

The Journal of the Empire State Postal History Society

New Series/Whole No. 2

March 2004

Alan Parsons, President

Drew A. Nicholson, Editor

Lawrence Laliberte, Assistant Editor

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<i>Key And Smith Updates</i>	Not paged
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EXCELSIOR!

The Journal of New York State Postal History
Published March and September by the



EMPIRE STATE POSTAL HISTORY SOCIETY

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Drew A. Nicholson
18 Valley Drive
Pawling, NY 12564-1140
845.855.3387/Fax: same number
E-mail: ddnicholson@earthlink.net /Subject: ESPHS

The ESPHS also publishes a **Bulletin**. Please send articles and Society news/ information to the **Editor**:

Glenn A. Estus
P. O. Box 51
Westport, NY 12993-0451
518.962.4558
E-mail: gestus@westelcom.com

SOCIETY OFFICERS

President: Alan Parsons
809 Holley Rd., Elmira, NY 14905;
607.732.0181
E-mail: alatholleyrd@aol.com.

Vice President: Dr. Joseph Rowbottom III

Secretary/Treasurer: John A. Lange Jr.
373 Root Road, Ballston Spa, NY 12020-3227
518.882.6373

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The ESPHS is **APS AFFILIATE #28**

Future Publication Schedule

<u>Issue</u>	<u>Article Due Date</u>
September 2004	August 16th
March 2005	February 14th
September 2005	August 15th

Please inform the Editors if you are interested in writing for *Excelsior!* We can help!

THE EDITOR'S CORNER—"A Work in Transition"

I am sure you have noted many of the changes that have been implemented in these pages since the last issue. They are part of the **evolution** of EXCELSIOR!

- Color has been added. There are four color pages included in this issue. As you know it was decided that the Annual Meeting in Canastota to include color to a maximum of four pages per issue. It is the Editor's hope that this effort will be so successful that the future will bring color to the extent found, for example in *The American Revenuer*.
- Larry Laliberte has been appointed **Assistant Editor**, and his name now appears on the masthead. Larry's contribution to the production process is so valuable that he deserved to get a title to go with the work he does. From my point of view, without him on board, the work of producing the *EXCELSIOR!* would be increased many fold—his computer expertise in the many aspects of scanning illustrations onto pages is the key to the success of the "look" of this issue.
- The **title page** has a new look. I have viewed title pages of many publications over the past 6 months and have noted two things: the most effective are ones that lay the contents out to the reader clearly, and are eye catching. I trust the new one is both!
- From this issue forward the **Puzzle Box** will be **consecutively numbered**. It is expected that this will facilitate easier response identification.
- **Authors** considering submission to publication of articles and items for the various departments should refer to the Future Publication Schedule on page 2.
- **Responses** to articles and questions appearing in *EXCELSIOR!* are essential to its growth. A journal should be, it seems to me, a place for exchange of ideas, a two way street. A good start occurred with the September issue—I received two key responses to the "Puzzle Box" question about the location of the "Poquag" post office. I would like to initiate a **Reader's Opinion department** (yes, it's a fancy name for letters to the editor!). I hope something is of sufficient interest to invoke a response, pro or con.

Updates of **Kay and Smith** appear as an **Addendum**. It has been printed **unnumbered** and attached at the end of this issue to facilitate removal and insertion into your copy of Smith and Kay without disturbing the normal pagination of this issue.

The first list is actually a combining of the two lists of "Corrections" originally published in the *Bulletin* (August 1982 and April 1983). The inclusion of these corrections resulted from a discussion at the ESPHS meeting at Cover Mania 6 in February. Bill Hart noted that when he purchased his copy of Kay and Smith it arrived with the "corrections" tucked into the back; he found them useful and provided his copies for publication. The second list results from Glenn Estus' "mining" the USPS website (<http://ups.com>). It contains data through 2002. Many thanks are due Bill and Glenn for provided the source material.

(Continued on page 32)

Eastman's National College State and Business College POUGHKEEPSIE, N.Y.

"....Postmaster George P. Pelton was in much wonderment at the great pile of letters that had accumulated for a man totally unknown."¹ thus was Harvey G. Eastman (**Figure 1**) introduced to Poughkeepsie.

In Oct. of 1859, an advertisement appeared in the Poughkeepsie papers soliciting students for a new kind of College (**Figure 2**). In part, the advertisement stated, "A new system of Instruction will be introduced into the Bookkeeping and Penmanship department, combining Theory and Practice." It also stated that it was open to "Ladies and Gentlemen".

Andrew Houston, of Bellevale, Orange County, was the first student. He related his introduction to the College in *The Eastman Journal* of Dec. 1890: "When he first came here with his father in the fall of 1859, and enquired for Eastman College, no one had heard of such an institution but, by good fortune they happened to meet Mr. Eastman at the Poughkeepsie Hotel, where they had gone for dinner."

Houston describes the room in which the "College" began as "in what was then the

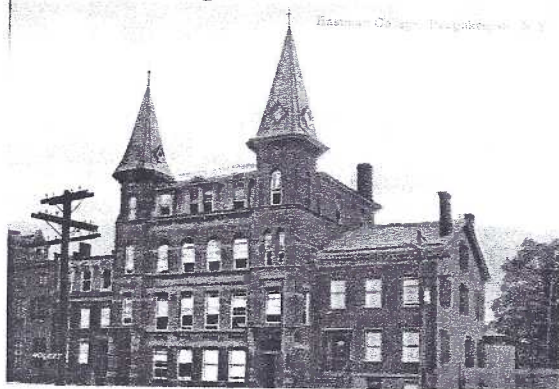


Fig 2. Post card view of the main building of Eastman Business College, circa 1910.



Fig. 1. Harvey G. Eastman, founder of Eastman Business College, Mayor, and State Assemblyman.

Library Building on Vassar Street." This was Eastman's third attempt at starting a commercial school. The first attempts were in Oswego, N.Y. and then at St. Louis, Mo. He was practically run out of the latter because his lecture course there included several anti-slavery agitators. It was Poughkeepsie's already established reputation as an educational center that induced him to try his luck there.

Eastman advertised extensively. Three pages appear in the *City Directory* of 1860-61 (**Figure 3**). So successful was his campaign, that a letter addressed to

A NEW SYSTEM
OF
EDUCATIONAL TRAINING
FOR YOUNG MEN.

EASTMAN'S COLLEGE,

Corner of Mill and Vassar Streets,



POUGHKEEPSIE, N. Y.

For Instruction in the Practical and
Useful Arts of Life.

Fig. 3. The first page of the three page ad placed in the 1860-61 *Lent's City Directory* of Poughkeepsie.

Vermont by student B.A. Gale on April 3, 1864 stated "The school is a nice thing and well pays one to attend. There is about one

thousand student here now and they keep coming in. There will no doubt be fifteen hundred here in a month." B.A. Gale may have been enrolled in one of the special courses titled "Ornamental Penmanship, Business Writing, & Mechanical Drawing." The top of the letter (Figure 4) shows a hand drawn quill in red and blue ink. The remainder of the letter was written in black that has greatly faded.

One of the eight pages of the Sept. 9, 1865 issue of *Moore's Rural New Yorker*, published in Rochester, N.Y., contains a full page advertisement announcing the opening of a "Western Institute of the College" at Chicago. It also extolled the virtues of the school at Poughkeepsie and its teaching methods. By late 1865, The "Brigade of the College" numbered 1,500. Figure 5 is a photo taken from a stereo view card captioned "Interior View of Practical, Banking and Office Departments, and Partial View of Preparatory Department in Foreground. Depth of Building, 160 feet. Width, 50 feet." One can only imagine what it was like trying to teach in this atmosphere.

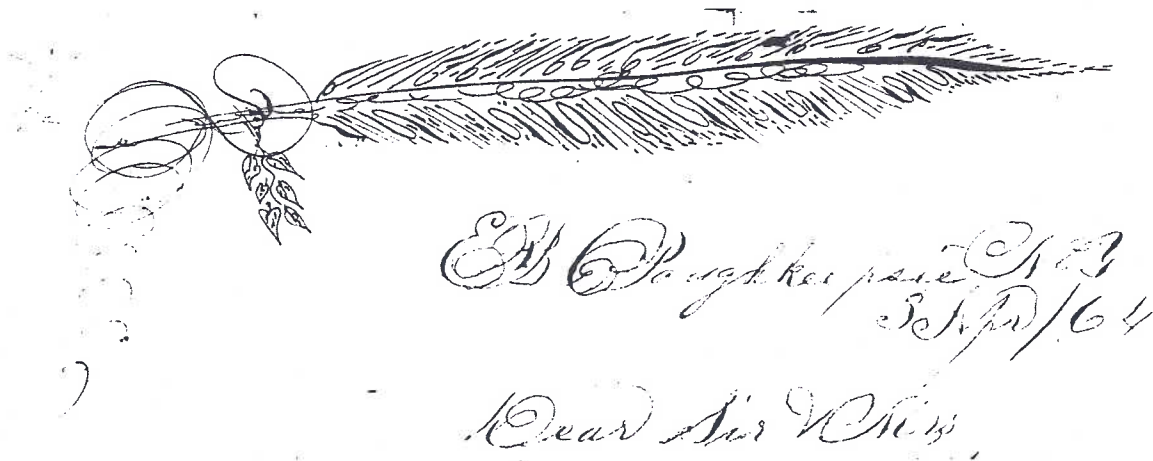


Fig. 4. The top of the letter from B.A. Gale showing his penmanship.

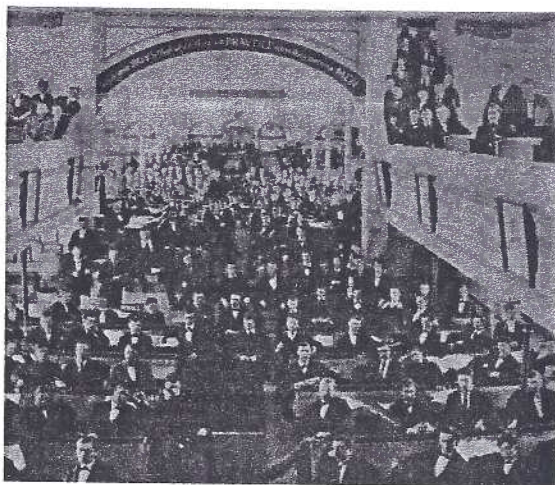


Fig. 5. Stereo view of the main hall and student body.

Another instrument used for advertising, was the Eastman College Band. This was a paid band and was not made up of students. The band traveled widely and was so well known by 1865 that it preceded President Lincoln's carriage in his second inauguration parade. It also played a prominent part during Lincoln's final train ride home. The band "...formed the escort in the parade up Broadway through New York, journeyed to Albany on the funeral train, and again played solemn dirges as the body was born to and from the State Capital."²

A portion of the 1891 invitation to the 32nd anniversary of the founding of the college (Figure 6) provides some insight into the curriculum of the college. It is worth noting that the college never owned any buildings. Four locations are shown on the Beer's map of the city ca.1866. Students were put up in boarding houses approved by the college.

The same invitation listed the individuals of the "general committee representing the various states and

OUTLINE OF COURSES OF STUDY.

Our aim, since the establishment of this institution, has been to teach young people that which they will practice in after years; to give them those things which will be of everyday use; to fit them, in the shortest possible time and at the least expense, for success in life, whether they are to follow business or a profession. Besides the general information and instruction given in our admirable Saturday Lecture Course, we teach the following subjects more specifically; a detailed explanation of which may be found in our Large Catalogue.

I. Business Course.

INCLUDING

Spelling,	Letter-writing, Correspondence,
Business Writing,	Commercial History,
Business Arithmetic,	Commercial Geography,
Business Forms,	Mercantile Law,
Book-keeping,	Banking Finance and
Business Customs,	Business Practice,

as exemplified in every variety of Office Business.

Total Necessary Expenses, including Tuition, Board, Books and Stationery, \$100 to \$200. Tuition, (Life Scholarship,) \$50. Good Board. \$4.00 to \$5.00 a week.

Time required for graduation varies from three to six months.

The College will pay the TOTAL EXPENSES of TUITION, BOOKS and STATIONERY, and give twelve Weeks' Good Board (including a well-furnished room, fuel, light, towels and attendance) in a private family for ONE HUNDRED AND FIFTEEN DOLLARS (\$115), if deposited on day of entrance. (A large number of our students graduate in about twelve weeks.)

II. Special Courses.

- | | |
|---------------------------|---|
| 1. Ornamental Penmanship, | } Total expenses, \$50 to \$100.
Tuition, six months, \$50.
Three months, \$30.
One month, \$12. |
| Business Writing, | |
| Mechanical Drawing. | |
| 2. Telegraphy, | } Total expenses, \$50 to \$100.
Tuition, six months, \$50.
" three months, \$30. |
| Business Writing, | |

We shall not conduct a school of Telegraphy except as a night school after 1st January, 1892.

- | | |
|-----------------------------------|--|
| 3. Stenography (Graham's system), | } Total expense, \$100 to \$150.
Time, 4 to 6 months.
Tuition, \$12 a month; \$30 for 3 months; \$50 for 6 months. |
| Type-Writing, | |
| Correspondence and | |
| Advanced Reporting. | |

III. English Course.

(Intended only for persons of Neglected Education and Foreign Students for whom we make special arrangements.)

Spelling,	Writing,	Letter Writing,
Reading,	Arithmetic,	Composition.

And how to speak and write the English language correctly. Tuition, \$10 one month; \$25 three months.

For more detailed information see Catalogue.

Fig. 6. Portion of the 1881 invitation showing the courses offered.

countries now patronizing the college." Represented were 41 states, two territories, three Provinces of Canada, 10 South American countries, one from England, and one from Africa. **Figure 7** shows a post card from Morocco addressed to a student at the school.

Eastman Business College is believed to be one of the first, if not the first, institution that taught its students business operations by setting up dummy companies. It introduced all of the forms of the day to the students who used them in day to day operations- these included all sorts of ledgers, checks, receipt books, etc. To make the operations as real as possible, the college also printed practice money (**Figure 8**). When the Civil War broke out, the country looked at every way possible to raise money. One way was to place a tax on checks in 1862. Payment of the tax was indicated by the application of a Revenue Stamp (Scott #R2) on the check. The college produced practice stamps that were attached to practice checks (**Figures 9, 10**). A series of "Battleship"-type revenues has been observed on e-Bay.

Fig. 8. 10¢ practice money attached to a sheet of paper with the note "Your out of balance 42¢/ Fred B. Whitney/Honsdale" which is partly covered by the note.

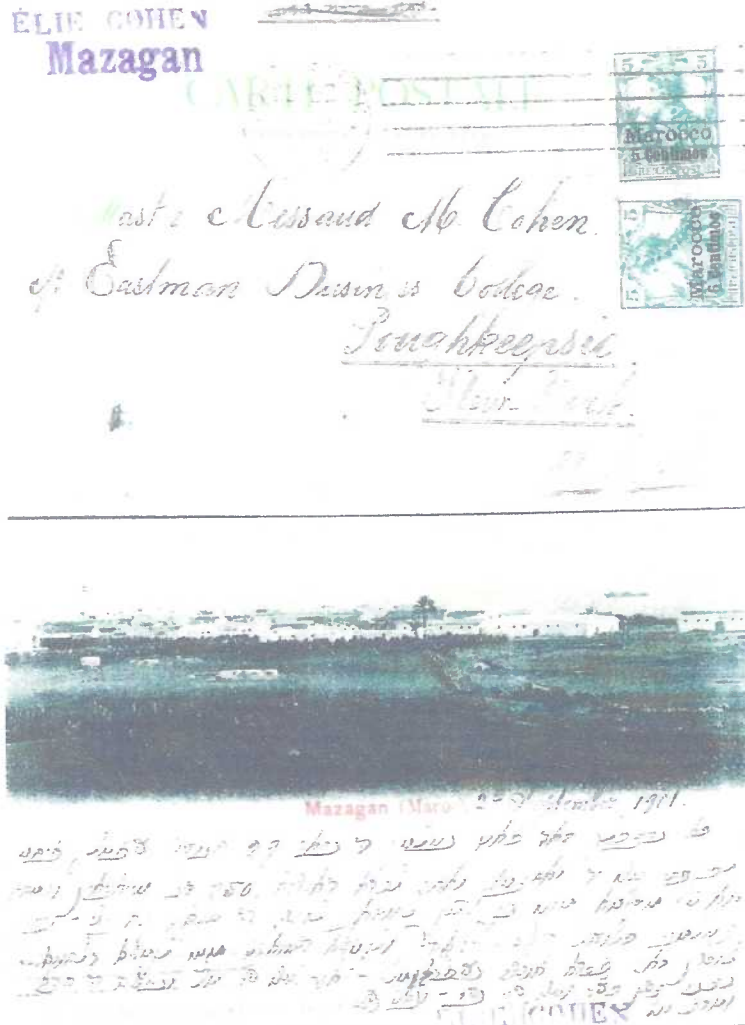


Fig. 7. Post card addressed to a student at the Eastman Business College from Morocco. The German Postal Service was much more reliable than the Moroccan service. If anyone can translate this message, please contact the editor.





Drew Nicholson
Fig. 9 Above. Imperf. practice stamp dated Nov. 6, 1874.

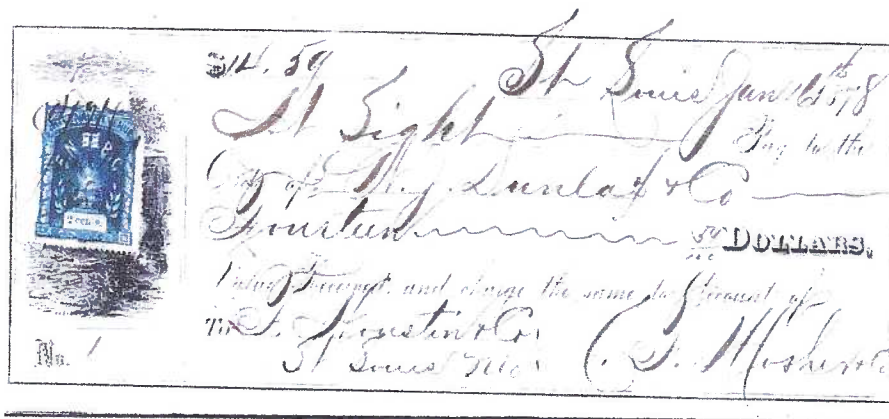


Fig. 10 Right. Perf. version in a different color on a practice check dated Jan. 16, 1878.

Placing advertising on envelopes was also a favored way to publicize the institution. More than a dozen designs are known and most of them can only be described as

striking (**Figs. 11-20**). When viewing these covers, keep in mind the penmanship of the writer (it was a major course of instruction).

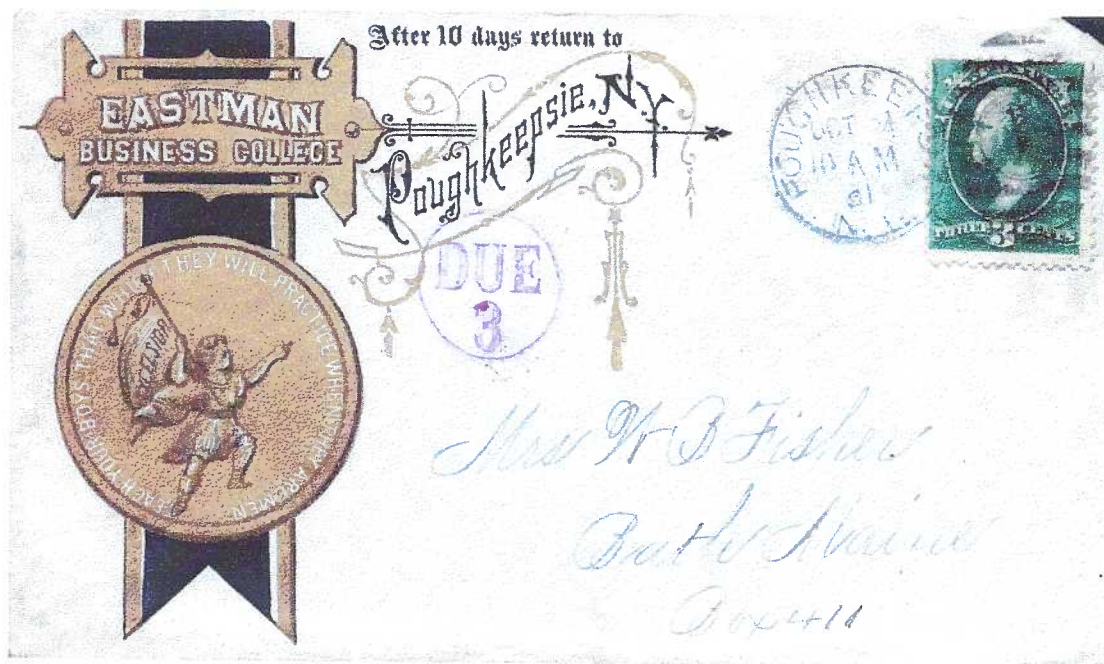
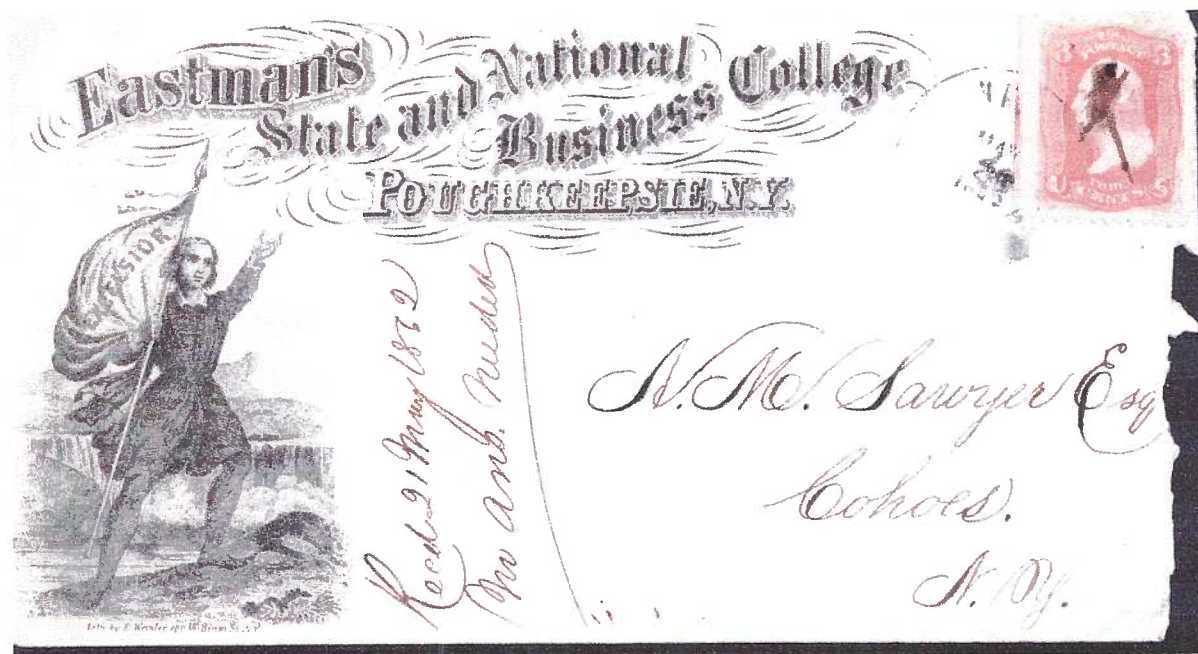


Fig. 11. A multicolored cover in deep blue (also known in light blue or green) and gold that was mailed Oct. 24, 1881 to Bath, Maine. It was over-weight thereby requiring the "DUE 3" marking.



Collection of Drew Nicholson

Fig. 12. Cover dated May 20, 1862 showing a "lith by E. Wetzler, 100 Williams St N.Y."

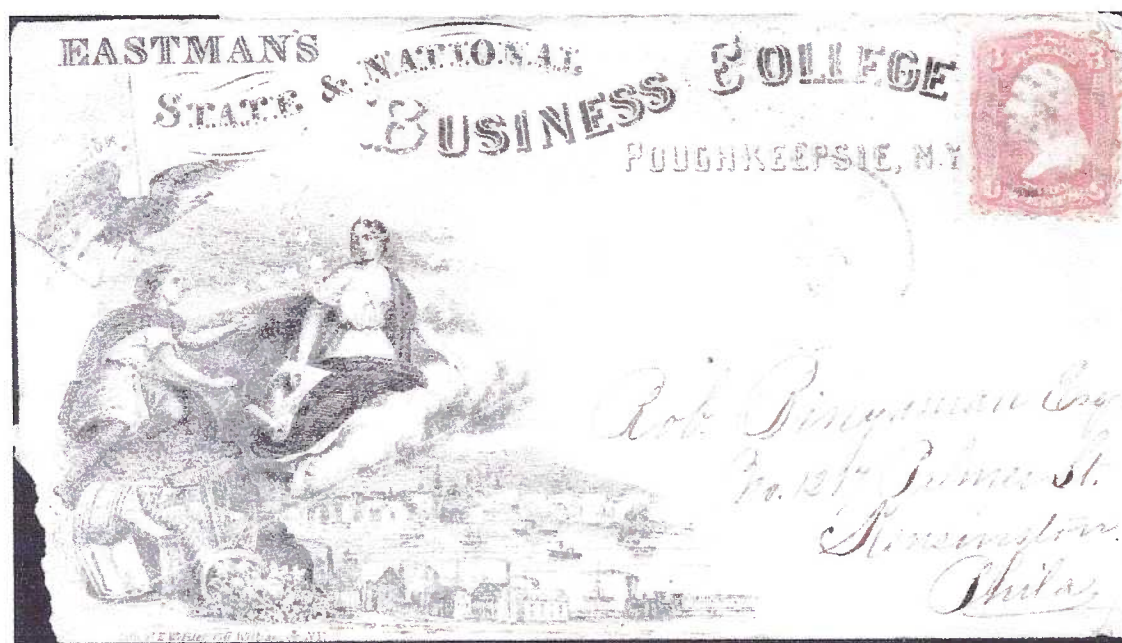


Fig. 13. This cover was mailed between late 1861 and early 1865. The year date cannot be read, but this type of circular date stamp (CDS) was used in that time period. The design was also "lith of E. Wetzler, 100 Williams St N.Y."

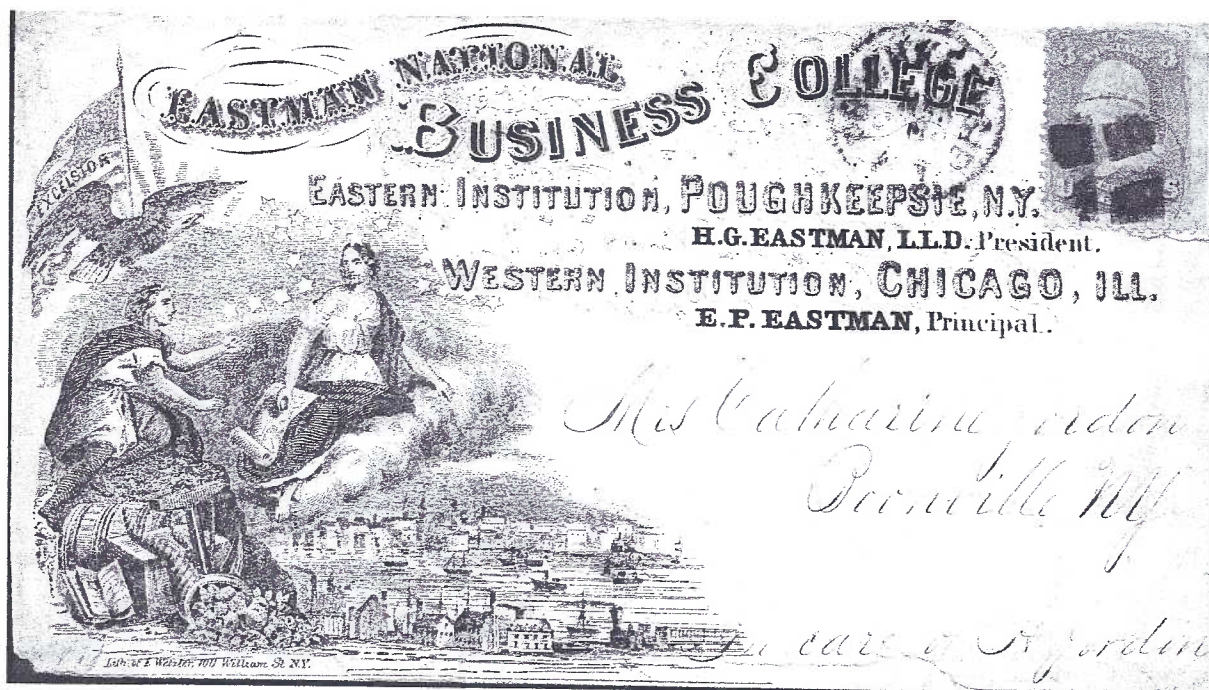


Fig. 14. With the opening of the “Western Institution” at Chicago in 1865, that information was added to the envelope. This type of CDS appeared around March of 1865.

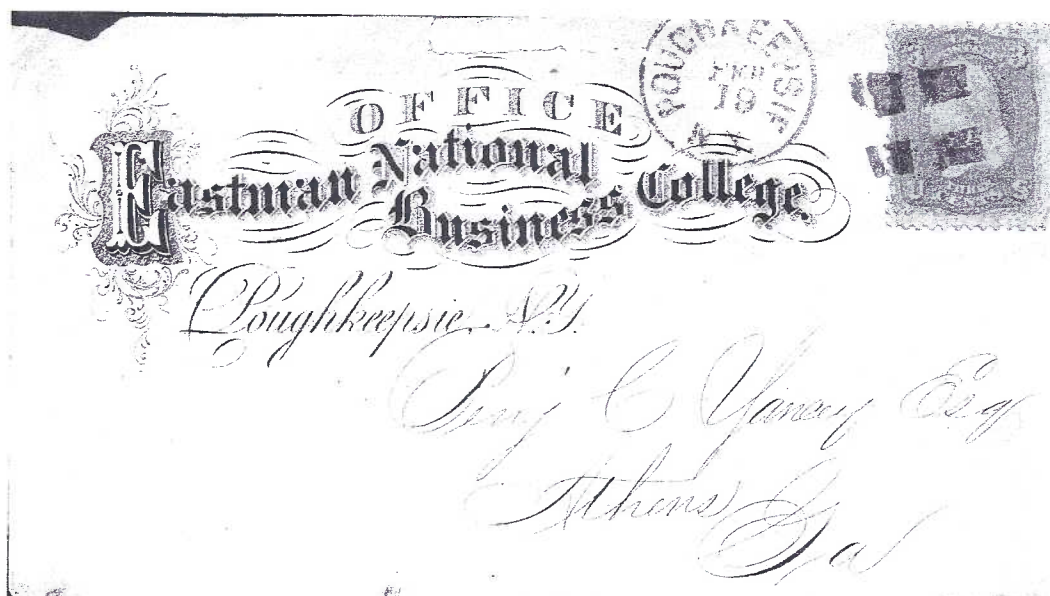
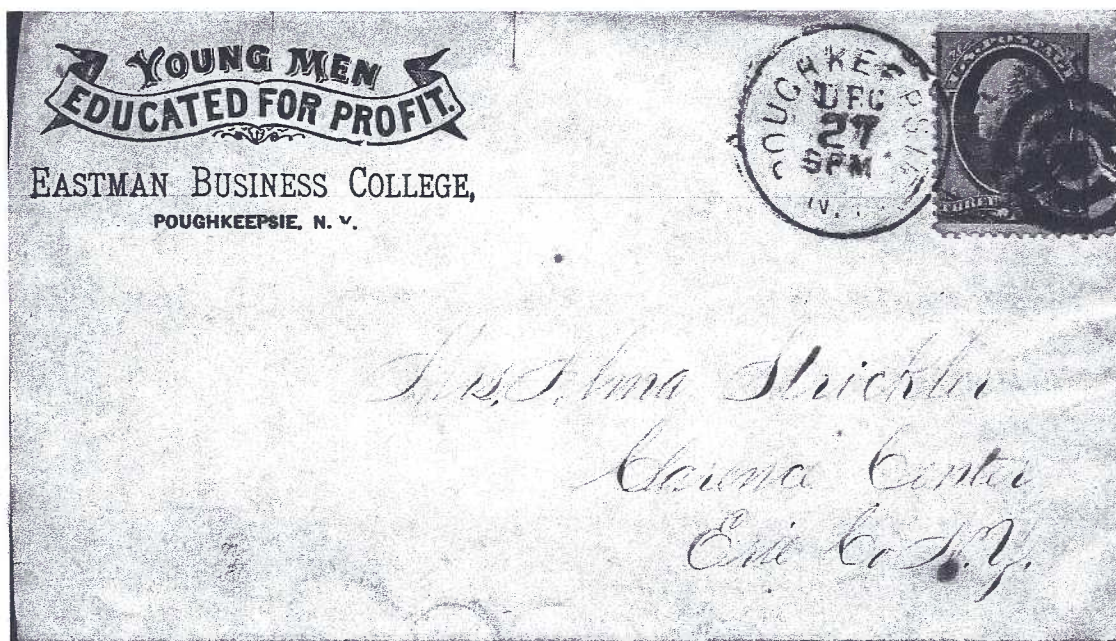


Fig. 15. A much plainer but still ornate cover. Although the CDS is very similar to the one in Fig. 14, it is probably a year or more later. This CDS was in use up to 1870. Because this letter was addressed to Athens, Georgia and postmarked Feb 19th, 1865 can probably be eliminated as the Civil War was still in progress.



Collection of Drew Nicholson

Fig. 16. Cover from the 1870's with a much less ornate corner card.

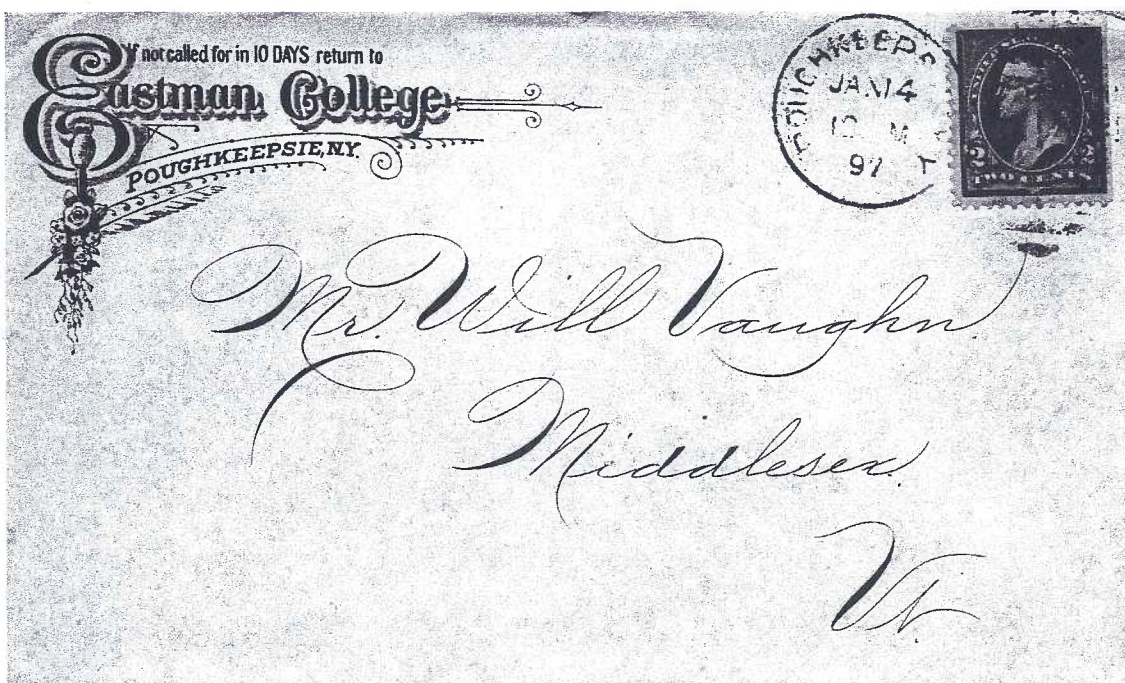


Fig. 17. This design of corner card is known with slight variations, dated Jan 14, 1897.

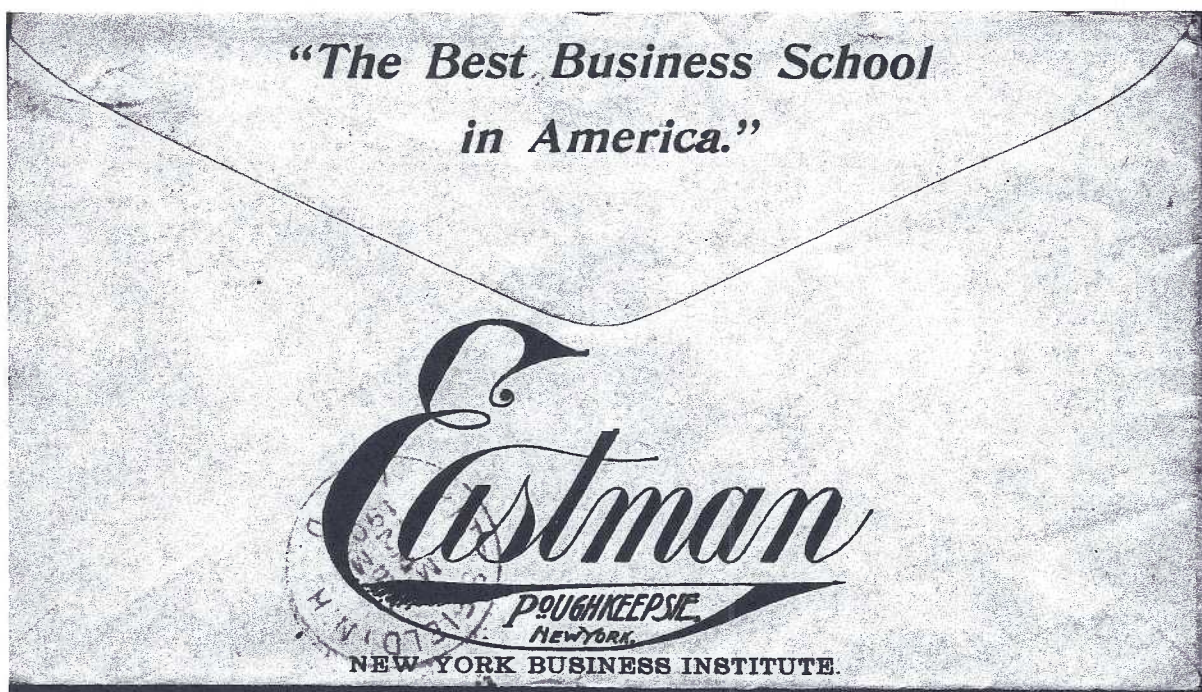
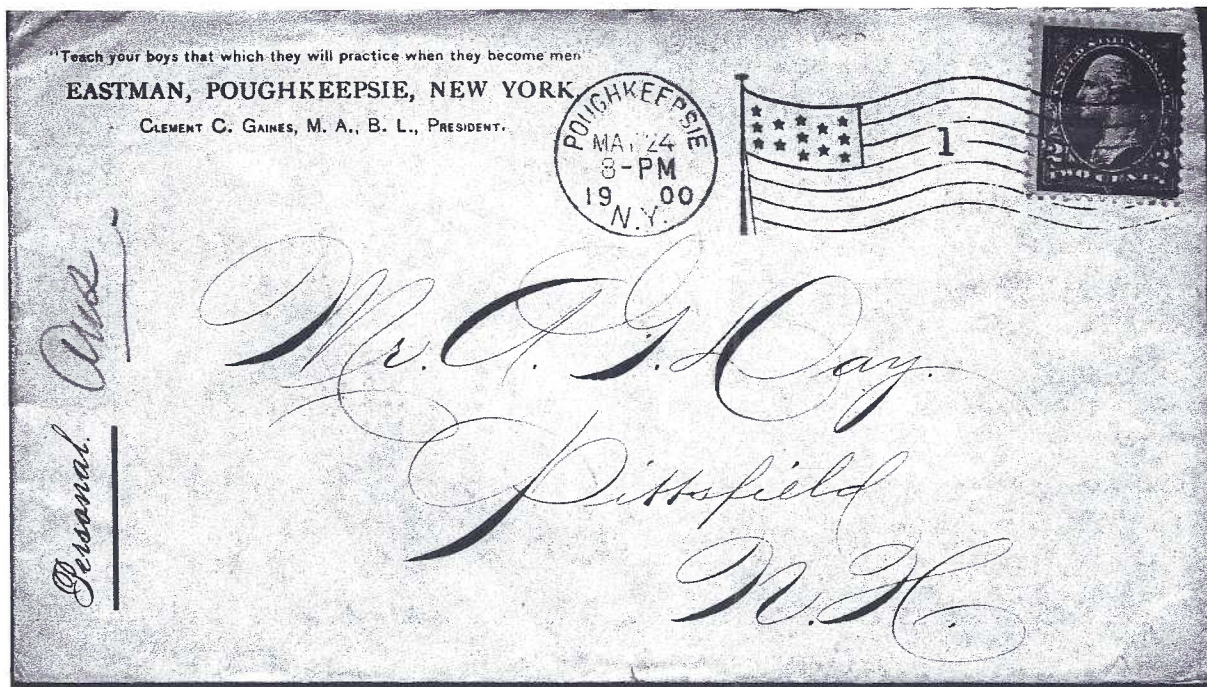


Fig. 18. Front and back of a cover mailed May 24, 1900. The front corner card has become fairly plain, but has seen the return of the slogan "Teach your boys that which they will practice when they become men," which was on the medal that was featured on the Fig. 11 cover. The back of the cover does the advertising.

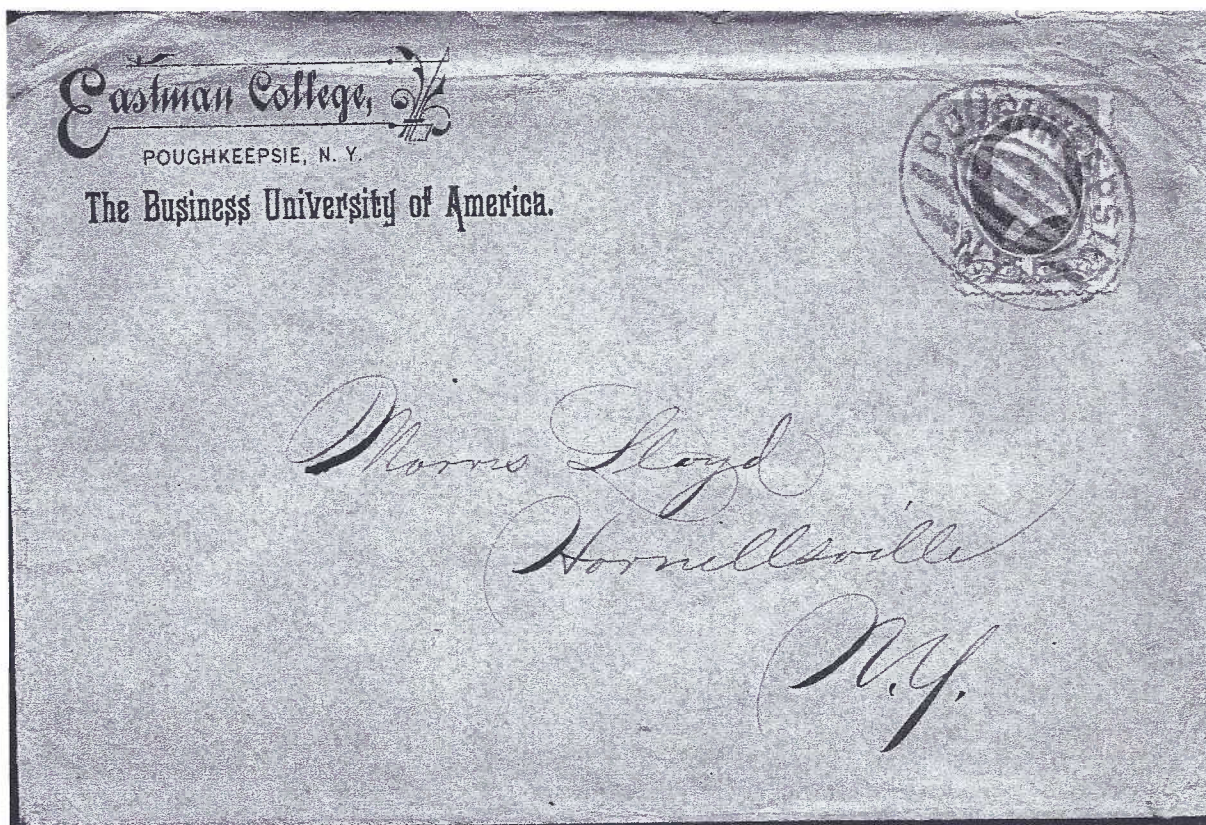


Fig. 19. A 4th class mailing (printed matter 1¢ per 2 oz.).

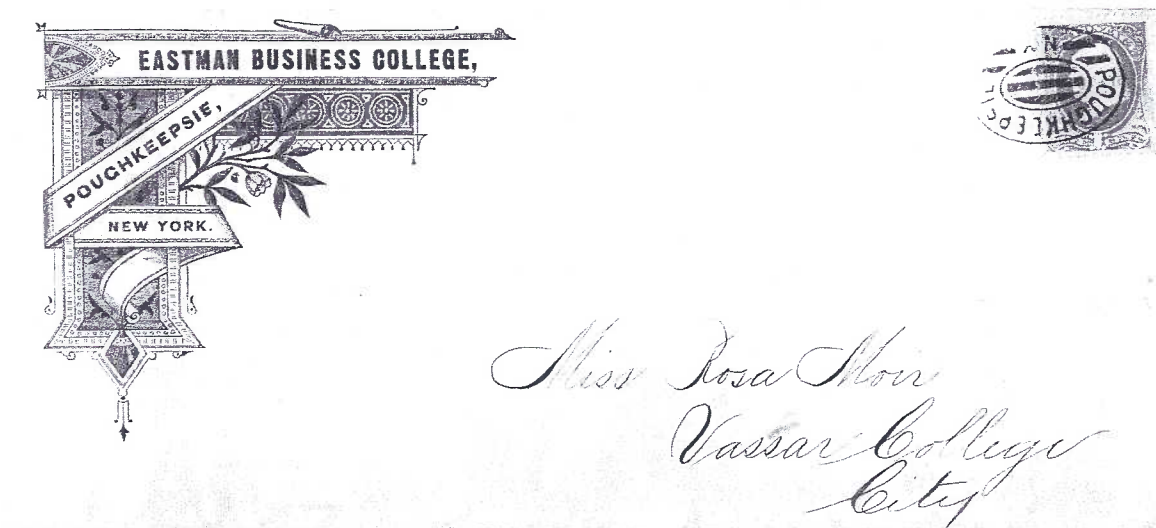


Fig. 20. Another 4th class mailing from 1885 that contained an invitation to an excursion on the Hudson River Day Line vessel *Mary Powell*. The invitation was 8 pages long, 4 extolled the school and the remaining 4 listed the events of the excursion.



Collection of Henry Chlanda

Fig. 21. The most spectacular advertising cover to come out of Eastman Business College was this bi-color that mimicked a \$5.00 note on the front. No year date, but the cancel places it between 1865 and 1870.

As demands and the times changed, courses such as typing, telegraphy, commercial law and modern languages were added. So in demand were the courses of the college that correspondence courses were made available in some areas of study. Eastman was the first commercial school in New York to become registered under the Regents of the University of New York.

Harvey G. Eastman died in 1878 and was succeeded by his brother-in-law, Ezra White. Clement C. Gains became the president in 1884. He opened the Eastman-Gains School in New York City in 1892. This institution only lasted a few years.

Eastman Business College operated for about 73 years. No mention of the school appears in the *City Directory* of 1932-33. It apparently fell victim to the Great Depression.



PUBLISHED BY EASTMAN NATIONAL BUSINESS COLLEGE

Eastman National Business College
Poughkeepsie, N.Y. Jan 21 1866
Geo. Louis Vili

Collection of Henry Chlanda

Fig 22. A printed letter head used by a student on January 21, 1866. Note the top line "Poughkeepsie, N.Y. On The Hudson. The City of Schools"

Figure. 22 illustrates a very early reference to Poughkeepsie as the "City of Schools". Future articles will look at some of the 91 school that the author has found mentioned in various documents and has found covers for.

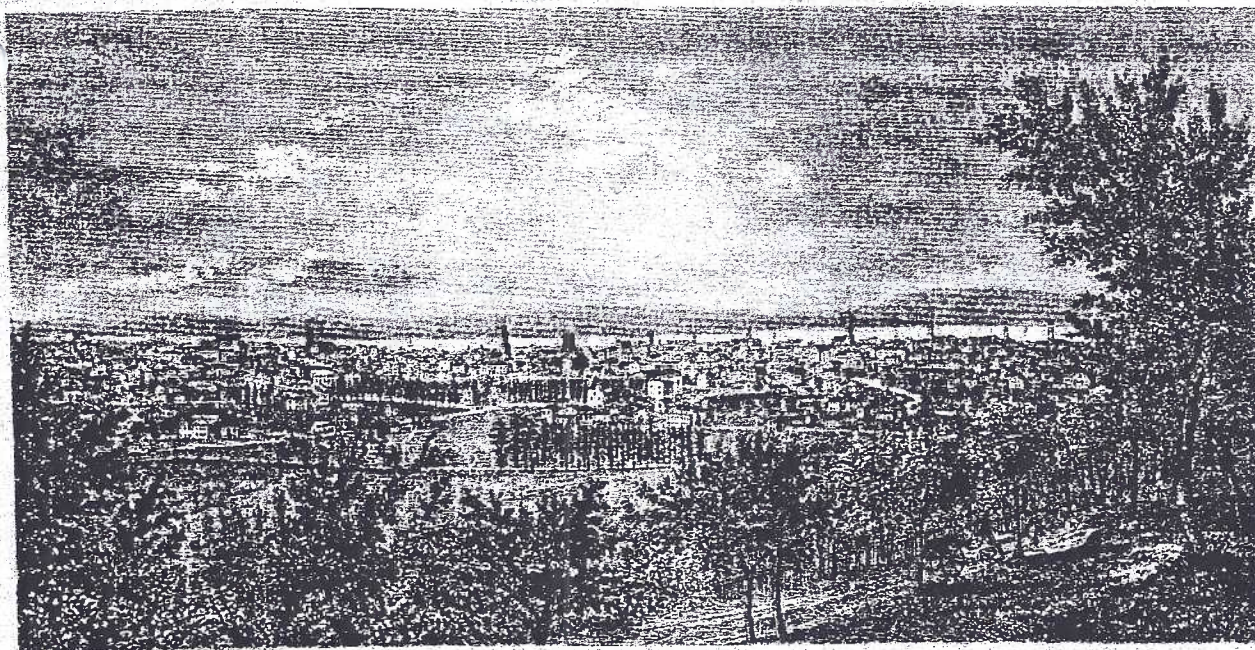
The author would like to thank Drew Nicholson and Henry Chlanda for providing material to fill out this article.

Footnotes 1,2 – Platt's "History of Poughkeepsie (1905; reprinted 1987)

By Lawrence J. Laliberte
Carmel, NY
LARGIN@worldnet.att.net

(This article was chosen as the lead because not only is it informative, it is eminently attractive! That attractiveness cried out for color, thus four pages are herewith presented.

Larry has an extensive "hometown collection" of Poughkeepsie, the "Queen City of the Hudson," as it is known. We see here but a small part. A major emphasis in that collection is the history of the many and varied educational institutions that flourished in, as Eastman's advertising noted, the "City of Schools." [see Figure 22] Larry is currently planning a project that will present the history of these schools, most likely a multi-part effort. One hopes that September will bring the first part! Ed.)



PUBLISHED BY EASTMAN NATIONAL BUSINESS COLLEGE

Eastman National Business College

Poughkeepsie, N.Y. Jan 21 1866

Dear Cousin Will

Collection of Henry Chlanda

Fig 22. A printed letter head used by a student on January 21, 1866. Note the top line "Poughkeepsie, N.Y. On The Hudson. The City of Schools"

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BUYLINES DIPLOMATIC MAIL

A New York Connection

New York City is well known for many reasons. Notable among these is the fact that it is the home to the United Nations. As a result, diplomatic mail addressed to that organization would be rather common...and it is.

There are other locations in New York City to which diplomatic mail has been addressed as a matter of course, but which seem to have been overlooked as a possible source of the postal history of diplomatic mail. One of these is a company—no longer in existence—named **“Buylines, Inc. Personal Buying Service.”** The author has over 20 covers in his Buylines collection.

Buylines was located at 28 Union Square, in downtown Manhattan. The managing director was one Oscar Gavrilovich. The company appears to have been run as a promotional division of “S. Klein’s on the Square,” when the latter company operated out of the Union Square flagship store. Registered examples of mail indicate that Buylines was serviced by the Cooper Station post office.

Mr. Gavrilovich was the consul general of Yugoslavia in New York City during the period from September 1944 to his resignation from the post in September 1946. After his retirement from public office he lived at 1049 Park Avenue, Manhattan. He used that address in his first business—which was as a “diplomatic public relations agent” to provide promotional services to a number of still active diplomats and government officials. He also made accommodations arrangements for hotels and resorts. His brother, Otto, was also well known in diplomatic circles because he had been the Yugoslav Secretary of the Treasury until opening a retail clothing store in Manhattan. *(The two brothers appear certainly well positioned to be connected to a “buying service” which catered to diplomats! Ed.)*

One tends to think of diplomatic mail as being urgent communications utilizing special “pouch” or courier delivery, for example to update an ambassador on an important treaty in progress. As the Buylines covers will show, however, much mail of diplomatic origin is of a far more mundane nature. The study of diplomatic mail is an interesting but somewhat neglected area of postal history. Further, it can be very rewarding in the study of history, political science and commerce!

The most interesting cover in the Buylines collection is a registered envelope (see **Figure 1**) from Frikas Meieris, who was a member of the “Lithuanian Legation in Rio de Janeiro”. It bears the aforementioned New York, NY Cooper Station back stamp in magenta. This cover was sent in September 1950, over five years after the Russian takeover of Lithuania. At the time it was forwarded, only Sweden and the Communist-controlled nations recognized a “Communist Lithuania.” Most Western countries considered Lithuania as an “occupied territory.” There was, however, no “government in exile.” Lithuanian consulates still existed in many countries, including the United States. These consulates did not represent the Soviet government, but rather “Free Lithuania.” This cover is from one such consulate.

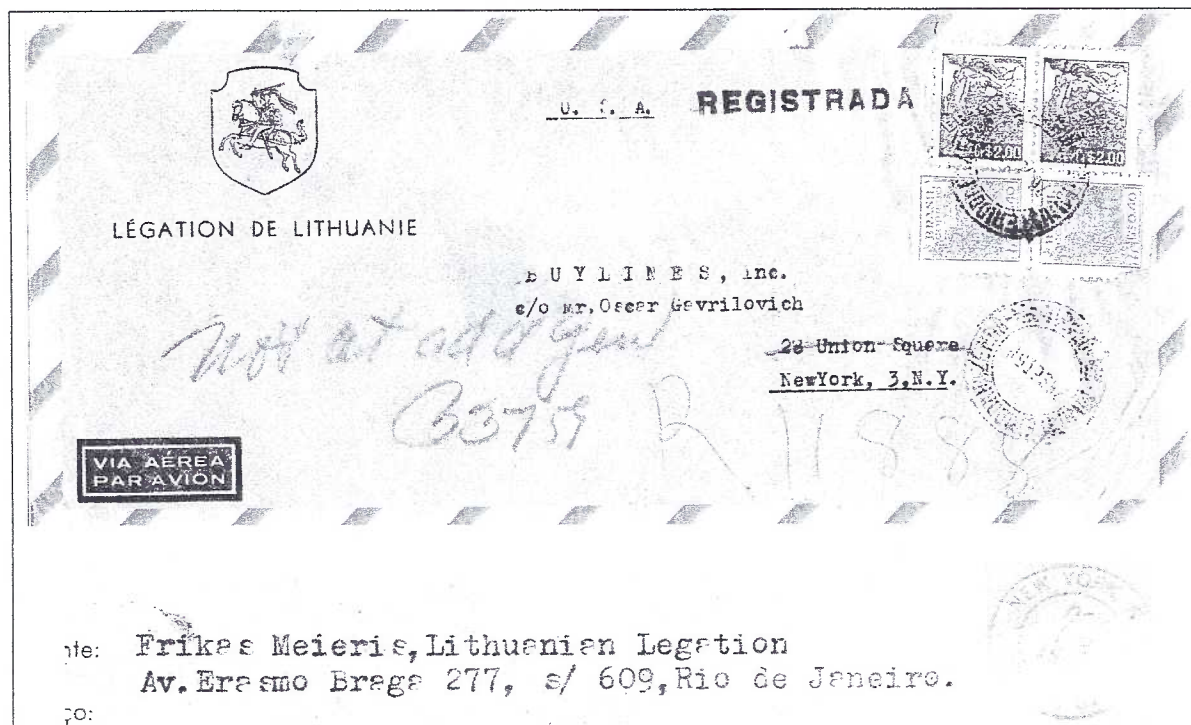


Fig. 1 – "Legation de Lithuanie" 1950

Another significant cover is from the "Chinese Embassy, The Hague, The Netherlands." (Figure 2) It is cancelled November 14, 1949. At this time the embassy would either be representing an exiled government in Formosa, or would be in the process of switching allegiance to the Communists. The "Red" government had officially taken control of the mainland on October 1, 1949, a mere six weeks prior. The embassy is most likely representing the Nationalist Chinese government in Taiwan because the communists would not have had time to present credentials to the Dutch. Even if the "Reds" had done so, it is unlikely that The Netherlands government would have immediately recognized the Communist regime in China.

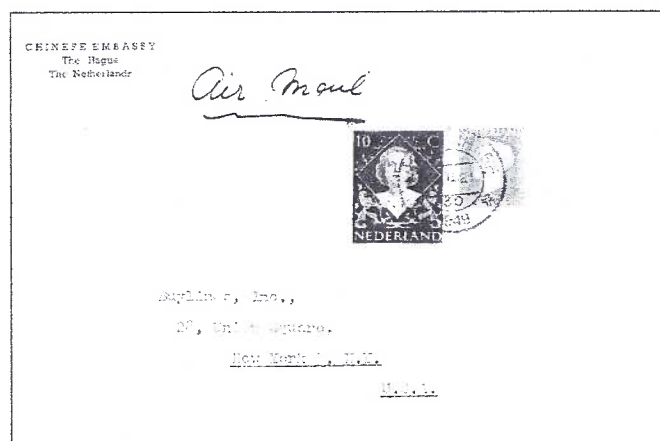


Fig. 2 – "Chinese Embassy" 1949

The third envelope is from the "Foreign Service of the United States of America, located in Colombo, Ceylon. (see **Figure 3**) It is cancelled in Washington, DC in 1949, and carries the diplomatic mail marking "Article originally mailed in country indicated by postage." This indicates that the cover was sent enclosed in the diplomatic pouch. U. S. diplomats were permitted to use the Diplomatic Pouch for personal mail in certain countries provided a series of regulations were strictly followed, including use of the appropriate foreign postage on the envelopes. Colonel Smith (columnist for *Western Stamp Collector*, now *Stamp Collector*) obtained a list of these regulations from the U. S. Government under the "Freedom of Information Act (FOIL)."

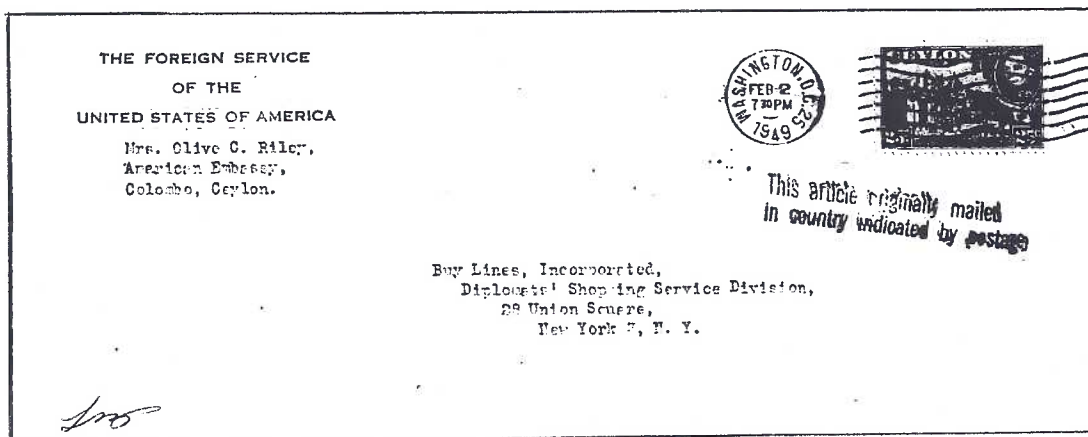


Fig. 3 – "Foreign Service of the United States of America" 1949

The fourth cover (**Figure 4**) is a 1948 "On State Service" official envelope bearing the imprint "Communication Section" at lower left; it also bears a proper journal number with the suffix "48," which indicates the journal year in which it is recorded. On the reverse is found 53 ½ Annas postage (King George VI design) overprinted "Interim Government" (in Burmese) along with "Service" (in English), confirming its "official" origin. It should be noted that 1948 was the year Burma gained its independence from England. (*One wonders what was being inquired of from the "Buying Service." Ed..*)

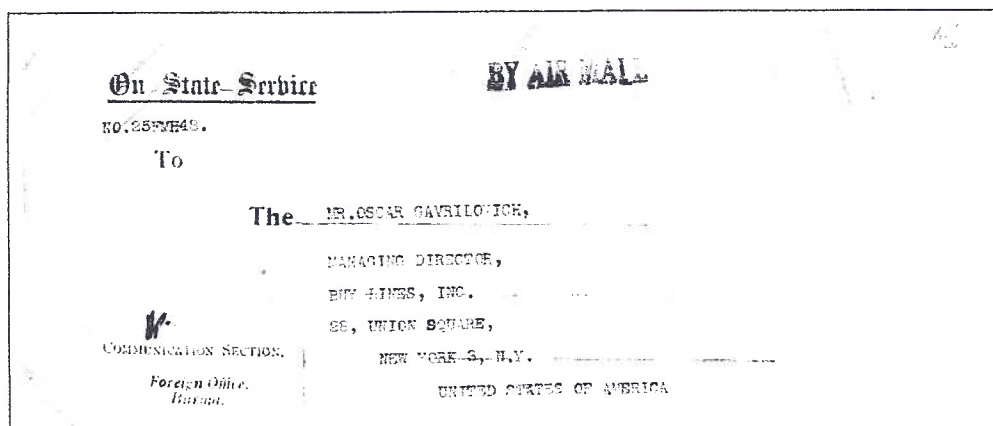


Fig. 4 – "On State Service" (Burma) 1948

The final cover presented (Figure 5) is one mailed in 1949 by the “Military Attache” of the “Embassy of Turkey” in Paris. It was originally marked “T/0,41” (indicating postage due), but that was voided, apparently by the same postal clerk who had originally marked it.



Fig. 5 – “Ambassade de Turquie” 1949

All of the covers range in time from 1948 to 1950. I do not know how long the company remained in business or if any other covers exist. I have been in contact with other collectors of diplomatic mail, but no one has been able to provide any further information on the company. *(If any ESPHS members have additional covers or information they would like to share with Peter, and of course EXCELSIOR!, please contact Peter at the e-mail address given below, or the Editor at the e-mail address given on page 2--please note that it is a new e-mail address! Ed.)*

By Peter Peloquin
Mahopac, NY
petepelo@aol.com

(Peter Peloquin is a member of the Putnam Philatelic Society, to which I also happen to belong. When I became Editor of the EXCELSIOR! I discussed my appointment and the advantages of ESPHS membership at a meeting. Peter, whose collections are huge in both scope and variety--including the truly exotic--immediately offered to pen an article with a New York State connection. I immediately accepted knowing his width of material and depth of scholarship. I am immensely pleased with what he brought forth; I hope you will be as well.

Peter has taken an application blank for membership in the ESPHS, and I hope he will exercise it. Editor)

COLUMBIA COUNTY CORNER

Introduction

As a resident of Columbia County and a new player in collecting New York State postal history, it is by logical extension that I present some items from various towns in my county. These are items collected from the viewpoint of an absolute beginner, and are simply covers that caught my attention and please my eye.

Chatham and Associates

Chatham, from an historical perspective, was formed from parts of Canaan and Kinderhook in 1795. From a postal perspective, the matter gets a little more complicated.

The original **Chatham** post office, which opened on September 13, 1811, was transformed into the **Old Chatham** post office on February 8, 1881. On this same day, the second **Chatham** post office opened and is still functioning. An interesting cover from the second post office era is shown in **Figure 1**.

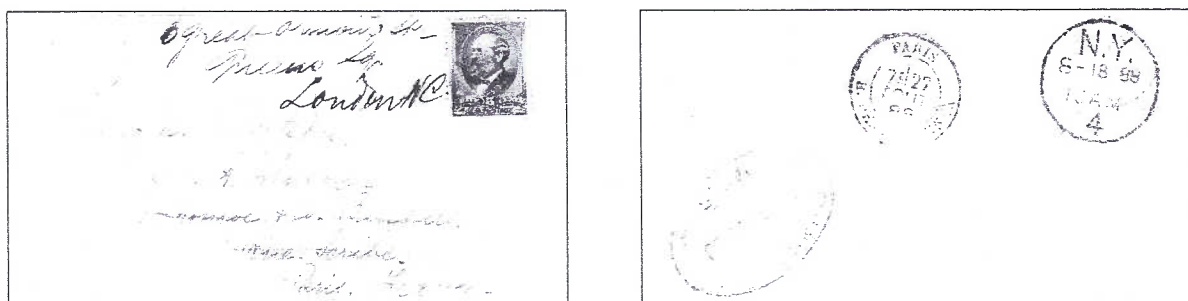


Fig. 1. This cover was mailed at Chatham, August 18, 1888. Transit mark shows the cover arrived in New York City on the same day. When cover was received in Paris, France on Aug. 27th, the intended recipient (Miss Culbertson) had moved, and it was re-addressed and forwarded to her in London.

(This cover appears to be an excellent example of one from the "Gilded Age," when the tendency of the "very rich" and/or their children was to travel "on the Continent." Mail was often addressed to a bank or banking firm—as this one is—wherefrom the traveller could retrieve letters, or more importantly, draw funds. This was especially important for a Victorian woman travelling alone, according to the customs of the day. Ed.)

Another post office in this area was known as **Chatham Four Corners**; it was established on May 13, 1812. This post office continued in operation until December 7, 1869, at which point the Chatham Village post office took over (which on February 8, 1881 also blended into the Chatham post office). A cover from **Chatham Four Corners** post office appears in **Figure 2** on the next page. Chatham Four Corners was originally called "Groat's Corners" after Captain Peter Groat, a major land owner who also served as its second postmaster. The "four corners" in the name results from its situation on the crossroads of the Albany--Hartford and Hudson--New Lebanon roads.

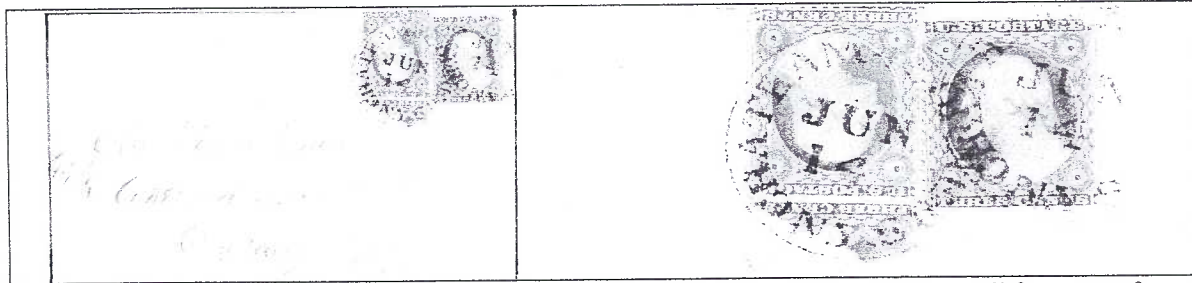


Fig. 2. Double-rate cover mailed on Jun 14, 1877, franked with two stamps plus a small fragment of a third, which enables them easily to be identified as the 3 cent 1857 issue (Scott 26).

A further Chatham "associate" is the **North Chatham** post office which opened on November 4, 1826, operated until May 10, 1842 when it closed, only to be re-established on June 7, 1844. It is still in operation today. According to Ahlquist, the earliest known manuscript cancel is from 1829; one of more "recent" vintage, mailed in 1864, is shown in **Figure 3**.

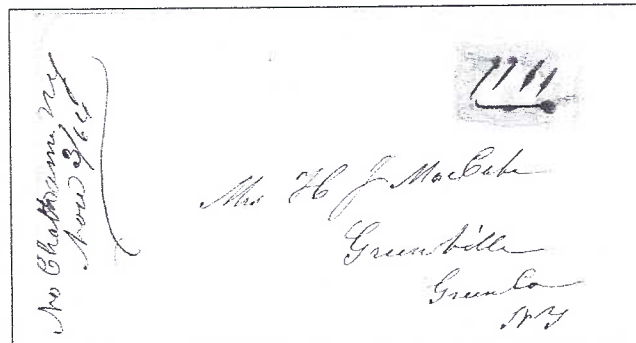


Fig. 3. No Chatham NY/Nov 3/64, 3 cent rate to Greenville, Green Co..

One final cover, also from the **North Chatham** post office, is shown in **Figure 4**. It was mailed to Hudson, New York (also in Columbia County) in 1900. Of note is the Doremus Type B "Hudson machine" "cancel back stamp.

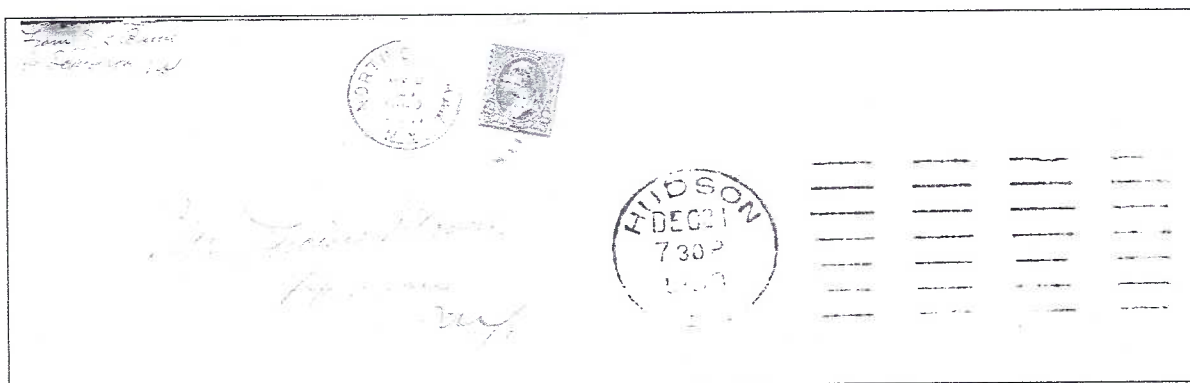


Fig. 4. Doremus Type B "Hudson" machine

With the approval of the editor, I would be delighted to continue this “mini-series” about my home county as time permits and as my collection hopefully expands.

By George DeKornfeld
Ancramdale, NY

(George has a busy dental practice and is father to a middle-school youngster; he is also an avid hunter, as one might expect living as he does in the hills of Columbia County. He not only collects Columbia County postal history, but avidly pursues duck stamps and revenues. We all look forward to his continued contributions. Ed.)

* * * * *

THE PUZZLE BOX (#1)—“Poquag” Update

Pouquag—What’s in a name? Bill Hart and Robert Dalton Harris have both contributed to solving this little puzzle.

Bill Hart has forwarded an example of the Bernadt, Type 8 cancel (in red) described in the September 2003 issue: **POQUAG N.Y./OCT 11. (Figure)** The address adds confirmation its presumed Dutchess County attribution—“Poughkeepsie/D.C.” D.C. is definitely a local addressing style. Another nice aspect of this cover is the manuscript “11” in the day-date position, which did not strike clearly. Obviously the postmaster wanted no doubt remaining about the date of cancellation (*Refer to R.D.H.’s commentary on the proper dating of covers in “Postal Routes” on page 31 in this issue.*)

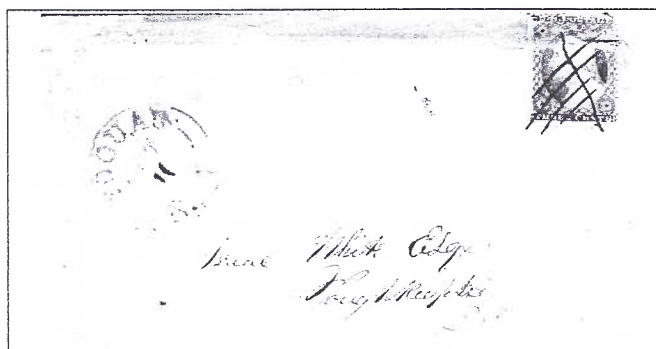


Fig. POQUAG N.Y./OCT 11, “Poughkeepsie/DC

Bob Harris wrote last December “that the 1840 *NY Postal Route Gazetteer* gives Route 519 running thrice weekly in stages between Poughkeepsie and New Milford, CT, [on a road] between Beekman and Paulings. (*This was the main southern cross-county road; Paulings is another name for the present day Pawling. Ed.*) A stop is listed as **POUGHQUAG**. On the map it is spelled **POUGHQUAIK** (*Certainly phonetic spelling, with a local inflection! Ed.*) The accompanying **OR** has it spelled, **POUGHQUAY(!)** The *NYPRG* gives nothing to **POUQUAG**. [It] sounds like any Suffolk Co. association is fictitious.”

I think this puzzle is as solved as it can be!

The Editor

NYC FANCY REGISTRATION CANCEL—UPDATE

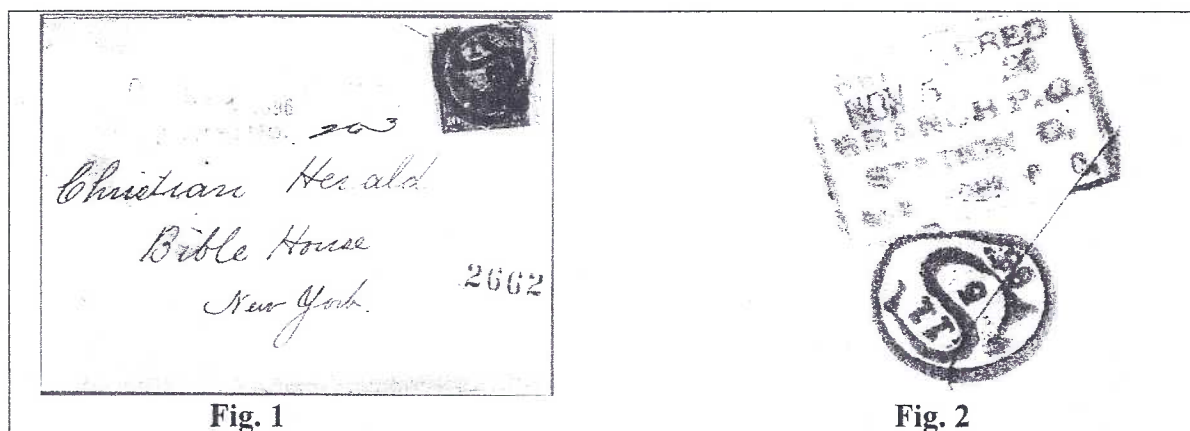
(John Nunes in his article upon which this update is based stated: "This author is unaware of any stamps on registry cover [that] used this "backstamp." I have possessed this distinctive cancellation on a stamp and on [a] cover and [I] am interested in [hearing from] any reader who has a cover with the stamps being cancelled with these NYCGPO registry examiner CDS." Editor)

In a 2000 article published in the *BULLETIN*, John Nunes described a group of cancels that were applied on registered mail by the registration examiners of the New York City Post Office. Although these cancellations are rather common as receiving marks on the reverse of registered covers, they do not appear often to have been used as stamp cancellations. And their interesting design makes them a "fancy" cancel, in my view.

The recent purchase of a cover produced a nice surprise and a possible explanation for that occasional use of a receiving device as a stamp killer. The registered letter shown below (**Figure 1**) was mailed in Ogdensburg, N.Y. on Nov. 4, 1896. This is clearly illustrated by the straight line marking, date and registration marking applied at the Ogdensburg post office. However, it appears that the dispatching clerk neglected to apply a mute cancel to the stamp. It is impossible to determine if the stamp is Scott 258 or 273 without establishing if a watermark is present, which I have not accomplished to date. The 10 cents stamp paid the 2 cents first class postage and the 8 cents registration fee (without indemnity) that was in effect from Jan. 1, 1893 to July 1, 1898.

The letter reached its destination (NYC) where the registry examiner applied the appropriate receiving mark on the reverse. (**Figure 2**) It appears that the examiner noted the stamp was not cancelled, and he subsequently applied the circular date stamp portion of the receiving mark to the uncanceled stamp.

This is one mechanism for the placement of a "fancy" registration cancel on a stamp. And it supplies John Nunes with an example of its use.



Reference: Dr. John J. Nunes, *ESPHS Bulletin*, June 2000 (pg. 12)

By Nick Zevos
Potsdam, NY/Athens, GA

OLD NUMBER 72—A SLICE OF COLESVILLE HISTORY

Reminiscences of a Highway Post Office Employee

(This reminiscence was provided through Al Guenzburger. The author is not an ESPHS member. But because the article contains little-known facts about the general as well as day-to-day operations of the Highway Postal System in New York State, beginning in the 1950s until its demise a decade later, it is being offered. These busses must have been wonderful to see as they travelled the highways and byways of the Empire State. How many members remember this extinct species of postal vehicles only in photographs. I am one; I grew up in the City of Yonkers where we had carrier delivery, thus I missed seeing this unique phenomenon. Enjoy, as I did! Ed.)

A very important part of American postal history is still there in Colesville (Broome County, east of Binghamton. Ed.). sitting along the Colesville Road where Bill Prentice, the well-driller, lives. It has been there since the 1960's when the Highway Post Office was taken out of service and the Zip Code (Mail Distribution Centers) was introduced. Many adults were not even born when the Highway Post Office came through Colesville, and others are too young to remember this occurrence.

HPO #72 was made by the White Motor Company in 1948. It was preceded by a 1946 Mack and replaced by a 1958 Twin Coach. (Other HPOs were replaced by a 1956 Twin Coach.)

These three makes of busses carried the mail in New York State for about 17 years. It has a gradual beginning in 1946 when passenger train service declined and the mail cars (the Railway Post Office-RPO) were taken off. The HPO (Hypo) replaced the RPO in sorting mail en route between stations. It too had a gradual demise when the mail distribution centers were phased in.

During part of this time #72 was in the mail service under the Treasury Department. It was owned first by the Federal government before it was sold in 1955 to a mail contracting firm. Old #72 wasn't acquired by another mail contractor until 1957, when I took it over as manager of Intercity Transportation.

I joined the HPO System as a mechanic in 1953, when it was government owned, which is why I stayed with them in 1955 when they were sold to Intercity Transportation Company of North Little Rock, Arkansas, as manager of the HPO's I once serviced. This led me to being appointed the manager of all the HPO's based in New York. (There were other HPO's that came **into** New York, but they were not based there.) Also, there were still RPO's that hadn't been taken out of service. I stayed with the Highway Post Office until 1960, when they started to phase in the Zip Code and I began to lose runs.

The mail service was under the Treasury Department during my time. The mail clerks wore Treasury badges and were armed; they had the authority to protect the mail! This changed under the Zip Code when the Post office Department became an independent agency of the government.

As a manager of Hypo's I got to know the mail system; I covered every route, and in emergencies I found myself in the position of replacing a driver. To me HPO #72 brings back memories of the glory days of the post office.

Under the Hypo Colesville had better mail service than today. It was one-day

service with the mail picked up and sorted in route. The Albany, Oneonta and Binghamton HPO came through Colesville about 11am and on its return it came through about 2pm. It had three stops in Colesville, Sanitary Springs, Harpursville and Nineveh.

The HPO coming through Colesville met the north bound Utica Hypo in Oneonta where it picked up the south bound mail that was sorted in route. For instance, a letter mailed in Windsor addressed to any place in Colesville would be picked up in Oneonta and arrive at one of the Colesville post offices two hours later.

It must be fate because Colesville has the only HPO remaining in New York State. There is another restored one exhibited at one of the restored tourist traps of the Pony Express. The Hypo had the nickname "Pony Express." There was a similarity—they both had their way stations where they were picked up and dropped off mail.

Like its RPO predecessor, the HPO had its share of romance, excitement, adventure and robberies. I was fortunate not to have had any robberies, there were mostly confined to NYC and the western states. (*It's now obvious why the HPO clerks when under the Treasury Department carried pistols! Ed.*) There was always trouble on the road and sometimes during heavy snow storms the clerks had to carry the mail on foot, but the mail always got through! The slippery roads also were the cause of accidents. In fact, one such serious accident happened in Colesville. The driver, William Smith, was hospitalized. The Albany HPO #104 hit a bakery truck where Hawkins Housing is now and was forced into the creek.

The HPO also had a heart and went out of their way to do favors for people. They made unscheduled stops and had a human side, as in the case of a little orphan girl who lost here parents in a car accident. She was living with an aunt not far from the post office, where her history was well known. Every night after school she waited in front of the house where she lived to wave at the drivers and clerks. When the little orphan girl missed a night the clerks were disturbed.

This little girl was only about 8 or 9 years old the last year that I was with the Hypo's. Just before Christmas the clerks took up a collection to buy her a Christmas present. On the last run before Christmas the Hypo made an unscheduled stop at the little orphan's house and one of the clerks got off and made a personal delivery of a beautiful gift-wrapped clock radio from Santa Claus—shipped directly from the North Pole! (It even had the North Pole cancellation! The mail clerks made their own cancellation mark and changed the date every day.

There was an old saying that the three fastest forms of communication are the telephone, telegraph and to tell a mail clerk. Sitting in the office as manager of the Intercity Transportation Hypos, I knew the news before the newspaper printed it!

During Governor Nelson Rockefeller's term of office, he made an inspection of the Colesville HPO. Shortly beyond Worchester on Route 7 three State Police cars stopped #104 and a limousine pulled in front. Governor Rockefeller got out and climbed on the bus and shook hands with the driver and mail clerks. He asked a few questions about how things were going. It was a surprise visit that must have had a reason: Intercity Transportation Company was owned by the Union National Bank of Little Rock, the chairman of the board of directors was Nelson Rockefeller's brother, Jack.

That's the story of a little known piece of Colesville history—how it was serviced by HPO Old Number 72. Colesville's history has been neglected over the years, because for

a little place it can boast of more history than most larger places. In pioneer times Colesville was a metropolis. The Susquehanna River was the highway of the wilderness. The turnpike over Cole Hill was a short cut to Binghamton, which is why the traffic through here made the history for Colesville.

By Ralph Hendrickson
Colesville, NY

THE PUZZLE BOX—Short Presentations About Puzzling Pieces (#2)

This issue's puzzle comes from Roger Rhodes, Secretary/Treasurer of the U.S. Cancellation Club. Roger e-mailed Al Parsons that "...I discussed with you cancels from Warsaw, NY that resembled **serpents**. [Here] are two on [Scott] UX3 [postal] cards. They appear to be more than just blobs. The ...Apr. 28[1874 example] (**Figure A**) can perhaps also be described as a man's head, but the [May 7] **Figure B**) really appears more to be a serpent."

Photocopies from which the figures below were reproduced were examined at the Cover Mania 6 meeting of the ESPHS on February 15. Those present agreed with Roger's observations, especially because of the apparent "serpent's tongue" in Figure 1B. (arrow) What do you think? Is this the head of a serpent?

This "fancy" cancel does not seem to appear in either Cole or Whitfield. If you have a similar, perhaps clearer, example, or have additional observations, please contact Roger at roger.rhodes@basell.com or Al Parsons and the Editor (our e-mail addresses are found on the inside of the front cover).

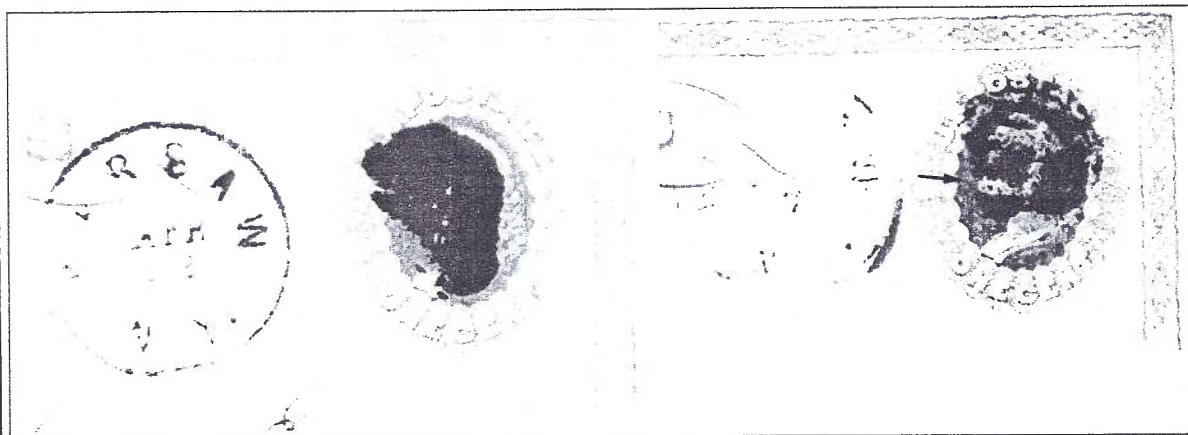


Fig. A. Warsaw, N.Y./APR 28

Fig. B Warsaw, N.Y./MAY 7

POSTAL ROUTES

Some Remarks Occasioned by John Lange's Study on the Carriage of Letters from Saratoga County

(The "Introduction" of this article is taken from an abstract of a presentation that the author will make at "Networks," 18-20 June 2004, in LeCreusot, France, which is an academic conference. He is a world-class expert on the history of postal routes, traffic and commerce—the networking of people, communication and business. This is evident from the depth of the scholarship presented. I have included this because of the useful overview it provides and the reference presented therein. Ed.)

Introduction

Postal topography began in England in 1677 with a map portraying England's postal establishment by six "trees" with their "branches" radiating from London. Mail between "trees" went through London. This, then, was 'hub and spoke.' When "cross-posts" were established between the "trees" these "country mails" were altogether farmed out. In America, the English colonies were being mapped with a single post road running from Maine to Georgia, accompanied by a long topological paragraph describing the postal shuttle and timing from place to place along the route. This remained the Main Line when the United States reorganized its postal system with numerous "cross roads," which however mostly did not cross between so much as a main road. The riverine geography of America readily made streams of the "branches." So the mails, too, could be made to accumulate as did the waters, by vehicle and schedule and frequency to accommodate the flow. The reorganization of the Post Office Department in 1836 included the installation of a design for the local accumulation of mail as well as for the dispatch of the principal mails among the hubs.

Congress provided for full printed documentation of this reorganized postal establishment, including postal revenues of each office, the schedule and route of each mail contract, and a topographic map of all routes and offices in the country. From these the author has compiled and published the *New York State Postal Route Gazetteer* and most recently completed an index by post office of all mail service among almost 1500 post offices in New York State in 1837. The design of a local postal network emerges in every detail (including a power law relation between local revenues and the frequency of mails). As well, a principle for the self-organization of intensive postal development emerges to complement the overall design of the system. Over time, transportation miles, not mail frequency, would dominate the scale-free behavior of the system as a whole.

The interaction of these incommensurate networks was understood to constitute a zone of perfect freedom for the entrepreneur.

The Remarks

The postal facilities of Colonial America had been rudimentary; the most vital contacts were between the separate colonies and England rather than among the colonies themselves. Indeed, the single post road shown on the Moll map of 1715, paralleling the

Atlantic coast from Maine to Georgia, may have been intended more as a sign of English claims vis-à-vis Spanish and French interests in America than as a facility to promote colonial intercourse. But, as the various colonies united in revolt against England, so, too, was an American postal system deemed vital to the consolidation of their various self interests. The Constitution, vesting in Congress the responsibility to establish post offices and post roads, led to a rapid expansion, not only in terms of more frequent exchanges among the Atlantic coast ports but also to connect these cities with their respective hinterlands. By 1800 the United States was so webbed with a profusion of post offices and post routes that a number of Distribution Post Offices were named to more effectively direct mails exchanged among the various states.

Distribution Post Offices

The idea of the Distribution Post Office was not new. Although the United States had established its independence, its postal practices had clear antecedents in the postal history of England. A postal system with a hub-and-spoke plan connected London with the rest of England in the early 17th century and, in 1860, William Dockwra had invented a system of district post offices to serve London with a Penny Post. Dockwra divided his terrain into districts, centering in each a main office to receive letters and from which to deliver letters within the district. Those directed to addresses in other districts were dispatched to the appropriate district office for final delivery. This was the idea behind the Distribution Post Office scheme, too, but applied to states rather than districts, and where, because of geographic extent, there might be more than one distribution post office per state.

Interstate letters were collected and exchanged among the Distribution Post offices, while in-state letters continued in the course of the mails, as before. [It should be remarked that the Distribution Post Offices were given an administrative function, too, to enforce the collection of interstate letters, which initially raised some questions regarding the issue of federalism versus states' rights. But, even as their role in the actual sorting of the mails was gradually superceded by the railway post offices later in the century, they proliferated with expanded responsibilities as a intermediate in the administration of the postal practices of the small offices in their districts.]

Regular and Special Routes

It is in this context, then, that John Lange has made such a valuable contribution with his recent articles in this Journal (Fall 2002, and repeated Spring 2003) entitled "Postal Routes in 1837-1841 and How They Influenced the Delivery of the Mail Originating in Saratoga County, NY." Therein, John uses *Postal Route Gazetteer Part I: New York State 1839*, which I compiled for the Printer's Stone more than ten years ago. The most important part of the *Gazetteer* is a reproduction of the report of the contracts for transportation of the mail within the state from 1 July 1837 to 30 June 1841. Each numbered route in New York State (550-880) is given an itinerary of post offices, a distance in miles, "and back," with a frequency and mode of conveyance. Then follows a schedule for traversing the route in each direction. Bidders and terms are tabulated and the successful bid explicated. In this manner, 1450 post offices in New York State were webbed together with 380 numbered post roads. Additionally, there were 93 unnumbered

routes, special routes, most of them for the service of special post offices lying off the numbered routes. The postal map of these routes, which is the second most important part of the *Gazetteer*, translate these tables to a plan, coded according to the frequency of the mails.

ROUTE No. 650.

From Ballston, by West Greenfield, Greenfield Centre, Porter's Corners, South Corinth, Corinth, and Luzerne, to Caldwell ; 38 miles, and back, once a week.

Leave Ballston every Tuesday at 6 a. m.; arrive at Caldwell same day by 6 p. m.

Leave Caldwell every Monday at 6 a. m.; arrive at Ballston same day by 6 p. m.

Bidders' names.

Sums per annum, according to the terms contained in foregoing advertisement. (See also page 204.)

George C. Weed, - - \$300. Accepted May 31, 1837.
Obadiah Almy, (544) - - 300, in sulkeys.

Contract with George C. Weed dated 16th of August, 1837 : to commence 1st of July, 1837 ; to expire 30th of June, 1841.

Leave Ballston Wednesday at 6 a. m.; arrive at Caldwell same day by 6 p. m.

Leave Caldwell Thursday at 6 a. m.; arrive at Ballston same day by 6 p. m.

Sample of a postal contract (Route No. 650)

Schedules: John Lange's Examples

To this 'lacy' of post offices, linked by mail routes coded for frequency, must be added the schedule; the direction in which the routes are traversed, and the times of departure and arrival. It is in these details that the design of the postal network may be discerned. It is as if the plan of post offices and post roads provide the warp and woof of a co-ordinate system, upon which the schedule might be embroidered.

John's examples all original within Saratoga County and, with one exception*, are addressed to post offices within the State of New York, three (1,2,3) within Saratoga County.

Mechanicsville (3 May & 29 Nov 1841) to Troy

1 Rexford Flats (11 Apr 1838) to Ballston; (10 Jun 1838) to New York City

2 Jonesville (10 Feb 1840) to Wilton

3 Stillwater (7 Nov 1839) to Ballston Spa

*Waterford (6 Aug 1837) to Vergennes, Vt

Saratoga Springs (25 Aug 1838) to Newburgh; (8 Nov 1838) to Meredith; (7 Nov 1838) to Verona

Schuylerville (8 Feb 1838) to New York City

West Greenfield (24 Jun 1841) to Albany

Ketcham's Corners (27 Feb 1838 & 11 Feb 1840) to North Amenia

Greenfield Centre (19 Mar 1840) to Castile

Ten origins [15 covers]: the two to New York City are both for Law & Todd but from different writers (Rexford Flats & Schuylerville); Mechanicsville & Ketcham's Corners origins are both represented by to examples, shown together.

All but one (Mechanicsville 29 Nov 1841) fall within the period covered by contracts detailed in the *Gazetteer*.

Two of the ten origins shown above are served by four routes, four by two, and four by a single route. In all, ten numbered post roads and a single special route are implicated by these origins. Frequencies vary from weekly to daily.

Shuttle and Circuit Routes

The typical post route is a shuttle between two termini—from A to B and back—so that intermediate offices are visited twice during each run. Thus the postal system may favor hinterland development at the same time as the mails accumulate to the advantage of the centers. But, one of these post routes of Saratoga County was a circuit, rather than a shuttle, in which each office was visited only once—an anomaly which was probably related to the sparse settlement of Saratoga County on the verge of the Adirondack wilderness, and the necessity to visit as many post offices as possible with a minimum of travel.

The typical special route served as an out-of-the-way office, without intermediate stops. The contractor's compensation in this case would be limited to the net postal revenues of the special office. Special routes had been provided for from the beginning of the establishment of the postal system of the United States as a means of extending postal facilities to remote regions without expense to the department, without having to wait for Congress to establish a post road. Special routes and special post offices were rare, however, until the reorganization of the post office in 1836 when they became an increasingly important strategy for providing service in developing regions.

The special route in Saratoga County was originally set to supply Vischer's Ferry from Schenectady "7 miles and back, twice a week," but by an order of 15 April 1838-9 Vischer's Ferry was to be supplied instead from Rexford Flats. We should note, as well, that special routes might be prescribed in frequency but not according to schedule—a detail that was left to the self-interest of the parties involved in establishing the postal link in the first place.

Route Adjustments Between Contract Advertising and Letting

Two daily mails served Saratoga County during this period, contract routes 544 and 545. Route 544 was advertised to be run between Albany and Whitehall daily in four-horse post coaches, but was let to a contract to originate instead at Troy. While the intermediate offices remained the same as had been called for—"From Troy, to Lansingburg, Waterford, Mechanicsville, Stillwater, Bemus Heights, Schuylerville, Northumberland, Fort Miller, Fort Edward Centre, Fort Edward, Sandy Hill, Kingsbury, Fort Ann, and Comstock Landing to Whitehall; 72 miles, and back, daily, in four-horse post coaches"—a complex branch had been added at the instigation of the contractor." The contract stated: "and three times a week, from Mechanicsville by Maltaville, Malta, Balston, Saratoga Springs, Wilton, Fortsville, and Moureau to Sandy Hill; 40 miles and back. The thrice-weekly shuttle between Mechanicsville and Sandy Hill effectively included the circuit (Wilton, Fortsville, Moreau, Gansevort, Wilton): "one of the trips by Gansevort instead of Fortsville." Complex indeed: route 544 was one of the most convoluted routes to be let in New York State at that time.

Route 545, "from Albany, by Schenectady and Balston, to Saratoga Springs; 38 miles, and back, daily, in railroad cars" also had Albany dropped as the point of origin:

“accepted January 17, 1838, for daily service: to commence at Schenectady; to take effect from 1 July 1837” (by the Saratoga and Schenectady Rail Road), but with the added note “Contract not executed.”

Railroad service had also been accepted in the same fashion from Albany to Schenectady (541: by the Mohawk and Hudson Rail Road) and Schenectady to Utica (541a: by the Utica and Schenectady Rail Road). That the contracts had not been executed at the time of their publication had to do with coming to an agreement over the terms of the compensation for the innovation of railroad service of the mail. That the railroads actually did perform at this early date is substantiated by the 1839 Official Register, which show earnings (1 July 1837 to 30 June 1839) as contractors for the mail by David Wood for the Mohawk and Hudson Rail Road Company; John Costigan for the Saratoga and Schenectady Rail Road Company; and Erastus Corning for the Utica and Schenectady Rail Road Company.

Seasonal Adjustments

Four of John’s examples originated on Route 544. The two from Mechanicsville bound for Troy would have used this route exclusively. The post coach was to leave from Whitehall daily at 8 a.m., to arrive at Troy by 8 p.m., making the 72 miles in 12 hours: 6 miles per hour. Winter schedules were stipulated for stage coach services as early as the 1790s, not only to accommodate the uncertainty of the roads due to weather, but, later, to provide parallel facilities when ice would halt steamboat carriage on the lakes and rivers. One of John’s Mechanicsville covers was posted on November 29 and probably would have been carried on the winter schedule. (Certainly his Schuylerville & Ketchum’s Corners covers posted in February would have.) Though navigation on the Hudson usually remained open into December, it might close earlier on some of the [particularly smaller and shallower] lakes. I can imagine a conservative strategy for changing the schedule, on account not only of ice in the water but also of the vagaries of the roads. Does anyone know when the seasonal transportation schedules changed in New York?

Postmark Ambiguities

Postal regulations were quite explicit about postmarking letters—they should be dated when they were forwarded in the mail. But the 1832 Postal Laws & Regulations was somewhat ambiguous. Letters should be postmarked (section 23), “the day of the month on which they were forwarded in the mail” (on the one hand), ([but] on the other) “at offices where there is much business, the work of rating and marking should be performed as fast as the letters are received, and not left until the time of the closing of the mail, when, in the hurry of business many errors might be committed.” Certainly at the larger offices with daily mails there usually would not be any difference in the date of receipt and dispatch, but at small offices with infrequent service a letter might remain in the office for several days before being sent on its way. The 1843 PL&R removed the ambiguity (section 73): “Letters, however, must bear post mark and post bills must be on the date on which the mail leaves the post office.” Several of John’s covers seem to demonstrate the effects of this ambiguity: Jonesville, West Greenfield and Greenfield Centre.

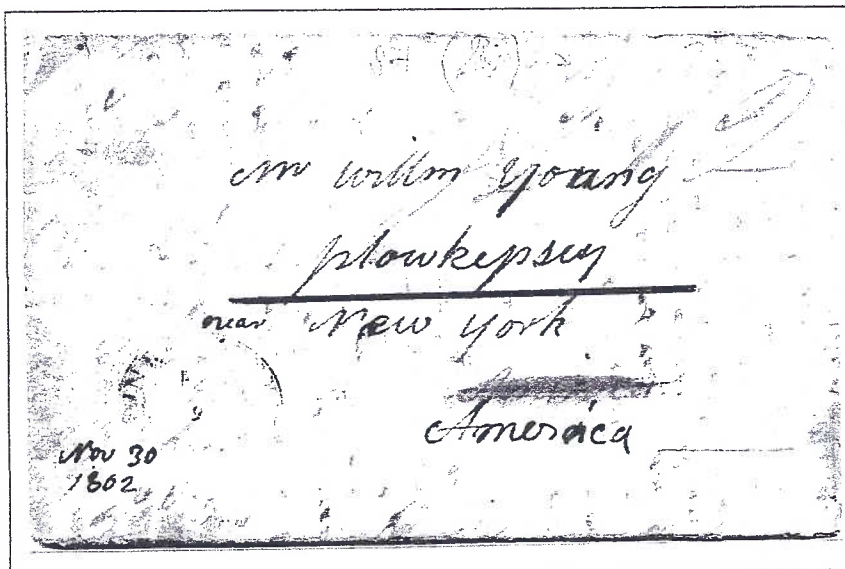
By Robert Dalton Harris
West Sand Lake, NY

(Bob is well known as being co-editor of the Postal History Journal, the journal of the Postal History Society, Inc., along with his partner Diane DeBlois. In addition, they maintain "an American" ephemera business (aGatherin') with which most of the membership is familiar, having seen the booth at many shows over the years. Bob is currently developing an index of post roads in New York State for publication in these pages. Hopefully, presentation will begin in the September issue.)

THE EDITOR'S CORNER (continued from page 3)

A **decision** needs to be made regarding the general layout of *EXCELSIOR*! Larry Laliberte's article is presented in two columns, which is common to many philatelic journals. However, it creates certain "annoyances." For example, a noticeable amount of white (dead) space results, especially adjacent to illustrations. Additionally, certain types of articles appear to be better matched to single-column presentation. And I personally believe it is easier to read completely across the page rather than shifting the eye from one column to another, particularly when an illustration intervenes. Some very good postal history publications still publish single-column, among them the *POSTAL HISTORY JOURNAL*. Larry's article is an experiment, so to speak. What do you wish to see, single or double column? Let us know before September rolls around!

Finally, to the nine people who contributed to this issue, my heartfelt thanks.



From the editor's collection:

How does one spell Poughkeepsie? Is it "Plowkepsay"?
An 1802 FLS from Tipperary (Ireland).

RURAL FREE DELIVERY IN NEW YORK STATE

Part II: The Manuscript Cancel Period

Definition—Identifying manuscript RFD cancels often requires a bit of detective work. To assist the reader in understanding the investigative process I am beginning with a brief definition of a RFD route. It is a postal route established by a special agent or other appointed official of the U.S. Post Office and serviced by a carrier with an existing independent post office as the terminus of the route. The key phrase is “existing independent office,” when it comes to identifying manuscript cancels with limited details at hand. (This has been implied above and will be evaluated later.) In the beginning a typical route was 15 miles one way, when possible arranged in a circuit.

Introduction--Rural delivery as a concept began in New York State, when Elba (Genesee Co.) was approved for three routes on October 15, 1896. Other offices followed in 1898 and 1899 increasing the number to 22 routes in operation. Strangely there are no postal markings to identify this early service. In mid-1900, as many more routes were being approved, the Post Office Department decided to issue canceling devices. Order No. 875 of July 26, 1900 included several relevant regulations:

- The “drop letter” rate would no longer apply within RFD limits.
- The RFD carriers will not bring to the post office mail which may be delivered before completing their trips.
- The stamped mail collected by the carriers will be canceled by them.
- Until suitable rubber canceling devices can be supplied by the Department, carriers will cancel stamps with the indelible pencils recently furnished for use in registering letters.

Only two such early examples have been reported—one from Limerick (Jefferson Co.) and the other from Portland (Chautauqua Co.) The route for the latter was approved 2/15/01 and the known cancel is 2/18/01 (**Fig. 5A**) based on its backstamp.

The system grew rapidly illustrated by the following chart:

<u>From P. M. Gen. Report</u>	<u>Offices</u>	<u>Routes</u>	<u>Average</u>
as of 6/30/01	134	232	1.73
as of 6/30/03	(481)	962	(estimate 2.0)
as of 11/1/03	-	1293	-
<u>From Annual Postal Guide</u>			
1905	706	1519	2.15
1916	914	1966	2.15
1920	860	-	-
1927	887	1849	2.8
1931	843	-	-

The 1905 *Postal Guide* was the first year RFD information was shown in that source. Therein, one finds a section alphabetized by state showing the offices individually with a number where routes exist. In 1912 the information was reorganized according to county. The route data was changed to box holders in 1932; thereafter, an office count can be identified but not the number of routes in a given year.

The *Postal Guide* data represents a “tedious” count of the information presented. The office count has been made for most of the years in the range shown in order to establish the peak number. New routes continued to be established after 1916. They usually represented one route for a given office. The reduced number most likely represents a consolidation due to the introduction of the automobile, particularly where cities expanded into rural areas. While 1920 is noted as a successive low number of offices followed by a rise again in 1927, this probably represents expansion of the system to all parts of the state as the road system improved. It should be noted that by 1916 RFD cancels were almost exclusively the manuscript variety; however, the route numbers shown for that year only represent those that should exist at that time. By that year many offices identified having used both hand and manuscript cancels had been discontinued; this allowed manuscript cancels to potentially be used in somewhat over 1000 offices and on 2000 routes. Verification of these numbers will require year-by-year searching and collating of information gleaned from *Postal Guides*.

Whereas the *Postal Guide* data is comprehensive for the years 1905-1931, the information presented from the *Postmaster General Report* is all that the author has found preceding 1905. One thing of interest can be learned: The average number of routes per office is primarily statistical but the *Postal Guide* data does show consistency.

The earlier data illustrates the Post Office Department’s goal of emphasizing routes created in the early years. Only the first report listed numbers of offices. If we estimate a mid-1903 average of only 2.0 routes per office, the number of offices comes to 481. Since the government stopped issuing hand stamps as of July 1, 1903, it may be reasonable to estimate the number of offices issued hand stamps at 500. From this assumption the number of offices using only manuscript cancels should be more than 500.

Developing a Type List for Manuscript Cancels—There are several sources that illustrate what has been discovered regarding manuscript cancels. A list was distributed a number of years ago to the ESPHS membership based on a collection of NYS RFD cancellations, identifying the type but not the year, and including offices that are known to have hand cancels. There were 466 offices listed, but a comparison to the *Postal Guide* indicated that approximately 5% never had routes. (This represents misidentified cancels, which will be discussed later.) Richow used this list in his research. A review of the subsequent list developed by Richow indicated some 500 offices with manuscript cancels, many of which initially also had hand stamps. The author reviewed Richow’s list in detail; 67 entries were found to be unacceptable—resulting either from offices that had never been assigned routes or non-New York State place names. It was most interesting that all of the errors were from the manuscript listing.

The author’s collection contains approximately 400 hand stamps and 245 manuscript examples representing 600 offices; 203 of the manuscript examples are from offices without hand stamps. The relatively lower manuscript number reflects the author’s emphasis on collecting hand stamp cancels. But it is quite apparent that the manuscript types are equally important.

Examination of manuscript data in the Richow list indicates approximately one-half of the entries include dates and more than half are of the Type 11F, also known as the **scribble cancel** (refer to Richow type illustration on page 39), which makes analysis

difficult. In the author's collection more than one-half include dates, while the remainder is keyed to the affixed stamp from which one can establish an estimated date of use. Of the dated examples the peak period is from 1907-1912, which represents about two-thirds of the material. Combining the stamped pieces in the total, one finds the peak of the manuscript period is 1911. Even though the number of offices providing RFD service was increasing, the evidence of carrier canceling was declining. Perhaps the telephone was making "down-the-line" delivery less important. The author has noticed in the correspondence of the period reference to the availability of the telephone.

With the cessation in 1903 of the issuance of hand cancels, it became necessary for the manuscript method to be used. Edith Doane reported (*COVERS MAGAZINE*, 1934) a directive to postmasters--dated July 27, 1903-- which directed them to instruct their carriers to cancel all letters collected and delivered *en route* with an indelible pencil; all other letters collected were to be treated as though they were received direct to the post office. This was elaborated upon in the *1907 Supplement of the Postal Laws & Regulations*. The relevant portion stated that mail matter collected by a rural carrier, which can be delivered prior to his return to the distributing office, shall be cancelled across the stamps with an indelible pencil showing the date, name of the distributing office, state and number of the route. This complete cancel is known as Type 11 in the Richow classification system. It is usually seen in the early period after July 1903, but the lesser detailed types become more common with the passage of time, and the **scribble cancel** is the most common. (*As a rural carrier sitting inside a cramped wagon, truck or car in those early days, one, can imagine what went through his mind when he was faced with having to write all that information with a pencil on a small card or cover, over and over! No wonder the result was often an unreadable scribble and incomplete information provided. Ed.*)

The guidelines presented above resulted in manuscript cancels being denoted as "down-the-line." This description should be taken with caution, since 5% of the author's manuscript examples **do not conform** and many of the errors previously noted likewise do not. The latter are frequently offices that have been discontinued, that may or may not have had a route, but are subsequently served by an office that has routes. The discontinued office represents a place name that is valid for delivery, but the "serving" office is the RFD office. If the cancel is the "scribble" type, classification becomes difficult, and one frequently needs to play detective. This primarily applies to offices that never received hand stamps. Note that in the beginning once the carrier received his canceling device all mail was canceled by him. The canceling method did not distinguish "down-the-line" mail.

Type Illustrations—From both the Richow data and the author's material only 10 manuscript cancels have been recorded through 1905. Two from 1901 were mentioned earlier. There are one each from 1903, 1904 and 1905 from offices that had hand stamps. The other five are from offices from which no hand stamps are known. This suggests that there was no great impetus to start using the manuscript procedure. Since most of the manuscript mail never entered the mail stream there was little check on the procedure. The examples appearing on subsequent pages illustrate the primary types as defined by the Richow classification system.

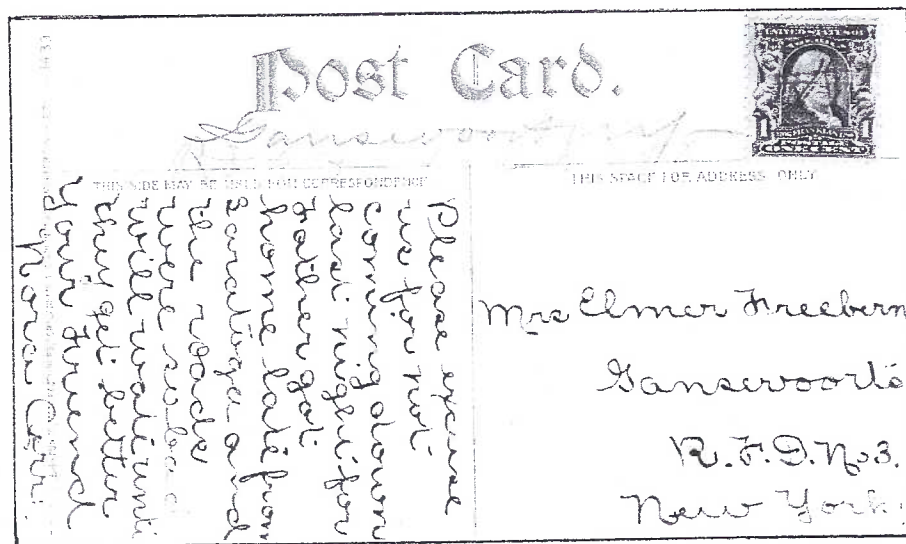


Fig. 1 Type 11. Town, route & date. "Gansvoort, NY, RD #3, Jan 22, 1908", (SAR Co.).
A classic example of the complete manuscript cancel made by a carrier with fine handwriting. This office had no hand stamps.

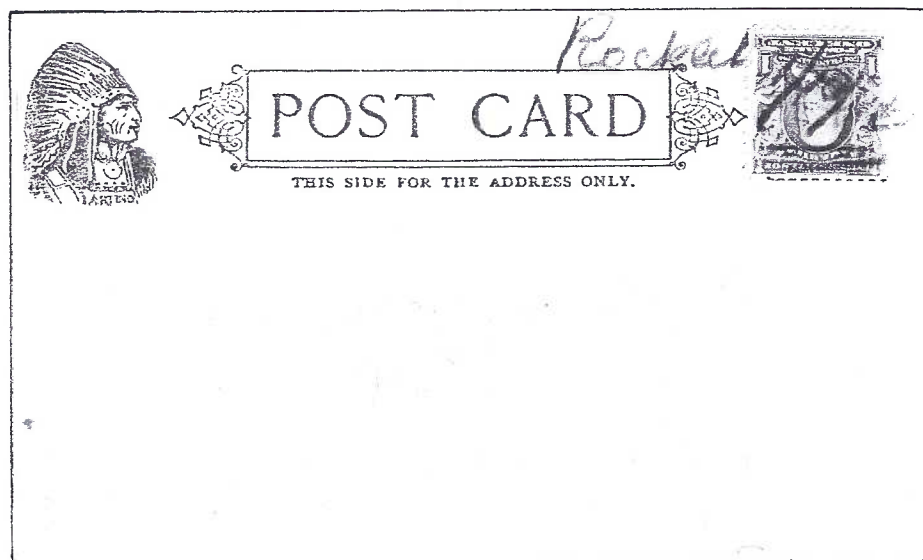
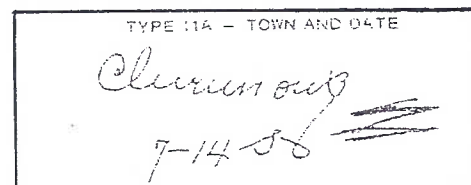
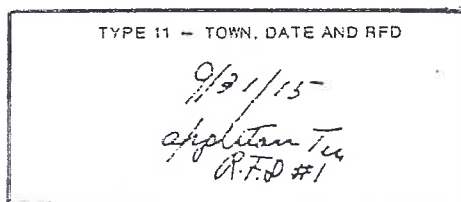


Fig. 2 Type 11A. Town & date. "Rocklet, Jul 10, 1906", (ORG Co.).
This office had only one route. No hand stamps are know.

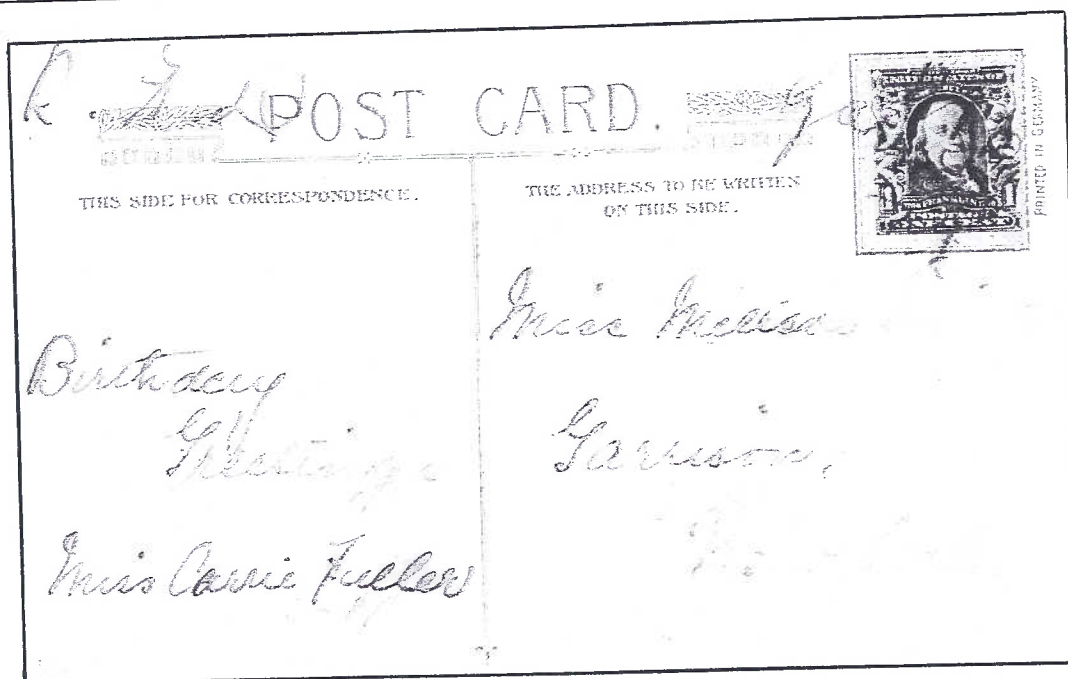
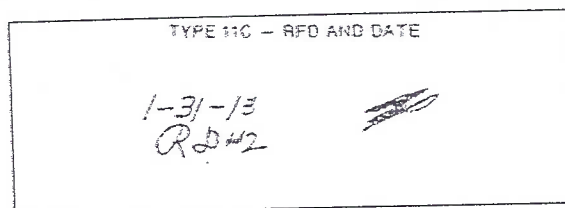
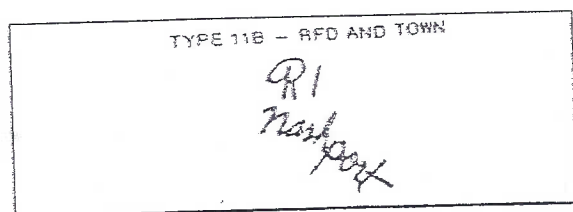


Fig. 3. Type 11B. Town & route. "RFD, Garrison, NY", (PUT Co.). This office had only one route. This type is scarce as only five examples have been reported. The date is ca.. 1908.

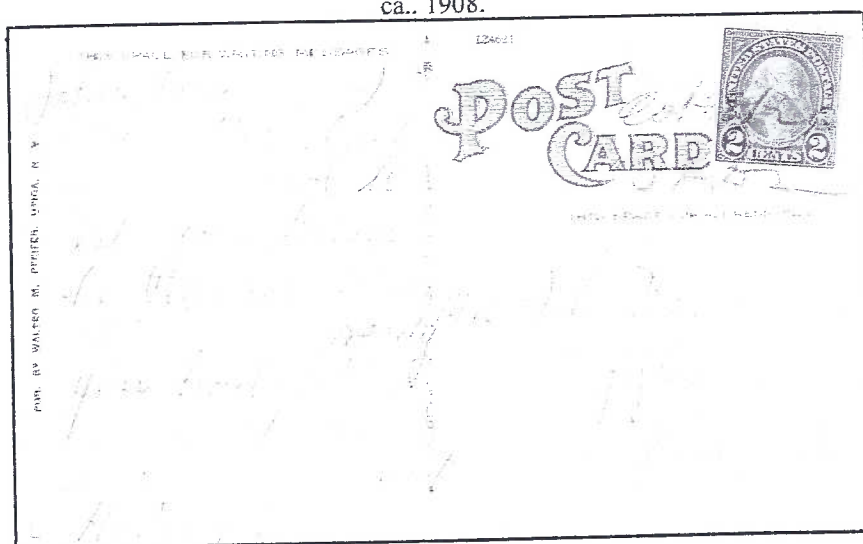


Fig. 4. Type 11C, Route & date. Argyle, New York, "Oct 8, 1926, RFD 2", (WAS Co.) This office had three routes but no hand stamps and cancels are known from 1909 to 1926. The message is obviously local.

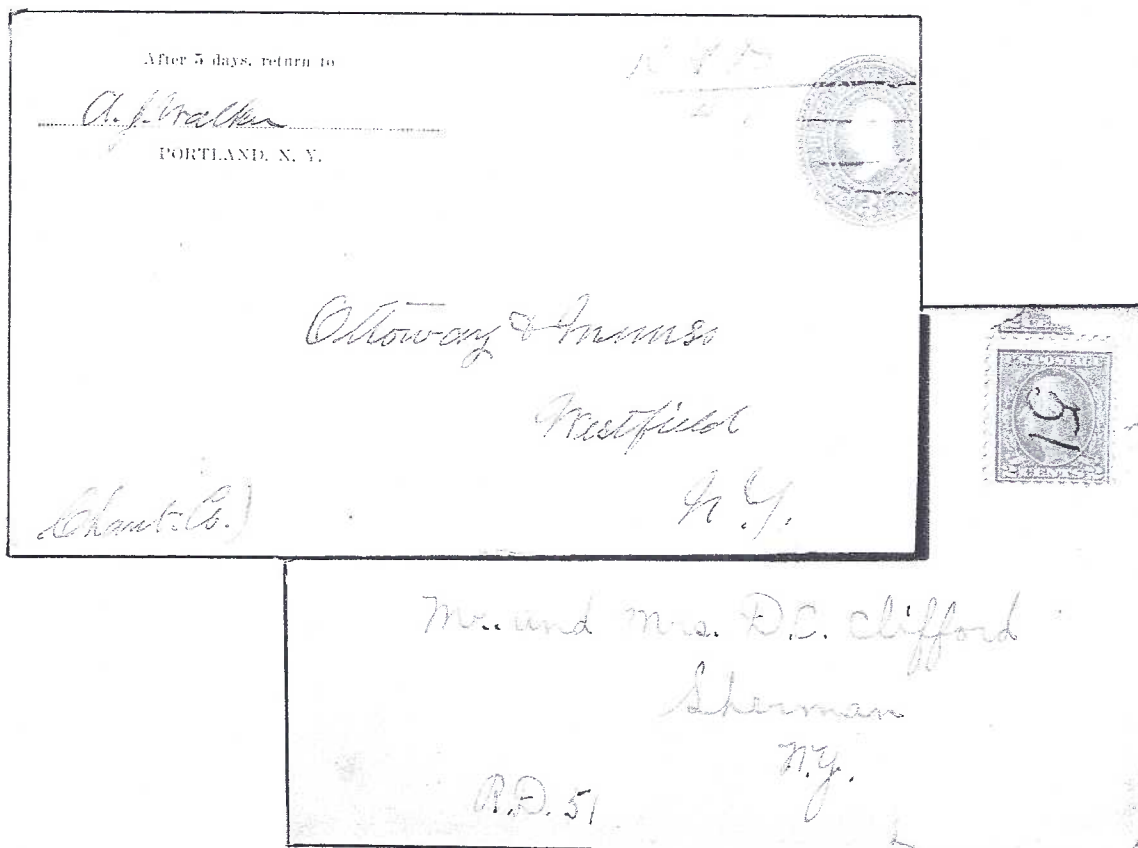
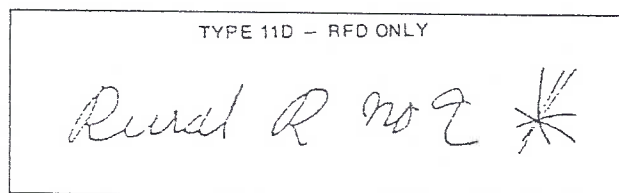
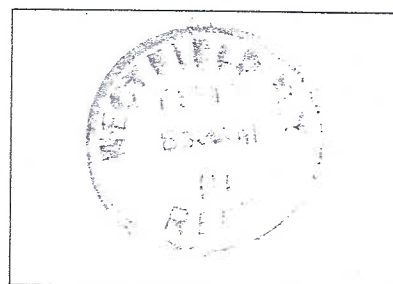


Fig. 5A Top. The "Westfield, NY" back stamp illustrated to the right dates the cover to Feb. 18, 1901.

Fig. 5B. Type 11D. Route only. Sherman, c. 1915, RFD "51", (CHA Co.)

This office had five routes numbered consecutively 49-53, when the county system was initiated in 1902. Hand stamps are known



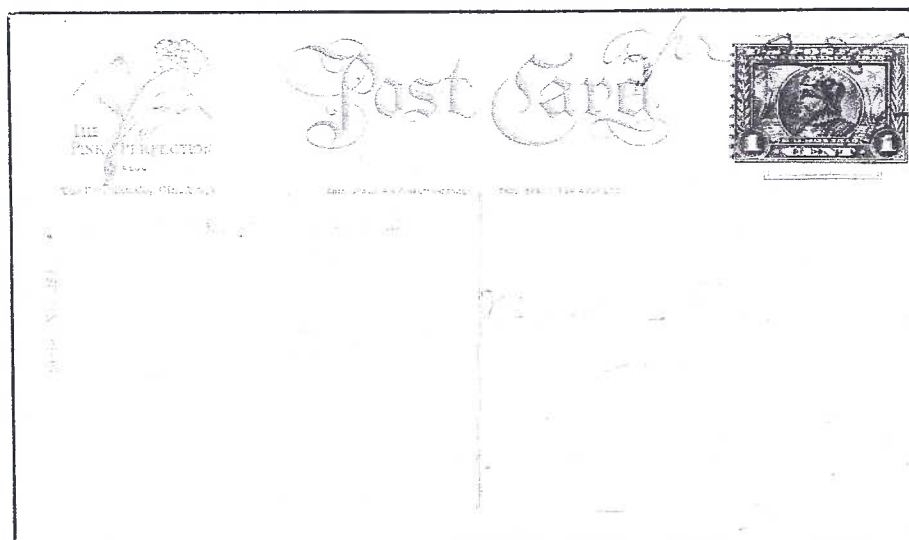
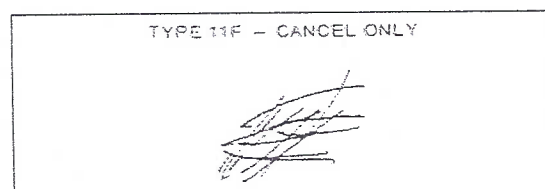
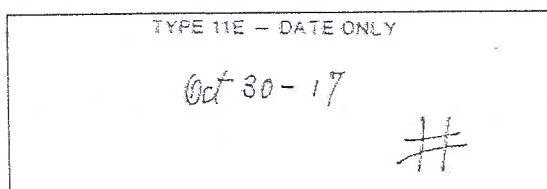


Fig. 6 Type 11E. Date only. Gouverneur, NY, Route No. 5, "April 28, 1915", (SAI Co.). This office had six routes and from 1906 to 1909 a non-standard hand stamp. The message is distinctly local.

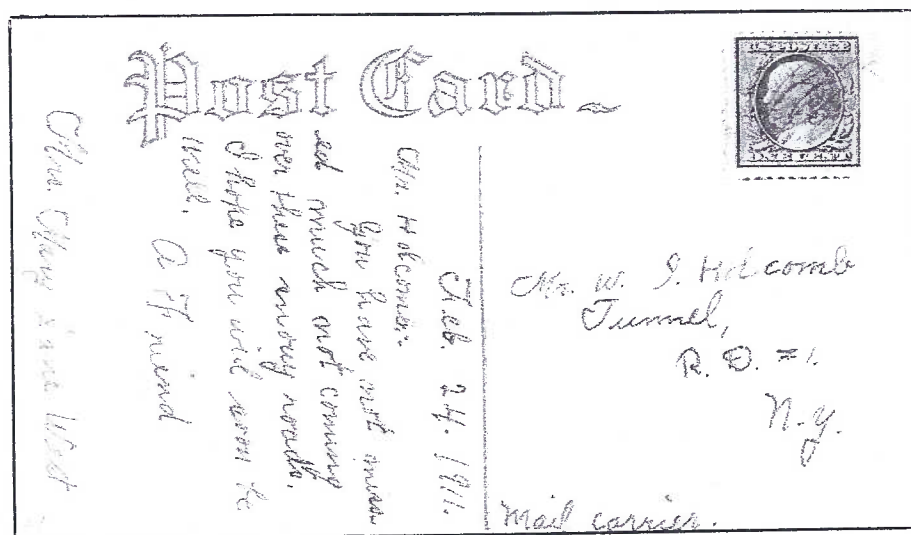


Fig. 7 Type 11F. The "scribble," Tunnel, NY, R.D. #1, Feb 24, 1911, (BRO Co.). It is unusual for this type to have such complete information. Mr. Holcomb is identified as the mail carrier but out sick, as the message is one of condolence. Tunnel has but one route.

Richow extended the basic varieties with combinations of other details. Several are described below. They show the imagination and practicality of the carriers, since most of the manuscript cancelled mail never left the environs of the route.

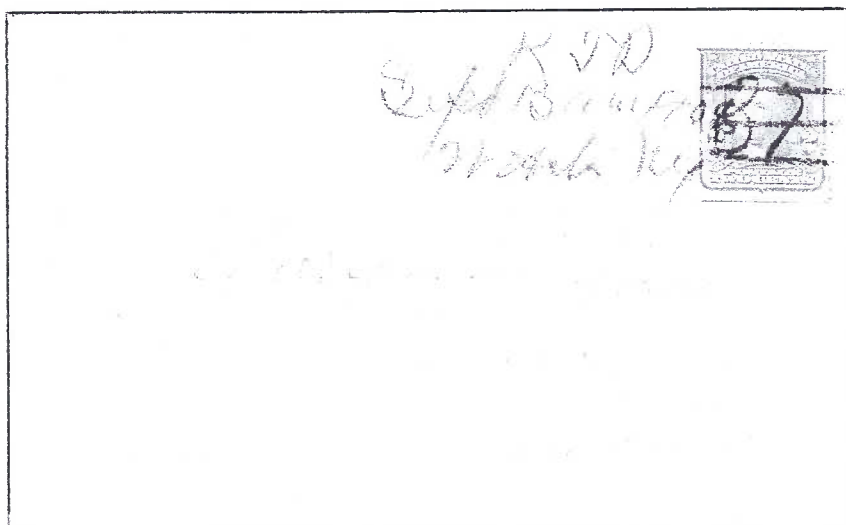


Fig. 8 shows a really complete cancel from Webster, NY, Sept. 13, AM, 1906 from RFD 37 (MON Co.). This office had three routes. The AM designation is scarce

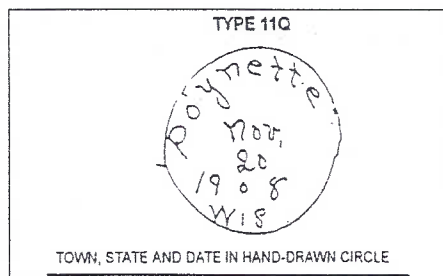
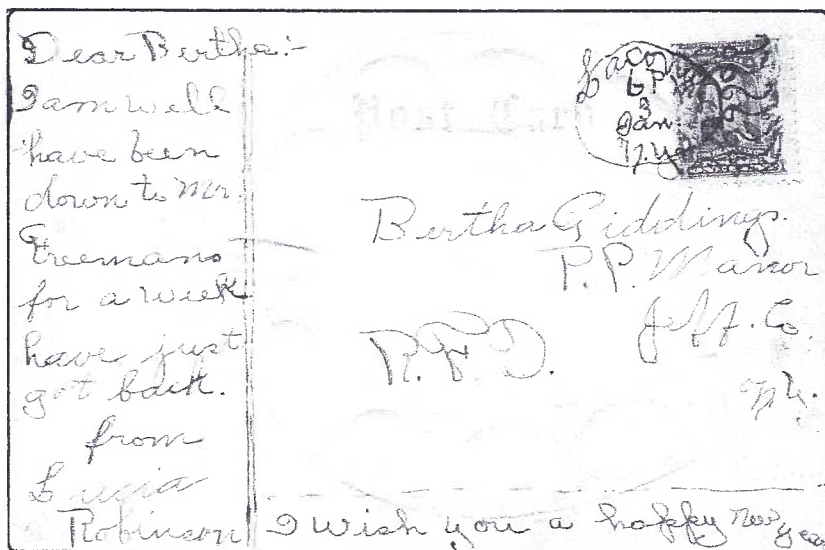


Fig. 9 is by an artistic carrier imitation a machine cancel done in ink from Lacona, N.Y., Jan 3 at 6 PM, c 1908 from one of three routes (OSW Co.). Note that this is not a "down-the-line" cancel.



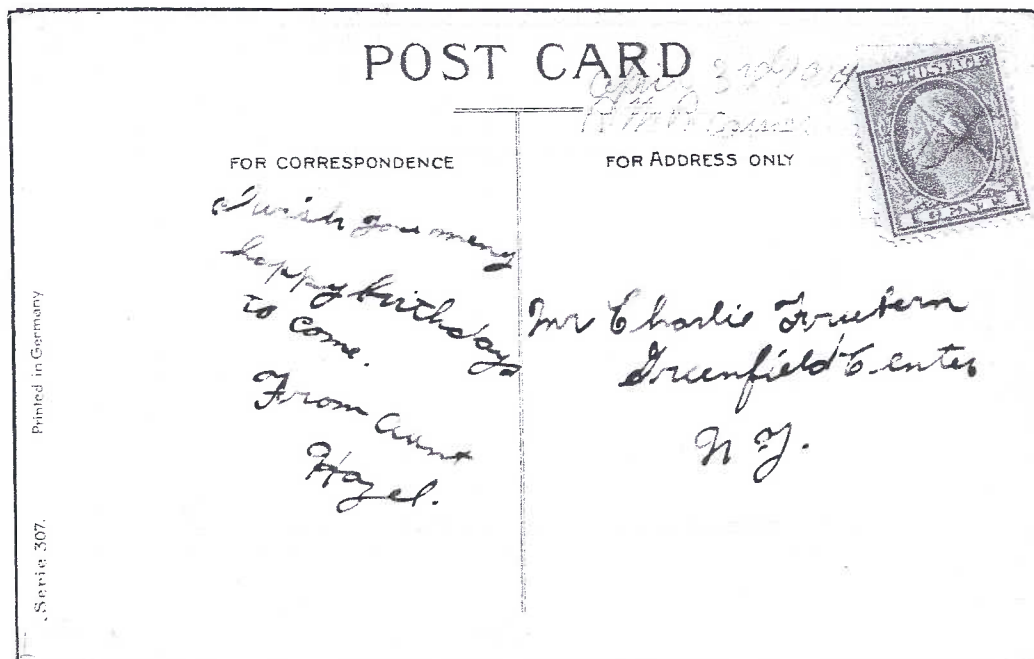


Fig. 10 is from Greenfield Center, N.Y. showing a date of April 3rd, 1914 by R.W.R. carrier from one of three routes (SAR Co.). Initials are not common.

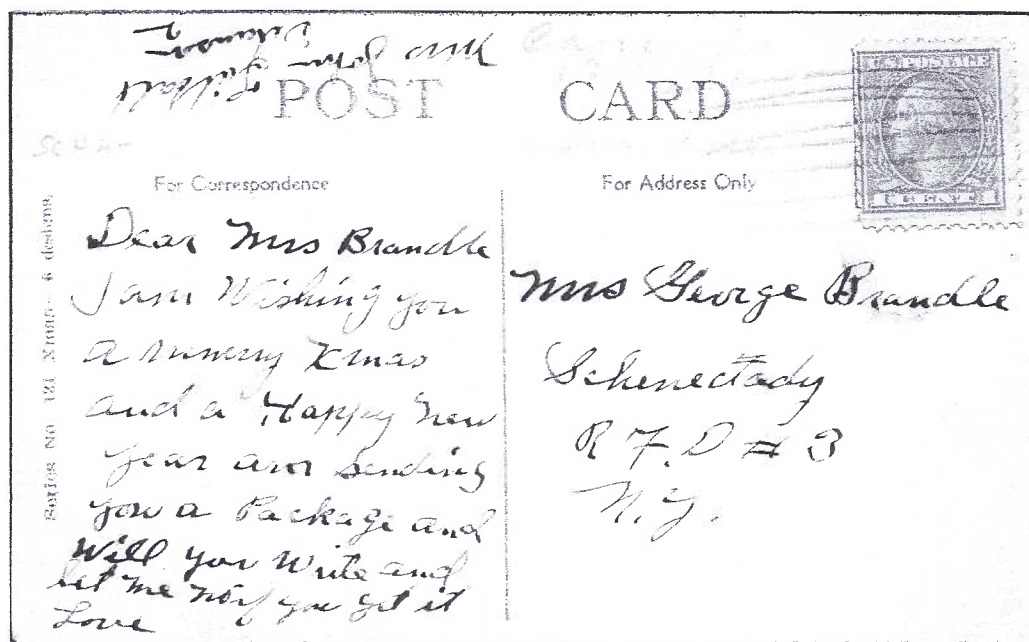


Fig. 11 shows a "scribble cancel supplemented with the legend "cancelled 12/31/21, Simone". The latter is probably the carriers name. Fortunately the writer concluded the message with "Delanson 2" (SCE Co.). Without reading the message the cancel could easily be read as a Schenectady RFD. Delanson had four routes.

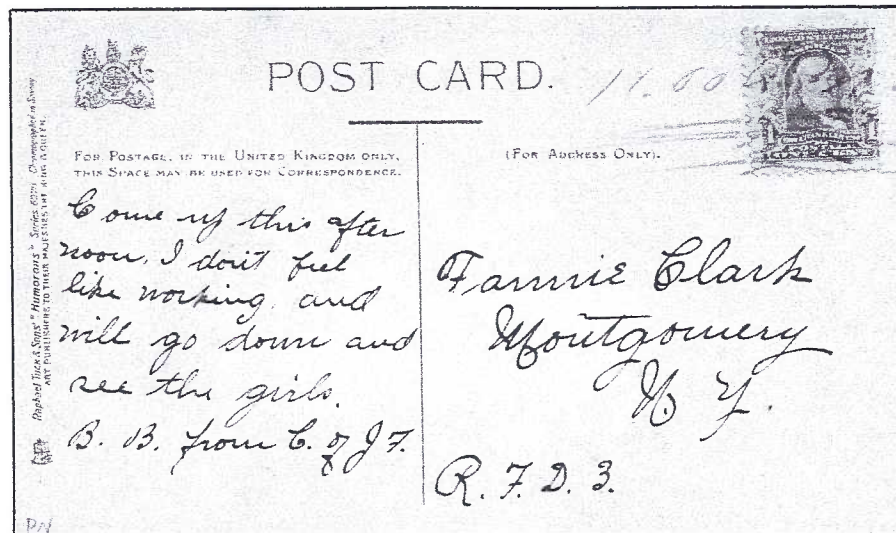


Fig. 12 shows a detail that may simply be the carrier promoting his efficiency, The only RFD marking is "11:00 AM". It is from Montgomery, NY, c. 1908 on RFD 3, one of three routes (ORA Co.). The message confirms the local mailing. This example is an unrecorded variety,

Solving The Riddles – Because of the frequent lack of information with a manuscript cancel, detective work and sometimes a little intuition are necessary to arrive at a proper classification. Many times the message can provide clues thus making post card specimens better than envelopes. Here are a few examples where we begin with the Kay and Smith reference to confirm that the place name represents an operating post office and then use the Annual Postal Guide to confirm that the post office being considered was known to have an RFD route. Copies of Several different years of the Guide are desirable, since the system first grew and later contracted.

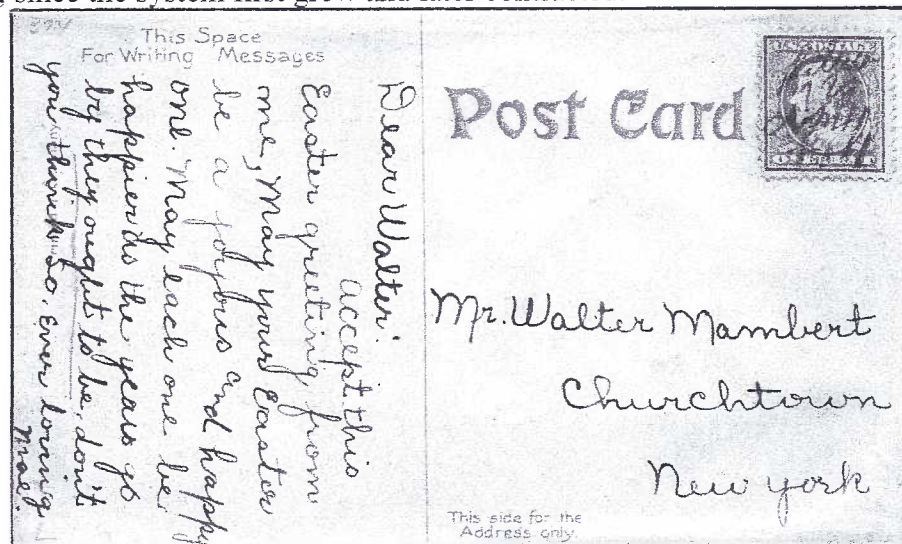


Fig. 13 shows a card acquired with Churchtown as the identity of the RFD cancel. The markings on the stamp consist of a four or five letter word, followed by NY and a date of April 11, 1911. The month is difficult to read. The message has no clue. Churchtown (COL Co.) never had a route and was discontinued in 1909, making it obvious that we were starting from scratch. We do know that this DPO was served by Claverack. Careful inspection of the first line of the cancel suggests that it reads as CLAV. To complete the story Claverack first had a rural route starting in 1910.

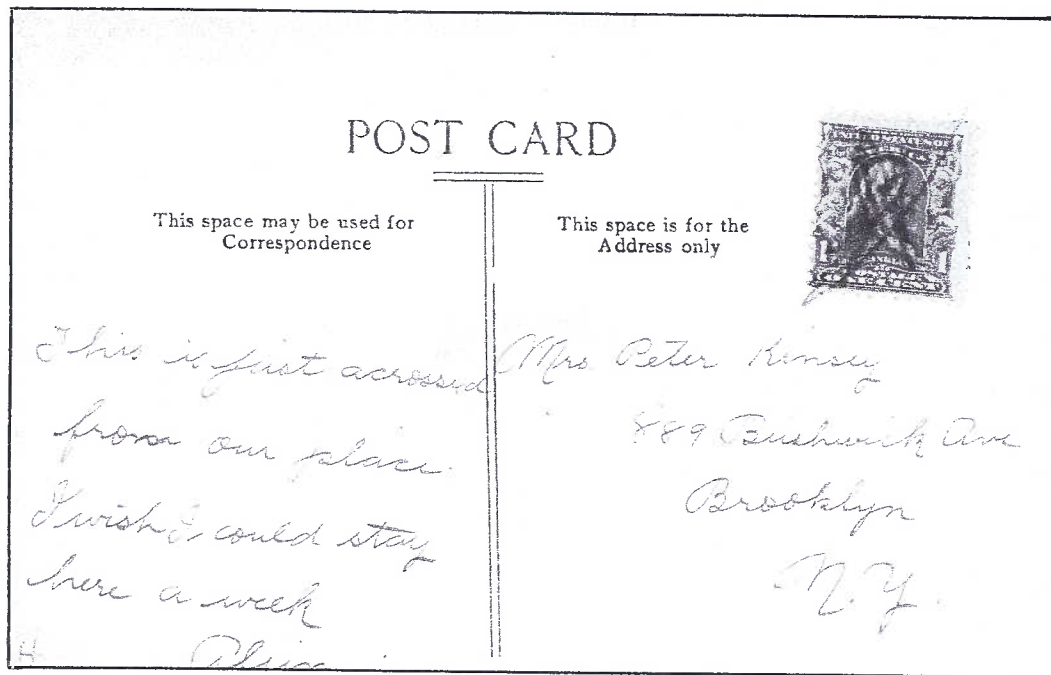


Fig. 16 is a card with a "scribble" cancel addressed to Brooklyn, N.Y., which had no routes. The stamp places it at 1908+/- a year. This card is an example of some of the cancels that turn out to be ambiguous. The reverse of the card is a view scene of Tuxedo Park, N.Y. (ORA Co.). The message relates to the picture, making it very suggestive that the card was mailed from Tuxedo Park. The "scribble" cancel indicates Type 11F RFD use; however, this office never had a rural route. It might have been mailed from another office. The most likely answer would be that the sending office overlooked canceling the card and some postal clerk along the way caught it and used the pencil.

.To review the process of identifying a manuscript cancel, one should first classify it by the Richow system. If the example is Type 11, 11A, 11B, or 11C, one has a good start and there may be no problem because significant information is likely to be present. The other three types, 11D, 11E, and 11F generally require a more detailed approach. In particular, one should establish an order for seeking the details needed;

- a. The year date should be fixed. If nothing is available in the correspondence or from docketing, then the stamp should be identified to establish an approximate date. If the stamp is Sc. 300 and there is a dividing line between the message space on the left and the address on the right of the card, this would date the card after March 1907.
- b. Then to establish the office the address is the starting point, but the presence of a return address takes precedence. The proposed office should be identified in Kay and Smith for a time-line. If the office is a DPO, then the office serving it is likely to be the RFD office. Information from a view card or message can sometimes support the choice.
- c. The choice or choices should then be confirmed by the route information in Postal Guides.

The above procedure is discussed in great detail by Randy Stehle in *La Posta*. He makes one point that my study disproves, namely that "All manuscript RFD markings applied after July 1, 1903 are down-the-line markings." Figure 9 is one of a dozen examples. Also, Stehle does not put too much emphasis on the date information.

RURAL FREE DELIVERY MANUSCRIPT CANCEL TYPES G-P (AFTER RICHOW)

<p>TYPE 11G - TOWN, STATE AND RFD</p> <p>ROXANA, ALA. ROXANA, ALA. R.F.D. NO. 4</p>	<p>TYPE 11H - CANCELED, CARRIER'S NAME OR INITIALS</p> <p><i>Canceled</i> <i>[Signature]</i></p>
<p>TYPE 11I - CANCELED, CARRIER'S NAME OR INITIALS, ROUTE AND TOWN</p> <p><i>Canceled By Edward V Pearson</i> <i>RFC No 1 Albion</i></p>	<p>TYPE 11J - CANCELED, ROUTE AND DATE</p> <p><i>Canceled</i> <i>[Signature]</i> <i>4/30/07</i> <i>RFC</i></p>
<p>TYPE 11K - CANCELED AND DATE</p> <p><i>Canceled</i> <i>4/30/10</i> <i>[Signature]</i></p>	<p>TYPE 11L - CARRIER'S NAME OR INITIALS, ROUTE AND DATE</p> <p><i>RFC May</i> <i>RFC 28</i> <i>1908</i></p>
<p>TYPE 11M - CARRIER'S NAME OR INITIALS AND ROUTE</p> <p><i>W.S.J.</i> <i>RFC</i> <i># 2</i></p>	<p>TYPE 11N - CARRIER'S NAME OR INITIALS AND DATE</p> <p><i>2-15-12</i> <i>WRC</i> <i>[Signature]</i></p>
<p>TYPE 11P - CARRIER'S NAME ONLY</p> <p><i>Ernst</i></p>	<p>TYPE 11P - CARRIER'S INITIALS ONLY</p> <p><i>HBC</i></p>

Table illustrates additional "scribble" types beyond those recorded in the article.

A review of Richow's data for manuscript cancels recorded from 1920 or later shows only nine. This might be a little low, since only about half of his listings of manuscript cancels have dates. There were no hand stamps that late. In the author's collection, there are eleven examples from a smaller total number and two hand stamps. Obviously, as mentioned earlier, when discussing the growth of the system, the demand for carrier participation in the canceling procedure slowly faded away in spite of the fact that a large number of routes existed. It seems reasonable to speculate that there are a significant number of routes that will never be identified with manuscript cancels. Perhaps we should be looking for covers and cards in the later period with RFD return addresses and matching mailing addresses with conventional cancels.

By William J. Hart
Shrub Oak, NY

References:

- COVERS MAGAZINE, (1934) and May 1955
- Encyclopedia of R.F.D. Cancels, Harold C Richow (1995)
- NEW YORK POSTAL HISTORY, John L. Kay and Chester M. Smith Jr. (1980)
- "Rural Free Delivery Notes," LA POSTA, Vol. 18, #4

Author's correction to Part 1: In the third paragraph, the number of offices with routes in 1905 should be 706.

PICTORIAL CANCELS

Pictorial cancels by most readers' standards are not a postal history item. However, their evolution spans over a century from forerunner to the ones one now sees on everyday mail. Certainly they deserve their place in the panorama of "postal history."

Forerunner pictorial cancels are those one would see at, for examples, the 1899 World's Fair and the few philatelic expositions of the time. They were usually circular cancels with straight-line killer bars. The only variance from a "normal" cancel of the period was that it would include a statement indicating it emanated from a certain location within the World's Fair, or was from a philatelic event. Gradually, various clubs began to note special events in the cancel in this manner. (*A good overview of the early exposition forerunners can be found in Scott's U. S. Specialized Catalog, wherein the cancel is illustrated along with the commemoratives issued for each expo. Ed.*) This trend carried well into the 1950s. Variations occurred when a notation was placed within the killer bars or in the circular date stamp (CDS) itself denoting that it was a special event or a postal station within the event. (Figure 1)



Fig. 1 --1929 First Annual National Philatelic Exposition in Minneapolis, MN—
"Philatelic Exposition Sta."

It was in the late 1950's that the First Day of Issue standard killer bar incorporated some form of graphic tying it to the stamp's design. One may recall the Credo and Champion of Liberty series; these and a few others carried this style of cancel.

The decades of the 1950s and 60s pictorial cancels began to evolve into something similar to how they appear today. The circular design with killer bars has for the most part become a thing of the past. One now sees very decorative pictorial cancels that attempt to convey the event/topic or depicts a scene from its theme. The last ten years have shown a dramatic increase in the style and quantity of pictorial cancels requested. (Figures 2A and 2B).

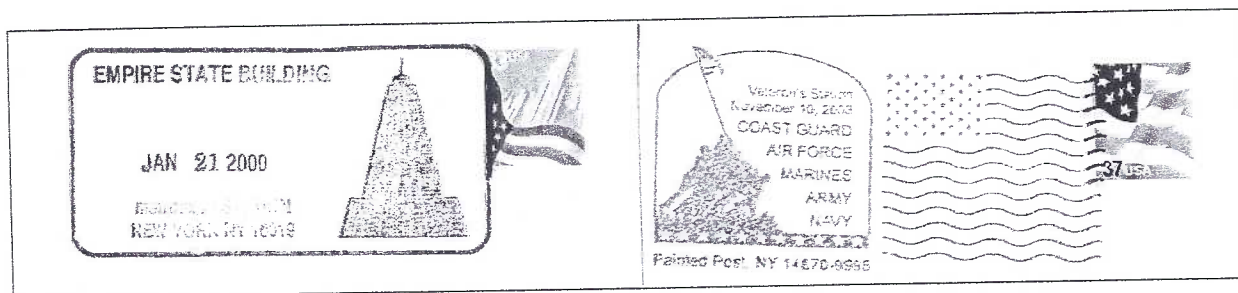


Fig. 2A- EMPIRE STATE BUILDING//metroexpo STATION (ESB graphic)
Fig. 2B – Veteran's Station//Painted Post, NY 14870-9998 (Iwo Jima graphic)

An interesting aspect of the pictorial cancel history is the specific criteria that must be met when submitting a request for an event pictorial cancel. A sponsoring organization must submit a letter indicating date, location, and other particulars to their local postmaster. This must be accomplished 90 days prior to the date(s) that is requested for the cancel. It is then submitted up the postal service chain of command where it is either approved or denied. The cancel is generally used on the days reported in the press. However, new policies allow for retaining these cancels for a 30-day period. *(This action has been a boon for the sponsoring group because it allows the servicing on demand of mail orders, especially late ones. Previously, the group had to guess at the number it would sell after the event was concluded and make up those covers in advance, often at a loss for those covers that were franked but not sold. From the viewpoint of one who participated in a number of such sales over the years, I can attest to the lack of interest on the part of the local postmaster in recovering said cancellation devices even after the 30-day period had expired! Ed.)*

The now defunct Pictorial Cancellation Society served the needs of many collectors. This organization coordinated individuals in order to provide information when a pictorial cancel would be used. This service was provided because of lack of accurate advance notices or list of previously issued postmarks being issued by the USPS at that time. Now, the USPS does keep such a listing. This service seems to have come about after the demise of the Pictorial Cancellation Society in the 1990s. There was a gap of about 2 ½ years between the two compilations of cancels.

The future holds the promise of many more and varied types of pictorial cancels. One now sees a variety of pictorial meters and private imprints. Consider that this entire field began as a means of using the obliteration of a stamp for another purpose!

By John Cali
Fulton, NY

Full Page Dimensions: 7" x 9" (178 x 230 mm)
\$15.00 / one ad, \$60.00 / five ads

One-Eighth Page

Dimensions: 3½" x 2¼"
(90 x 57 mm)

\$ 3.00 / one ad
\$12.00 / five ads

One-Quarter Page

Dimensions: 3½" x 4½"
(90 x 115 mm)

\$ 5.00 / one ad
\$20.00 / five ads

Your ad could appear here! It will appear
in the Bulletin or Journal as space permits
Send ad & payment to the Secretary/Treasurer

One-Half Page

Dimensions: 7" x 4½"
(178 x 115 mm)

\$ 8.00 / one ad
\$32.00 / five ads

KAY AND SMITH UPDATES

CORRECTIONS TO NEW YORK STATE POSTAL HISTORY, By John L. Kay

Alb Co Ravenwood (Br Albany 12205) Disc Mr 1, 1980

West Byrne (12291) Disc Je 30, 1980.
Mail to Berne

Brn Co Add Einstein (Sta Bronx 10475)
Est Mr 10, 1980

Chm Co Downtown (Sta. Elmira, 14902)
Should read 14901, changed on Je 6,
1980 to ZIP Code 14902

Dut Co Anandale-on-Hudson (12504) change on
Je 1, 1982 to CPO of Red Hook, Same
ZIP Code

Barrytown (Rur. Red Hook, 12507) Est
Ja 31, 1976 Disc Je 1978

Add Barrytown (CPO Red Hook,
12507) Est Dc 9, 1978

Change Schultzs ville and Schultzs ville to
read: Schultzs ville Jl 19, 1839 Mr 11
1858 Daniel H, Schultzs to Schultzs ville.
Schultzs ville Mr 11, 1858 Jl 15, 1909
Theodore A. Schultzs. From
Schultzs ville. Mail to Clinton Corners

Eri Co Add Central Park (Sta Buffalo 14215)
Est Oc 20, 1980

Kenmore (Br Buffalo 14217) Disc Oc
18, 1980

South Buffalo (Sta Buffalo 14210) Disc
Oc 2, 1980

Sta H (Sta Buffalo 14214) Disc Oc 25,
1980

Sta J (Sta Buffalo 14208) Disc Oc 2,
1981

Ess Co Crown Point Centre DC 1905 change to
Crown Point Center

Gen Co Add Lane (Sta Batavia 14020)

Gre Co Beechview change to Beachview

Ham Co Towahloonah change to Towahloodah

Liv Co Scottsburg (Rur Dansville 14545) Disc
Ja 1, 1980. Mail to Groveland.

Add Scottsburg (CPO Groveland
14545) Est Fb 1, 1982

Mnr Co Irondequoit (Br. Rochester, 14617)
Changed Ap 1, 1982 to Sta. Same ZIP
Code

Point Pleasant (Br Rochester 14622)
Disc Ap 16, 1982.

Twelve Corners (Br Rochester 14618)
Changed Fb 1, 1982 to Sta of Rochester
same Zip.

Mtn Co Currystown Est Je 24, 1821 change to
Corrystown
Currstown Est Je 24, 1886 change to
Currytown

Randall (Rur Fultonville 12142) Disc
Mr 1, 1981

One Co Add Butterfield (Sta Utica 13503) Est
Mr 1, 1981. From Dunham.
Dunham (Sta Utica 13502) Disc Mr 1,
1981. To Butterfield.

Ono Co Hart Lot (13075) Disc Ja 22, 1982 Mail
to Elbridge.

Kirkville (13082) Add- Previous change
rescinded.

Veterans Hospital (Sta Syracuse 13210)
Disc Je 1, 1981

Org Co Add Schotchtown (Sta Middletown
10904) Est Dc 1, 1979

U.S.C.C. (Sta West Point 10996)
On Nov 28, 1979 change Zip to 10997

Que Co Fresh Pond (Sta Brklyn 11227) On Ja
12, 1980 change to Sta Flushing Zip
11385.

Glendale (Sta Brooklun 11227) On Ja
12, 1980 changed to Sta Flushing Zip
11385.

Ridgewood (Sta Brooklyn 11227) On
Ja 12, 1980 changed to Flushing Sta
Zip 11385

Sco Co Seward (12199) Disc Je 30, 1980
Mail to Cobleskill.

CONTINUED ON NEXT PAGE.....

Sul Co Merriwold change to Merriewold Est Je
21, 1898 Disc De 31, 1932 S: Saint
Josephs

Add Merriewold Est Ag 11, 1933
PM Thomas J. McCormack Dics Nv
30, 1953

Was Co Bushirk Bridge Change to Buskirk
Bridge Est Mr 12, 1894 PM Howard M.
Hall Disc My 31, 1914 S: Tiashoke
(Ren)

Buskirks Bridge eliminate entire entry

Buskirk's Bridge change T: to T;
Buskirk Bridge

ADDITIONS COMPILED BY GLENN ESTUS BASED ON USPS WEBSITE

County	Post Office	ss	disc.	MAIL TO:	CPO/Comment
Albany	South Westlo		12/9/1995	Greenville	
Allegany	Alma	3/3/1995	7/20/1996	Bolivar	
Broome	Ouaquaqa	3/1/1986	3/11/1989	Harpursville	
Broome	Sanitaria Springs		7/19/1986	Port Crane	
Cattaraugus	Knapp Creek		11/23/1996	Olean	
Cattaraugus	Sandusky	1/28/1995	6/8/1996	Freedom	
Chenango	Brisben		4/12/1985	Oxford	
Chenango	East Pharsalia	4/30/1997	9/28/2002	McDonough	
Clinton	Ausable Chasm	11/16/1985	2/1/1988		temporarily closed
Delaware	Bovina Center		5/15/1996	Andes	
Delaware	Cadosia		3/28/1986	Hancock	
Delaware	Cooks Falls		???		use Roscoe zip code 127
Delaware	Kelly Corners		10/29/1988	Margaretville	
Delaware	Meredith		3/28/1986	Delhi	
Delaware	Shinhopple	4/6/1990	7/31/1993	Downsville	
Delaware	Treadwell		8/15/1986	Franklin	
Dutchess	Annandale-on-Hudson		6/1/1982		
Erie	Helmuth	7/29/1994	9/16/1995	Collins	
Erie	Swormville		2/1/1988	East Amherst	
Essex	South Schroon	3/4/1988	6/8/1991	Schroon Lake	
Essex	Wadhams	9/18/1992	11/5/1994	Westport	
Essex	Whallonsburgh	6/28/1990	9/23/1995		
Essex	Witherbee		1/1/1994		
Franklin	Onchiota	8/24/1990	12/11/1993	Vermontville	
Franklin	Whippleville	6/26/1987	1/25/1990		to contract station (Malone)
Genesee	Alabama	7/17/1987	10/12/2002	Basoni	
Greene	Cementon	8/11/1993	10/14/1995	Catskill	
Greene	Durham		7/11/1987	Oak Hill	
Greene	East Jewett		10/18/1986	Tannersville	
Greene	Halcott Center	6/29/1984	5/31/1986	Fleischmanns	
Greene	Norton Hill	2/25/1993	12/7/1996	Greenville	
Greene	Surprise		10/8/1988	Earlton	
Hamilton	Piseco		1/23/1993		classified station of Lake Pleasant
Herkimer	Fairfield		1/20/1995	Middleville	
Herkimer	Thendora		1/1/1994	Old Forge	
Jefferson	Limerick	12/12/1994	6/1/1998	Dexter	
Jefferson	Smithville		?????		
Jefferson	South Rutland	11/29/1993	9/28/2002	Copenhagen	
Jefferson	Thousand Island Park		12/3/1994		classified station of Fine View

Jefferson	Woodville		8/10/1991 Henderson	
Lewis	Barnes Corners	9/1/1985	5/10/1988 Rodman	
Lewis	Deer River	2/28/1991	6/4/1994 Copenhagen	
Lewis	New Bremen		8/5/1989 Lowville	
Livingston	Linwood	8/24/1990	2/6/1993 Pavilion	
Livingston	Webster Crossing		2/14/1998 Springwater	
Madison	Lebanon	10/2/1992	12/31/1994 Earlville	
Madison	Perryville		5/20/1995 Canastota	
Madison	Poolville	4/1/1993	5/1/1995 Earlville	
Madison	Pratts Hollow	9/28/1992	12/31/1994 Munnsville	
Madison	Sheds	10/20/1989	1/23/1993 New Woodstock	
Monroe	Industry		1/24/1998 Rush	
Monroe	West Rush	12/25/1986	8/27/1988	new zip:14543
Niagara	Niagara Stella	6/21/1996	7/19/1997 Lewiston	
Oneida	Brantingham		7/10/1993 Glenfield	
Oneida	McConnellsville		2/26/1994	
Oneida	Paris	8/2/1991	6/11/1994 Sauquoit	
Oneida	Paris Station		6/3/1986 Sauquoit	
Onondaga	Hart Lot		1/22/1982 Elbridge	
Onondaga	Lysander	5/19/1993	4/20/1996 Baldwinsville	
Onondaga	Mottville	7/16/1988	6/27/1992 Skaneateles Falls	
Onondaga	Oran		1/20/1996 Manlius	
Ontario	East Bloomfield		2/10/1996 Bloomfield	
Orange	Godeffroy	2/28/1990	10/5/2002 Cuddebackville	emergency suspension
Orleans	Eagle Harbor		1/18/1997 Albion	
Oswego	Maple View	5/12/1990	7/19/1993 Parish	
Otsego	East Springfield	1/6/1989	1/23/1993 Richfield Springs	
Otsego	Garrattsville	11/15/??	8/5/1995 Burlington Flats	
Otsego	Hartwick Seminary	9/29/1992	12/31/1994 Cooperstown	
Otsego	Roseboom		4/9/1998 CherryValley	
Otsego	South Edmeston		8/5/1995 New Berlin	
Otsego	West exeter		12/31/1994 West Winfield	
Rensselaer	Brookview	8/14/1990	7/27/1996 Castleton	
Rensselaer	Buskirk	5/15/1997	10/23/2002 Eagle Bridge	
Rensselaer	South Schodak	2/27/1990	6/6/1998 Castleton	
St. Lawre	Balmat	5/17/1991	1/29/1994 Gouverneur	
Schoharie	Dorloo	8/4/1986	1/21/1989 Cobleskill	
Schoharie	Lawyersville	6/18/1994	4/5/1997 Cobleskill	
Schuyler	Valois		10/3/1998 Hector	
Steuben	North Cohocton		4/13/1996 Atlanta	
Steuben	Wallace		4/4/1986 Avoca	
Sullivan	Lewbeach	12/15/1989	3/16/1996 Livingston Manor	
Tioga	Harford	4/20/1990	10/30/1993 Richford	
Tompkins	West Danby	11/4/1994	7/19/1997 Spencer	
Ulster	Eddyville		8/27/1988	
Ulster	Shady		7/30/1988 Bearsville	
Washington	East Greenwich		1/20/1995 Salem	
Wayne	East Palmyra	7/21/1995	9/20/1997 Newark	
Wayne	Sodus	9/20/1992	11/25/1995 Sodus	



