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September 2003

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President

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Editor

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EXCELSIOR!

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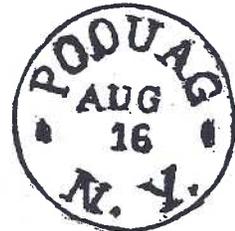
THE PUZZLE BOX -- Short Presentations About Puzzling Pieces

What's in a name? Well, this intriguing cancel, **POQUAG/AUG 16/NY**, (Bernadt Type 8 in red) is a good example. (It appears in red on an orange cover so a tracing will be used.)

Here's the **PUZZLE**: Abraham Siegel and Andy Levitt both have offered covers bearing this cancel, stating Suffolk County (Long Island) as the county of origin.

I have had the illustrated example in my Dutchess County collection for a number of years, believing it to be a name variant of **POUGHQUAG**, a post office that opened on Feb. 3, 1829, which is located in the southeastern corner of the county. The ASCC lists **POQUAG** in red, but Bernadt and Kay & Smith have no listing whatsoever for this spelling.

So, where is **POQUAG**? I believe it's merely a local spelling variant of **POUGHQUAG**, one not recorded by either Bernadt or Kay & Smith, and probably used for a relatively short period. (A contemporary Poughkeepsie cancel drops **UGH** from its name.) If one uses a short **A** sound, **PO-KWAH-GUH** results (Long Island pronunciation); but if the long **A** sound is applied, **PO-KWAY-GUH** results, (the Dutchess County version). A reproduction of an 1876 map shows again a different spelling: **POUQUAG**! From my viewpoint, this is the final proof. What do **YOU** think?..... Your Editor



THE EDITOR'S CORNER—THE FIRST HURRAH!

The First Hurrah! is a play on the title of Martin Margulis' last editorial, and I thank Marty for giving me the idea. My "hurrah!" is my expression of joy, satisfaction and thanks for all the support I have received in producing this, my first issue.

- **THANKS** go out to the many ESPHSers whose contributions brought this issue to fruition. First and most important are the authors who answered my "call" for articles. Larry Laliberte gets special recognition because he not only provided me with an article but also sat with me for many hours in front of a computer screen providing essential tutorials on how to **really** use this device. Without his patience and guidance I have doubts that I could have completed this five-week odyssey with any sanity left!
- **A TITLE** is important. A publication is known by its title. I felt that the "Journal of" is not a proper title, rather it is a description. Therefore, I went searching. During my search I discovered a reference to *EXCELSIOR* while reading the introduction to *Star Cancels of New York State*, edited by David Proulx. I inquired of Pres. Al Parsons and learned that the *Journal of the ESPHS* once carried this name. It struck me as the name-recognition title we needed. After all, it is the New York State motto (meaning "Ever Upward"). All I did was to add an exclamation mark (!) for emphasis.
- **COLOR** is a current and future problem that needs to be addressed. Reproducing clear and balanced color cancels in black and white is very difficult. I was warned that illustration problems that would manifest themselves, and they have. In addition, one author is planning an article in which the color component is the key; he asked if it was possible in a future issue to reproduce his article in color.
As an editor I must address this problem. I will be presenting to a plan to the board of directors to provide for colored pages in future issues. Implementation of the plan will be dependent upon three things: the availability of funds, the ability of the printer to partly print in color or insert color pages, and the ability of the authors to provide color copies or scans. *EXCELSIOR!* is too large an operation to desktop publish, I would think.
- **AUTHOR GUIDELINES** are important when writing for publications. Below I have outlined some key ones. Whether you write longhand, type or use the computer, I think you will find something useful:
 1. **INDENT** all paragraphs in the text.
 2. **DOUBLE SPACE** when typing or using longhand.
 3. **LEAVE SUFFICIENT MARGINS:** 1.5 inches all around.
 4. **FONT AND SIZE** are important when using a computer. Use **Times Roman:** 16 pt. for titles, 14 pt. for sub-titles and 12 pt. for text.
 5. **SKIP TWO SPACES** between sentences. This is a personal "quirk" of mine; I believe it helps the eye and mind make the transition.
 6. **FOOTERS:** please allow for them if providing computer generated text. Use the format shown below, but do not include date, issue or page numbers.

I've surely left something out, but don't hesitate to ask. **My job is to encourage and assist.** Because without you, there is no *EXCELSIOR!*

..... Drew A. Nicholson

DUE DATE FOR THE MARCH 2004 ISSUE IS FEBRUARY 1ST!

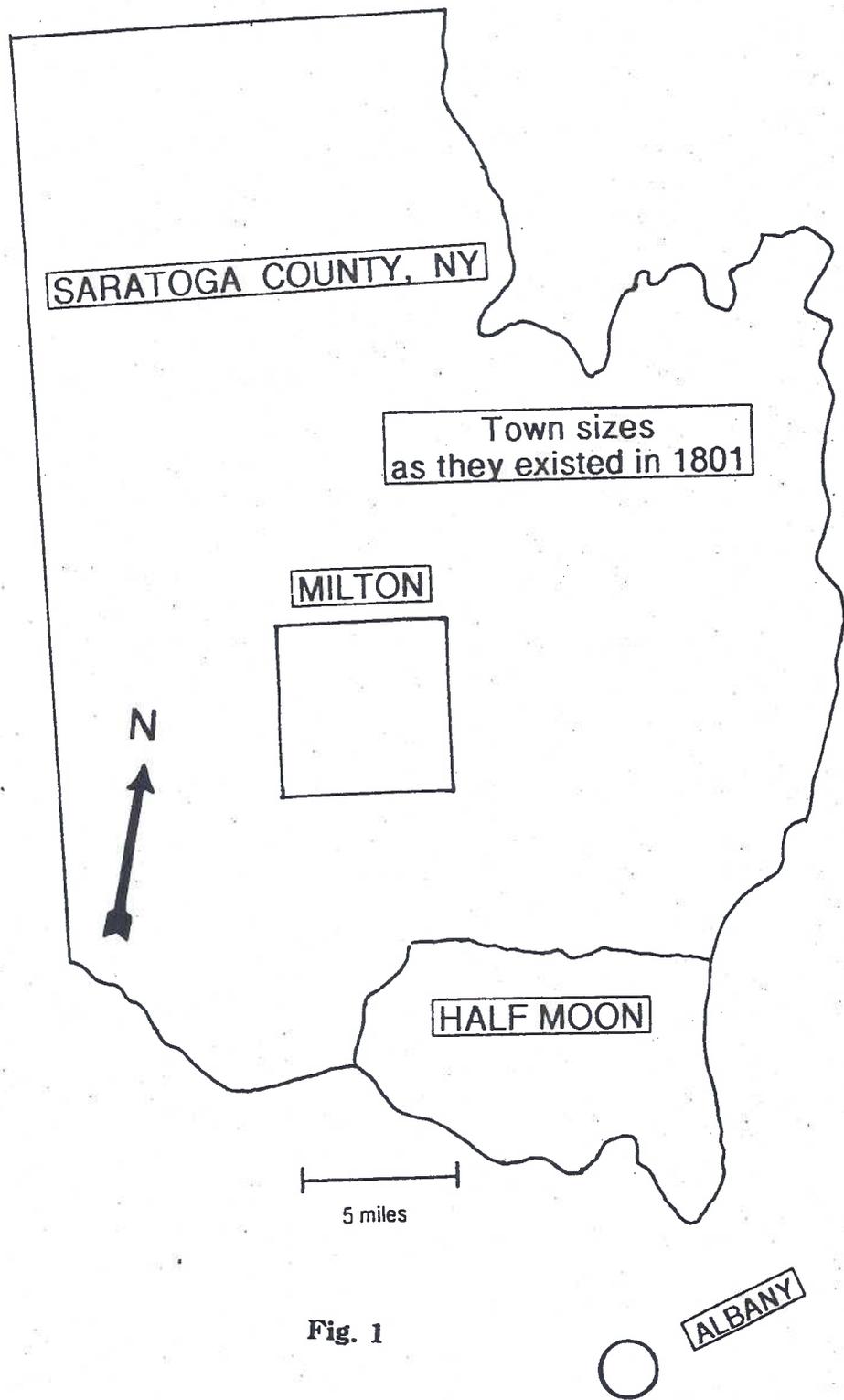


Fig. 1

TWO EARLY SARATOGA COUNTY COVERS

The 1796 HALF MOON and MILTON stampless folded letters (SFL) illustrated in this article are believed by the writer to be the earliest surviving SFLs from Saratoga County to enter the postal system.

Saratoga County was formed from Albany County on February 1, 1791. It lies in the angle formed by the junction of the Hudson River to the east and the Mohawk River to the south; it has an area of 862 square miles. [1]

Fig. 1 shows a map of Saratoga County as it existed in 1801. It still has the same outer boundaries today. The size/shape of MILTON is virtually unchanged from that of today. The town of HALF MOON was considerably larger than today--Waterford in the extreme southeast was split off in 1816, and Clifton Park in the western portion was separated in 1828. [1,2]

At this early stage of its existence there were no post offices in Saratoga County. Mail originating anywhere in the County had to be carried to the nearest post office. In the cases of MILTON and HALF MOON this was Albany, which was located 31 miles southeast from the geographic center of Saratoga County.

According to Kay and Smith [2], the earliest post offices in Saratoga County were opened in Stillwater and Waterford on September 14, 1797, and shortly thereafter in Ballston Springs on November 15th. These earliest locations are interesting to both the HALF MOON and MILTON letters because of their close proximity: both Stillwater and Waterford were approximately 5-7 miles from HALF MOON (Albany was 20 miles south), while Ballston Springs post office lies within the TOWN OF MILTON. As noted in several of the references at the end of this article, business activity was increasing rapidly in the 1790's, and that probably caused the opening of the post offices.

The address sides of these two SFLs do not have originating town markings, which would need to be applied by a postmaster, but the interiors both have distinct town datelines.

The term "town" was used in that period (and still today, somewhat) to describe a broad geographic area as opposed to a more definitive word such as "village," which is frequently used to denote a grouping of houses/stores. Thus, it cannot be said with certainty precisely where these letters originated within the "towns."

There were no post offices in HALF MOON or MILTON, therefore both letters were privately carried to the Albany post office. It was at that point they entered the postal system receiving Albany straight-line markings and the manuscript rate "15."

HALF MOON letter (Fig. 2) – Contents (interior):

"Half Moon, March 21st 1796" (in manuscript)

"Sir

March the Sixteenth I received yours of the 17th of
January Respecting the obligation you have against
me which I Expect will be Discharged about the
first of May Next

from your Most humble Servant

William Bradshaw

To Nicholas Low Esq "

Assuming that the letter Mr. Low sent to Mr. Bradshaw was mailed in New York within a day or so of the dateline, it took until March 16 to arrive in HALF MOON, an elapsed time of two months. Both Albany and New York had well-established post offices in 1796, therefore the long travel time to HALF MOON can be explained--at least partially--by the lack of postal service between Albany and HALF MOON. (Would you make frequent trips to Albany, twenty miles south, on the roads and in the conveyances of 1796 just to inquire if there was a letter waiting for you?)

HALF MOON letter, exterior, address side:

Postal markings –

- a. Manuscript “15” in **black**, denoting the 150-200 miles zone rate Single letter, Albany yo New York. This rate effective between Feb. 20, 1792 and March 1, 1799. [3]
- b. “ALB , NY, M R 25” straight-line **black** handstamp 30x4 ½ mm, the length being measured from the bottom of the “A” to the top of the “Y”; commas or periods between the “B” and “Y” and between the “Y” and “N”. The “A” is missing in “MAR”

Listed in Bernadt [4] with caps for MDY in 1798 only.

Listed in the ASCC [3] in 1793-99 (sketchy listing).

The HALF MOON post office was opened on February 12, 1820, [2] therefore this letter predates the post office opening by nearly **24 years!** The first recorded manuscript entire from HALF MOON is dated April 11, 1835, [5] appearing to illustrate that entire from that period are rare (the ASCC manuscript listing shows the period from 1831-1841 [3] Unfortunately, this SFL is unlikely to qualify for listing in the *Manuscript Post Offices of New York State* [5] as it entered the postal system in Albany rather than HALF MOON.

While this SFL does not have a HALF MOON marking on the exterior (there was no post office there at the time), it is a legitimate Saratoga County letter and appears to be the **earliest surviving letter to enter the postal system!**

Now on to the MILTON letter;:

MILTON letter (Fig. 3) – Contents (interior), summation:

“Milton 19 Aug, 1797” (in manuscript)

(Lengthy letter requesting a deed to property purchased the previous winter. This is the third letter by the writer to Nicholas Low, and the writer is quite upset because he had now resold the lot and the newest owner wants a deed.

“Your humble Svt.
Jn. D. Witt”

HALF MOON

Half Moon March 21st 1796

*Sir
March the Sixteenth. I received yours of the 17th of January
respecting the obligation you hold against me which
I expect will be Discharged about the first of may next
from your Most humble Servant
William Bradshaw*

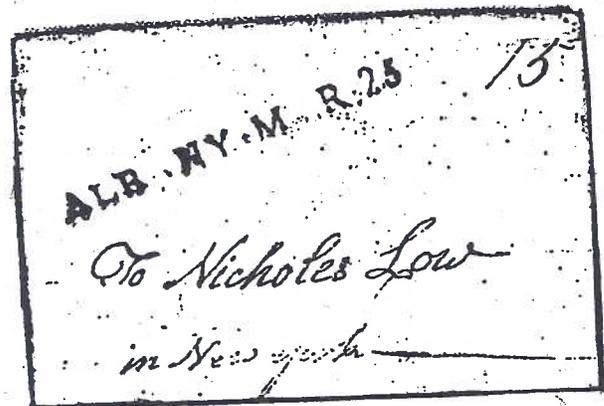
Fig. 2

March 21, 1796

Believed to be the earliest known surviving cover from Half Moon and Saratoga County entering the postal system.

This letter was written in Half Moon but could not be posted there or anywhere nearby because there were no post offices in Saratoga County at this early date. So, the letter was privately carried to Albany, roughly 20 miles south of Half Moon.

The Albany straight-line postal marking was then applied March 25.



Reduced size and cropped copy -
addressed side
15 ct. Rate - Single letter - 150-200 mi.

This rate was effective from June 1, 1792
through March 1, 1799.

The Half Moon post office opened February 12, 1820.

MILTON letter – Exterior, address side

Postal markings –

- a. Manuscript “15” in **black**, denoting the 150-200 zone rate for a single letter, Albany to New York. This rate effective between Feb. 20, 1792 and March 1, 1799. [3]

“ALB NY AUG 24” straight-line **black** postal marking]30x (4 to 4 ½) mm., the length being measured from the bottom of the “A” to the top of the “Y”; “NY,” “AUG” and the “2” are very faint. The “4” is also faint but it cannot be a “9.” Nor can it be determined if there are commas or period between the “B” and “Y” or between the “Y” and “N>”

Other markings:

“John D. Witt” and on the second line “Milton 19 August 1797”

Due to the manner of folding and sealing this letter, this wording would not have been visible on the exterior, even though it is on the same side of the paper. It is probably a docketing marking rather than a notation by the writer or a postal employee.

The MILTON post office opened April 1, 1804 [2] and closed 1812, making this letter more than six years **earlier** than the establishment of the post office. No other MILTON entires from Saratoga County have been reported.

There are two other communities with the name MILTON known to the writer. One is near Boston, MA. and the other is in Ulster County. Now one faces a conundrum: is this SFL really from the MILTON in Saratoga County or the MILTON in Ulster County?

One should consider the alternative possibility that this MILTON SFL originated in Ulster County. Remember that its destination is New York City to the **south** while Albany is 70 miles **north**! What are the local post offices that would have been available to a MILTON, Ulster County writer in August 1797?

Using Kay and Smith [2] and a nineteenth century map as guides one finds:

- a. Kingston is about six miles north of Milton, on the same side of the Hudson River. Why travel 70 miles to Albany if Kingston is but six miles distant.
- b. Poughkeepsie lines up about two miles north and slightly east of Milton, but on the other side of the Hudson River. This is a possibility—but there were no steamboats or other swift means of crossing the river at this time, so a horseback/stage ride to Albany is much more likely.

MILTON

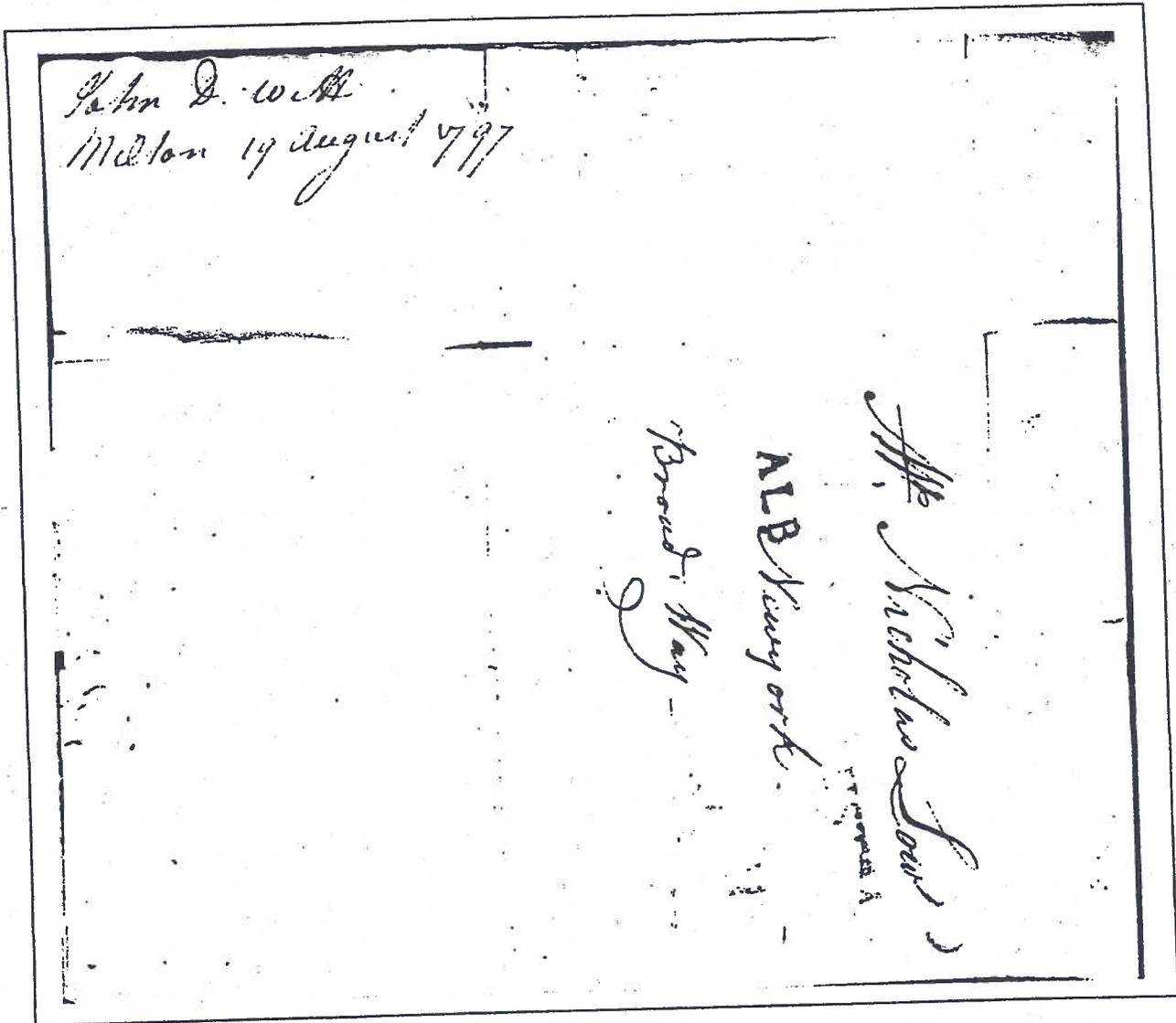
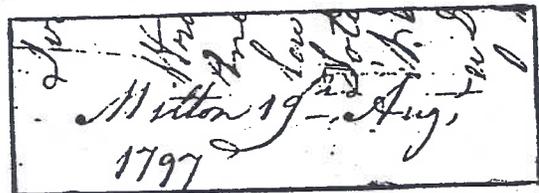


Fig. 3

August 19, 1797

Believed to be the **earliest** surviving letter from this town, and the **second earliest** from Saratoga County.

This letter was written in Milton but could not be posted there as no post offices existed in Saratoga County at this time. The letter was privately carried to Albany where the straight-line "Albany August 24" postmark was applied..



Copy of internal dateline
15 ct. Rate - Single letter - 150-200 mi.

This rate was effective from
June 1, 1792 through March 1, 1799.

The Milton post office was open from April 1, 1803 to 1812.

- c. Shawangunk had a post office about 20-25 miles west and closer than Albany, but it is certainly **not** on a direct route to New York.
- d. Newburgh is about sixteen miles south of the Ulster Co. Milton, also on the same side of the river. It would seem to be on a direct route south to New York City.

If the SFL was from the Milton in Ulster County, the most likely choice of the four towns for it to enter the mail stream would be Newburgh, the post office of which opened on October 27, 1795. It was an established post office on the same side of the Hudson River as Milton and very close-by. It is not known to this writer whether a route to New York City existed at this time through Newburgh on the west side of the river. But surely a letter posted at Newburgh to New York would not travel **north** 70 plus miles to Albany before turning south to its original destination.

This SFL has an Albany straight-line marking and no additional postal markings from any of the post offices near the Milton in Ulster County. It appears, therefore, safe to assume the SFL originated in MILTON, SARATOGA COUNTY, thus making it the **second earliest reported Saratoga entire entering the postal system!**

John A. Lange Jr.
373 Root Road
Ballston Spa, NY 12020-3227

(These two discoveries by John make a significant contribution to the postal history of New York north of the Mohawk. Hand carried mail prior to the establishment of post offices are among the most difficult to analyze. It will be interesting to see if additional such mail comes forth now that John has presented his findings. So...if among the readership there are further examples of this type of early New York State mail, please share it with us. Ed.)

REFERENCES

- [1] *Gazetteer and Business Directory of Saratoga County, N. Y., 1871.* Syracuse, NY: Compiled and Published by Hamilton Child, 1872.
- [2] *New York Postal History: The Post Offices and First Postmasters from 1775 to 1980* By John L. Kay & Chester M. Smith Jr. State College, PA: APS, 1982. (ISBN No. 0-933580-3; Library of Congress No. 81-71859.)
- [3] *American Stampless Cover Catalog, Vol. 1 (5th Edit.).* David G. Phillips Publishing Co., 1997. (ISBN No. 1-877998-10-9; Library of Congress No. 97-065130)
- [4] *Postal Markings of New York State, 1792-1856* By George J. Bernadt, ESPHS, 1993.
- [5] *Manuscript Post Offices of New York State (3rd Edit.)* ESPHS, 1984 – **AND- Master Supplement to Manuscript Post Offices of New York State, Fifth Supplement to Third Edition, 1984.** Edited by Douglas Penwell, ESPHS, 1999.

Please refer to the following page for additional references.

(As a courtesy, I sent John Lange a copy of his article prior to publication. because I had done significant rearranging and editing. I wanted his input before final publication. [I will perform this courtesy for any author.] In a subsequent letter John noted that I had failed to include his "Other useful references..." He considered these sources important not only to the story he was telling but also because they were extremely difficult to locate. Also, he believed, they were references that would be extremely useful to other researchers, and he wanted to save them considerable time and effort. In response I did some reorganization and repagination. John's interest in assisting those who follow is a generous trait that I hope is found within all of us.)

OTHER USEFUL REFERENCES FOR SATAOGA COUNTY INFORMATION

1. *History of Saratoga County, N.Y. With Illustrations, 1609-1878.* By Nathaniel Bartlett Sylvester. Reprinted by Heart of the Lakes Publishing Co., Interlaken, NY 14847, 1979, 514 pages. (ISBN No. 0-932334-22-9)
2. *Gazetteer of the State of New York.* By Thomas F. Gordon, originally published in 1836. Reprinted by an unidentified publisher in the 1980's/1990's (probably the Higginson Book Company, Salem, MA), 801 pages.
3. *Directory of Saratoga County and Town of Queensbury New York, 1871.* By Hamilton Child. Reprinted by Empire State Books, Interlaken, NY, 1995, 405 pages. (ISBN No. 1-55787-136-1)
4. *Reminiscences of Saratoga and Ballston.* By William L. Stone. Published 1875 and reprinted by the Higginson Book Company, Salem, MA in the 1990s, 451 pages.
5. *History of Saratoga County New York.* By the *Saratogian* in 1899. Reprinted by the Higginson Book Company, Salem, MA in the 1990s, 584+203 pages.
6. *Saratoga County Heritage.* By Violet B. Dunn. Published in 1974, 607 pages. Library of Congress No. 74-23045.
7. *Saratoga County Communities—An Historic Perspective.* By Jan Johnstone. Published in 1980, 126 pages. Library of Congress No. 80-54366.

STAR CANCELS OF DELAWARE COUNTY, NEW YORK

Delaware County, New York, is a rural area in the Catskill Mountains. It has no cities. The total population of the county in 1875 was 42,054. I am deeply indebted to Bill Hart for providing me with community population figures from 1890 for indicating relative scarcity. In two cases I have shown 1860 figures for covers mailed closer to that date, statistics found in general history books. All other population figures are from 1890.

Most Nineteenth Century residents of Delaware County were farmers, but some worked in logging, wood chemical processing, and stone quarrying. Mail volume was generally low.

Post offices were usually in the community general store, with the shopkeeper doubling as postmaster. Postmasters in rural areas were on their own in contriving or purchasing canceling devices; the government did not pay for these items. As early as the 1860s, some postmasters decorated the corks they used to cancel stamps with hand-carved stars.

In the late 1870s through the early 1890s star cancels were very popular in Delaware County, as elsewhere in the nation. Commercially made star canceling devices, most duplexed with a town/date circular date stamp (CDS), were available through several different companies that advertised in the *U.S. Postal Guide*. Postmasters who still used cork cancels followed the trend by carving corks in star shapes.

Star cancels began to lose popularity both in the county and nationwide in the last decade of the Nineteenth Century, and only a handful are reported nationally after 1900. North Franklin is the only post office in Delaware County known to have used star cancels in the Twentieth Century, and these are reported only from 1916.

Rural postmasters in this period were paid very little, with their real compensation often being increased traffic in their store from postal customers. They were frugal out of necessity. Small post offices often used the same device for several years, even after signs of wear were quite evident. Starting in 1879, Post Office regulations required the use of black ink to obliterate the stamp. This rule was widely ignored by thrifty postmasters using up the ink on hand. Postmaster positions were political patronage jobs, and canceling devices were retained by the person who created or purchased them, even if the election of a president of the "other" party meant a change of postmaster. New postmasters usually had to make or buy replacements, so some devices were used for only a short period.

The only published source of information on star cancels of the area is Dave Proulx's *Star Cancels of New York State*, currently being revised for a new edition by David Williams. Many of the cancels shown here are not listed in the Proulx book; some are rare, but other fairly common cancels simply were not reported to Dave by collectors.

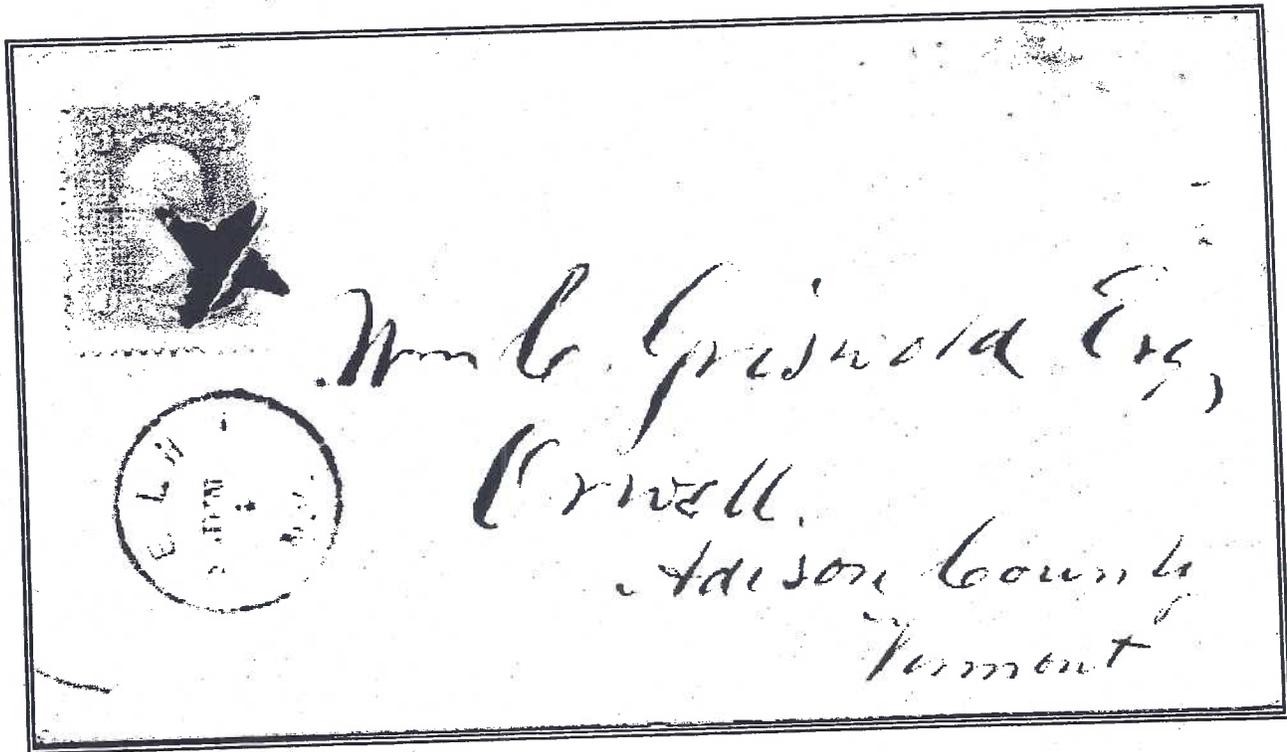
One challenge in collecting star cancels is how to differentiate non-commercial star cancels from sunbursts, flowers, and "geometrics." I have included only those shapes that end in points and look like stars to me. I may have misinterpreted the intent of the carver in some cases, but, given the general popularity of star cancels, I felt that it was better to assume that some crudely-made shapes were intended to be the trendy stars rather than dahlias or some other figures. I may have included some that were intended to nothing more than a simple X - but it is much easier to carve an X without points at the end, so I am including those as well if they looked starlike to me. I do not include flag cancels, although there are, of course, stars in the *stars and stripes* - the primary image is a flag, not a star.

The easily-carved four-pointed stars are shown first, then five-pointed stars, and finally six-pointed stars.

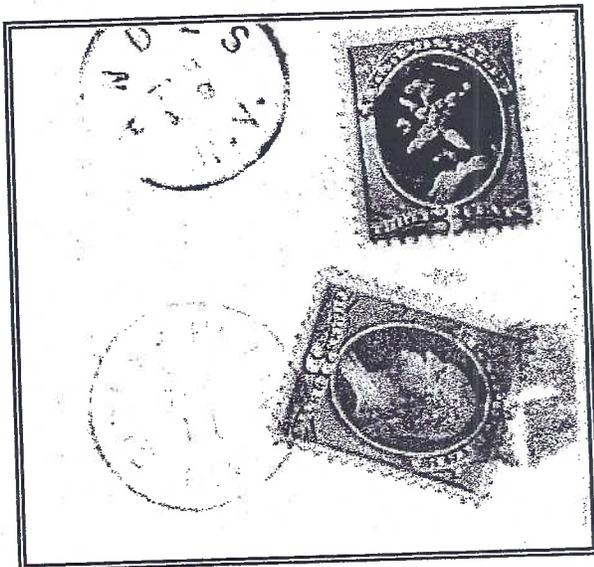


Delaware County

Hand-Carved Four-Pointed Stars



Delhi, Four-Pointed Cork Solid Star, 1860s. The county seat, Delhi's 1860 population was 919. Stamp has grill on the left.

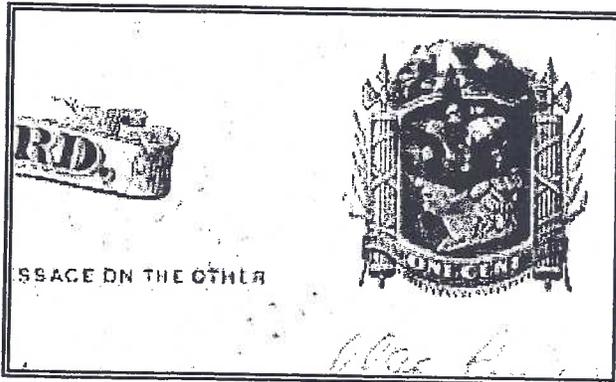


These primitive stars are from Andes (population 416) and Sidney Plains (later Sidney, population 1,358). The Andes cover has an enclosure dated 1874. I have graphically cropped these and many other markings - in all cases, the intact covers are in my exhibit.

It is impossible to be sure that these cancels were intended to represent stars. I include them because they resemble stars and are from the period of greatest popularity of star cancels.

More Hand-Carved Four-Pointed Stars

These four-pointed stars are a bit more elaborate than the ones shown on the previous page but are equally ambiguous. Since it is hard to see these cancels in a black-and-white scan, I have included enhanced scans of each.



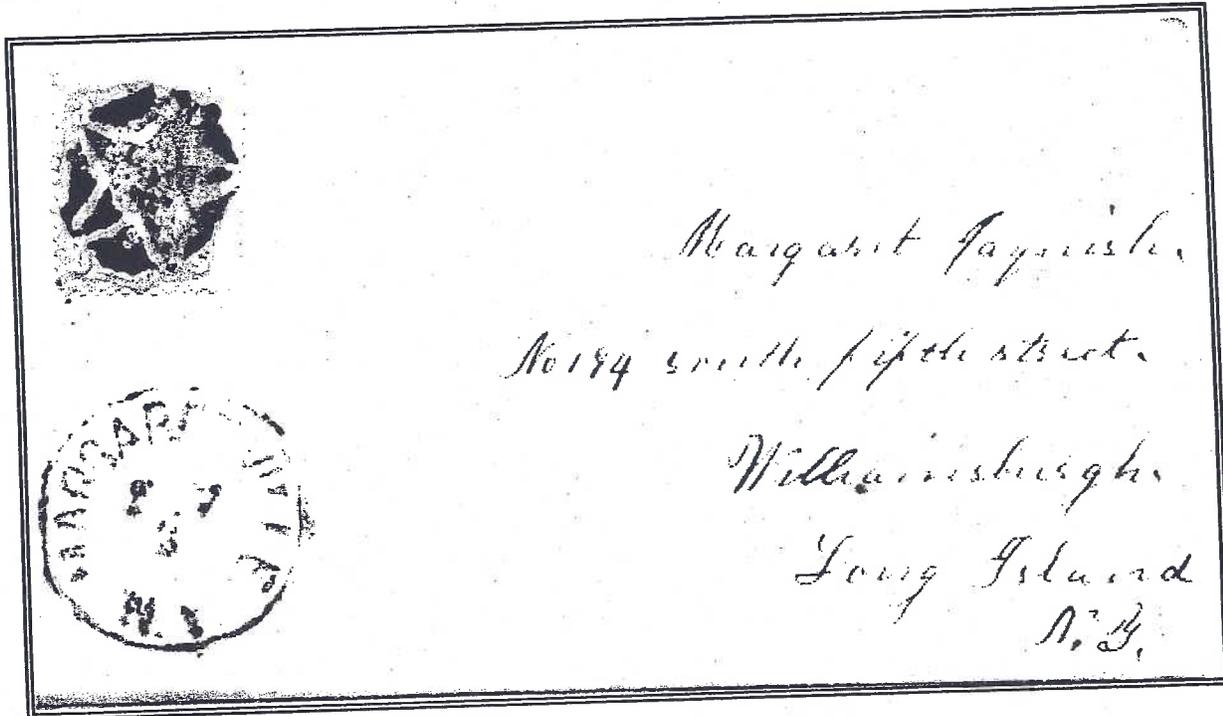
Masonville (population 1,397). Black star with purple rimless 1877 CDS.



Lordville (population 113). Cork stars used with rimless CDS without year date. The stars do not appear to be from the same device, although the basic design is the same.

Five-Pointed Handmade Stars

With five-pointed stars there is no question that they were indeed intended to be stars. The illustrated Margaretville star (1863, per enclosure) is the only reported five-pointed star used in Delaware County in the 1860s. In 1860 Margaretville was a village of 40 homes.



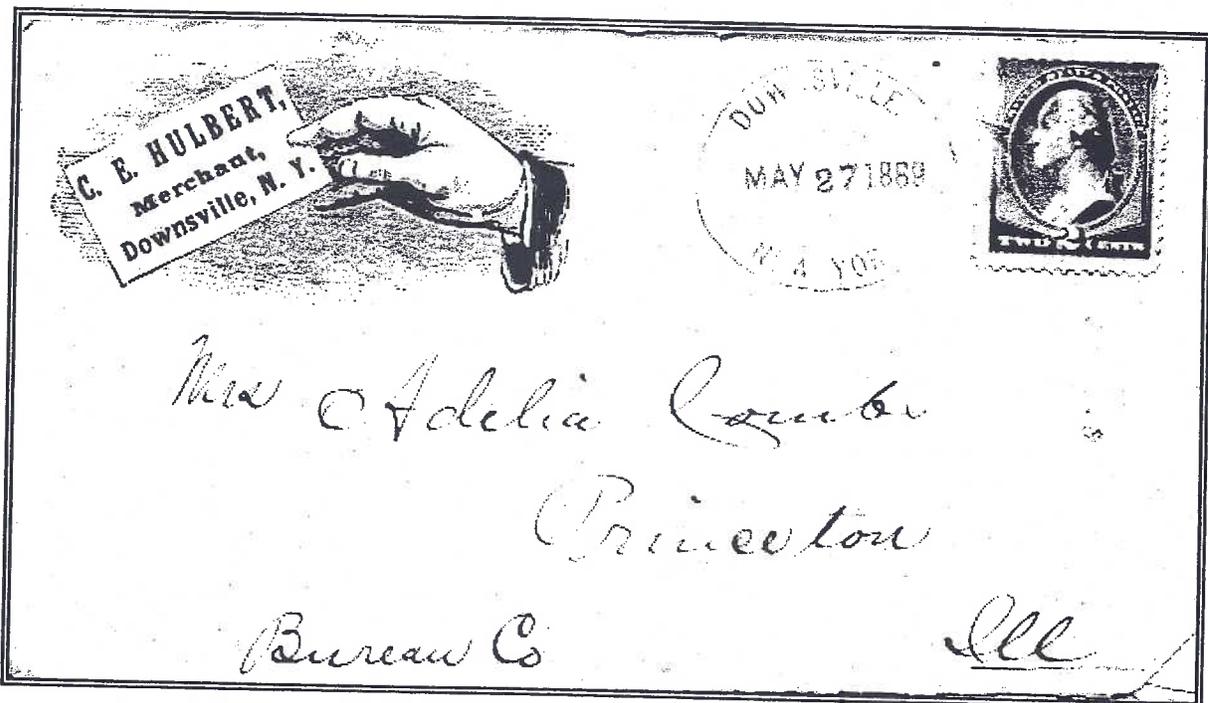
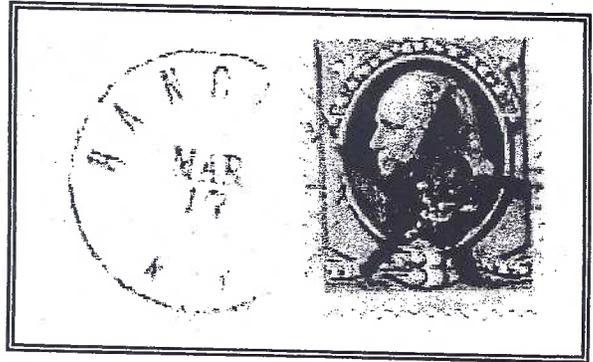
Rock Valley had an 1890 population of 128. It is not clear what the canceling device was made of to give such a mottled appearance. Perhaps it was some sort of stiff brush or a piece of wood with prominent fiber ends protruding. It seems probable that the postmaster made do with whatever was on hand. The CDS, of course, was a commercial product.

Very few covers from Rock Valley have survived, and there is no record of how long either the star or the CDS were in use..

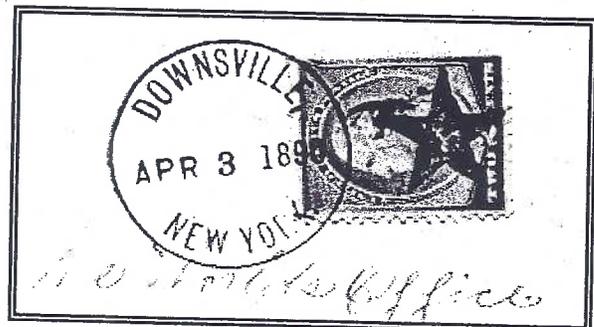


Five-Pointed Solid Stars - Not Duplexed

This rather large, somewhat asymmetrical, star from Hancock (population 1,279) has been reported from 1877 and 1878. The example shown has no year date. The star very slightly overlaps the CDS. It appears hand-carved.

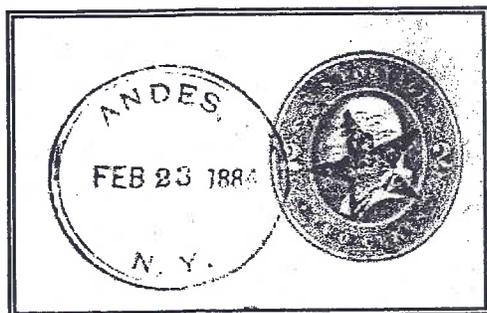
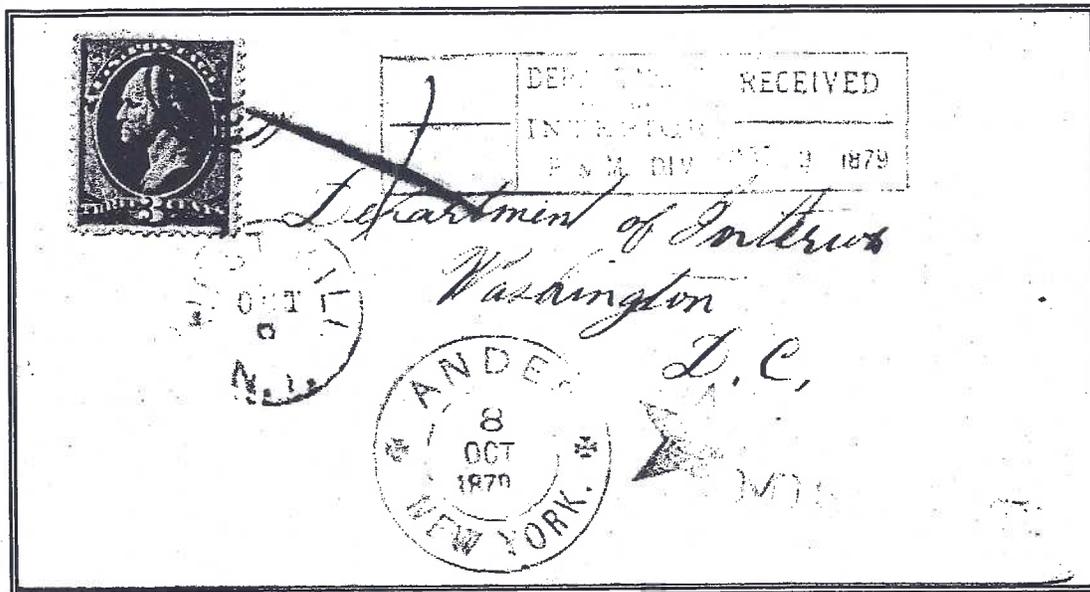


The 1889 CDS from Downsville (population 516) appears misshapen from use. It is not duplexed - the CDS is struck in purple-black ink, the star in purple. The 1890 example shows a different, less-distorted, CDS, but the star seems the same as the one used above. This star was probably a commercial product.



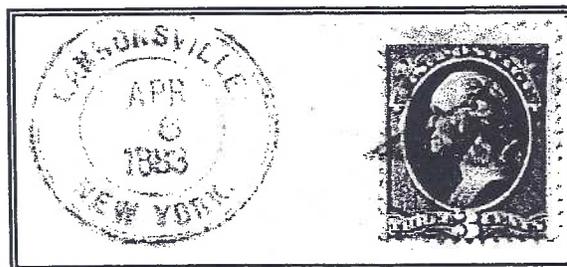
Five-Pointed Stars - Commercial

Duplexes are commercially manufactured cancelers in which the CDS and the killer are attached to a single handstamp, enabling the mail to be canceled with a single strike. During the star-cancel period, several different companies sold similar devices. This solid star Andes (population 416) was in use from 1878-1882 and was struck in a variety of colors. It featured a double-ring CDS with small maltese crosses. It was usually used to cancel stamps, but I have chosen this "missent" usage for an unobstructed view of the strike.

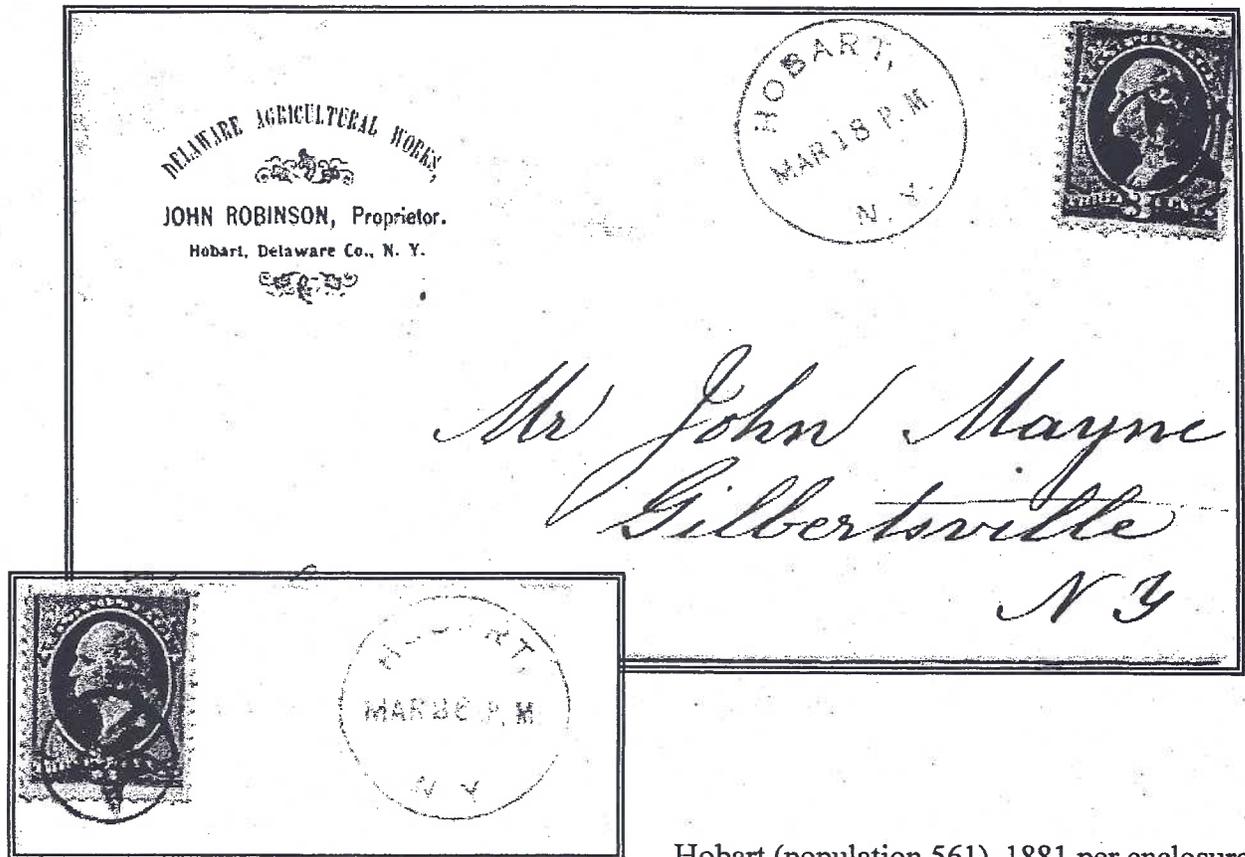


In 1884 Andes used a different star, probably a duplex, possibly from a different manufacturer. The points of the star are slenderer than the earlier device. This may or may not be a duplex; I do not have multiple copies of this strike. Information would be appreciated.

The CDS used in Cannonsville (population 270) lacks maltese crosses. The star is larger than either Andes star. Presumably not a duplex, as I also have an example of what appears to be the same CDS used without the star.



Five-Pointed Stars in 17mm Circle - Points Touch Circle



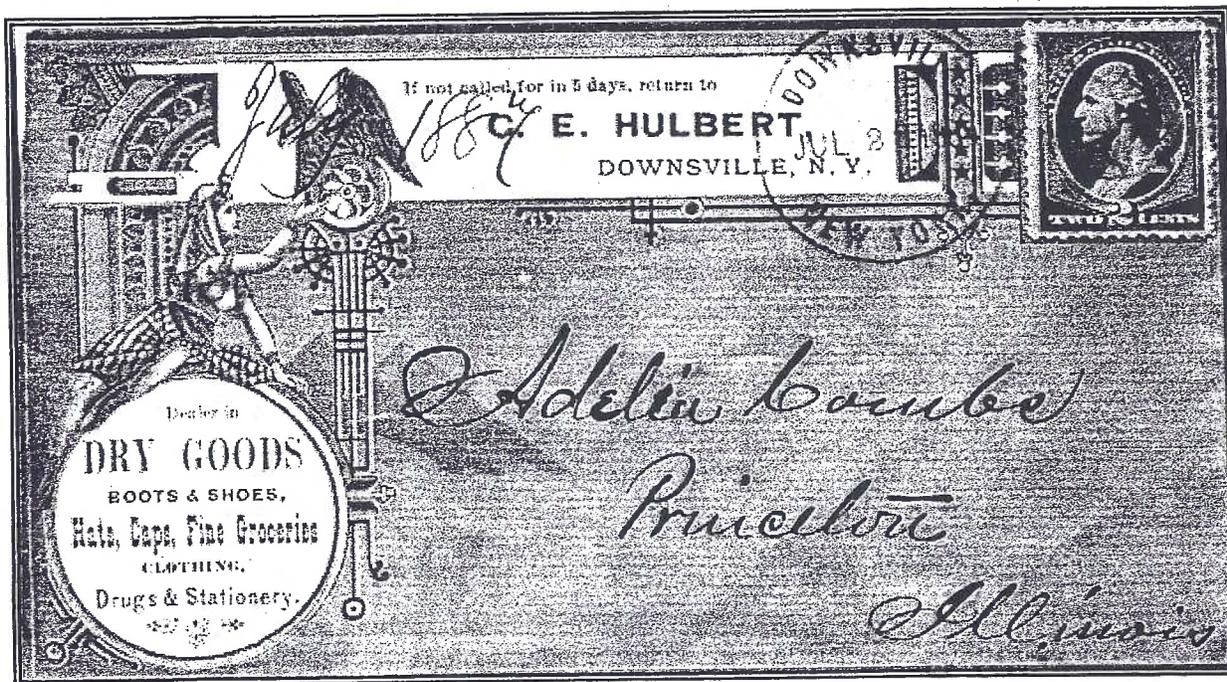
Hobart (population 561), 1881 per enclosure.
Not duplexed

Inset shows the same device with different orientation. Year unknown

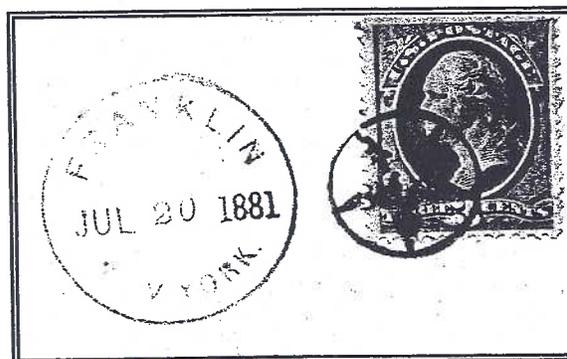
The spacing and general similarities to duplexed stars that follow suggest that the cancel from Franklin Depot is probably a duplex as well. It is the only CDS in this general group with a three-line date plug. With a population of 39, Franklin Depot is the smallest community in Delaware County known to have used star cancels.

**Five-Pointed Stars in 17mm Circle - Points Touch Circle.
Duplexed with 30mm CDS**

Despite differences in the size of the letters in the CDS part of the cancel, these cancels were probably made by the same manufacturer. The star is at the same angle in each case.

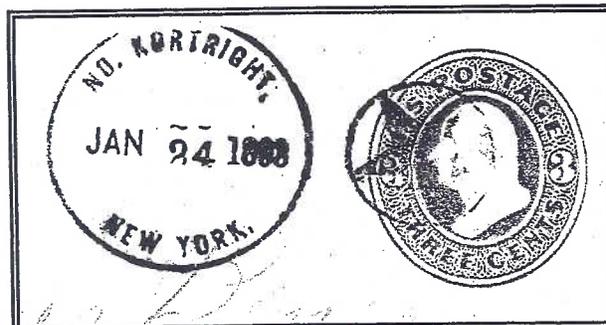


Downsville (population 516), 1884.



Franklin (population 581), 1881.

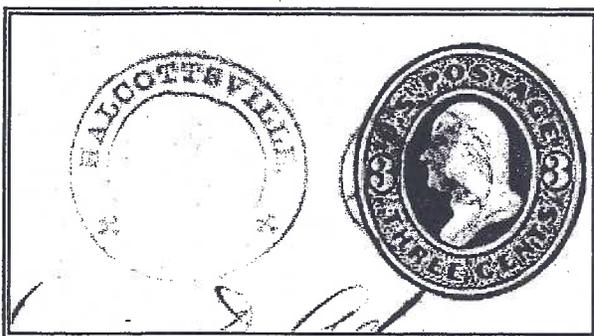
No. Kortright (population 1,588) The smaller font may have been dictated by the length of the name.



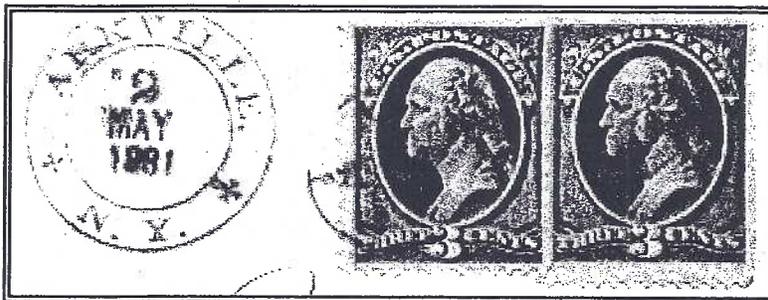
**Five-Pointed Stars in 17mm Circle - Points Touch Circle
Duplexed with 33mm CDS or Double-Ring Maltese Cross CDS.**



Kelly's Cor's (population 98). Probably from the same manufacturer as the 30mm CDS duplexes on the previous page. A similar duplex from No. Harpersfield (population 66) is not shown because the strike is too faint to reproduce. The font in the CDS is smaller than the one shown here.

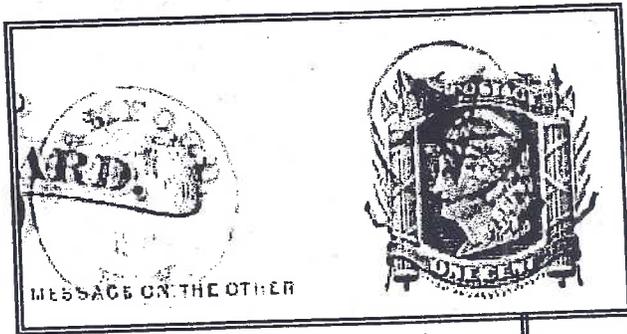


Halcottsville (population 119). Purple ink used. The two cancels with double-ring maltese cross CDSs have three-line date plugs.



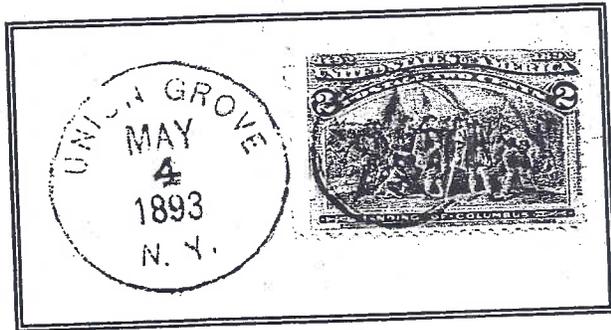
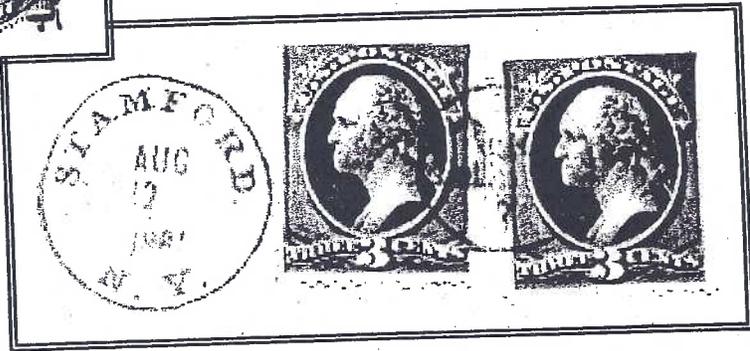
Magenta strike from Arkville (population 113), 1881 on double weight letter. Colored ink was contrary to regulations after 1879 but was widely used anyway.

Stars in Circles With Points of Stars Not Touching Circles



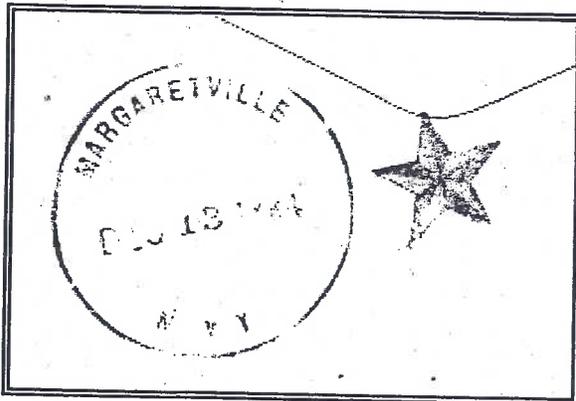
Stamford (population 963). 18mm starred circle duplexed with 24mm serifed CDS. Reported used 1878-1882 and 1884. Most known strikes are in purple ink. Black ink was used in 1882.

By 1881 the CDS was becoming misshapen. The star held up better.



Stars in 20mm double circle. Union Grove (population 136) and Bovina Center (population 344). The Bovina Center CDS has a serifed "NY" with sans serif used everywhere else.

Shaded and Negative Five-Pointed Stars



Margaretville (population 616) used this lovely shaded star as a receiving mark. Many strikes are poor, and the stars often appear solid except under magnification.

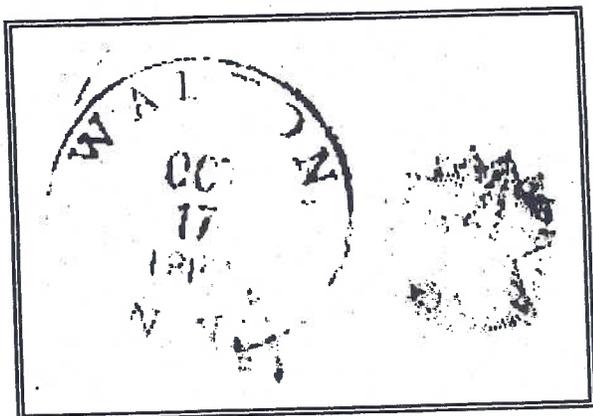
The negative Margaretville star shown at right is not perfectly centered, with the "leg" cutting through the outside rim on the lower left. This example is from 1884, as is the shaded star above. Why didn't they use their commercially-made shaded star for outgoing mail?



The Lordville (population 113) star is quite symmetrical and cleanly made, but it nonetheless appears to have been carved from a cork. Larger post offices had nearly all stopped using star cancels by 1899.



Six-Pointed Stars

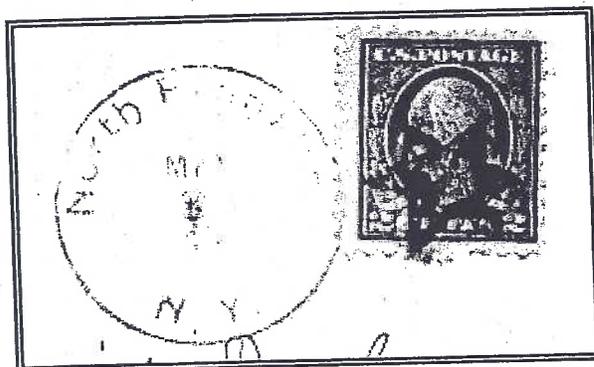


The Walton (population 2,299) "Starburst" was used extensively from 1881-1885, both to cancel stamps and as a receiving mark. I have illustrated a receiving mark to make a cleaner image, but I have yet to see a really clear strike of this cancel. It is relatively common, but invariably under-inked.

I consider this a six-pointed star with a background of 18 points.

Tiny North Franklin (population 75) was the last Delaware County post office to use any kind of star cancel. The CDS is unusual, with caps/lower case in an odd font. The star itself is hand-carved.

Oddly enough, although this cancel is not listed in the Proulx book, another, completely different, star cancel (a commercial product) is listed from North Franklin, also only from 1916. I have never seen an example of this other cancel, or, indeed, ANY other North Franklin cancel of any type and would be happy to learn more about this hamlet's postal markings. The post office closed in 1917.



Thus ends the star cancel era in Delaware County, New York. I am still learning about these fascinating cancels and would be happy for any input from ESPHS members.

Ada M. Prill
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Rochester NY 14619-1224
ada@stamps.org

NAVAL CANCELS AT POUGHKEEPSIE

As a pre-teen in the early 1950's, I can remember my father taking my two brothers and myself to visit naval ships that would occasionally put in at the Dutton Lumber Yard dock in Poughkeepsie. I remember one submarine and a destroyer but little else.

Many years later, I started collecting the postal history of Poughkeepsie. As one of the first Post Offices in the country, the city provided a lengthy and very diverse area. The Post Offices occupied 8 different location and had 42 Post Masters. There were also two Sub-Station located at Vassar College and Hudson River State Hospital.

While attending a small stamp show that hadn't produced any new items in the usual categories, I decided to look at some naval covers because I knew there was a ship named *Poughkeepsie* and I felt lucky. I didn't find a *Poughkeepsie* cover, but I did find a cover from the *U.S.S. Selfridge* that visited the city to rendezvous with the *U.S.S. Potomac* on Sept. 1, 1937. The three bar cancel had "Poughkeepsie, New York" between the bars.

During the 1930's, with few stamps being issued, many collectors turned to navy ship cancels. Postal clerks aboard ship were happy to help. Many ports of call would receive a similar cancel. With the outbreak of World War II, the Department of the Navy decreed that a generic "U.S. NAVY" circular date stamp be used in place of the ships name and no indicator of location in the three bar killer be used. The ship's name would generally still appear in the return address.

Later, I located covers from the *Potomac* dated June 22, 1938 and Sep 10, 1938. further research on these two dates is for the future. E-bay provided me with the *U.S.S. Dunlap* cover, which visited the city during its 250th anniversary celebration.

With the help of Google, these ships histories became available. As for finding a cover from the *U.S.S. Poughkeepsie*, its history would indicate that it will be nearly impossible. One would have to be fortunate enough to locate a cover with a readable return address or bearing a corner card. Brief histories of these vessels are included and prove to be interesting reading.

U.S.S. SELFRIDGE (DD-357)

Commissioned on Nov. 26, 1936, she conducted a shake down cruise in the Mediterranean. After her post-shake down overhaul, she proceeded to Poughkeepsie, N.Y. where she rendezvoused with the presidential yacht *Potomac* on Sept. 1, 1937. President Franklin D. Roosevelt was planning to watch the six-meter boat races on Long Island sound and she was to provide escort service.

Selfridge was assigned to the Pacific fleet in late 1937 and served along the California coast. In 1940, she was reassigned to Pearl Harbor. When the Japanese attacked on Dec. 7th, *Selfridge* had just returned from a run to Palmyra Island and was able to return fire within five minutes of the start of hostilities. She suffered little damage and was patrolling off Oahu by 1300 hours.

Throughout the war, she provided screening or escort service to convoys or battle groups as well as fire support for landings.



U. S. S. SELFRIDGE
PRESIDENTIAL CRUISE



H.M.Hines,
515 E.12th Street,
Sioux Falls, S.D.

On Oct. 6, 1942, *Selfidge*, O'Bannon, and Chevalier intercepted an enemy force of six destroyers, three destroyer transports, and smaller armed craft. In the ensuing Battle of Vella Lavella, Chevalier was damaged beyond repair and was scuttled. *Selfridge* was hit by a torpedo, but survived. Temporary repairs were made and she limped back to Mare Island where her bow was replaced.

On Sept. 7, 1944, she transited the Panama Canal to join the Atlantic Fleet and provide escort service for the remainder of the war.

She was decommissioned on Oct. 15, 1945 and scrapped in Oct. 1947.
Four battle stars were awarded to the *Selfridge* during WW II.

U.S.S. DUNLAP (DD-384)

Commissioned June 12, 1937, *Dunlap* visited Poughkeepsie October 13, 1937 as part of the city's 250th anniversary celebrations. She was on her shakedown cruise. On Sept. 1, 1939, she left the east coast for a west coast tour of duty before reporting to her new home at Pearl Harbor on April 2, 1940.

Dunlap was at sea during the attack on Pearl Harbor. She patrolled the Hawaiian area until Jan. 11, 1942 when she joined the task force that attacked the Marshals Islands with air strikes.

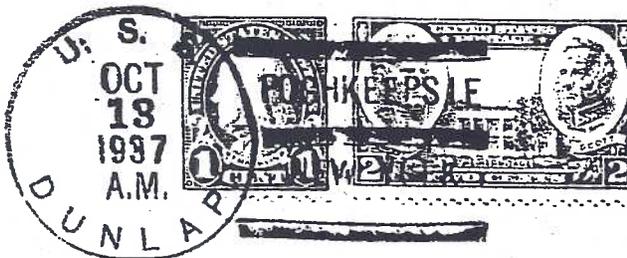
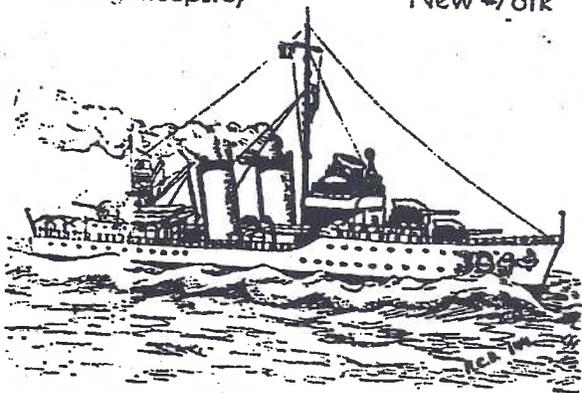
While in the Solomons, on August 6-7, 1942, she was sent with five other destroyers to intercept a Japanese force heading for Kolombangara. The nighttime action was a brilliant torpedo attack that resulted in three Japanese destroyers being sunk and a fourth retreating. No damage was sustained by the U.S. force.

U. S. S. DUNLAP

On Shakedown Cruise

Montreal,
Baltimore,
Boston,
Poughkeepsie,

Canada
Maryland
Massachusetts
New York



Robert Hutcheson Jr.
3406 Cook Ave.
St. Louis, Missouri.

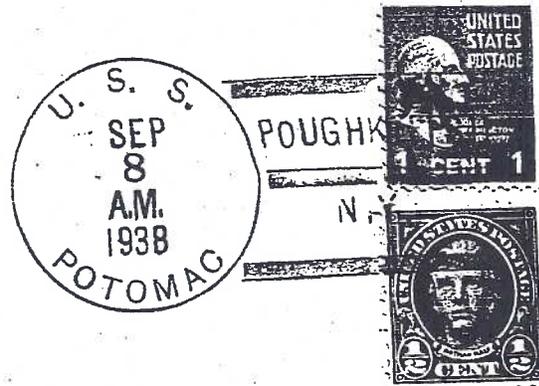
Dunlap spent the remainder of the war patrolling and providing bombardments on Marcus Island and Iwo Jima. On Sept 3rd of 1945, she accepted the surrender of Japanese forces on the Bonin Islands. Returning to the states, she was decommissioned on Dec. 14, 1945 and sold on Dec. 31, 1947.

Six battle stars were awarded for World War II service.

U.S.S. POTOMAC (AG-25)

Originally built as the U.S.C.G. cutter *Electra* by the Manitowoc Shipbuilding Co., of Wisconsin in 1934, she was taken over by the Navy in Nov. 1935 and renamed *Potomac* in January. One story goes that F.D.R. chose her simply because he "liked her lines." Prior to WW II, F.D.R. cruised nearly 50 times per year. Her log shows cruises to Florida, the Bahamas and several to Cape Cod. In 1941, she was condemned as unseaworthy due to added topside weight, but was retained in service until 1945 when she was turned over to the state of Maryland as a fisheries vessel from 1946 to 1960. After periods as an inter-island ferry in the Caribbean, and as a floating museum dedicated to F.D.R., she was purchased by Elvis Presley in 1964 and donated to St. Jude's Hospital in Memphis, TN. A series of owners followed, and in 1980 the yacht was seized on suspicion of drug-running. Soon thereafter she sank in her berth, was salvaged by the Navy, and was purchased by the Port Of Oakland, CA.

Potomac has been fully restored and can be seen at foot of Clay St., in Oakland, CA.



NAVAL CACHET AND CANCEL CLUB
PORTSMOUTH, VIRGINIA
P. O. BOX 33

U.S.S. POUGHKEEPSIE (PF-26)

The *Poughkeepsie* was a frigate that was built by Walter Butler Shipbuilders, Inc. Superior, WI and commissioned on September 6, 1944. After her shakedown cruise to Bermuda, she reported to Philadelphia Naval Shipyard for post shakedown availability through the end of January 1945. During Feb. and March, she made one escort run to Guantanamo Bay, Cuba and then convoy and escort duty between New York and Norfolk, VA.

In October of 1945 she was transferred to the Soviet Union until the end of October 1949, at which time she was returned to the U.S. at Yokosuka, Japan. She remained inactive until March 1951 when she was given weather patrol duties. She was transferred on loan to Japan in January 1953 and renamed *Momi*. Outright transfer to Japan occurred in August 1962, and decommissioned on April 1, 1965 with subsequent transfer in early 1969 to South Korea for cannibalization.

Bibliography: Ships histories condensed from information available at www.hazegray.org or www.maritime.org. Additional information from the *Poughkeepsie Star and Enterprise*.

Lawrence J. Laliberte
15 Sunset Hill Court
Carmel, NY 10512

THE POUGHKEEPSIE CHRISTMAS "STAMPS"

Many collectors are aware the first Christmas seals were placed on sale in 1907 by the Delaware Chapter of the American National Red Cross. These seals and their general histories are listed in the *Scott Specialized Catalogue of U.S. Stamps*.

Far fewer collectors, it would seem, are aware of the Christmas seals issued in **local** communities by organizations and/or individuals.

Poughkeepsie, the county seat of Dutchess County, was one of those communities, boasting its own stamps in 1908 and 1909. The story of these "stamps" makes an interesting addition to the postal history of New York.

In the past two years I have been fortunate to be able to acquire an example of each for inclusion in my Dutchess County collection. The 1908 seal [Fig. 1] is attractively tied to a Christmas card [Fig. 1A.]. The 1909 seal [Fig. 3] is not tied but obviously "belongs" to its Christmas card [Fig. 3A] The 1908 example was a private purchase from an ESPHS member, while the 1909 example was acquired in the 56th Mehrer Sale.

Following is a presentation of the story of the origin of these stamps as it appeared in the *Poughkeepsie Sunday New Yorker, December 21, 1958*, almost 50 years to the day of the issuance of the 1908 "stamps." One should make particular note of the reason for issuing the Poughkeepsie seals. (It has been underlined in the text.) Was there a similar reason in the other communities that issued their own seals?

Also note the similarity in design between the "National" seal [Fig. 2] and Poughkeepsie's **local** one in 1908. That similarity ceased in 1909. [Fig. 2A] Was a threatened lawsuit the reason?

Drew A. Nicholson
Pawling, NY

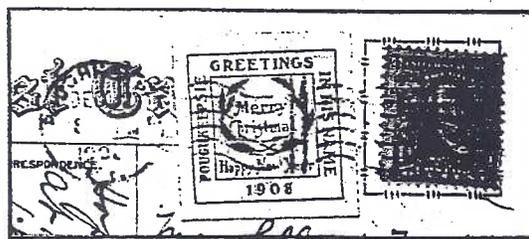


Fig. 1 - CDS Poughkeepsie. DEC 22/ 8 PM/ 1908. Full card illustrated on following page.

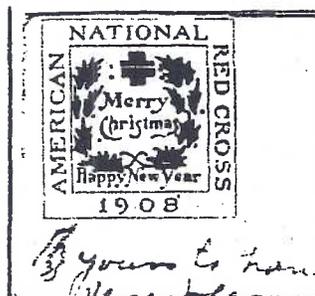


Fig. 2

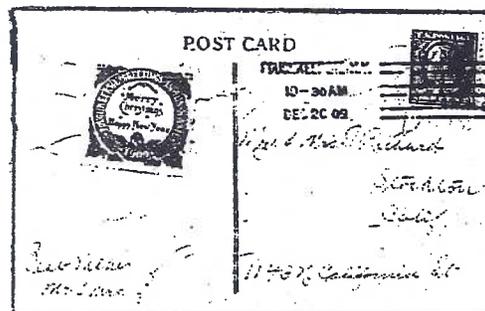


Fig. 3 - Columbia D5K6 Machine cancel Poughkeepsie, N.Y./ 10-30 AM/Dec 20 09. Reverse of card on following page.

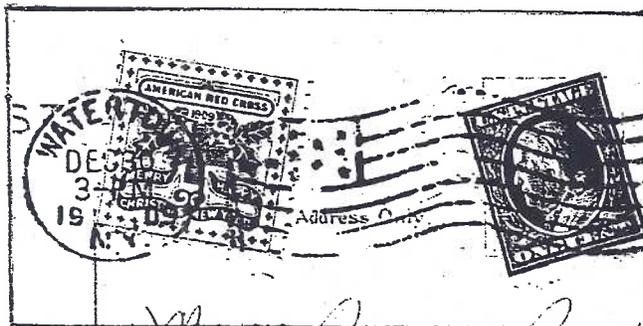


Fig. 2A

RURAL FREE DELIVERY IN NEW YORK

This is intended to be a brief history of rural free delivery as it evolved in New York State. In fact, the service identified with delivery was equally important on the collection side, and rural customers were provided with most of the services normally available at their local office.

The idea was first promoted by the Postmaster General in 1896 with Congress providing an appropriation for the study. Some 44 diverse locations around the country were selected with sufficient positive results to continue. Maryland was chosen for an experimental system, which was in operation by 1899.

In the beginning routes were established as a result of initiative by the local postmaster or by promotion of the area Congressman under the direction of a Post Office Department supervisor. The first New York route was out of Elba (GEN. Co.) in 1896. Through 1898 twelve more offices were established with a total of 24 routes, and by June 1901 the P. O. Department in the annual *Postal Guide* reported routes out of 132 offices. Unfortunately, subsequent issues of the *Postal Guide* did not expand this information until the 1905 issue identified the offices with routes by number in the state section. A total of 592 offices had routes in 1905.

Post Office Department Order No. 875, July 1900, cited the elimination of drop letter rates applying to rural routes. Carriers were directed to deliver any mail collected on route that might be deliverable down the route. Stamps cancelled with such delivery were to be reported to the postmaster for his credit, in the case of 4th class offices. At this time hand stamps were distributed to carriers with the instruction to cancel all mail collected.

Presently, the earliest New York hand stamp known is from Newark (WAYNE Co.), shown on a following page. Service had started in September 1899. Examples of 1900 cancels should be considered scarce. The author has acquired 8, and only five additional examples have been reported; however, 1901 cancels are frequently seen. In July 1903 the government decided to stop issuing the hand cancellers. Directions to the carrier for the benefit of those who received no hand stamp was to bring out-going mail back to the post office for cancelling and to use indelible pencil to cancel mail delivered on the route.

As mentioned previously there is a gap in the Post Office records concerning how many offices had operating routes by July 1903; hence the number of cancels to be identified is unknown. The author's best guess is that it is less than half of the approximately 800 offices and 2000 routes that can be identified.

There are two basic resources for information that can be used to identify what rural free delivery (RFD) cancels might actually exist. The first is a compilation of what has been recorded. Here the source is the *Encyclopedia of RFD Cancels*, by Harold C. Richow, published in 1995. Richow has accumulated data from a number of sources. He has created an elaborate schedule of cancel types, which will be used here to illustrate that hand cancel phase of RFD service. The second basic source is from Post Office Department publications, including the *Annual Postal Guide* and *Report of the Postmaster General*. There are other sources that are useful and which are based on these references, such as *County Systems of RFD* by Edith Doane. This source differs from Richow's as it shows what **might** exist. This is straight-forward in the first few years of the system, when hand cancels predominate. The situation becomes complex when hand

cancels appear on the scene, as interpretation is often required. (*See my comments at the end of this introduction. Ed.*) This will be dealt with later.

The government issued hand stamps had a straight-line dater with a killer, in duplex form. The dater part had four lines, wherein the first lines had the letters RFD. The remaining lines showed the post office of origin, the date and the state. The route was designated by a number in the barred killer. The non-issued types presented the same information in a variety of forms, and some had no killer.

The size, shape and arrangement of the letter RFD in the cancel are the basis of a classification system created by Richow. His system has ten basic varieties of which the first two and the 10th are government issues. The others represent a variety of commercial and privately manufactured cancellers. What follows is organized to show the types in the Richow order as follows:

1. RFD in **block** letters
2. RFD in **serif** letters
3. One and two line cancels
4. Square and rectangular cancels
5. Carrier's name
6. Flag cancels
7. Postal wagons
8. Circular cancels
9. Fancy cancels
10. Postal and Rural Stations

Types 4 through 10 range from scarce to rare. Types 4 and 7 have not been reported for New York State. Few of those issued lasted beyond 1907. After 1903, commercial substitutes are seen from both original and new routes. Many are one-of-a-kind.

The types listed above represent a very short time span—less than ten years. Many of the later examples are non-official efforts to continue a procedure no longer mandatory. The system that we call **Rural Free Delivery** continued, but the postal history is fragmentary and many times imprecise.

The balance of the story describes the manuscript RFD cancels. These generally involve “down the line” correspondence (to those farther along “down” the route), but they too fade out by the end of the second decade of the twentieth century. The story will be continued...

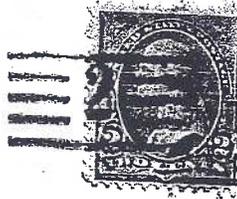
William J. Hart
P. O. Box 67
Shrub Oak, NY 10588

*(The second part of this study will be concluded in the March 2004 Excelsior! Bill Hart's exhibit with the same title is used to illustrate the above. I recently spent a pleasant afternoon with Bill. We chatted while he checked his **Postal Guide** sources for Dutchess County post offices and routes from all the RFD phases. As indicated above, the second part of the study will contain the manuscript cancel phase. There the New York postal historian will find a highly challenging [and often confusing] field of study, best summarized thusly: **To which route do we attribute this scribble! Ed.**)*

RURAL FREE DELIVERY HAND CANCELS

The earliest reported New York cancel

R. F. D.
NEWARK.
SEP 11 1900
N. Y.



NEWARK
Wayne Co.
Route 2 of three
Richow Type 1

Mr. Edwin H. Lyman

*Lyons
Wayne Co.
Michigan*

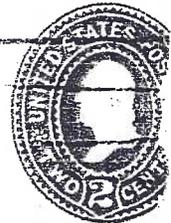
A rare pre-hand stamp manuscript

After 5 days, return to

A. J. Walker

PORTLAND, N. Y.

*RFD
#1*



Ottoway & Anners

Westfield

N. Y.

Chaut. Co.)

PORTLAND, Chatauqua Co., one route. This route was reported to start on February 15, 1901. Bears a WESTFIELD back stamp of Feb 11, 1901 and represents an early start before a back stamp was available.

Type 1 - RFD in small block letters
 This is the most common type. Time not identified

LOCKPORT

Route 10 of ten

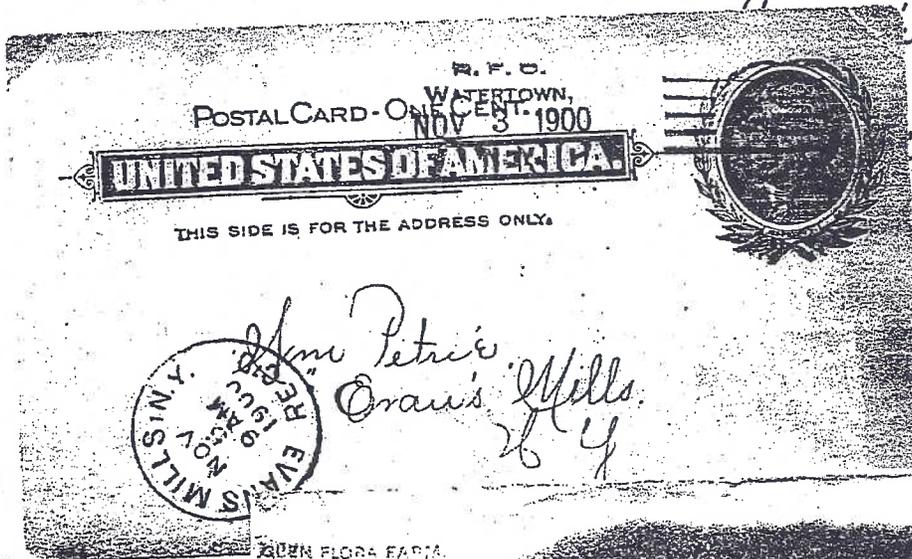
This office had
 Largest number of
 NY routes.

After ⁶ days, return to
J. A. McCuan
 Rural Free Delivery Route No. 10.....
 LOCKPORT, N. Y.

R. F. D.
 LOCKPORT,
 JUN 19 1902
 N. Y.



Lausing Wheelbarrow Co



*Am. Petric's
 Oraus Mills
 26 4*

WATERTOWN
 Jefferson Co.
 Route 2 of five
 early use

LAKE VIEW

Erie Co.

One route



LAKE VIEW is just south of Buffalo, where the Exposition was being held.

Type 1 – RFD in large block letters
This is a much less common type.

With this variety and with Type 2 varieties, time appears as AM or PM in about 25% of the cancels, but **only one in ten is AM**

R. F. D.
MAY 20 1903
HOLLAND PATENT,
N. Y.

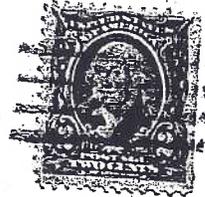


R. F. D.
JUL 29 1903 P.M.
DUNDEE,
N. Y.

W. J. Masters



R. F. D.
DEC 9 1903 A.M.
ALEXANDER,
N. Y.



*Mrs Leneta Kelley
Dale N.Y.*

HOLLAND PATENT, Oneida Co., Route 1 of four
DUNDEE, five routes, Route 18 of Yates Co.
ALEXANDER, five routes, Route 20 of Genesee Co.

This is the less common serif variety.

After 5 days, return to

2-4 8

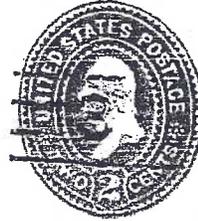
P.W. Probst

R.F.D.

FEB 10 1903 P.M.

Rural Free Delivery Route No. 3.
MOUNT MORRIS, Livingston Co., N.Y.

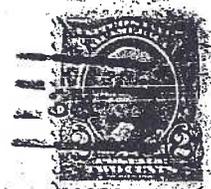
MT. MORRIS,
N.Y.



Fords

Route 38.
Conewango Valley N.Y.

MAY 11 P.M. '903
CONEWANGO VALLEY,
N.Y.



Handwritten note: "Handwritten address by P.W. Probst, Fords, N.Y."



R.F.D.
MAR 23 1903
VALLEY FALLS, N.Y.

POSTAL CARD.



After 10 days, return to

2-4-6

Meowen S. Phillip

FEB 7 1903 P.M.
FREWSBURG, N.Y.

R.F.D. Route 84 Frewsburg, New York



Krekler's Jack Farm
West Elkton
Ohio

MOUNT MORRIS, three routes, Route 3 of Livingston Co.
CONEWANGO VALLEY, three routes, Route 38 of Cattaraugus Co.
VALLEY FALLS, Recesslaer Co., Route 2 of two.
FREWSBURG, three routes, Route 84 of Chautauqua Co. This county had the largest number (86) of New York State routes.

Type 2 – RFD in large serif letters

This is the common variety. It is seldom seen before 1903, and it is the variety of the government issue cancels most likely seen after 1904. Colored cancels and use with commemorative cancels is very uncommon.



FRANKLINVILLE, Cattaragus Co., Route 4 of four, in purple
 GENOA, Cayuga Co., one route
 POMONA, Rockland Co., one route, unusual slug for time
 SHERBURNE, Chenango Co., Route 1 of 3

Non-standard Cancels

These were secured by the carrier and are one-of-a-kind. In each example no standard hand stamp has been reported for that route, suggesting the route was started after July 1903.

Green News Company, New York
-Dresden



POST CARD



R. F. D.
AUG 1 1907
GOUVERNEUR, N. Y.

*To
Mrs. Emma J. Parkis
Galway
Saratoga Co.
N.Y.*

Post Card

R. F. D.
MAR 2
COLTON, N.

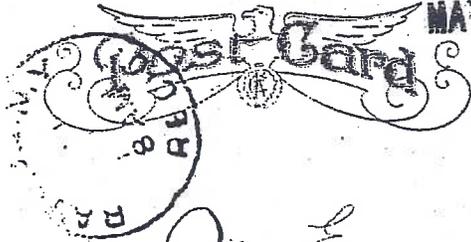


THIS SPACE MAY BE USED FOR
CORRESPONDENCE

FOR ADDRESS ONLY

*son,
na
nk.*

R. F. D. No. 1,
WESTERLO, N. Y.
MAY 7 1907



*Mrs Emma J. Parkis.
Galway
Saratoga Co.
N.Y.
R.F.D.*

THIS SIDE IS EXCLUSIVELY FOR THE ADDRESS.

GOUVERNEUR, St. Lawrence Co., Route 5 of five, Type 1 in purple
COLTON, St. Lawrence Co., 1909, one route, Type 1
WESTERLO, Albany Co., one route, separate killer, Type 2

Non-standard Cancel Type 3 – has one or two lines and may or may not have a separate date mark

3191

Savannah, Ga.

SEP 30 1910



One Line Variety

SAVANNAH

Wayne Co.

Possibly route 1 of three

Mr. M. A. Barkhill

Post CARD HONEOYE FALLS
R. F. D. No. 1



This space may be used for Correspondence

This space is for Address Only

Two Line Variety

HONEOYE FALLS

Wayne Co.

Route 1 of two

Note: "Down-the-Line" delivery

Dear Ma, Will you look up the old millinery and find my foliage I had a lot of it and if there is a decent bunch of flowers, each can put it in his pocket and going to get it with to take home.

*Mrs J. M. Covert
Honeoye Falls
New York*

*R. F. D.
Believe to day please
E. L. C.*

Non-standard Cancel Type 6 has a flag in the design

POST CARD

Durhamville, N. Y.
SEP 7 4 1910
R. F. D. No. 1
ADDRESS ONLY



THIS SPACE MAY BE USED FOR CORRESPONDENCE

*Sept. 12, 1910
Dear Ma,
I'll go to the fair and if I feel better I'll have the best looking face. You would like to see me if you get me. It does get down my coat and out of air this is just about. I'll get a head of hair and I'll go with you. I don't care about going to the fair.*

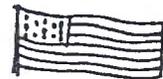
*Mrs. Geo. Bowman
Durhamville
N. Y.*

DURHAMVILLE

Oneida Co.

Route 1 of two

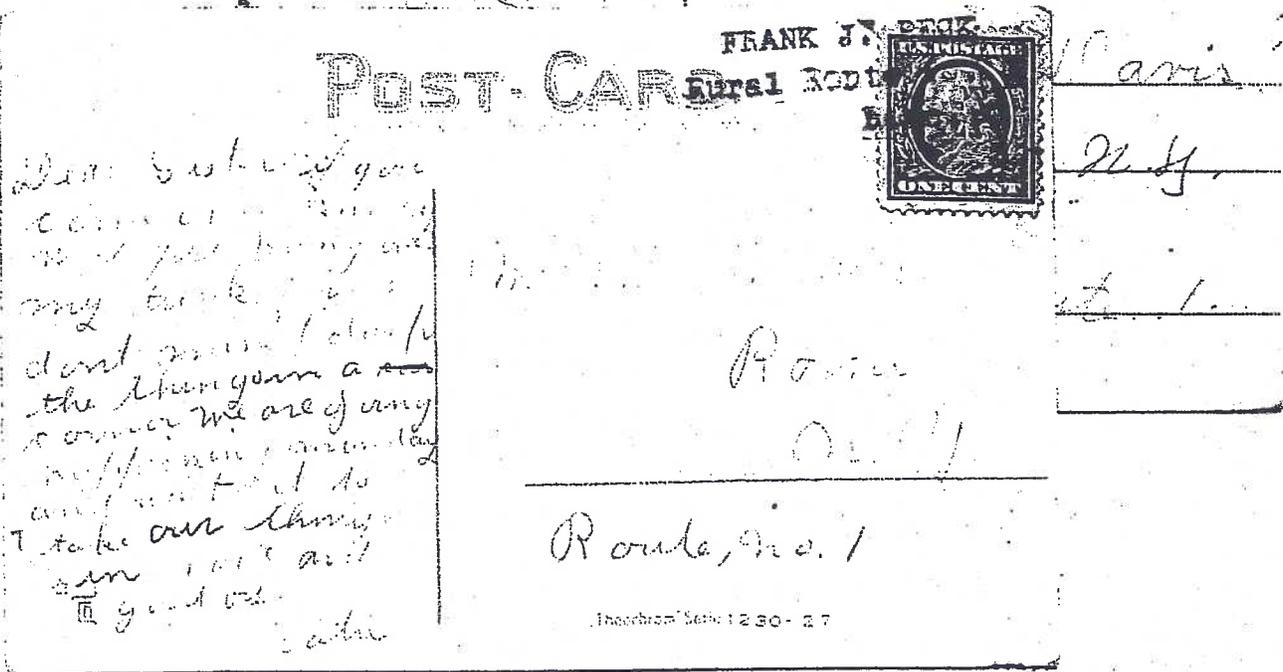
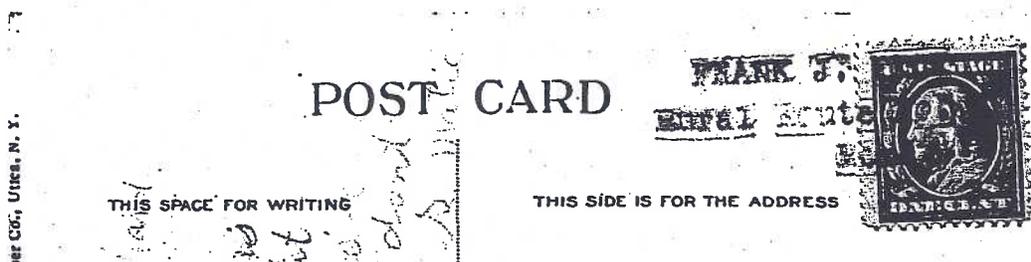
Small flag killer



Non-standard Cancel Type 5

These cards illustrate a carrier's cancel showing his name. It is the only cancel of this type reported for New York, shown here in violet and purple.

FRANK J. PECK
Rural Route No 1
Rome, N.Y.



ROME, Oneida Co., Route 1 of seven. The stamps indicate service between 1909 and 1912. The city directories of Rome indicate that Frank Peck was the RFD carrier of Route 1 between 1908 and 1931.

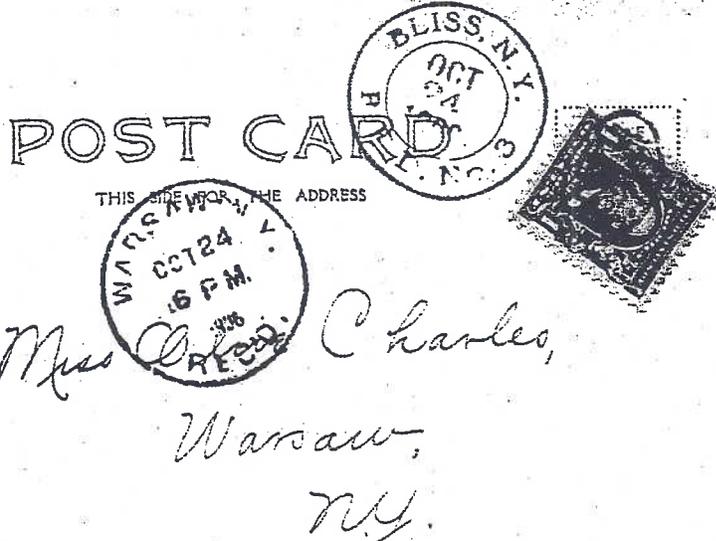
Non-standard Cancel Type 8 – Circular Dial as Part of Design

Both routes had the same style cancel

FARMERSVILLE STATION

Cattaragus Co.

Route 2 of two



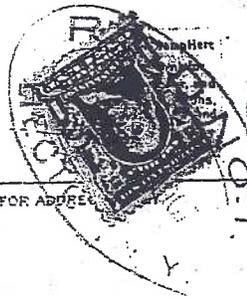
of fine wire
y

BLISS
Wyoming Co.
Route three of four
and unreported

Two other Bliss routes had the same style cancel.

Non-standard Cancel Type 9 – Represents All Fancy Designs

Post Card.



THE HIGH CLEVERTON CO. MANUFACTURERS, PORTLAND, ME. U.S.A. PRINTED IN FRANKFURT, GERMANY 3448

THIS SIDE MAY BE USED FOR CORRESPONDENCE

*Dear Blanche I
Thank you very much
for my Birthday card
It was beautiful I
have been through
The Glen to day and
am not a bit tired
Oh! No. Come up &
see us after your company*

THIS SPACE FOR ADDRESS

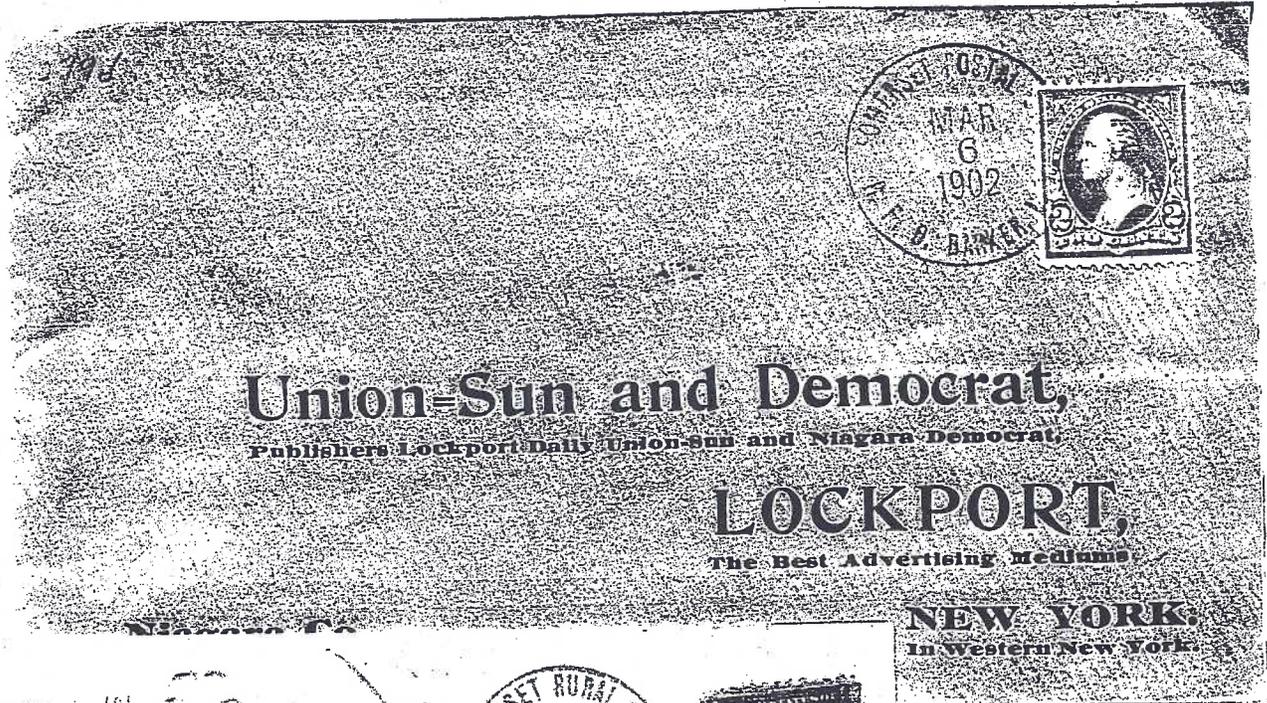
*Miss Blanche Yarr.
Poverty Point
Hector
R.F.D.#1. N.Y.*

HECTOR
Schuyler Co.
one route
Only N.Y. FANCY

Type 10 - Postal and Rural Stations

A few offices were maintained to service interconnecting routes when the county system was established. They were called **Postal Stations**. Post office records identify ten markings of which six have been reported. Shown below are SOMERSET POSTAL STATION, RFD BARKER, NY. In 1904 the designation was **changed to Rural Station**. SOMERSET was one of the six and the only one operating post 1907. These Hand stamps were post office issue.

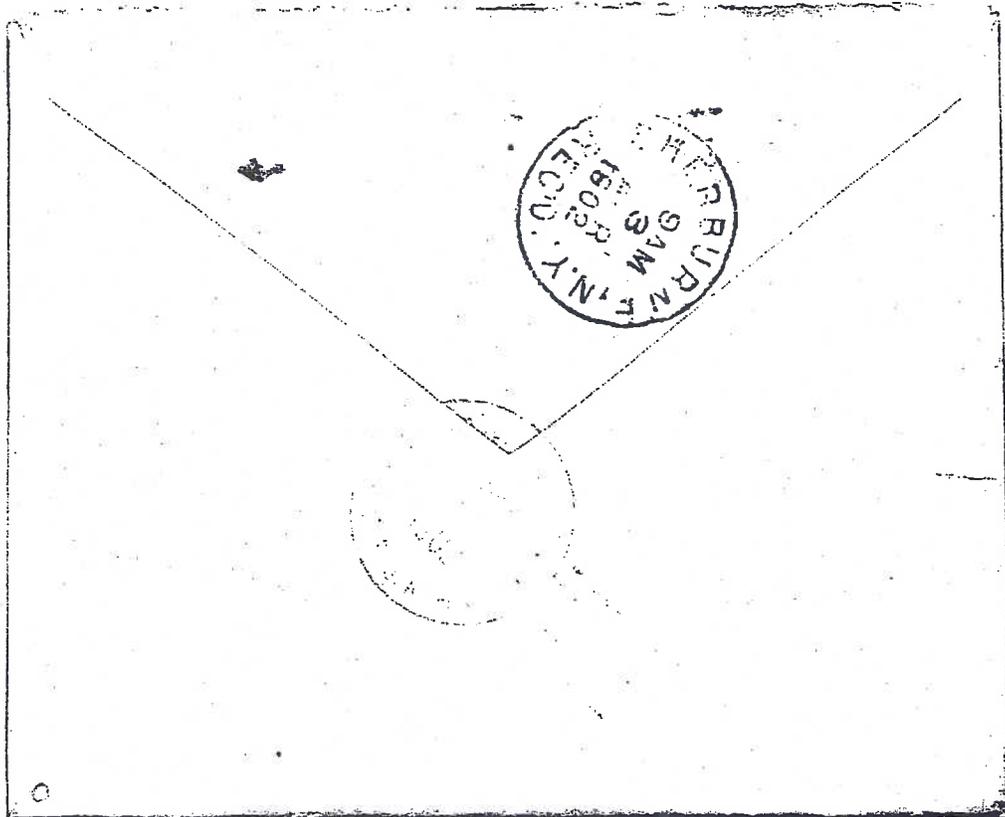
Postal 1902



Rural 1907



At the early stages of rural delivery, coincident with the county system, a few small offices, called **Postal Stations**, were used to interconnect routes.



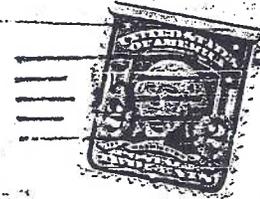
Postal Station cancels are very scarce. Here we see an example used for both outgoing mail and as a receiving mark. The cancel is designated **Type 1CB IN THE Richow System**.

RFD County Systems

As RFD mail handling evolved, it was recognized that integration of routes in some areas would be more efficient. Niagara Co., the first in New York, followed by nine others, was studied in early 1901, from which 42 routes were laid out, numbered in sequence commenced in November 1901. Sanborn had three routes, all Type 1.

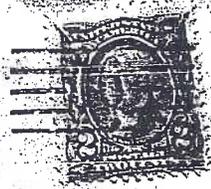
Route 15

R.F.D.
SANBORN,
FEB 11 1905
N. Y.



Miss Nellie G. Young

384
R.F.D.
SANBORN,
APR 13 1903
N. Y.



Warrenville N.Y.

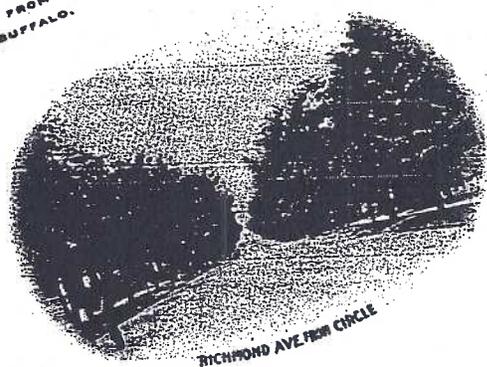
*Mr Warren C. Briggs.
511 Third St. N.E.*

Route 16

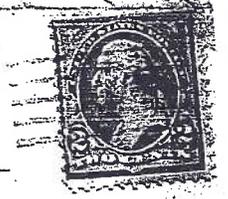
Washington, D.C.

Route 17

2792
FROM
BUFFALO.



R.F.D.
SANBORN,
NOV 11 1902
N. Y.



*Mr Glenn C. Way.
Wilson.
N. Y.*

797

RFD Cancels with Overseas Destinations

GLENS FALLS
 DEC 28 1902
 GLENS FALLS
 N. Y.




THE SPACE ABOVE IS RESERVED FOR POSTMARK.
POSTAL CARD.
 THE SPACE BELOW IS FOR THE ADDRESS ONLY.

*Mrs. Haulan,
 Junissanon,
 Co. Cork,
 Ireland.*

HYDE PARK
 Dutchess Co., Type 2

DEC 23 1903
 HYDE PARK
 N. Y.



*J Maxwell
 Charburn
 Clifchan
 Dumfriesshire
 Scotland*

GLENS FALLS
 Warren Co.
 Type 2

WEST MONROE
 Oswego Co.
 Type 1

DEC 28 1902
 MOUNT KISCO
 N. Y.



*Mrs Hamilton L. Hopkin
 Villa Lillien
 7 Abegg Strasse
 Triebaden
 Germany*

WEST MONROE,
 MAY 23 1903
 N. Y.

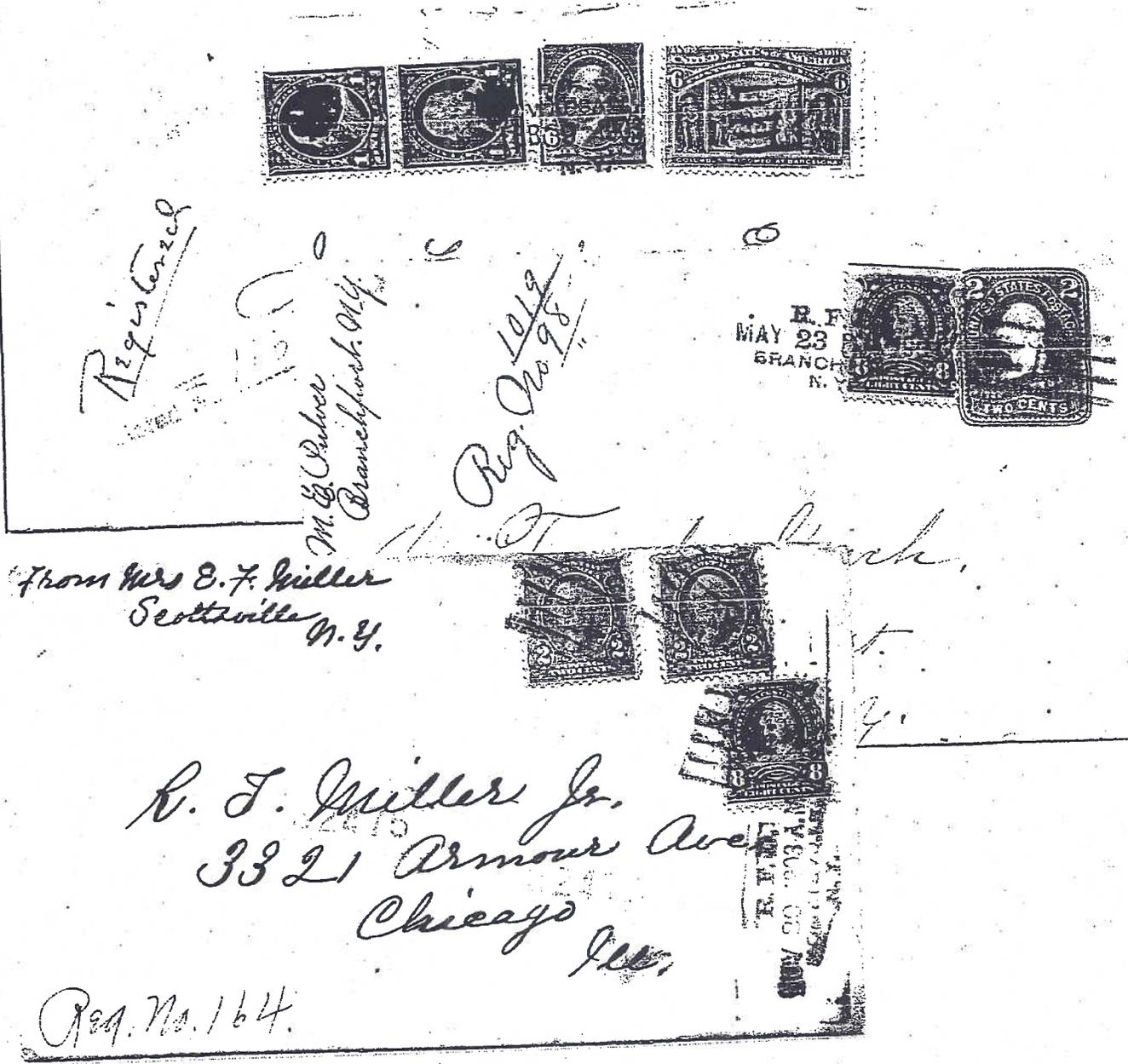


*R. Donaldson
 Albany
 Tennessee*

MOUNT KISCO
 Westchester Co.
 Type 2

Registered Mail on Rural Routes

The combination of registry service with RFD hand cancels is **uncommon**, but each carrier had his own log book and could provide a variety of services.



WARSAW, Wyoming Co., Route 2 of five, **Type 1.**
BRANCHPORT, three routes, Route 14 of Yates Co., **Type 2.**
SCOTTSVILLE, Monroe Co., Route 1 of two, **Type 2.**

P. O. Service Markings with RFD Cancels

The advent of RFD service precluded the drop letter rate. This letter franked with 1 cent 1898 stamp was cancelled with CLYDE Doremus machine, over which a 1 cent due stamp was applied, and in turn cancelled with a Type 1 RFD of CLYDE, Wayne Co., Route 4 of five.

Type 2 cancel of FORRESTVILLE, five route, Route 6 of Chautauqua Co. Cover has two RPO Feb 10 backstamps and a 9 AM Feb 11 PITTSBURGH receiving cancel. **SPECIAL DELIVERY** sent from rural routes is most uncommon.

A Type 2 cancel is used as a receiving mark from DRYDEN, two routes, Route 19 of Tompkins Co. The cover, mailed Jun 20, was backstamped DRYDEN Received Jun 22, 9 AM, and the RFD cancel applied Jun 23.



Directory Assistance for RFD

Misaddressed card received at WASHINGTON MILLS, no RFD Routes, and directed to NEW HARTFORD, R.F.D., two Routes. Both are adjacent communities near Utica. Type 3 marking suggest occasional need.

40
Pictorial Post Cards. Serie
Printed in Germany.

POST CARD
CORRESPONDENCE.



Dear Aunt Josephine
and family. We
hope you are
all well. Lewis is
improving slowly.
Can walk out with
two canes. Not

Mrs. George Eneworth
Washington Mills
New York
NEW HARTFORD, R. F. D.
N. Y.

Post Card

THIS SPACE AS WELL AS THE FRONT MAY
NOW BE USED FOR LOCAL DELIVERY.
POST OFFICE OF DELIVERY.
INLAND POSTAGE ONLY.

FORWARDED
19 10/17
ALEXANDER
N. Y.

THE ADDRESS ONLY TO BE

127 E. Monroe
Springfield, Ill
Mr. D. H. J. Glynn
c/o Mr. J. B. Hughes
"Alexander"
Genesee Co.
New York

Mae yn debig dy fod wedi
cael ein llythyr erbyn hyn
yn ydym ni wedi derbyn
yn oll oddiwrthyt ti. a
cham ein bod yn disgwyl
y daw llythyr eto o
Scranton. nid wyf yn
allb y diweddaf yma.
dim ond y Ddeddf heddiw.
Cofim angh. dy chwaer.
Mag.

Card from Wales to ALEXANDER
(two routes), in Genesee Co. A
Type 2 Route 1 hand stamps used
as transit mark and readdressed to
Illinois with FORWARDED applied.

Printed by The American Lithographic Co.,
Litho. Berlin and Dresden
Germany



I expect to go to Utica
to morrow for a few
days and would like
to have you come down
I am there, so we can
arrange about going to
New York I may stay
until Saturday.

POST CARD

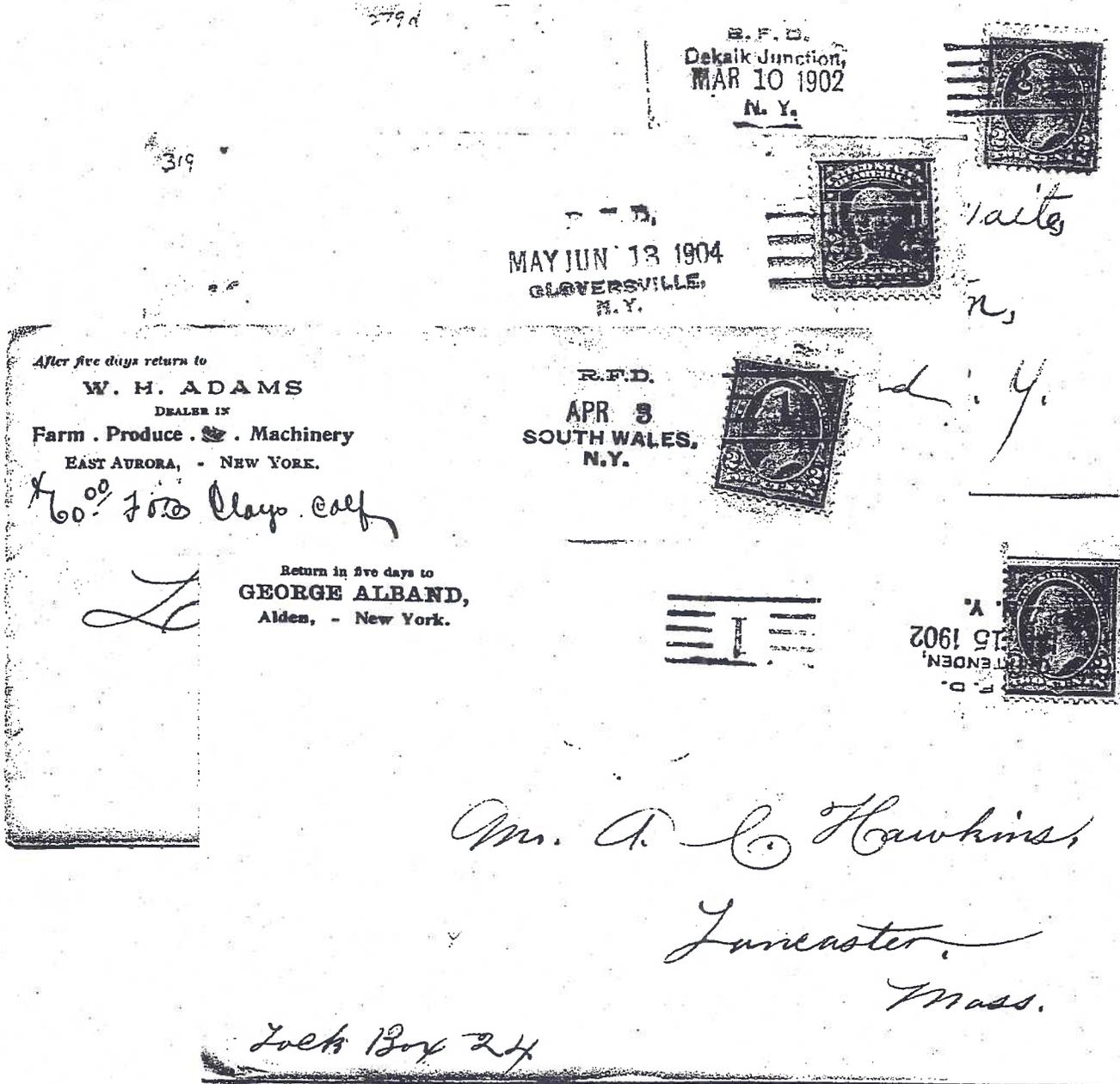


Miss Sara Larkin,
Cobleskill,
N. Y.
Re. Lc.

Card sent to COBLESKILL (pop.
2000) without street address. Date
shows card was held 5+ weeks in
general delivery. Pointing hand
suggests RFD route for delivery.

121093

RFD Hand Cancels-- ERRORS



Spelling error – DEKALK JUNCTION, three routes, 1902, Route 2, St. Lawrence Co.

Month error – GLOVERSVILLE, MAYJUN, two routes, 1904, Route 2, Fulton Co.

No year date – SOUTH WALES, APR 3___, one route, 1902, Erie Cvo. Very uncommon for pre-1904 use. A year date was used in 1903.

Inverted – CRITLLENDEN , one route 1902, Erie Co. Seldom seen – only 2 of 400 known.

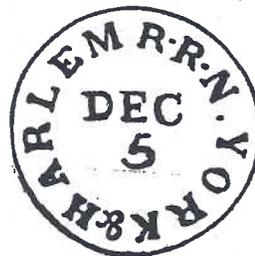
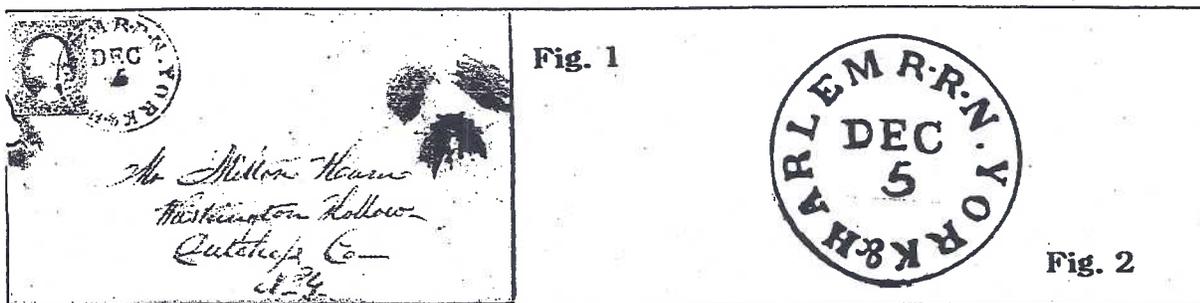
HOW TO "MAKE" A SHOW

STaMpsHOW 2003 in Columbus, OH was an excellent show for New York postal history collectors. There were a significant number of dealers present, many with multiple boxes of covers in which to immerse oneself. To satisfactorily view all that was available may very well have been impossible. I know Al Parsons tried. Because of my additional obligations in a dealer booth, I had to limit myself to but a few. But what those few had available certainly made up in quality if not quantity.

ESPHS members and dealers Elwyn "Dub" Doubleday and John Amberman were present along with a third dealer, all sharing the same booth, sort of a postal history "super booth." Every time I stopped by every seat was filled and many others were standing, all reaching for covers that "Dub" and John searched for and handed out. It was at this booth that I acquired the cover, which above all others made the show a collecting success.

The cover [Fig. 1, reduced 50%] is not a "looker" to be sure. It is missing a piece from the left edge and has large ink blobs at right. Even the Scott #11 franking has little to attract ones attention—it is a somewhat faded, strictly average example.

But the cover does have a reasonably clear **N.YORK&HARLEM R.R./ DEC/ 5** route agent marking (Towel 108-A-1)[Fig. 2]; and this was what initially attracted my attention. Additionally, there is a very clear Dutchess County address, which ties it to the county: **Washington Hollow/ Dutchess Co--**.

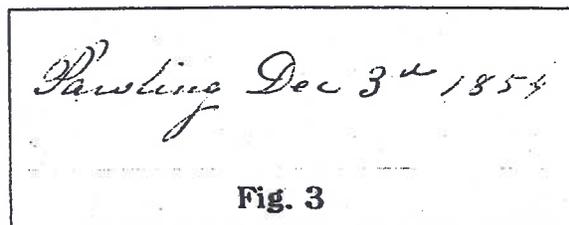


I was interested but not "terribly so," as one might say, because other than the address, there was no obvious indication that the all-important **origin** was in Dutchess County. (There were circa 25 stations along the Harlem R. R. in the time period of the cancel—the 1850s, but only 8 lay within Dutchess County.)

A saving grace was that it had an enclosure. When I unfolded it, I read the dateline with great pleasure: "Pawling, December 3, 1854" [Fig. 3]. To me, a Pawlingite, it was like hitting the proverbial "mother lode."

Unfortunately, the contents of the letter were rather nondescript, of negligible postal or historical worth. However, the dateline had made this small, superficially average cover the key piece in my purchases.

Truly, it had "made" the show!

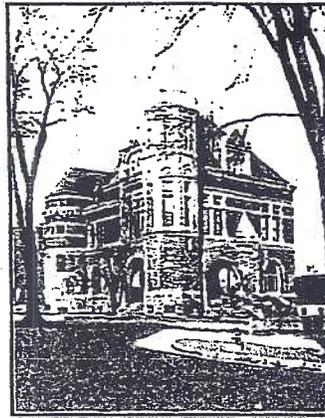


Drew A. Nicholson, Pawling, N.Y.

**AUBURN, NY
THE STAMPLESS ERA
1818-1858**

By

Charles and Heather Sweeting
63 Rideway Sites
Oswego, NY 13126-6520
Rampage25@yahoo.com



In 1793 Colonel J.L. Hardensburgh settled in Auburn which was locally known as Hardensburgh's Corners until 1806. Mail was carried on horseback until the stage line passed through in 1804.

Early residents received their mail at the Aurelius Post Office which was one of three offices serving Cayuga County prior to 1800. Manuscript post markings were used on outgoing mail prior to 1818.

When the Auburn Post Office was established in 1818 mail arrived weekly. The first notched circular date stamp appeared on outgoing mail after the appointment of George B. Throop as Postmaster, in 1818. This 26mm circle was frequently observed in red and black, until 1835.

This type of cancellation was followed by a 32 x 21mm oval with stars. It was used from approximately 1831-1835. A second oval cancellation similar to the first one, replaced the stars with periods. It was also known in red and black and dates of usage are about the same.

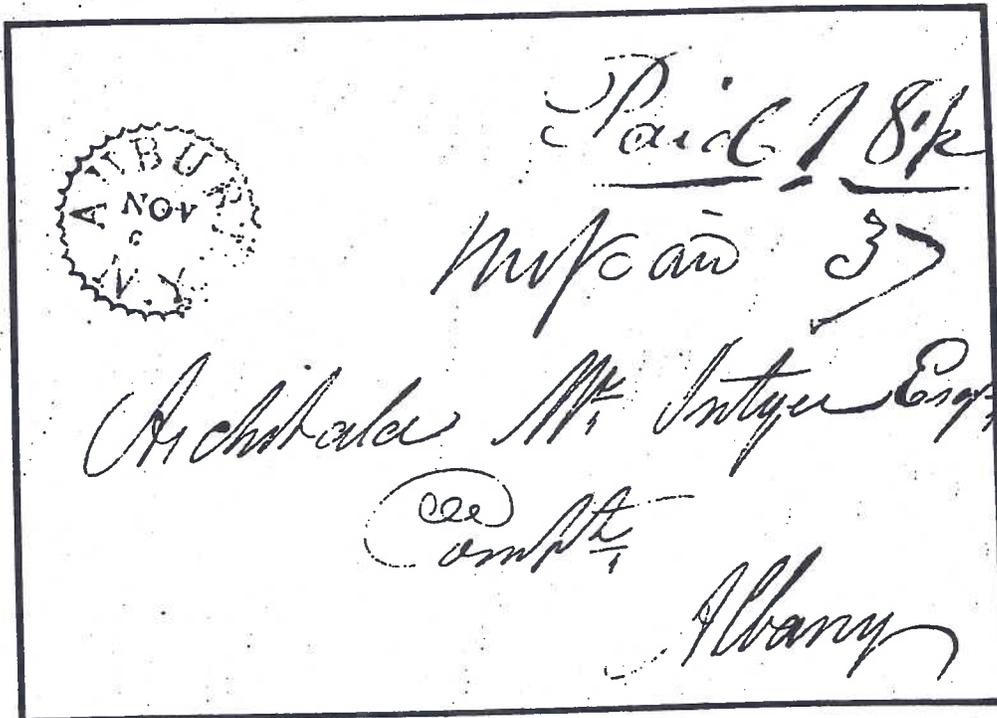
A 30mm circular date stamp was used during the term of Postmaster Hiram Bostwick. It is known in blue, orange, green and red with usages until the 1850s.

A 35mm circular date stamp was used to cancel mail from 1850-1856.

All of the above postmarks have been observed with supplemental markings such as "Paid" and "Free." These cancels also occur with a multitude of rate markings.

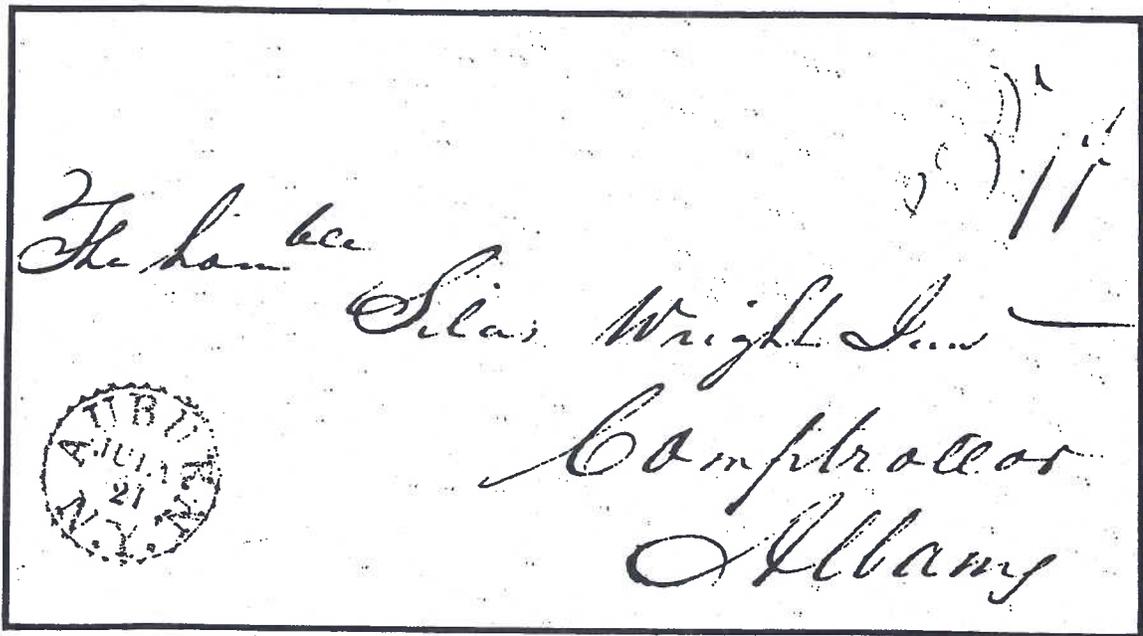
Toward the end of the stampless era, folded letter sheets to some of the larger cities received local post stamps. These were used prior to the first issues of 1847 by the U.S. Post Office Department.

The United States Post Office Department made two postal rate changes in 1816. The first change repealed the 50% increase effected for the war of 1812 and restored the rates of 1799 and 1810. The act of April 9, 1816 became effective May 1, 1816 and provided for new zone rates for single letters.



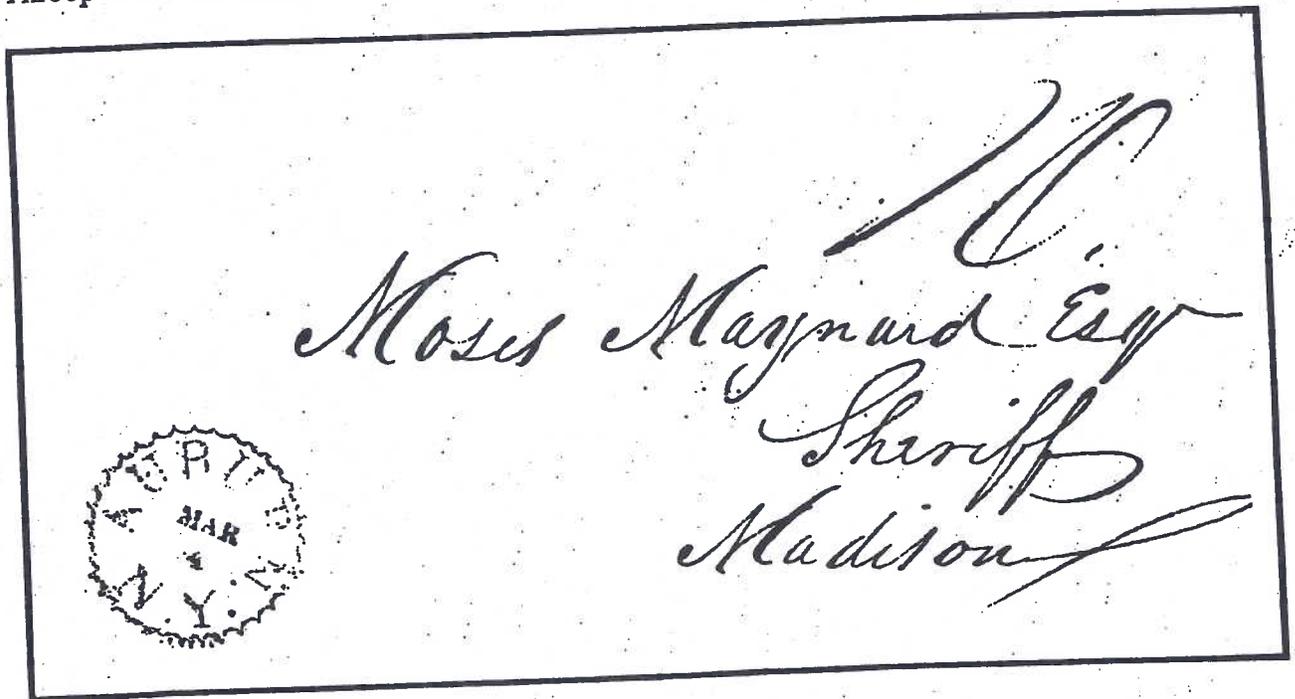
The above cover was mailed from Auburn, NY ca. November 1819. The black 25mm notched CDS is the first type of canceling device used from this office. It is also found in red. The zone rate for a single letter traveling 150 to 400 miles was 18 ½ cents for this period. This is indicated by the manuscript "paid 18 ½" on the upper right corner. However the 37 rate indicates that it must have been composed of two sheets of paper and thus was assessed at the double letter rate.

George B. Throop was Postmaster of Auburn from 1815-1833. This cover mailed by Throop enclosed a note from a friend. Because of the enclosure this became a double letter. The zone rate was single letters going 150 to 400 miles was 18 1/2 cents. Therefore this double letter has the required 37 cent rate. The notched circle is of the type used between 1818 and 1830.



George B. Throop was born in Johnstown, Montgomery County, New York in 1793. He came to Auburn in 1815 and read law in the office of his brother, Enos T. Throop. Throop was admitted to the Bar and formed a co-partnership with Samuel D. Lockwood. George Throop was appointed State Senator from 1828 to 1831. In 1833 he became cashier of the Cayuga County National Bank, a position which he filled until 1840. During that year he moved to Detroit, Michigan where he died in 1849.

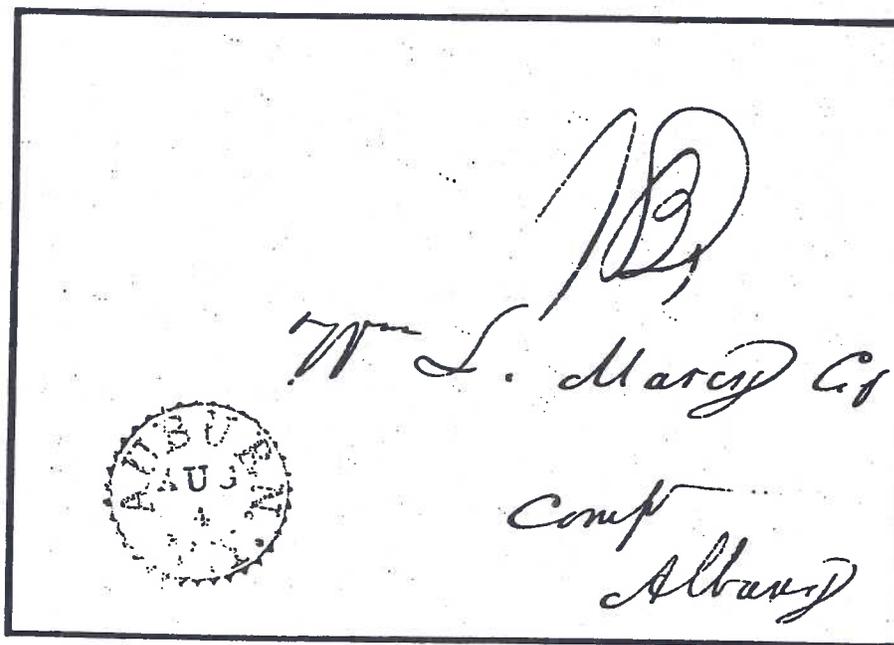
The black notched circle cancel used on the cover below is the earliest type known to have been used in Auburn, New York. It was first used in 1818 while George B. Throop was Postmaster.



This stampless cover was mailed by John H. Beach on March 4, 1820 to the sheriff in Madison. The manuscript rate of ten cents complies with the zone rate for single letters traveling from thirty to eighty miles. This rate was established with the act of April 9, 1816 and became effective May 1, 1816.

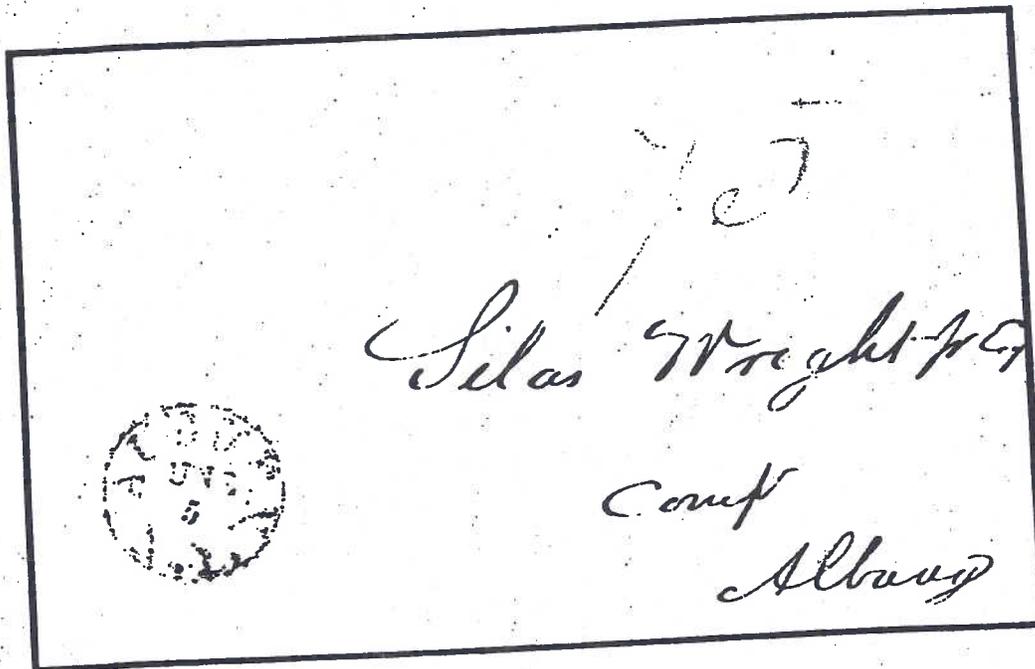
John H. Beach arrived at Hardenburgh's Corners—newly named Auburn—in 1809. He was an enterprising man: in 1811 he rebuilt a linseed oil mill which had burned a year earlier, and in 1812 built a distillery. In 1817 Beach built a cotton mill in Clarksville, which he owned until 1822. Clarksville is now the area of Auburn proper, in the vicinity of Clark and Division Streets. The cotton mill stood where the Nye property is now.

In July 1820 the first segments of the Erie Canal were opened to boat traffic. The first boats went between Utica and Montezuma, just north of Auburn. Boats completed three round trips a week with a single trip taking two days. A passenger's fare, including board, from Utica to Montezuma was four dollars . The Canal was completed on October 27, 1825.

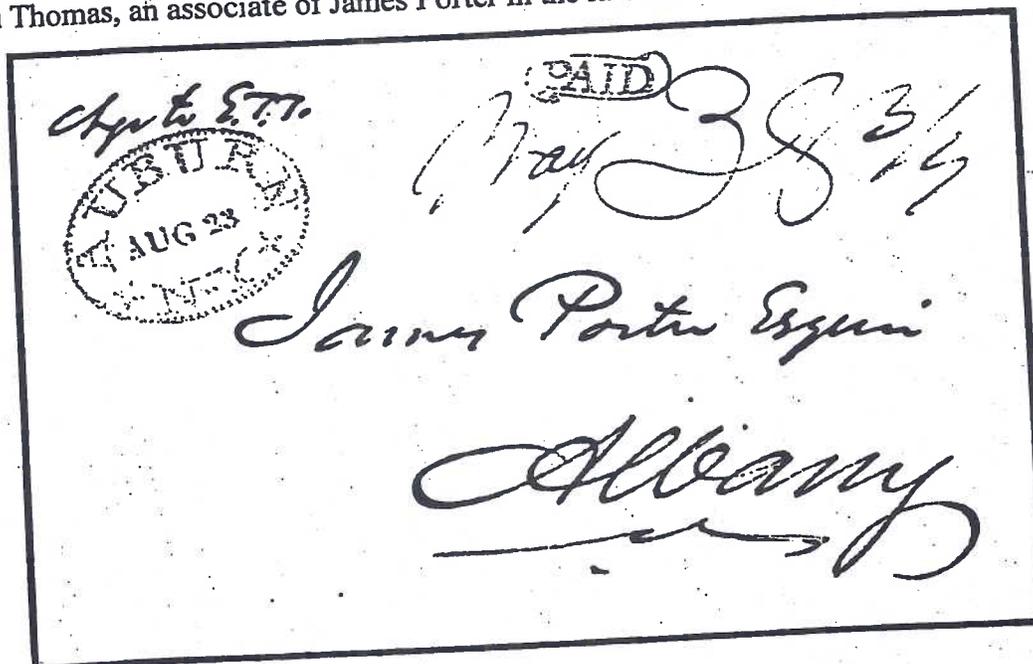


The toll collector at Port Byron was Dan Wardwell. Wardwell deposited the tolls from the Canal in the bank at Auburn several times each month. Once a month, J.S. Seymour, the Bank Cashier, mailed a statement of deposits to the Comptroller in Albany. This cover, mailed August 4, 1828, listed the Canal tolls for July 1828 as \$7,209.58. It also bears the 18 3/4 cent rate. In 1825 the zone rate for letters traveling 150 to 400 miles was raised from 18 1/2 to 18 3/4 cents. All covers mailed from Auburn, New York before 1832 carried a manuscript rate.

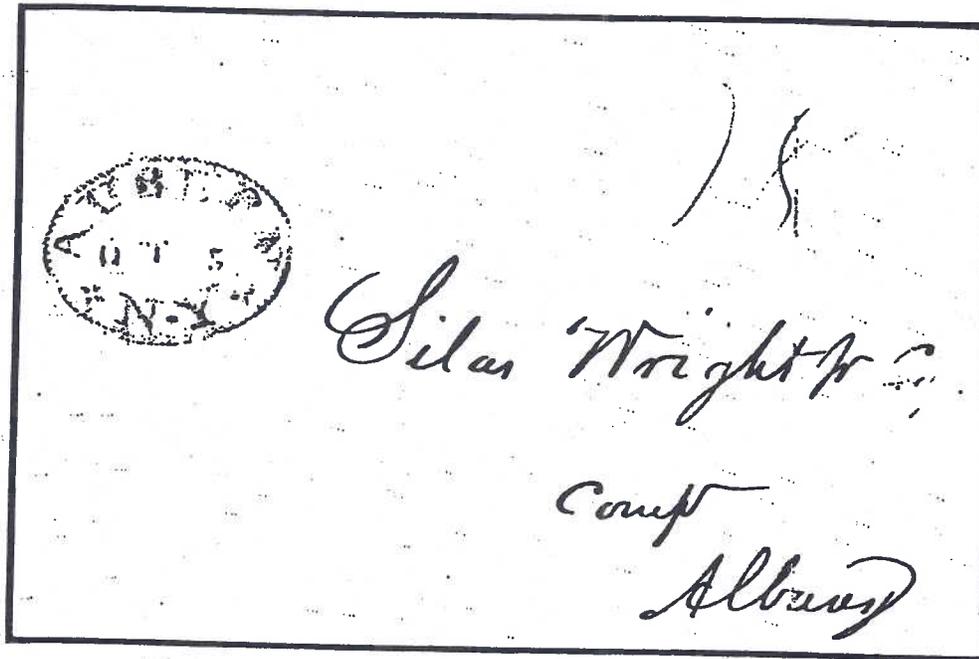
This seventy-five cent cover from Auburn bears an unusually high and somewhat rare rate for the time period. In 1830 the Erie Canal was in full operation. Tolls were collected and later deposited in the Bank of Auburn, this being the closest bank to the Montezuma lock. This cover was a report of the canal tolls which were deposited in the Bank of Auburn for the month of May 1830. Deposits for this month totaled \$12,875.13. The entire statement encompassed three pages plus the mailing cover. Thus this letter qualified as a quadruple letter and was charged four times the single letter rate of 18 3/4 cents, making a total rate of 75 cents.



Auburn, N.Y. to Albany, N.Y. August 23, Ca. 1831, 38 1/2 cent manuscript rate. This is a double letter rate with one cent additional "way" postage. The scroll indicates that the cover was prepaid and charged to the account of E.T.T. E.T.T. may have been Edward Thomas, an associate of James Porter in the law firm of Porter, Allen & Beardsley.



During the early postal years letter rates varied not only on the number of sheets in a letter, but also on the basis of distance. There was a constant tendency to reduce the number of distance gradations. During the period between 1816 and 1845 there was a five zone schedule in effect. The Act of March 3, 1825 increased the rate from 18 1/2 to 18 3/4 cents for single letters traveling from 150 to 400 miles. This cover bears the 18 3/4 rate and the notched oval cancel. It was mailed by James S. Seymour on October 5, 1830.



James S. Seymour was the first cashier of The National Bank of Auburn. He became President of the bank in 1849 and remained in that office until his death in 1875. With the exception of Thomas Alcott of Albany, Mr. Seymour was at the time of his death the oldest bank officer in the state, having served 58 years. His estate left liberal endowments to Calvary Church, The Seymour Library, The Old Ladies Home, Auburn Hospital and the Orphan Asylum.

The bank first occupied a room in Demaree's Tavern on East Hill. It was later relocated to a brick building erected at the head of State and Genesee Streets.

In 1830 Postmaster Throop used the first oval canceling device in Auburn, New York. By 1832 the word "PAID" in a scroll was often applied to prepaid mail. This cover is a fine example of the 23 x 33 mm. red oval and red "PAID" scroll.

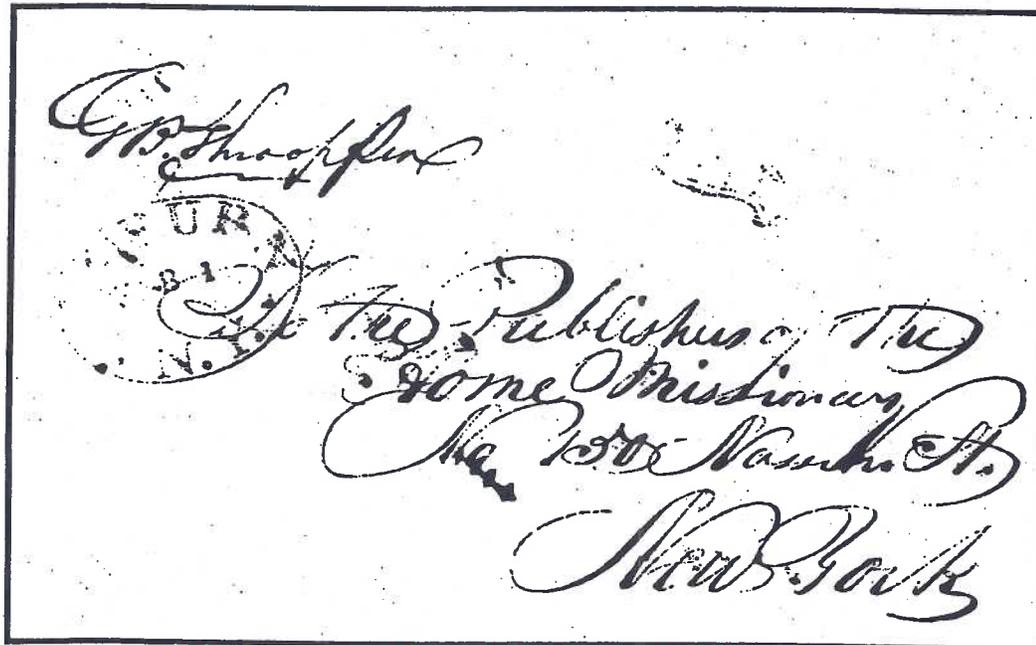
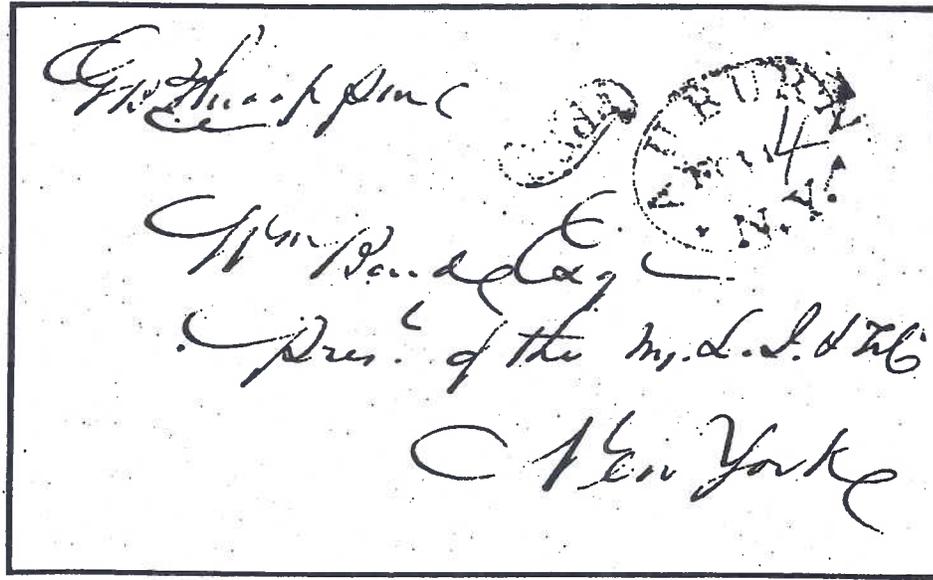
The 18 3/4 cent manuscript rate complies with the Federal legislation enacted in March 1825 for single sheet letters traveling 150-400 miles.



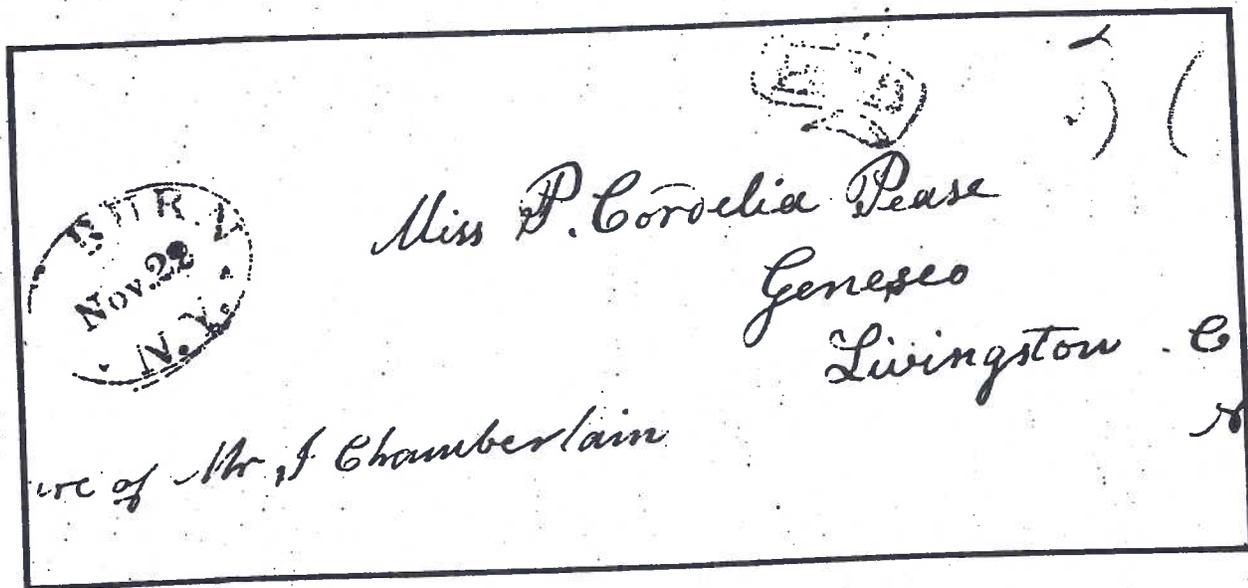
Early in the 19th century there was much talk of establishing a prison in the western part of New York State. John Beach's claim to locate the prison in Cayuga County was received favorably in 1815. Beach was a leading member of the Assembly and a delegate from Auburn. Several prominent Auburn citizens of the day donated land for the prison site; among them were Samuel Dill, David Hyde, John Beach and E. S. Beach. In all, six acres were donated in what is now the heart of Auburn.

In the lower left corner of this cover the initials "A.S.P." appear, meaning "Auburn State Prison". This letter was a monthly statement of the prison account for July 1832.

These stampless covers were franked by George B. Throop, Postmaster in Auburn. They bear the 23 x 32 mm. plain oval used during the last two years he was Postmaster. Both covers also carry the free postage rate afforded Postmasters. They also bear a red "Free" scroll similar to the "PAID" scroll described earlier. The upper letter bears a date of 1833, the lower 1834. National archives records show Throop in office from 1815-33, and Bostwick's appointment in 1836, with no one in between. The 1834 letter shows that Throop was still functioning as Postmaster regardless of missing records in the archives. Both Auburn cancels were in red.

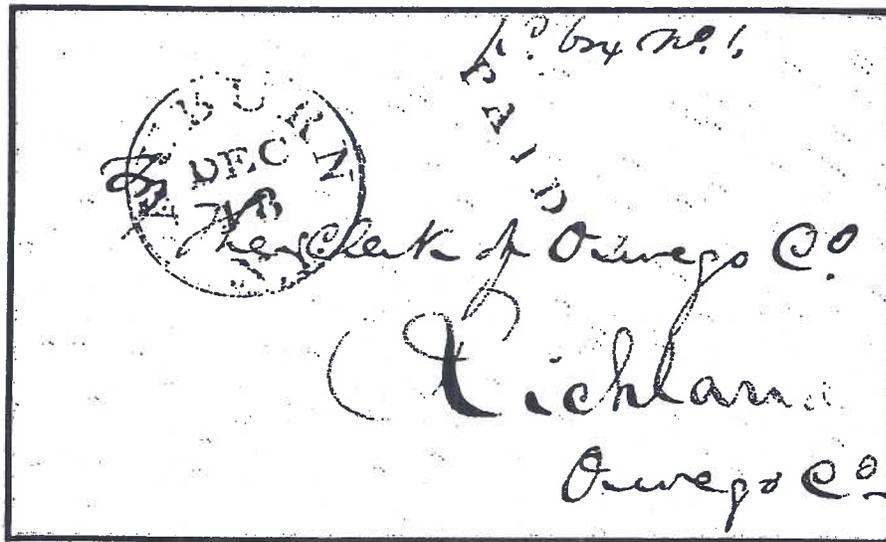


Hiram Bostwick became the second Postmaster in Auburn after the name was officially changed from Aurelius on June 1, 1818. Bostwick held this office until 1840. Official records of his appointment in Washington bear the date February 12, 1835, national archives films list this date as July 9, 1836. This letter was mailed November 22, 1835. traveling from Auburn to Geneseo in Livingston County New York. The manuscript 30 cent rate indicates that this was a triple letter rate since the zone rate for single letters traveling 30 to 80 miles was 10 cents per half ounce.



The zone rate for a single letter traveling between 30 and 80 miles was 10 cents when this cover was mailed on December 18, 1837. This 10 cent rate became effective on May 1, 1816 and remained until July 1, 1845.

The
this
letter
Nelson



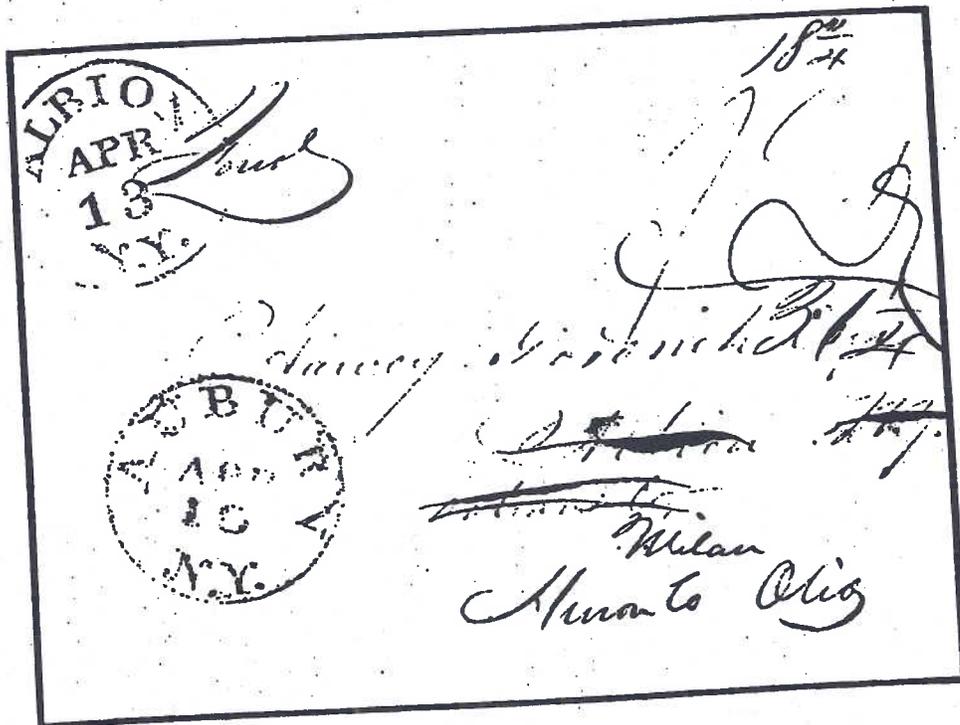
author of
folded
sheet was

Beardsley, an attorney in Auburn. The notation in the upper right hand corner, "P O. box no. 1." indicates that the sender had a prepaid account with the postmaster from which the 10 cents postage was deducted. This practice was not sanctioned by the post office department, but was tolerated as a convenience to the customer.

This cover was mailed from Auburn on April 10, 1840. It was first sent to Albion, N.Y. with, a 12 1/2 cent rate. Harvey Goodrich, the intended recipient had since moved to Milan, Ohio and thus the cover was forwarded to him with an additional 18 3/4 cent rate affixed. Since it was customary at this time for the receiver to pay the postage this made for the unusual rate of 31 1/4 cents.

Goodrich, upon receiving this high rate postage due letter, then reversed the paper and wrote a letter to Jacob Finney on the back of it expressing his discontent over the 2/6d rate.

Thus this unusual cover saw postal service three times and had a total postage paid on it of 50 cents.

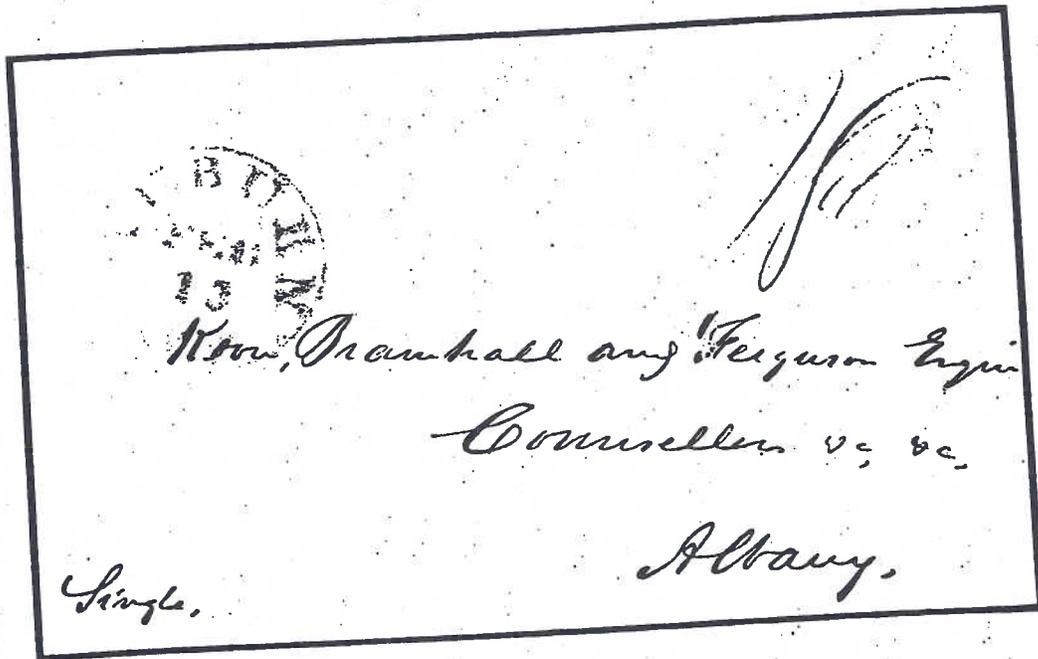


W.C. Beardsley, P. M.
Albany, N.Y.

Publisher of the
New York District School Journal
Albany

Official mail used by Postmaster William C. Beardsley on November 14, 1842. This Free franked letter sheet was addressed to a publisher in Albany, NY. This letter is Mr. Beardsley's second notice to the publisher that his papers must be folded before entering the Mails at Albany. The Postmaster insists that this is not part of his duties and insists on change.

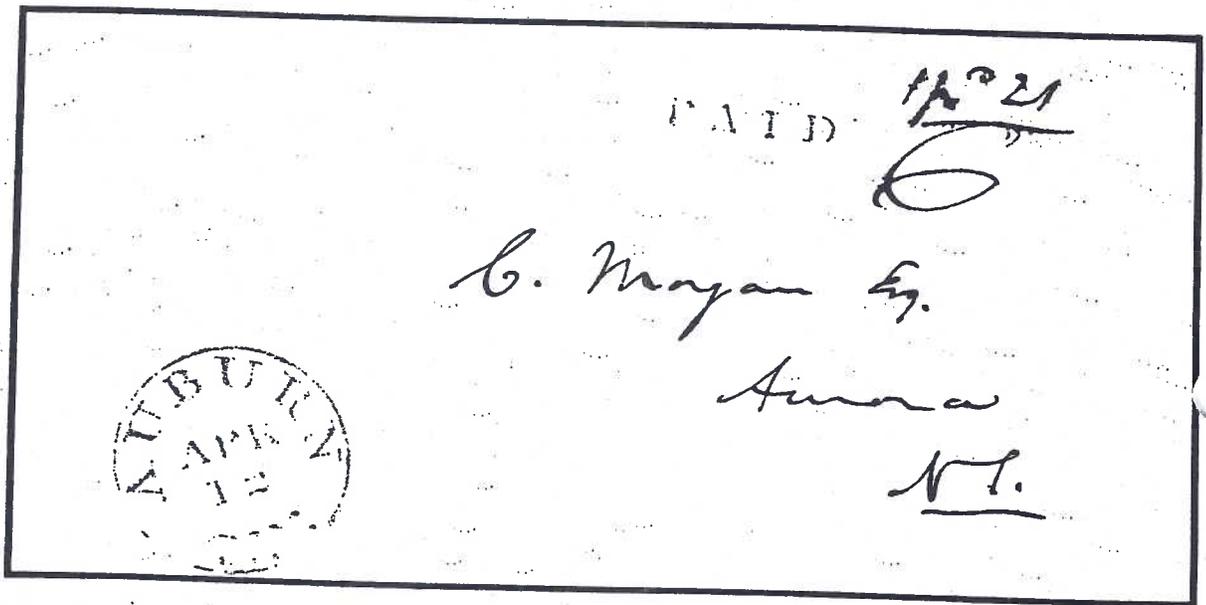
This single letter was mailed from Auburn to Albany on February 13, 1843. The Postal Act of April 9, 1816, became effective on May 1, 1816. It established the rate for a single letter, traveling between 150 and 400 miles, at 18 ½ cents. This Act was amended reflecting a slight change in currency on March 3, 1825 and became effective May 1, 1825 when the zone rate for single letters became 18 ¾ cents. It is unusual to find this single letter bearing a manuscript 18½ cent rate at this late date. The red 30mm circle cancel is typical for this period of usage.



The author of this letter was William H. Seward. (right) Auburn was Seward's home for the greater part of his life. Seward served as Governor of New York State and later became Secretary of State during the Lincoln administration. He is best known for his foresightedness in purchasing what is now the State of Alaska from the Russians for about two cents per acre.

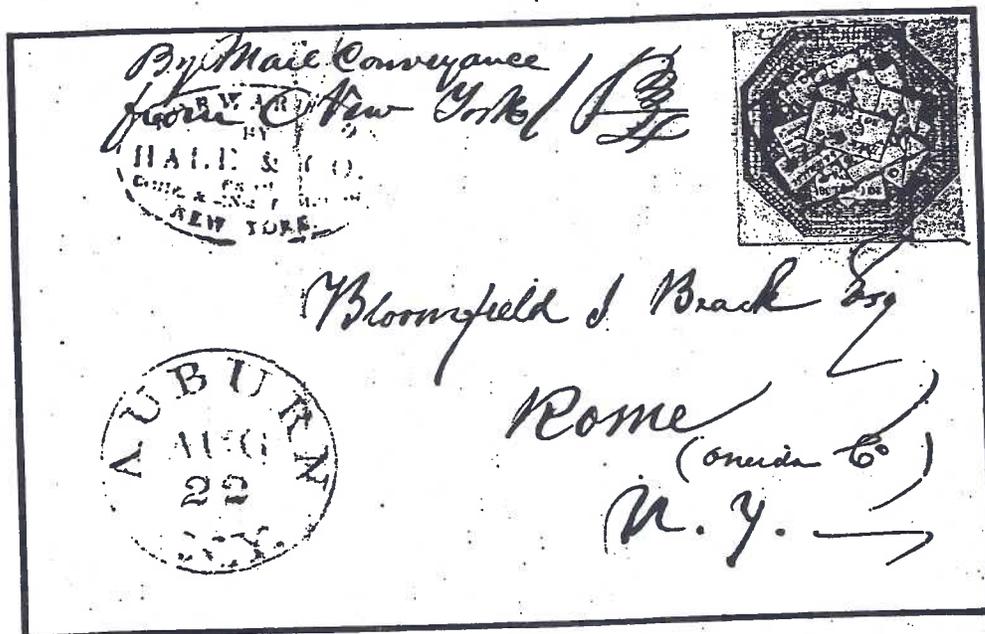


This letter was written April 12, 1844. The C. Morgan to whom it is addressed was one of the five Morgan brothers considered to be a founding family of the Village of Aurora, NY. Christopher Morgan served as a member of the House of Representatives in Washington, D.C. from 1839-43. He was also a law partner of William H. Seward when Seward practiced law in Auburn, NY. From 1847-51 Morgan served as Secretary of New York State later becoming mayor of Auburn. In 1875 he was appointed Postmaster of Aurora, NY where he served for eleven years. This letter was in reference to political matters regarding William H. Seward and a forthcoming trip to Albany.



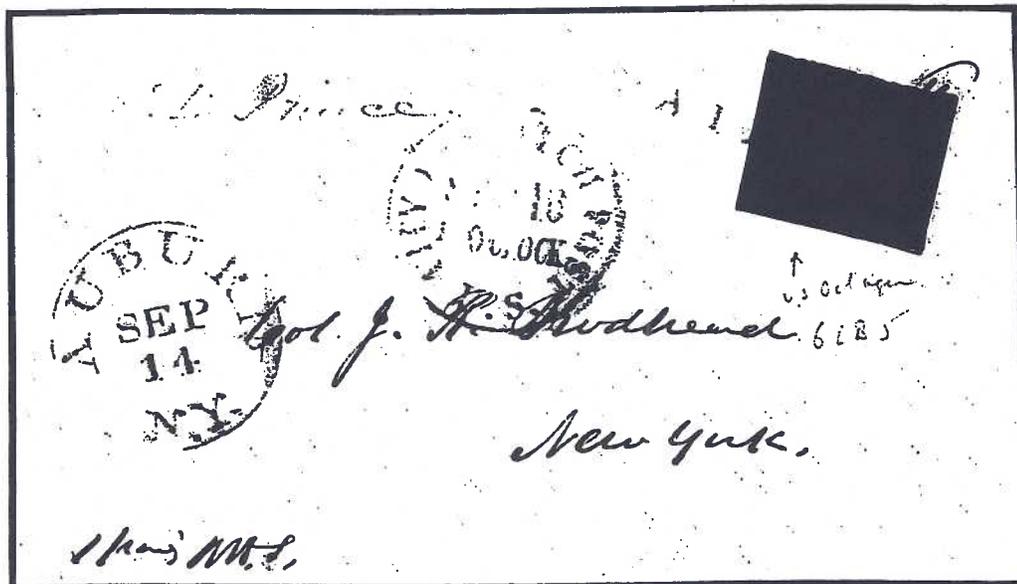
The red 30mm circular cancel is very common during this era. The red "PAID" is less frequently found. Note that the PAID marking is no longer within a scroll. The manuscript "6" complies with the postal rate for single letters traveling less than 30 miles. The notation in the upper right corner indicates that the writer, George Underwood, had an account with the Auburn Post Office and the six cent charge was deducted from account No. 21. This type of account and charging was not an official practice of the Post Office Department but was tolerated.

This folded letter sheet was transported by Hale & Co., a Local Post, to the New York City Post Office. Hale & Co. issued their own stamps but seldom canceled them on the covers.. The manuscript 18 ¼ cent rate complied with the postal act of 1825 for letters traveling 150 to 400 miles. The manuscript "by mail conveyance from New York", may have indicated transportation by either boat or land to Rome NY. It is not clear how the red 30mm circle cancel arrived on this letter. It may have been turned and forwarded to Auburn or it may have been used as a receiving mark in Auburn.



James W. Hale figured prominently among the early pioneer postal reformers. He was one of the first to introduce postage stamps to the American people. Early postal rates were oppressive. James Hale fostered a cheap American postal service between Boston, New York, Washington and other offices in Pennsylvania, Connecticut and New England.

Boyd's City Despatch Cover



A rare usage of a United States City Despatch Local used on a stampless cover mailed from Auburn, NY September 14, 1844. The Local provided delivery from the Post Office to 84 Prince Street in New York City

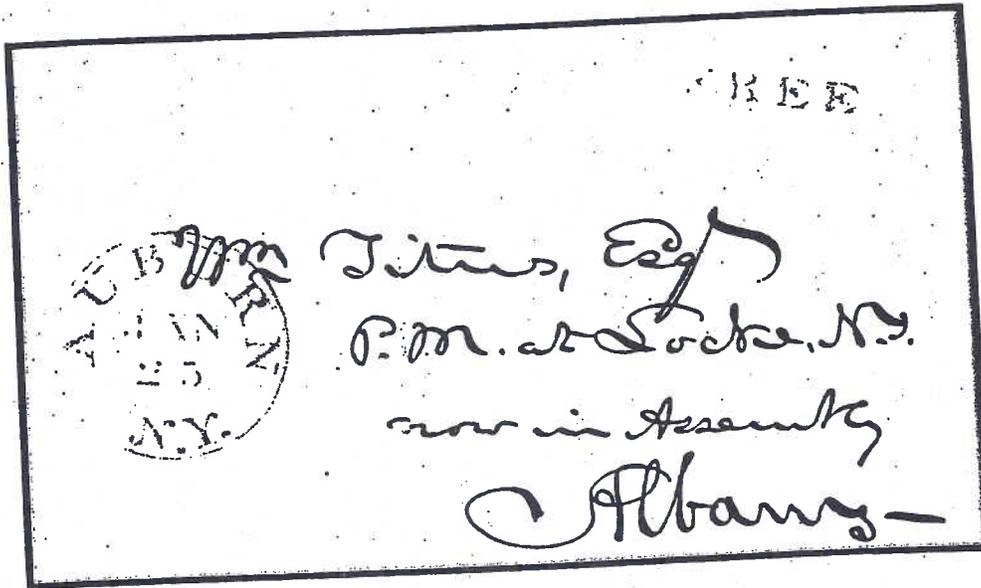
The City Despatch Post was started February 1, 1842 in New York City by Alexander M. Greig. *(left)* City letters not exceeding 2 ounces each could be mailed for 3 cents. The City Despatch proved very successful, averaging about 430 letters daily.

On August 15, 1842 the United States Government took over the City Despatch. The volume of mail nearly doubled in a very short time. The United States City Despatch was superseded by the regular postal issues of 1847.

Both the City Despatch and the United States City Despatch stamps were engraved by Rawdon, Wright and Hatch, of 48 Merchants Exchange in New York City. They were printed on either blue or green highly glazed paper.

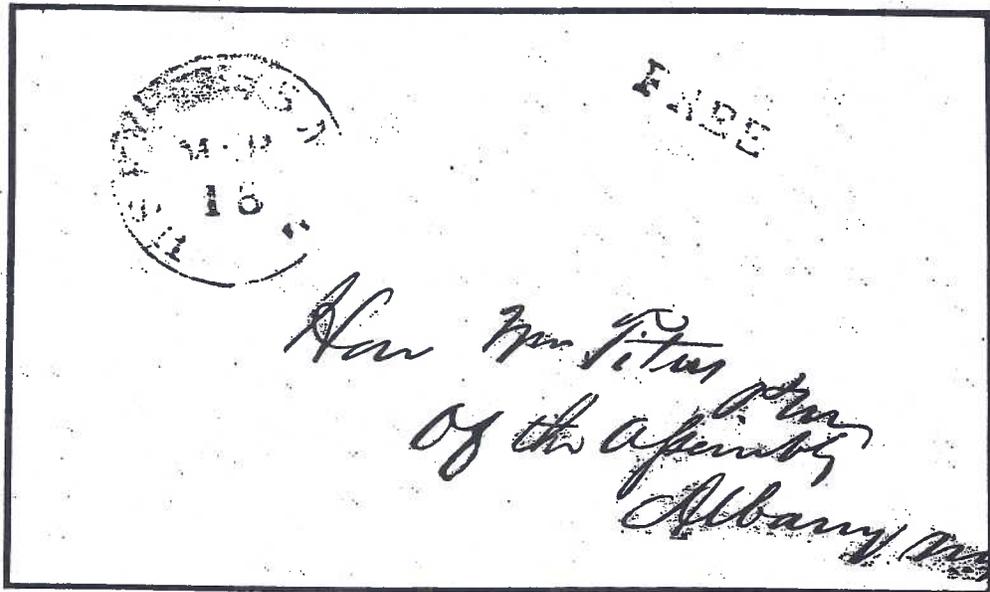
The Act of February 20, 1792 (1 Stat. 237, 238)-All letters and packets to and from the President and Vice President---shall be transmitted in the mails free.

The Act of March 2, 1799 (1 Stat. 737): Reenacted the provisions of the Act of February 20, 1792, and extended the franking privilege to Postmasters and other officials.



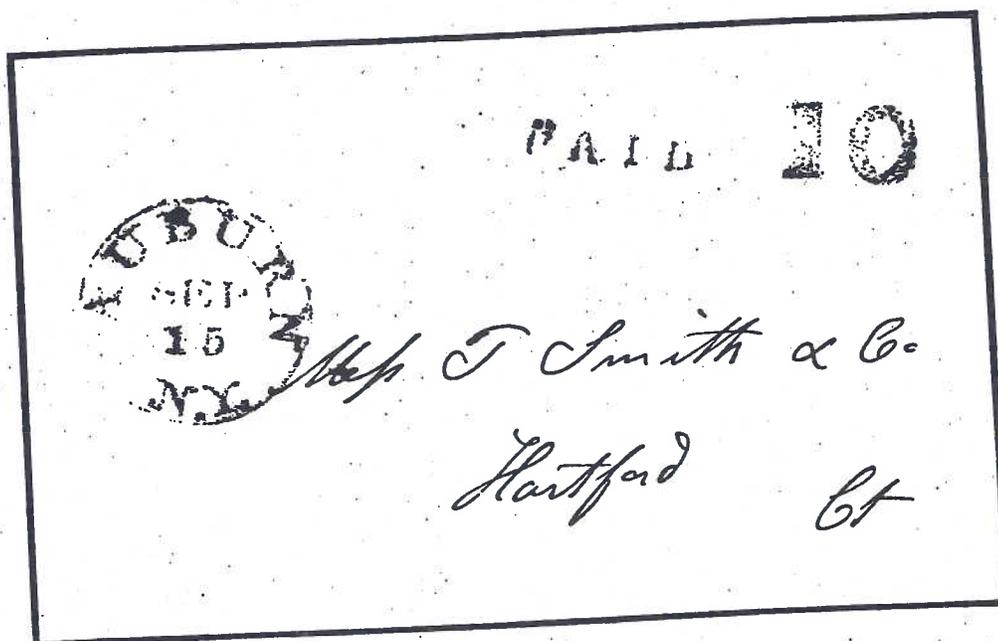
The above cover is an example of franking privilege enjoyed by William Titus, the Postmaster at Locke, New York, to whom it is addressed. It carries a 30 mm. red circle and red straight line "FREE". It was mailed from Auburn January 25, 1845 by Nelson Beardsley. Beardsley was born in Oxford, Conn. May 30, 1807 and graduated from Yale in 1827. Thereafter he moved to Auburn and commenced studying law with Col. John W. Hurlbert. Six months later he entered the office of William H. Seward, with whom he completed his studies and was admitted to the Bar in 1830. He formed a partnership with Seward which continued for ten years until Seward assumed a land agency in Chautauqua County. Mr. Beardsley then associated himself with John Porter until 1843 when he became President of Cayuga County Bank. He held the position of Bank President until his death in 1894, He was director and officer in several other banks in the city for many years.

This cover mailed from Auburn to Albany on March 18, 1845 bears a red circular 30mm cancel from the U.S. Express Mail. This type of cancel was used for approximately three years. The red stamped "free" appears because the letters is addressed to William Titus PM. Titus was Postmaster at Locke, NY and also a member of the State Assembly. This unusual usage of the franking privilege was apparently tolerated at the time.



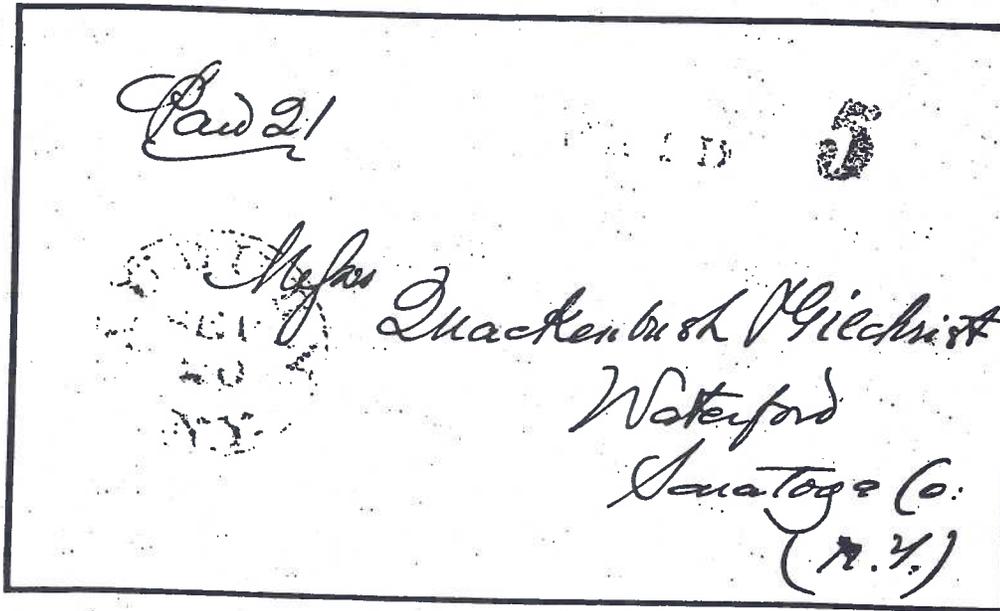
The first U.S. Express mail service delivery on the New York-Albany-Buffalo route was slated to commence on July 20, 1842. Seven railroads operated between Albany and Buffalo. The original route from Albany to Buffalo ran over the "Old Auburn Road" making stops in Syracuse, Auburn, Cayuga, and Canandaigua to Rochester, Batavia and Buffalo. When the railroads were consolidated and became the New York Central, the main route bypassed the old Auburn road, going directly from Syracuse westward to Rochester. Three Express mails were operating in this territory between 1842 and 1857. Competition with privately owned and operated expresses such as Pomeroy & Co. had been very keen in the years proceeding 1845. In 1845, the government's drastic reduction of the postal rates, from 18 ¾ cents to five cents, (for distances up to 300 miles) forced many independent routes to fold.

As our postal system expanded mail classification and rate makings created many problems. Rate strictures were often revised. Rate reformations were required because of changes in costs, services and new mail handling methods. One such change was the Act of March 3, 1845 which stated: "From and after July 1, 1845 in lieu of the rates of postage now established by law, there shall be charged the following rates: For every single letter in manuscript--conveyed--over 300 miles, 10 cents--" The cover below with its blue 30 mm. circles and PAID 10, complies with this rate. It was mailed September 15, 1845 from Auburn to Hartford, Conn., by Sargent and Mortimer.



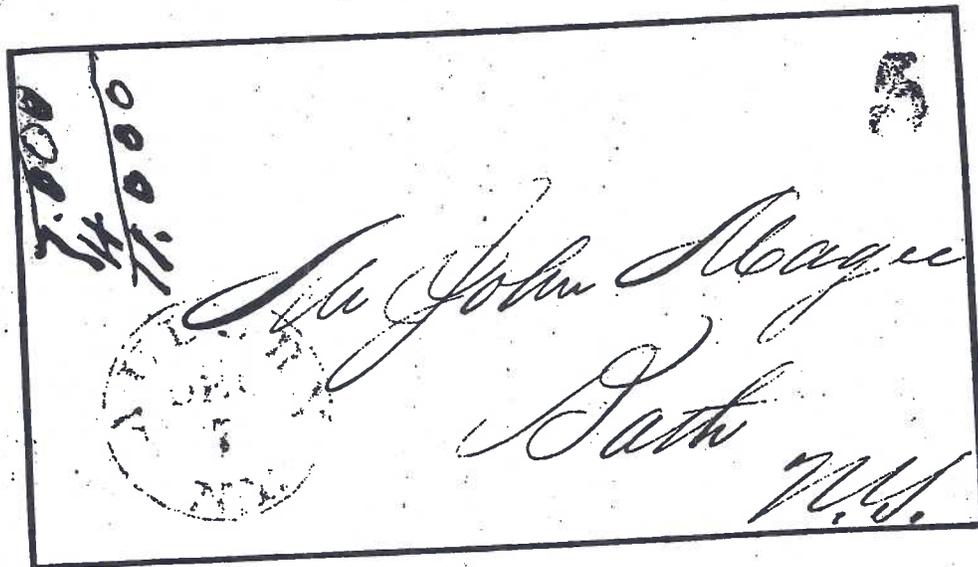
In 1824 Isaac C. Bradford came to Auburn and commenced the manufacture of card clothing. His business was located on Exchange Street, nearly opposite the Post Office. In 1840 the firm moved to a site near the "Big Dam" and eventually (1853) constructed a 54 x 30 foot three story brick building. In 1841 Rufus Sargent bought an interest in the business and associated with Horace Hotchkiss. Edmund Mortimer bought half of the Hotchkiss interest in 1842 and the firm became Hotchkiss, Sargent & Co. In 1843 John G. Hopkins bought the remaining Hotchkiss interest and the firm became Hopkins, Sargent & Co. In 1845 Hopkins sold his interest to the remaining partners who carried on under the title of Sargent and Mortimer.

This cover is another example of the green 30 mm. circle cancel and green "PAID 5". It is dated September 20, 1848. All mail traveling under 300 miles was assessed five cents, as stated in the Act of March 3, 1845.



The author of this cover was Samuel Blatchford. Mr. Blatchford was born in New York City in 1820 and graduated from Columbia College at the age of seventeen. He was admitted to the Bar as an attorney in 1842. He settled in Auburn in 1845 and associated with William H. Seward and Christopher Morgan in law partnership. Blatchford moved to New York City in 1854 and was appointed U.S. District Judge for the southern district of New York in 1857. He was promoted to Federal Circuit Judge and in 1882 he became an Associate Judge of the United States Supreme Court. He died in Newport, Rhode Island July 7, 1893.

This green 30 mm. circle cancel was applied while Michael S. Myers was Postmaster of Auburn. It was mailed on December 7, 1848 by John Hatch Chedell. This was nine months after Auburn was incorporated as a city with a population of 8,500. The green 5 cent rate was the zone rate for half ounce letters traveling under 300 miles, as enacted in March 1845. This act became effective July 1, 1845.



John Chedell moved to Auburn, New York in 1827 when he was 21 years old. He served Auburn as a watchmaker, jeweler and silversmith until 1851.

It is interesting to read this letter from Mr. Chedell. In it he expresses the opinion that the New York Central & Hudson Railroad would not be a wise investment. He made this comment upon returning from a visit to Wall Street. Later Mr. Chedell became one of the largest stockholders, and a director of the New York Central & Hudson Railroad.

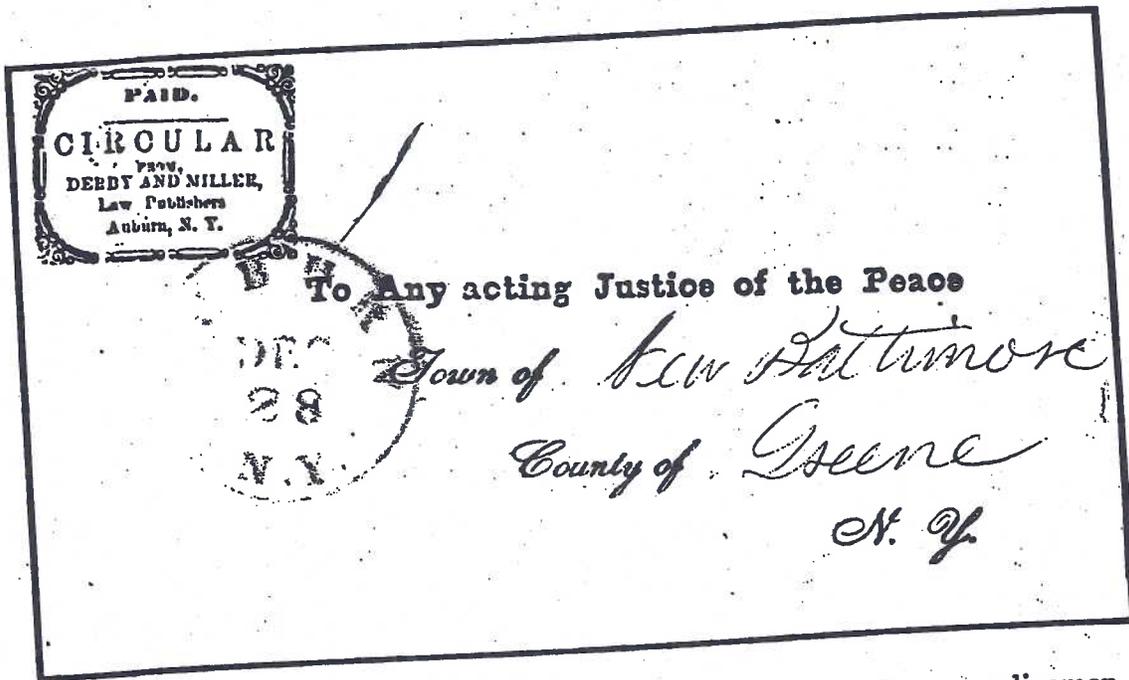
In 1866, after serving as director of banks in both Auburn and Syracuse John Chedell became President of the Syracuse National Bank. He died June 19, 1875.

It was common practice in the early days of the postal service for the recipient rather than the sender to pay the postage. This practice invited abuse of the mails. Collecting and accounting for postage due became very time consuming. To correct the situation wide differentials in favor of prepaid postage were established around the middle of the century. Compulsory prepayment on all domestic letter mail was established in March 1885. This cover bears a blue 30 mm. circle, Auburn cancel and a blue PAID 5, indicating the prepayment of postage. It was mailed on April 26, 1849.



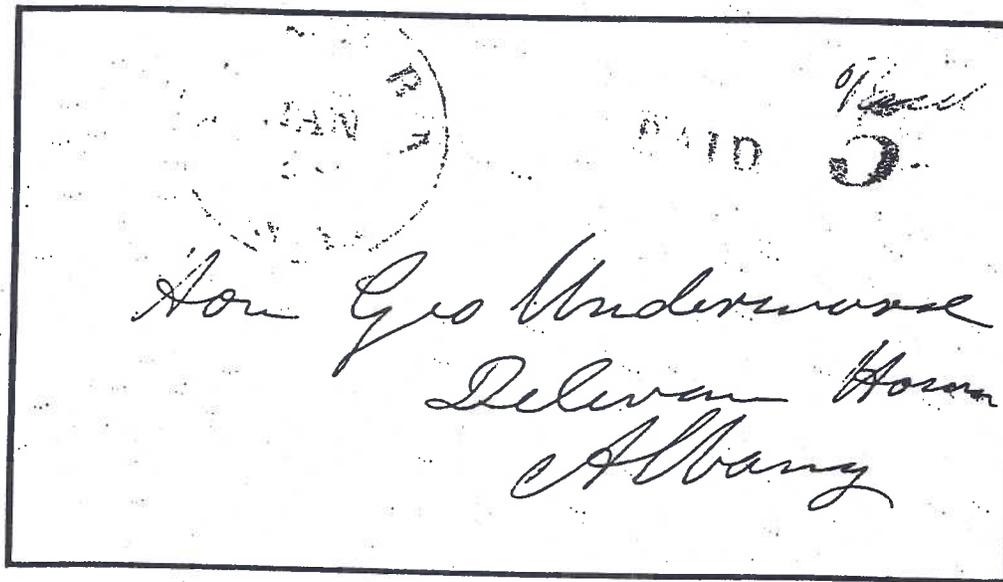
William Allen, the author of this letter, was born in Greenfield, N.Y., September 25, 1817 The following year his family moved to Scipio, now the town of Ledyard in Cayuga County. Allen was self-educated, having read law in the office of David Wright in Auburn. He was admitted to the Bar in 1837 and formed a partnership with Wright. Later he was associated with John Porter, A.G. Beardsley and Theodore Promeroy. He abandoned general practice and made a specialty of Patent Law. In 1861 he was appointed Postmaster in Auburn by President Lincoln and held that office until 1869. He was a director of the National Exchange Bank, a trustee of the Auburn Waterworks Co. and of the Auburn Manufacturing Company. He died in Auburn January 7, 1881.

The Act of March 3, 1851 (9 Stat. 587-589) and effective July 1, 1851, provided that "papers, circulars, hand bills, engravings, pamphlets---and all other printed matter of not more than one ounce, conveyed not exceeding 500 miles, shall be charged one cent." This act was modified in August 1852 so that any circular not exceeding three ounces might be delivered to any part of the United States for the one cent rate.

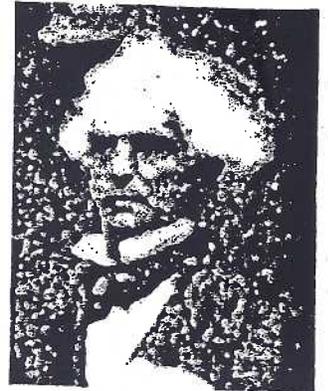


The circular enclosed in this envelope advised Justices of the Peace, policemen and lawyers of an upcoming publication from the presses of Derby & Miller. The book was entitled *The New York Justice* and was written by Christopher Morgan, Secretary of State, and Clarence A. Seward, Attorney at Law.

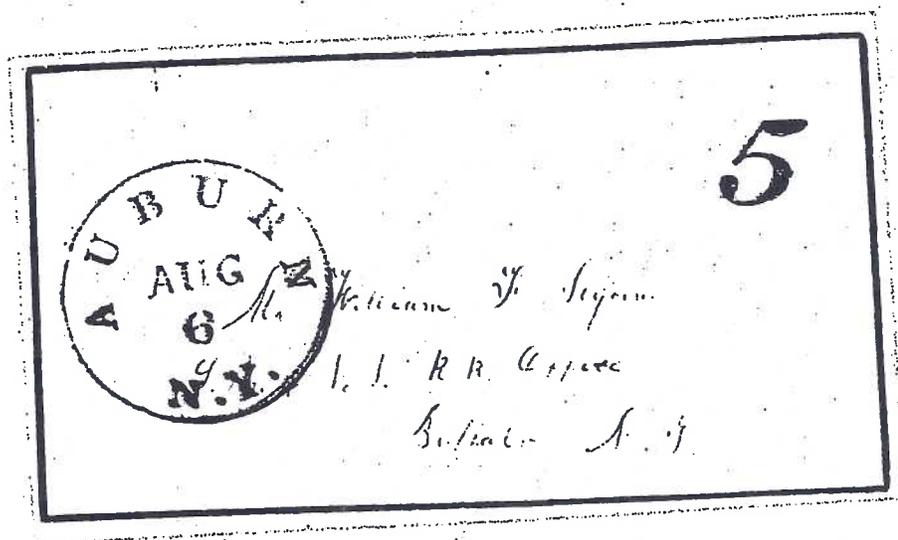
The cover on this page is a nice example of the red 34mm circle cancel of Auburn. The red "PAID" and "5" are nicely struck. The red "5" was the rate for letters ½ ounce or under, traveling less than 300 miles. This was mailed from Auburn to Albany, New York and thus traveled approximately 180 miles.



The cover was mailed by Abijah Fitch. (right) Fitch was born in Cooperstown, NY in 1800. He married Lanah Wilson in 1821 and subsequently settled in Auburn where he became a prosperous and prominent man. He was a distinct figure in Auburn for many years and took an active part in the planning of the Auburn & Syracuse Railroad. Fitch also accompanied Secretary of State William Seward in his memorable trip around the world, during which time Seward arranged for the purchase of Alaska. Fitch had a family of twelve children and died in 1882. He was buried in Fort Hill Cemetery, Auburn.



The Postal Act of March 3, 1851 became active on June 30, 1851. The single letter rates for a letter weighing ½ oz. was changed to three cents prepaid and five cents if not prepaid for letters traveling less than 3000 miles.



This mourning cover mailed from Auburn (ca. 1852) illustrates a beautiful five cent strike of the Zevely type. The 35mm black circle date stamp is typical of the era. The Buffalo Postmaster would have collected five cents upon the delivery of this envelope.



This is a turned Stampless cover mailed from Auburn, N.Y. Sept. 17, 1852. Upon reaching the Post Office in Troy, N.Y. it was not called for. The Postmaster then advertised in the local paper for the receiver to pick up his mail. When this advertising was done an additional fee of one cent was charged.

After obtaining this letter at the Post Office, the receiver turned the letter, addressed it to a Richard Cummings, again in Troy, and applied a three cent '51 stamp to the cover the postage.

E. P. Ross, P. M., Auburn N.Y.
Dec 11/54



FREE Post Office Business

H. M.

To the Publisher of the
Home Missionary
New York

This cover is an example of Official Post Office mail with a printed "FREE" frank bearing signature of Postmaster E. P. Ross. This form was mailed December 11, 1854 from Auburn to New York City. The contents, (below) informed the sender, Home Missionary of New York, that a newspaper addressed to Bates and Cooley was undeliverable. The addressee was "removed" and the Post Office could not deliver it.

Post Office, Auburn, N. Y. }
Dec 11th 1854 }

~~Publisher of the~~

Sir:—Your Paper addressed to

Bates & Cooley

lies dead in this Office.

Yours, Respectfully,

E. A. WARDEN, P. M.

E. P. ROSS, P. M.

Reason,

Removed: dont know where

WANTED: SARATOGA COUNTY, NY

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(518) 882-6373

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- D. Pacqueboat covers from or to New York City**
- E. Ship covers from or to Central or South America to from, or through NYC**
- F. Covers to or from Austin, Texas**

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