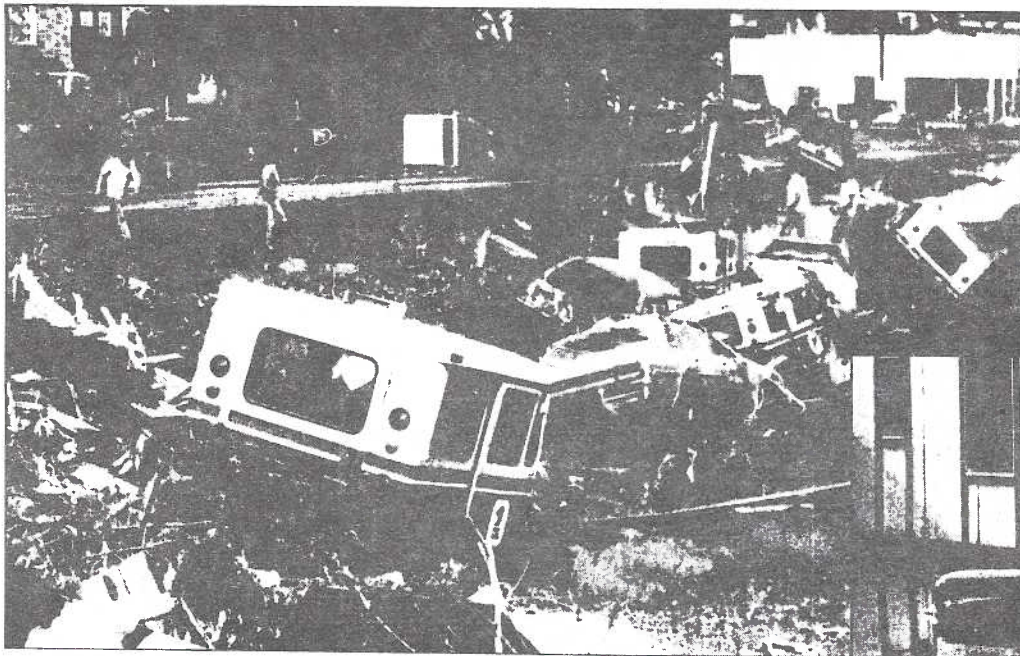
Yet post office officials claimed that thanks to the tireless efforts of carriers and other postal employees, not a single "live" letter was lost—although the contents of the dead-letter office could not be saved. And even before the embers had cooled, carriers were out on the streets making deliveries to such addresses as they could find.

Fording the flood

Chicago carriers passed the test of fire—and just nine years later carriers in Johnstown, Pennsylvania showed that they were equally undaunted by flood. The disastrous Johnstown flood of May 31, 1880 killed more than 2,200 people and wiped out much of Pennsylvania's Conemagh Valley.

Yet within a few days of the deluge, which destroyed almost all the post offices in the area, carriers were back on the job doing as much as they could to restore normal mail service to grief-stricken residents.

Reprinted from the May 1989
'POSTAL RECORD' Journal of the NALC.



Tragically, the heroism of Johnstown's carriers was again required when another major flood devastated the same area on July 19, 1977. More than 10 inches of water stood on the workroom floor of Johnstown's main post office, and all 90 of the office's postal vehicles were engulfed by five feet of water.

Yet the mail was safe, moved out of danger by postal employees working through the night. By July 21, those carriers who could get transportation to the post office were back on duty helping to clean up.

On July 22, carriers began delivering whatever routes they could. One carrier reported that a customer was so happy to see her mail—a sign of the return to normalcy—that she acted as if the telephone bill she received were a winning lottery ticket!

Another major American disaster that spurred letter carriers into action was the great San Francisco earthquake of April 18, 1906. An eyewitness report

of the tragedy—and rescue efforts spearheaded by NALC members—appeared in *The Postal Record* in August 1906.

A city shaken

"At 5:13 on the morning of the 18th, we were awakened by the (to us) well-known rocking of our rooms," wrote San Francisco Branch 214 Secretary Dudley Cameron. "When the vibrations continued harder, and that awful circular movement began, we realized that this was no ordinary shake.

"I hastily repaired to Station C, three blocks from here, only to find that no cars were running, no mail had arrived. In fact, business was at a standstill."

Cameron noted that fires had already broken out. "Our brave firemen had a stupendous task to fight the flames," he wrote. "They would have succeeded if the water had not stopped. The earthquake had broken the water mains."

When fire threatened Cameron's sta-

tion, he and other carriers worked alongside the firefighters to try to save the building. "But it was the last building to burn in the Mission district," he wrote.

More than 400 blocks of the city were destroyed, and 503 people were killed. Yet within days, carriers were back on the job.

Because of the widespread destruction, 200 carriers found themselves without routes to carry, but they promptly began work anyway. Some remained in their offices, casing mail and handing it out to patrons who managed to call for it. Other carriers went across the bay to Oakland, where vast numbers of refugees created congestion and confusion for post offices there.

NALC mounted a national fund drive for the relief of the 150 San Francisco members who lost their homes in the disaster. Only one carrier was killed, and none were injured.

Hurricane force

Many disasters such as the San Francisco earthquake occurred during carriers' off-hours, but at least one more recent catastrophe put letter carriers in peril while on duty. On August 17, 1955, Hurricane Diane roared into Worcester, Massachusetts, and carriers felt the full force of her fury.

"Letter carriers started out that black Friday morning at eight a.m., garbed in foul weather gear, under a drenching rain," wrote Worcester Branch 12 scribe Pat Feeney in the October 1955 *Postal Record*.

"By nine a.m., things sure looked scary. With eerie-looking skies and the rain sweeping down in a solid wall of water. . . the bus companies ordered buses back to the garages. We were soaked to the hides and when you get that wet, more water doesn't matter.

"Over the loudspeakers of radios rang out the terrifying news of the dams letting go. . . Soon walls of water 30 feet high came roaring down, leaving behind a scene of destruction.

"About 11 a.m. the postmasters sent out a frantic general alarm over the radio and television stations for the letter carriers to get off the streets. Every truck was put into service to salvage the relays and gather up the half-drowned letter carriers.

"The water in the Webster Square branch office rose up to the second shelf of the carriers' cases. At nearby Rochdale, the post office was swept away, leaving but the front door and wall standing, looking like the false front of movie scenery."

Again, carriers began working as soon as was possible—and again, NALC came to the aid of its stricken members with a national emergency relief fund drive.

As if natural disasters weren't hazard



enough, through the past century carriers have also endured more than their share of tragedy caused by the actions of other humans.

Masked marauders

Train robbers and train wrecks—frequently staged by the robbers to gain access to the train's mail car—took a heavy toll on postal employees working in the railway mail service. From 1876 to 1905, 207 postal clerks died in train wrecks while on duty.

One of the most notorious robbers of the nation's mail was the infamous Black Bart, a real Wild West bandit who robbed more than 30 mail messengers in California between July 1875 and November 1883.

Black Bart's counterpart in the East was a West Virginia gang which called itself the Red Men. They wore long red robes, red hats and red hoods over their faces as they held up mail messengers for their letters and packages.

Valiant defenses

In more modern times, there have been several—and even one is too many—letter carriers who have been killed by would-be mail robbers.

On October 14, 1926, letter carrier John Enz of Elizabeth, New Jersey was gunned down when seven men in two sedans ambushed his mail truck, which was carrying \$151,700 in cash. A clerk riding with Enz, Patrick Quinn, was wounded.

To memorialize Enz, Elizabeth Branch 67 has adopted his name and is known as John Enz Branch 67.

Another similar tragedy 40 years later proves that letter carriers still face enormous risks today. In August 1966, Eddie Lindsay of Los Angeles Branch 24 was killed when he refused to surrender his satchel to two armed robbers.

This decade has seen the murders of two NALC members while delivering mail. Debra Sue Schatz of Houston, Texas Branch 283 was kidnapped and murdered on her route in June 1984. By act of Congress, her station was renamed the Debra Sue Schatz Post Office Building in her honor.

Another Los Angeles Branch 24 member, Dale J. Hooker, was killed in May 1986 by a drug addict who shot her through the front door as she approached his house to deliver the mail.

These violent, on-duty deaths of dedicated carriers are fortunately very rare. Yet every day on routes across the country, carriers persevere through difficult conditions to ensure that the nation's mail is delivered.

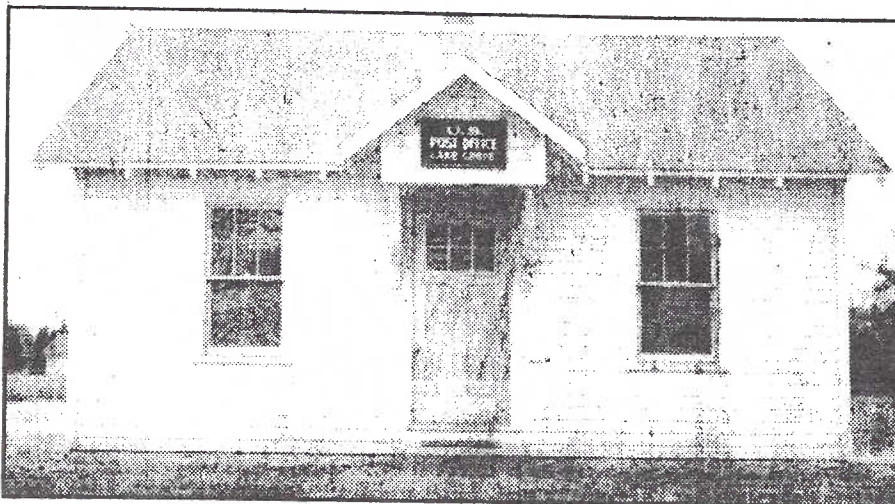
And when the larger crises come—when natural or man-made hazards threaten—letter carriers are quick to respond, committed to continue, in the face of all odds, "the swift completion of their appointed rounds." ☒

Jones Beach

The High Hill Beach Post Office. It was designated on June 9, 1915 and closed on December 31, 1940 (Photograph circa 1920s).



THEN & NOW



The Lake Grove Post Office as it looked in January 1941 ...

Photograph courtesy of Matt Ahern

... and the post office as it is today, 1989.



Photograph by Bruce R. Feeley

Classified Ads:

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.

Retiree restores vintage mail truck

It's not that Jim Byrne believes that the old Model A mail truck is better than the various vehicles that replaced it. But the first postal truck the letter carrier ever drove was a 1929 Ford—and he fell in love with it.

"It was 1944 and I was only 16," he said, "but I couldn't get over how unique the 1929 Ford mail trucks were with their wood bodies and olive drab paint."

After serving in World War II, the Baltimore Branch 176 member was delighted to be assigned a Model A for night collections.

"When you hear talk of keeping a vehicle together with baling wire, believe me, the Post Office was good at it! The whole fleet was over 20 years old, but they kept it running," he said.

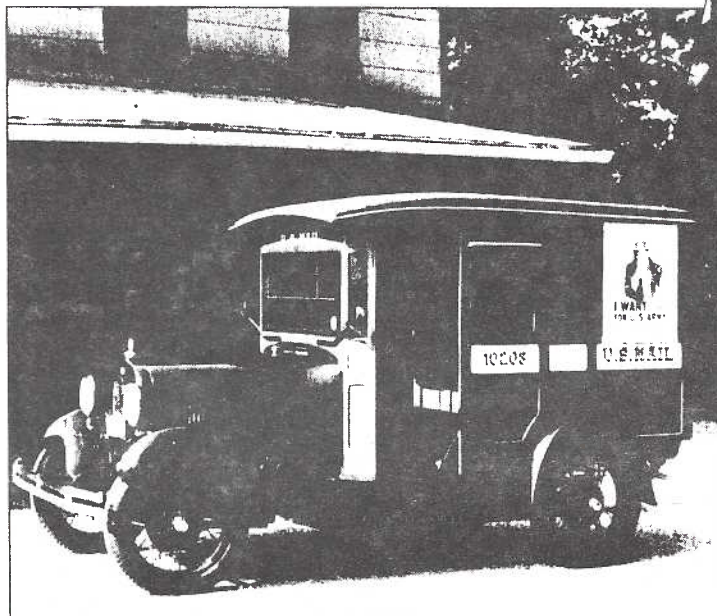
Even then he dreamed of owning one of those trucks, but the Post Office "wouldn't sell any. Even if one got smashed up, they kept it for parts."

The Korean War intervened, and when Byrne returned to his job he discovered that the old trucks were gone.

"I could have cried when I heard they had sold the whole fleet for \$8 each," he said.

FLEA MARKET FINDS

Raising seven children took his time and money, but he never abandoned his ambition to locate a Model A mail truck. Over the years he scoured flea



Baltimore Branch 176 member Jim Byrne's restored mail truck has won many awards in antique car shows.

markets and antique auto shows, collecting an assortment of parts and chassis. He reconditioned a vintage 1930 rumble seat coupe and other old vehicles along the way.

But when he heard about a man in New Jersey with an old mail truck for sale, he knew he had to have it. Despite its distressing condition, Byrne brought it home.

"It looked like a pile of half-rotten wood and rusty 'A' parts," he said. "My wife thought I was on the way to the dump."

But there was enough to get started, and soon the now-retired letter carrier

was piecing together a chassis in the garage of his Glen Burnie, Maryland home from various parts he had collected over the years.

Following the shapes of the rotted wood, Byrne used a radial-arm saw to cut new framework and sides for the mail truck's body, which he assembled in his basement.

"It took many years to restore because I built it piece by piece, including the undercarriage," he said proudly. But finally, after four decades, Jim Byrne is again driving a 1929 Model A mail truck—delivering his dream. ☒

For the past 50 or so years credit has been claimed by and/or given to Robson Lowe as the originator of the term as it applies to cover and postal marking collecting.

This may be a grave error of fact, as will be noted in the article reproduced below. The term has apparently been in use for more than 100 years to distinguish between the various branches of history and philately, and/or the various groups of those persons who pursue these fields, as historians, philatelists, etc.

While it may be true that Robson Lowe revived the use of the term, if it had fallen from popular use during some earlier intervening time period, in no way should the credit be given or acknowledged from this later time period. It may also be possible that the use of the term had a much earlier origin which may be found in even older philatelic or historical journals or articles, etc. to which I do not have access. I would be greatfull to hear of any and all such earlier references.

T H E Independent Philatelist.

A Journal Devoted to the Interests of Philatelists and the Preservation
of Philatetical History and Literature.

"*VERITAS ET JUSTITIA.*"

VOL. III., No. 3. BAYONNE CITY, N. J., JAN., 1891. WHOLE No. 26.

WILLIAM H. MITCHELL.

Philatelic Fiction?

So much has been written and so much published during the last few years that it has got to be the style with many (so-called) philatelists to write only in a fictitious strain. Just what good is to be derived from this style they fail to state, but, nevertheless, they continue to fill the columns of some otherwise good journals, to the detriment of the publication and the crowding out of more interesting and more instructive matter.

It is all very well to speculate on what the future has in store, but to strive to adopt the Jules Verne or H. Rider Haggard style of literature to philatelic subjects, is worse than folly.

To dress up stamps like paper-dolls and childlike, to play with them seems to us to be the height of folly.

Borrow, if you will, all the beautiful imagery of a Longfellow, but let it be as dessert and not as steady diet.

General history, postal history and philately are so closely interwoven that the study of one necessarily includes the others.

In researching the musty records of the past we are compelled to refer to general history. The present generation has only the writings of its predecessors, and it is only by searching obscure and long-forgotten records and republishing them that the majority of us are enabled to attain anything like an intimate knowledge of the past.

LONG ISLAND POSTAL HISTORY SOCIETY

APS Affiliate # 154

Annual Membership Subscription \$ 15.00

OFFICERS:

President - Joel Shapiro, 135 East 83rd Street, New York NY 10028
Vice-President - Martin Margulis, 1368 Metropolitan Avenue, Bronx NY 10462
Secretary - Daniel M. Knowles, 97-10 71st Avenue, Forest Hills NY 11375
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Brendan McCann, 65-39 182nd Street, Flushing NY 11365
Carl F. Baker, 140 Lewis Road, Northport NY 11748
J. Fred Rodriguez, PO Box 112005, Miami FL 33111

July 16, 1990

To the Members of the Long Island Postal History Society:

Each of you fully realizes that the Long Island Postal History Society (LIPHS) has been inactive for the past year.

Most societies contain a small core of active members to sustain the activities of the entire society. The LIPHS is a small society and hence has always had only a small core of members to sustain its activities. That small active group has become even smaller due to relocation out of state, increasing professional responsibilities, advancing age, illness, and/or a combination of these factors. The greatest loss has been the inability to find someone to replace Fred Rodriguez as the journal editor.

The society has been very fortunate to have Brad Arch step forward to volunteer as the new editor of the journal. This means that the society will be able to continue and flourish, accomplishing its initial goal of disseminating information concerning the postal history of Long Island.

As with past editors, Brad Arch will need the support of all of the members if he is to be successful. Therefore, I strongly urge each of you to consider submitting articles, illustrations of interesting covers, and any other material that you believe members might be interested in reviewing.

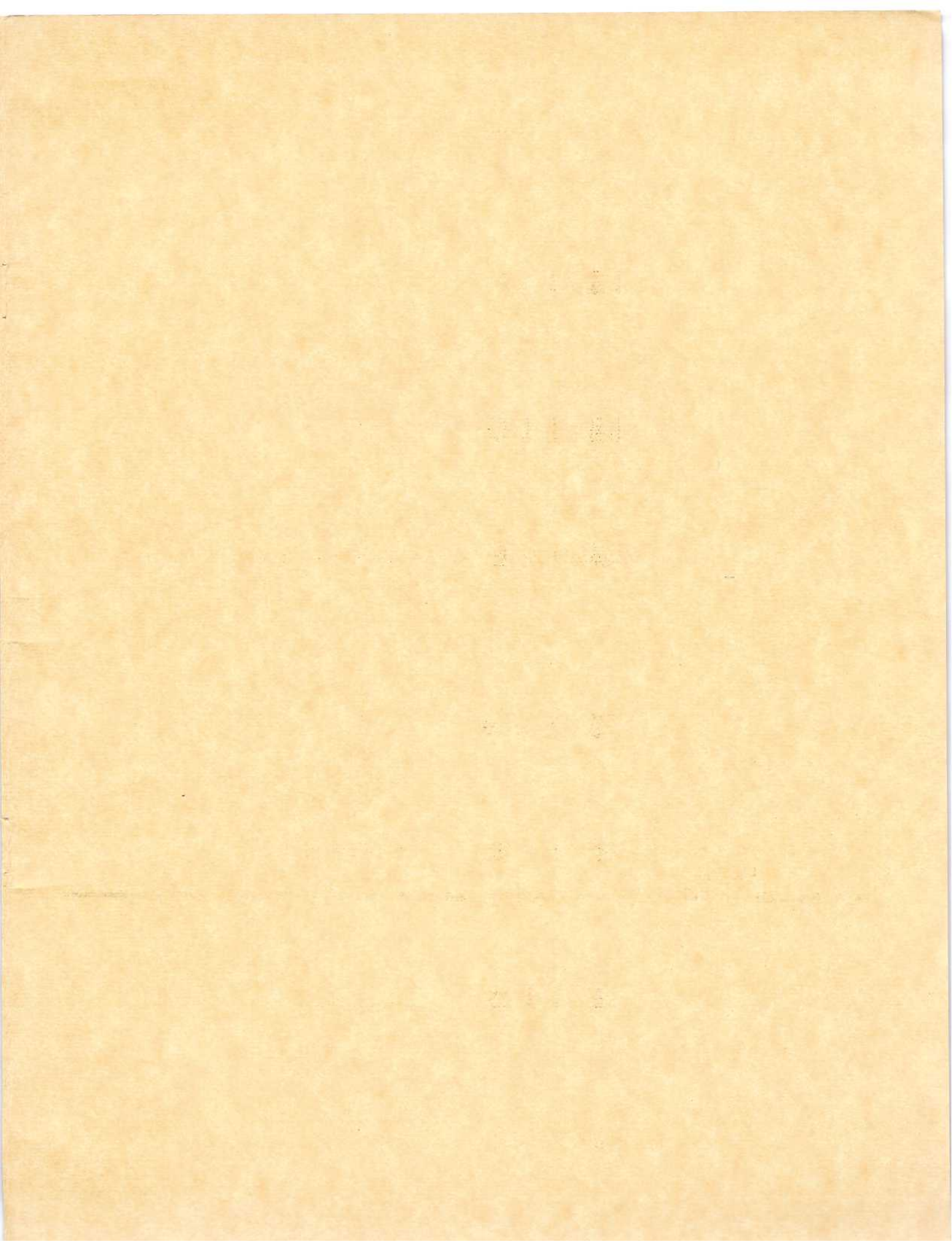
One negative aspect of the societies inactivity has been that dues paying members have not received copies of the journal. Therefore, the officers of the society believe that it is inappropriate to bill members for dues this year. Instead, the LIPHS will extend the membership of all of its members automatically through June 30, 1991. This means that no new dues payments will be necessary before July 1, 1991.

In summary, I would like to welcome each and every one of you to another full year of membership in the LIPHS. However, I would like to suggest once again that you actively support Brad Arch with material for publication. If Brad does not get the full support of the society and the journal ceases to exist, then there is little doubt that the society will also cease to exist.

Best regards,

Daniel Knowles

Daniel M. Knowles, MD
Secretary, LIPHS



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



FIRST CLASS

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, until such time as a formal study group leader is forthcoming; and directly to the Group Leaders for the above categories:

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

Interrupted 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.

WE NEED ARTICLES NOW !