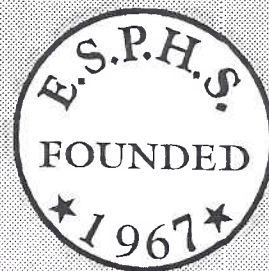


The

Journal

of



New York State Postal History

Volume 38

Spring 2003

Alan Parsons
President

Martin Margulis
Editor

Table of Contents

	Page
Prices for Society Publications	3
Vermont Cover Pricing <i>by Paul G. Abajian</i>	4
The Last Hurrah <i>by Martin Margulis</i>	5
19th Century Railroad Postal Markings Related to Steuben, Schuyler, Chemung and Tioga Counties, N.Y. <i>by Alan Parsons</i>	6
New York Postal Markings <i>by Nicholas Todoro</i>	19
Postal Routes in 1837-1841 and How They Influenced the Delivery of the Mail Originating in Saratoga County, N.Y. <i>by John A. Lange, Jr.</i>	22

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Prices for Society Publications January 2, 2003

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Prices for Society publications include postage and handling. Quantity pricing applies to each publication separately.

	List	ESPHS Members	5 or more copies
1. FEDERAL POST OFFICES OF NEW YORK STATE, alphabetical list of referencing county, rev. & corrected to March 1, 1973, 69 pages, soft cover, 5.5" x 8.5" format	\$5	\$4	\$3.50 ea.
2. MANUSCRIPT POST OFFICES OF NEW YORK STATE, edited by Chlanda & Wilcox, 1984, 54 pages plus the 1999 Master Supplement edited by Penwell, 34 pages; both have soft covers	\$14	\$11.20	\$8.40 ea.
3. NEW YORK POSTAL HISTORY: The Post Offices and First Postmasters from 1775 to 1980 by Kay and Smith, published by the APS, 556 pages, hardcover	\$40	\$29	—
4. 200 YEARS OF CAYUGA COUNTY, NY POSTAL HISTORY by Charles H. Sweeting, 1998, 346 pages, hardbound in burgundy cloth with gold stamping. Contains manuscript, straight-line, county and postmaster cancels, precancels, early Air Mail Service, local FDCs and philatelic notables. Documentation is given for postmaster appointments followed by pictures and comments about them. Site location maps are included, as well as illustrations of mail used	\$40	\$32	\$24 ea.
5. OSWEGO COUNTY, NY POSTAL HISTORY by Charles and Heather Sweeting, 2001, 510 pages, softbound cover with spiral plastic binding. Contains segments covering post roads, manuscript, fancy, straight line and Doane cancels, county and postmaster cancels, precancels, early Air Mail, boat and railway mail service, local FDCs and philatelic notables. The 122 individual post offices are treated in alphabetical order. All illustrations are digitally scanned and edited for clarity. Over 200 maps and 600 illustrations are shown on acid free 28 lb. Nearly opaque paper, the same paper as used in the Cayuga Co. book.	\$30	\$24	\$18 ea.
6. WAYNE COUNTY POSTAL HISTORY by Emma Koberg, 81 pages, maps, postmarks & illustrations, Plastic bound	\$10	\$8	\$6 ea.
7. STAR CANCELS OF NEW YORK STATE, Type 16 by David Proulx, 1987, 44 pages, illustrated, stapled, soft cover	\$10	\$8	\$6 ea.
8. COUNTY AND POSTMASTER CANCELS OF NEW YORK STATE by David Proulx, 1990, 44 pages, illustrated, staple bound, soft cover	\$10	\$8	\$6 ea.

VERMONT COVER PRICING

by Paul G. Abajian

What is a fair price for a Vermont cover? The question and the answer are a great deal more complicated than one might imagine. Covers are not necessities of life (although some of us might often think otherwise). Most people can do and do live without them. Many of us covet them and most of us over the years have seen some covers we must have, but can live without. After all, of the almost four billion people on the planet, only about two hundred collect Vermont covers.

The worth of a cover depends on the circumstances of the collector and his goals. If you avidly seek one of every Vermont DPO and have all of R-7s and most of R-8s, then you are probably willing to pay a great deal for those you still need, if you can afford it.

For my personal collection I often pay more than others will pay. I have to in order to be successful at auctions. Usually I consider the price fair, or I wouldn't bid. There is one item for which I won't pay current auction prices, the Scott #5 (1c blue imperf type 1 of 1851) postmarked Windsor, VT. The next time it is offered it will realize in excess of \$50,000. I won't be bidding; not because I can't afford it, but because it isn't worth \$50,000 to me.

In the short time I have been in business, I have been surprised by the diversity of what collectors seek and what they consider fair.

Generally, I have but two answers to what is a fair price for a cover. To a collector, a fair price is what he is willing to pay. To a dealer, a fair price is one that allows the dealer to recoup his costs plus a reasonable profit. Since the source is usually from collectors, they usually 'outbid' each other in order to acquire nice saleable material. Yes, one dealer's prices may be higher than another's, but that usually means he has paid more, and we can add as a general corollary that he usually has better material available.

If you've read this far, you probably see where I am heading. The most difficult thing for a dealer is to determine what he should pay for the covers. The dealer's personal knowledge, a knowledge of what others are seeking, what is available and where it is, as well as a sense of the economy and philatelic trends are what help set his offer and prices. Mistakes are often made if knowledge is not shared via the literature!

Let's consider a couple of examples:

1. Consider a nice Vineyard, VT stampless cover: This cover is listed as R-7 in the VT DPO guide, i.e., six to ten exist. According to the guide, this 'rare' cover should retail in the \$100 to \$200 range and a dealer would probably offer \$60 to \$100. For many years a rumor has persisted that a large family holding of over a dozen exists. If true, the covers should be rated R-5 according to current standards, worth far less than \$200 retail. In the many years this collector/dealer has searched dealers' stocks, he has seen only a few Vineyard covers. Today, I'll pay minimum of \$300 to add one to my stock of covers for sale, as I have several collectors who are avidly seeking this seldom seen town.
2. Consider a stampless cover from Lyme Bridge. It is listed as R-8 in the VT DPO guide, i.e., two to five exist. Only three of this 'very rare' office were believed to exist, with an approximate value of \$200 to \$500. Of the three covers then known, one was in the hands of an advanced collector, the other two in Government archives. I wager the owner valued it for more than \$500.

Recently I was fortunate to obtain a fourth. Several individuals wanted this cover for which I had paid a high price. The cover now resides in an advanced collection of VT DPOs and will not likely see the market for years to come. To the buyer, it was worth what he paid. It is probably the priciest cover in his collection.

Just why have we fallen into the trap of equating price with quantity? Supply is but one aspect of the economic cycle—have we forgotten demand? If a cover is considered R-9 and 5 collectors are avidly bidding, then if another is found and it becomes R-8, should the price fall drastically even if the same 5 individuals are still bidding? I am a firm believer that the DPO guides are in error and far more covers exist than most collectors are led to believe. There are far more 'closet' collectors who neither exhibit their covers nor share what they own, than there are

than there are those who do. Should all prices be lowered because more exist, yet are unavailable for sale?

What is a fair price? You determine that each time you make a purchase. If a price is fair for you, buy it, if not, walk away to seek elsewhere. Often there are a few places with covers available. It is up to your own circumstances. Do you want it or not?

A New York auctioneer has placed a statement in his catalogs, paraphrased here: "If you need it and haven't seen it in years, ask yourself when you'll ever see it again, and bid accordingly."

For Vermont covers, one thing is clear: prices are substantially higher than ten or fifteen years ago. There haven't been many new finds to add to dealer stocks. The current ranks of DPO collectors are filled with 'middle-aged' collectors and they aren't ready to sell their collections. It is often many years before a major collection of rarities comes on the market; then prices are higher than previously.

Remember that covers aren't necessary to sustain life, they simply make life better for some of us.

This article is reprinted with the permission of Paul G. Abajian

The Last Hurrah!

Martin Margulis
Austin, Texas

The time has come for someone else to take over as editor of the *Journal*. This someone is Drew A. Nicholson, of Pawling, New York.

I volunteered for this job while Jack Haefeli was president of ESPHS. He was also editor of the Bulletin. He said it was too much. I volunteered to take over the Bulletin, our only publication at the time. I was helped by my wife and son David. David and I put out the Bulletin until I came to Texas.

Since I've been a Texan, Kathryn Krzywonski has helped me, doing all the typing and layout and checking spelling. (She also does my exhibits.)

I sincerely hope that the membership will contribute to the *Journal*. Drew will edit the next issue. I wish to thank John A. Lange, Jr.; Alan Parsons and Maris Tirums for all the articles they wrote to help me "put out" the *Journal*. There were many others, but I'm getting old. Farewell.

On a brighter note, I've been boring you for years about my quest for a "gold" for my Zeppelin exhibit. Well, it finally happened. Against a weak field, I won the "Grand Award" at the Austin Stamp Show. I also won everything else too. It made me extremely happy, also my wife Miriam and son David. The End!!

19TH CENTURY RAILROAD POSTAL MARKINGS RELATED TO STEUBEN, SCHUYLER, CHEMUNG AND TIOGA COUNTIES, N. Y.

by Alan Parsons
Elmira, New York

Synopsis:

The four New York counties of Steuben, Schuyler, Chemung and Tioga comprise a large portion of what is known as New York's "Southern Tier," i.e., the area adjacent to Pennsylvania's northern boundary. The southern Boundary line of Steuben, Chemung and Tioga Counties is, in fact, the Pennsylvania line. Schuyler County was formed primarily out of Steuben and Chemung Counties in 1854; Chemung County was created out of Tioga in 1836 and Steuben out of Ontario in 1796. The exhibitor collects the postal history of Steuben, Schuyler and Chemung Counties; Tioga County is included in this exhibit because of its close relationship with Chemung County in the early development of the railroads in New York State.

In addition to Elmira (Chemung County) becoming an important railroad junction in the 19th century, at least two places in Steuben County, Hornellsville (now Hornell) and Corning, served as significant junctions. This exhibit includes examples of railway markings wherein each of these locations is named a terminus in the mail run. Both Elmira and Hornellsville had sufficient traffic to require the use of a local mail agent.

With each route agent or RPO marking there is a description identifying the railway mail route on which it was applied, the period of use and a brief history/location of the railroad on which the route was carried. For each local mail agent marking, the write-up identifies where it was used, the period of use and the number of different markings used at that location.

19th Century Railroad Postal Markings Related to Steuben, Schuyler, Chemung and Tioga Counties, NY

Before the introduction of railways in the United States around 1830, mail was handled by stage, postriders or boat. It took several years for the Post Office Department to recognize the potential of railroads for transporting mail. The first direct contract between the Post Office Department and a railroad was in December 1837.

Handling of mail on trains necessitated the service of an employee to receive and deliver mail at stations. These employees were known as Route Agents. The first ones were railway employees but within a short time they became employees of the Post Office Department, traveling regular routes. Route Agents canceled mail received from stations or on the train in uncanceled condition but did not sort mail destined for the final terminal or beyond.

Railway Post Office service was introduced on a trial basis in 1862 and became firmly established by the mid-1870s. A Railway Post Office was a definite operating mail run from terminal to terminal, staffed by one or more railway postal clerks, and sorting mail received from original terminal, and from way points, for local distribution at the final terminal, for connecting lines, or for points beyond the final terminal. All routes had postmark devices for use of clerks handling mail.

Route Agents continued for many years after RPOs were established. In many cases, for reasons of economy, RPOs reverted to Route Agent status for various periods and were later reestablished. Although officially eliminated by the Postmaster General on August 1, 1882, route agent handstamps continued in use as late as 1913.

A third major category of railroad postal marking was that of the Local Mail Agent, later known as Transfer Clerk. This was a post office employee stationed at a railroad junction point as the local post office. This clerk canceled mail posted at railroad station mailboxes or received by the clerk in uncanceled condition.

This exhibit traces the growth of railroad-mail service in the New York counties of Steuben, Schuyler, Chemung and Tioga beginning with the 1840s and continuing to the end of the 19th century. Elmira was an important railroad junction even before the Civil War and by 1900 there were four trunk lines servicing Chemung County and its neighbors.

(The text for this title page was adapted from "Railroad Postmarks of the United States 1861-1886" by Charles L. Towle and Henry A. Meyer.)

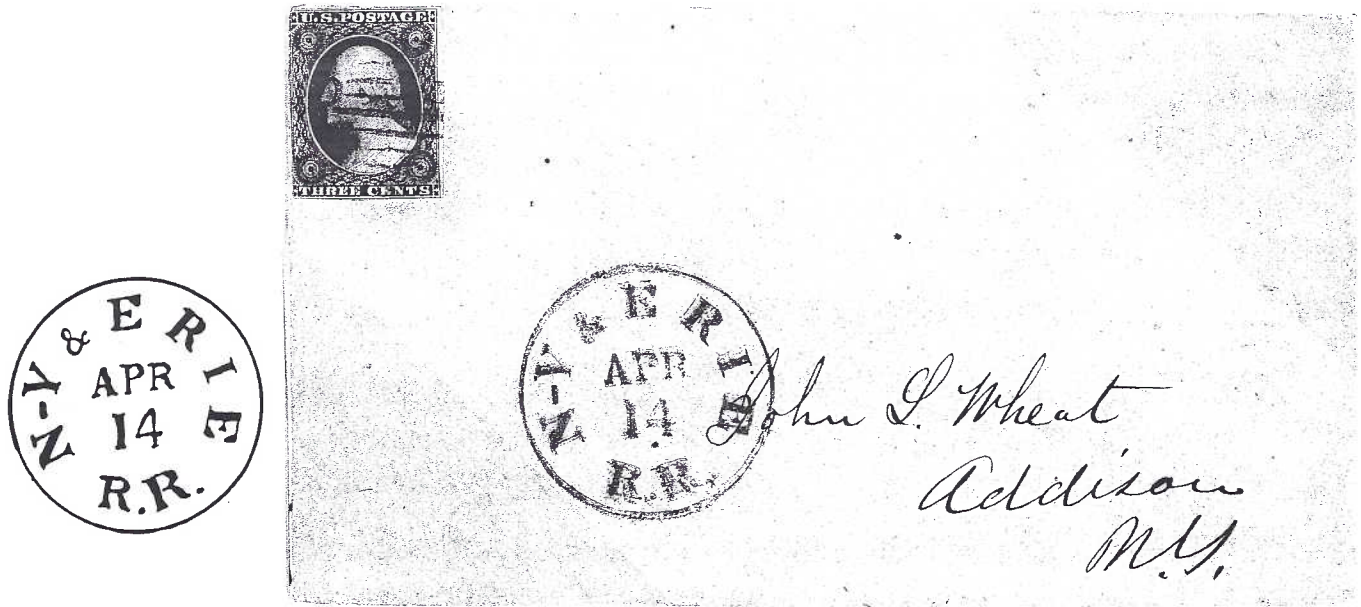
Railroad Route Agent



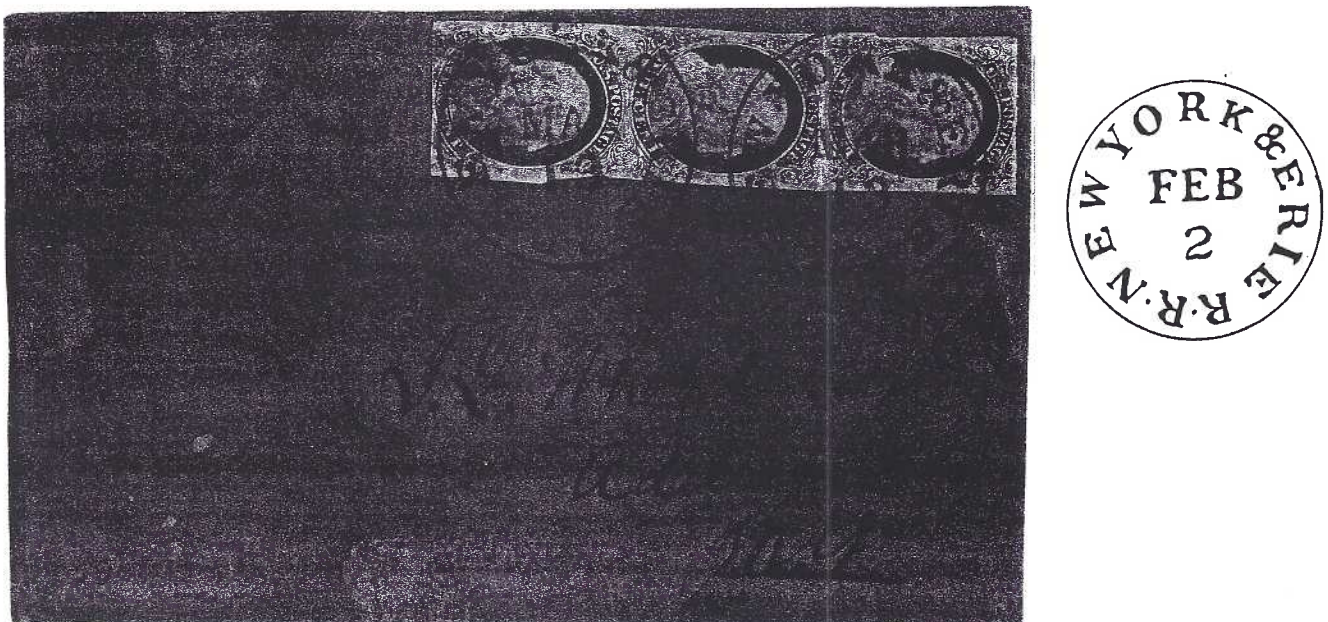
Mail carried by the Chemung Rail Road 1852-1853. This railroad ran from Elmira to Jefferson (now Watkins Glen). It was operated by the NY & Erie Railroad until 1879 when it was taken over by the Northern Central Railroad and subsequently by the Pennsylvania Railroad.

Although stamps were first issued in the United States in 1847, they were not required for prepayment of postage until January 1, 1856. Until April 1, 1855 letter could be sent "unpaid," i.e., the post office collected the postage from the addressee. Beginning July 1, 1851 unpaid letters cost more than those prepaid, 5¢ per half ounce versus 3¢, for distances under 3,000 miles. The covers shown here were sent unpaid; the lower cover (folded letter sheet) weighed more than a half ounce.

Railroad Route Agent

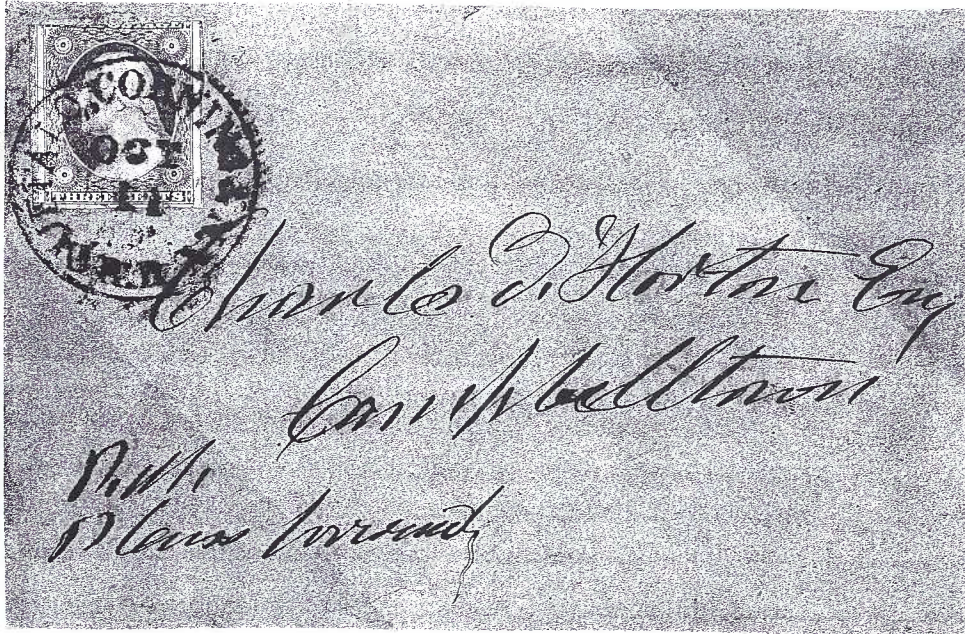


Two covers to same Addison resident c. 1851-53 both canceled aboard the New York and Erie Railroad, the first "main line" to service the counties of Tioga, Chemung and Steuben. Oswego was reached June 1, 1849, Elmira, October 2, 1849 and Hornellsville, September 1, 1850. On May 15, 1851 the line was completed 445 miles from Piermont on the Hudson River to Dunkirk on Lake Erie. Both covers are franked with stamps issued July 1, 1851, when postal rates were reduced from 5¢ to 3¢ per half ounce for prepaid letters.



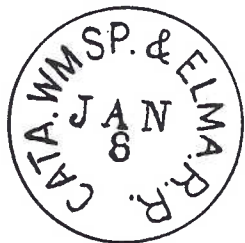
Railroad Route Agent

Envelope (c. 1856) brought into Steuben County (Campbelltown) on the Buffalo, Corning and New York Railroad and canceled aboard the train. This railroad operated between Batavia and Corning during the period 1853-1860, making six trips per week. It eventually became part of the Erie.



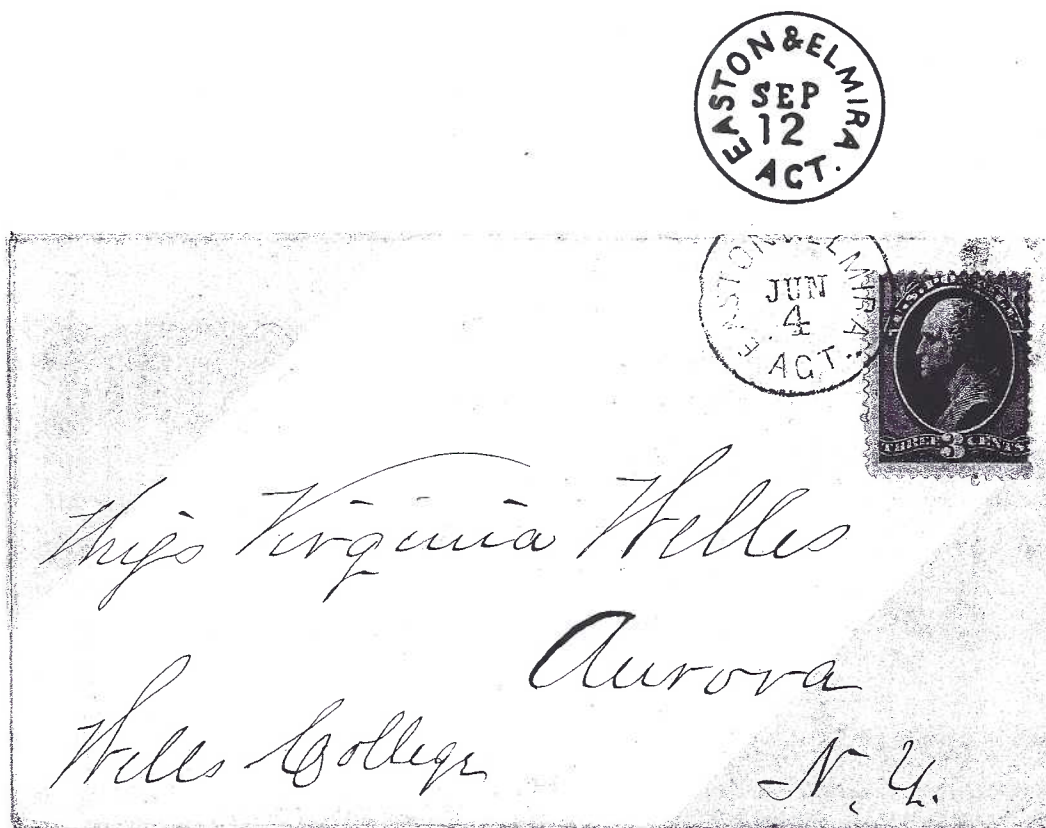
Catawissa, Williamsport & Elmira Railroad. This marking unusual, i.e., a combination of the names of two different railroads operating in the 1850s—the Catawissa, Williamsport & Erie and the Williamsport and Elmira. The later railroad was built north from Williamsport and completed to Elmira September 9, 1854. It was leased to the Northern Central Railroad in April 1863 and in 1911 became part of the Pennsylvania Railroad.

The marking on this cover was used during the years 1851-1857. The dull red shade of the 3¢ 1851 stamp on the cover indicates it was probably not issued until 1853.

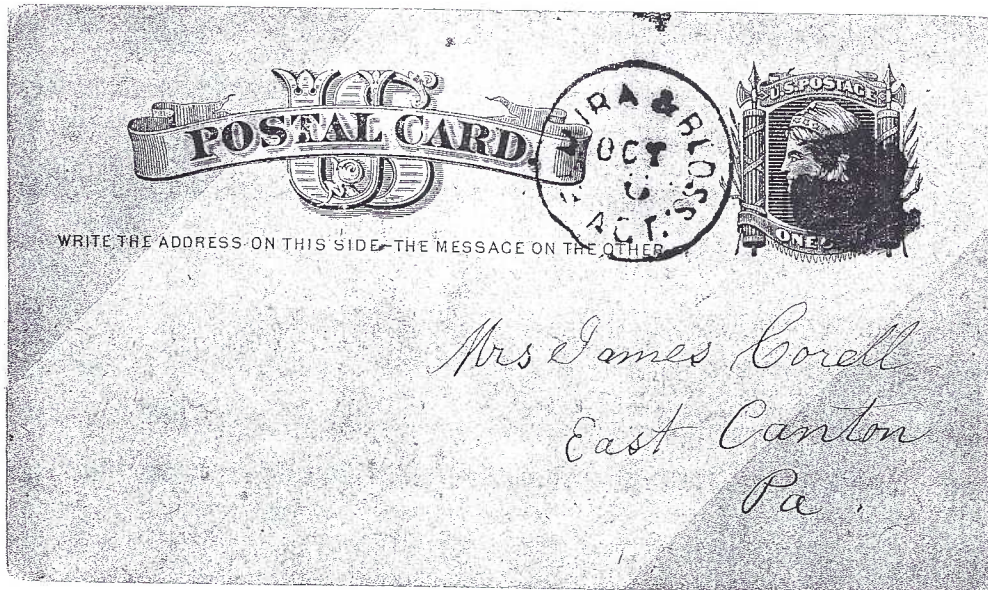


Railroad Route Agent

Markings used by route agents to cancel mail on the Easton (PA) to Elmira division of the Lehigh Valley Railroad, c.1879-1880. At this point in time the Lehigh Valley tracks ran only to Waverly. The Easton & Elmira utilized Erie trackage between Waverly and Elmira.



Railroad Route Agent
Railway Post Office



Postal card above canceled by Route Agent aboard Elmira and Blossburg line of Tioga, Elmira and State Line Railroad, commonly known as the Tioga Railroad, c. 1879. Registered package receipt below shows the transition from route agent to railway post office service as of August 1, 1882. This item was canceled aboard the Elmira and Blossburg traveling north February 14, 1896. By this time it was part of the Erie system.



Page _____ REGISTERED PACKAGE RECEIPT. A penalty of \$300 is fixed by law for using this Card for other than Official Business.

Post Office Department,
Official Business.

Post Office at _____

Receipt on other side and return this card by NEXT MAIL, without cover,

To
J. W. Hyde,
P. O. Elmira,
County of Chemung,
State of New York.

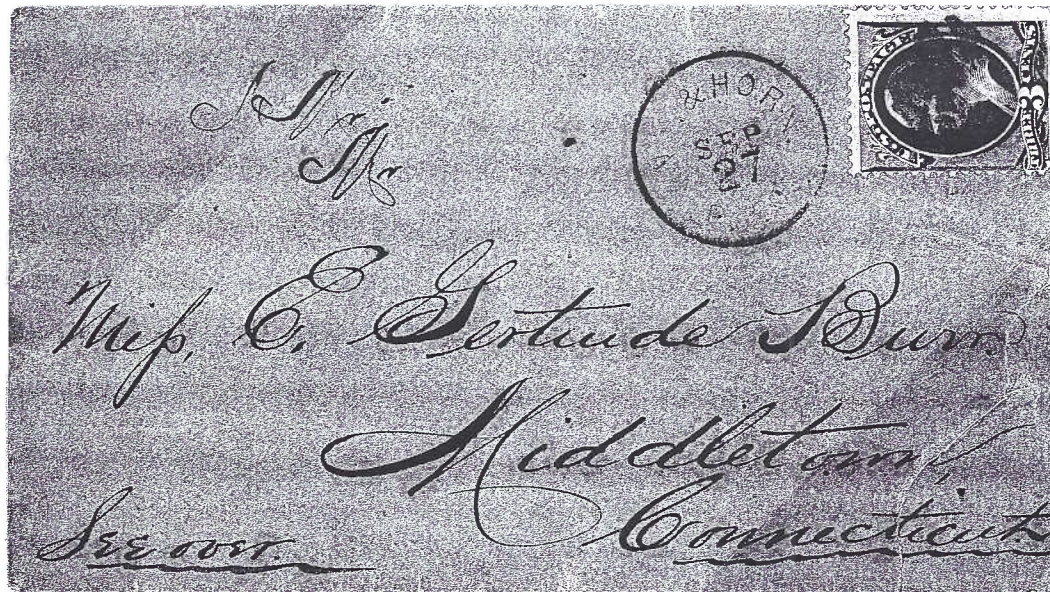
Stamp of Receiving Office

Stamp of Dispatching Office

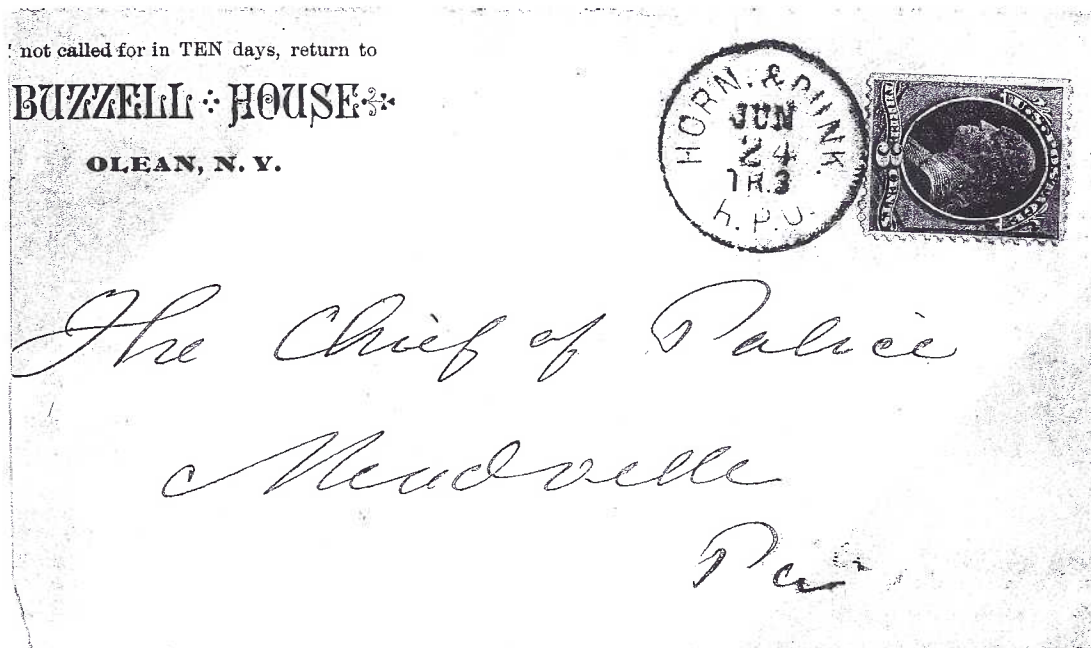
and date of Dispatch.

and date of Receipt.

Railway Post Office

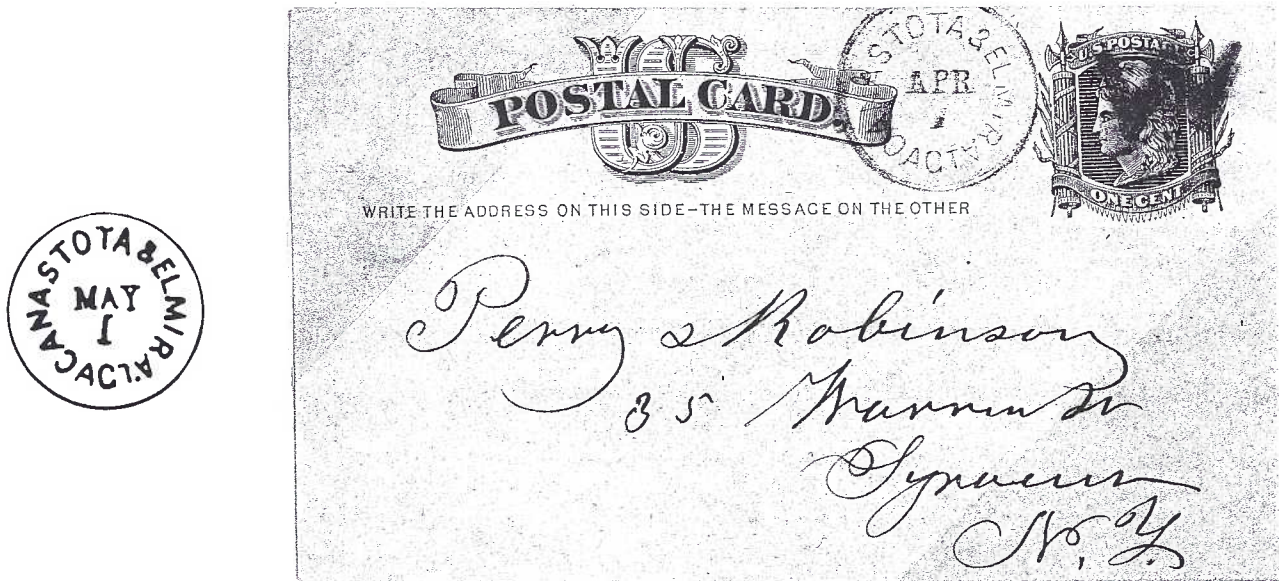


New York & Hornellsville RPO (above) and Hornellsville & Dunkirk RPO (below) were two divisions of the New York, Lake Erie & Western Railroad (Erie) following the Civil War. The cover above was mailed from Elmira September 26, 1875 (per docketing on the back of the cover). There is no year date on the cover below; the stamp was issued in 1879. The two separate markings were replaced in the 1880s by a single marking for the New York & Dunkirk RPO.

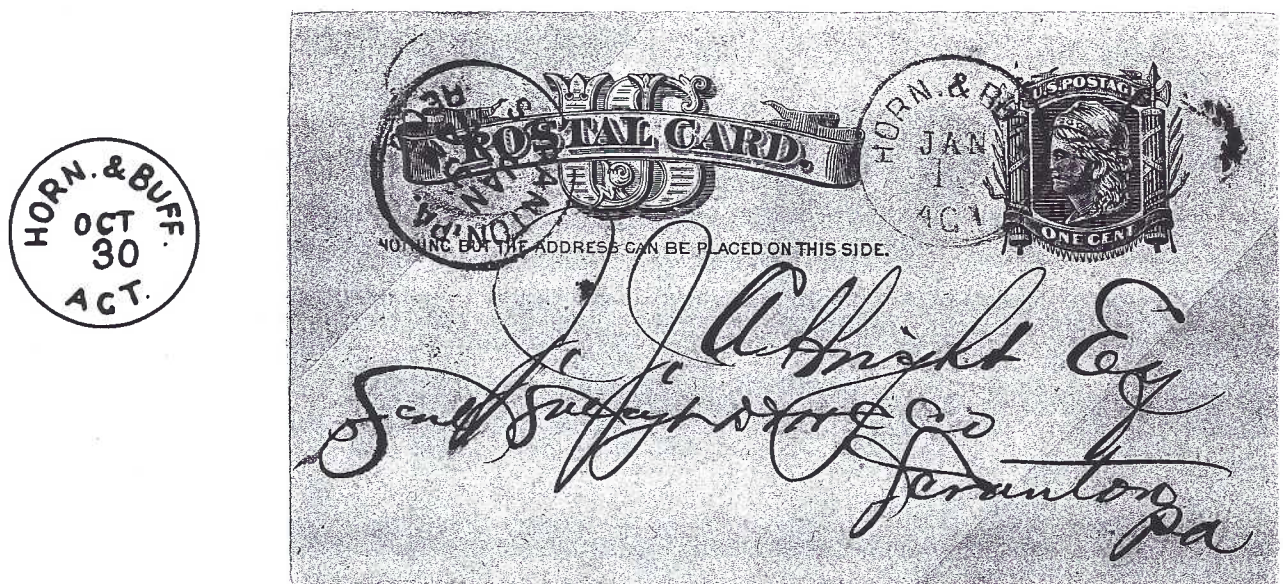


Railroad Route Agent

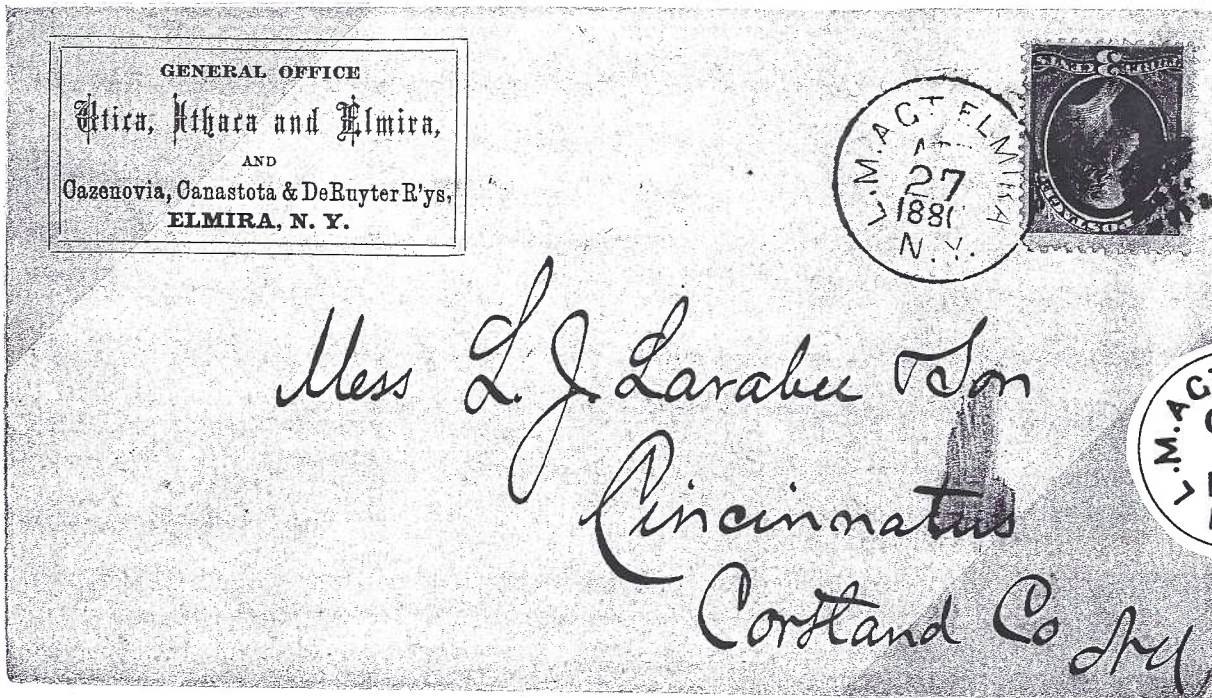
Route Agent marking used on Hornellsville & Buffalo division of New York, Lake Erie & Western Railroad (Erie) concurrently with RPO cancellations being used on other divisions of same railroad (see previous page). The postal card above was mailed at Warsaw January 18, 1884. It was received in Scranton, PA at 7 a.m. the next day.



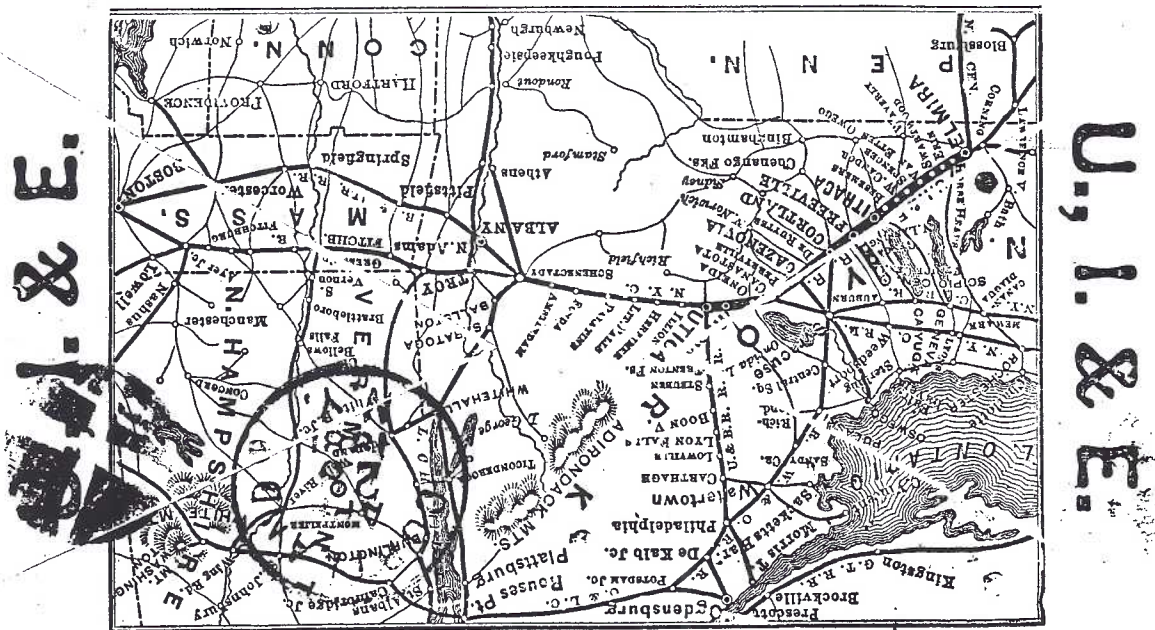
Marking used to cancel mail on the Canastota & Elmira line of the Utica, Ithaca & Elmira Railroad April 7, 1880. The large W denotes the direction the train was traveling. The postal card was mailed at New Woodstock, NY, southeast of Syracuse, and could have been placed on a train for Syracuse when the westbound Canastota & Elmira stopped in Cortland.



Local Mail Agent



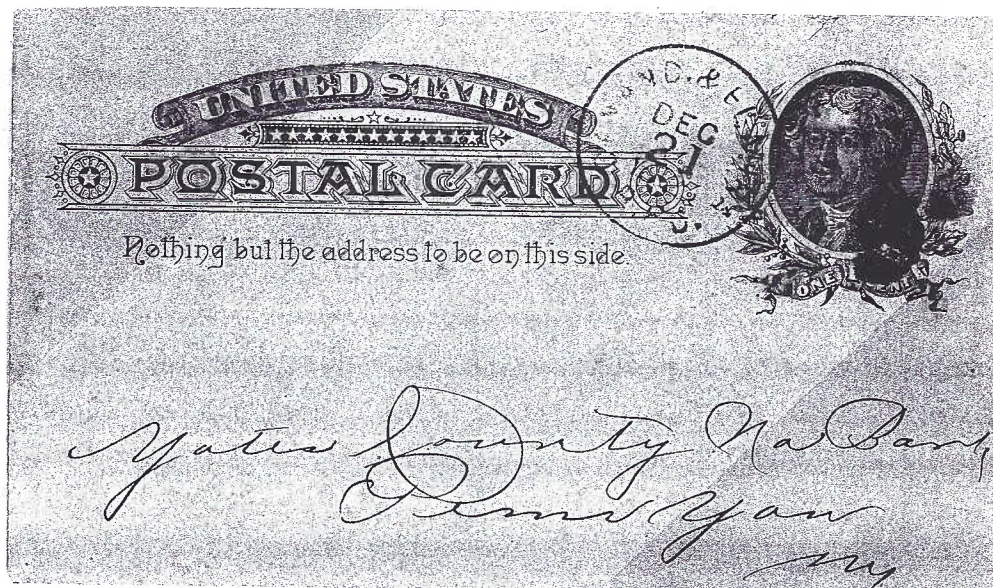
Correspondence of Utica, Ithaca & Elmira Railroad canceled by local mail agent at Elmira April 27, 1881 (photocopy below shows route map on back of envelope and Cortland April 28 receiving cancel). "Local Mail Agent" cancel was used at the Erie station in Elmira throughout the 1880s. Beginning in 1890 the cancel read "Transfer Clerk" in place of "Local Mail Agent."



Railway Post Office

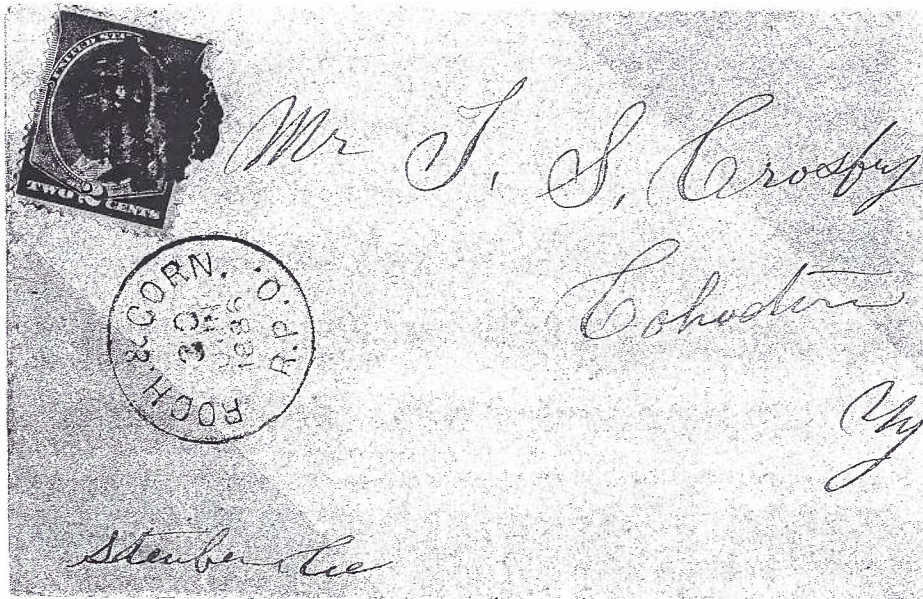


Cancellations of Canandaigua & Elmira division of Northern Central Railroad—above, on cover February 20, 1885 (stamp issued October 1, 1883); below, on postal card dated December 21, 1886. The Canandaigua & Elmira line took over the routes of the Chemung and the Elmira, Jefferson & Canandaigua Railroads in the 1860s. The Canandaigua and Elmira continued until the late 1890s when it was absorbed into the Canandaigua & Williamsport line.



Railway Post Office

Cover carried on the Rochester & Corning division of the New York, Lake Erie & Western Railroad (Erie), canceled on board June 30, 1886. Starting with the route agent service in 1876, the Rochester & Corning serviced mail (with some interruptions) under this name until September 26, 1941, when it became the Avon & Corning RPO.



Another branch of the Erie, the Elmira & Hoytville (PA) line, operated from February 17, 1892 to July 10, 1894 and again from August 19, 1902 to April 4, 1913. The registered package receipt below was canceled by the southbound run of the Elmira & Hoytville February 28, 1894.

Page _____ REGISTERED PACKAGE RECEIPT. A penalty of \$300 is fixed by law for using this Card for other than Official Business.

Post Office Department,
Official Business.

Post Office at _____

Receipt on other side and return this card by NEXT MAIL, without cover,

To _____ J. W. Hyde, _____, Postal Clerk,

P. O. at _____ Elmira, _____
County of _____ Chemung, _____
State of _____ New York.

Stamp of Dispatching Office
ELMIRA & HOYTVILLE
N.Y.
FEB 28 1894
P.O.

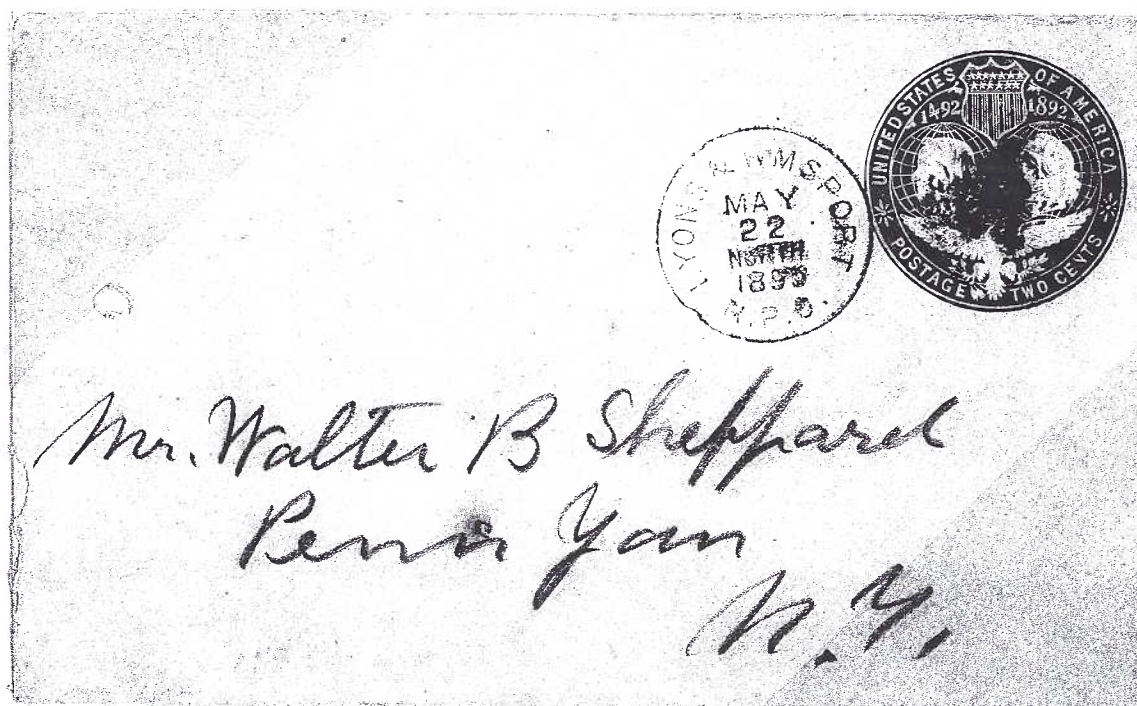
Stamp of Receiving Office
HOYTVILLE
PA
FEB 28 1894
P.O.

and date of Dispatch, _____

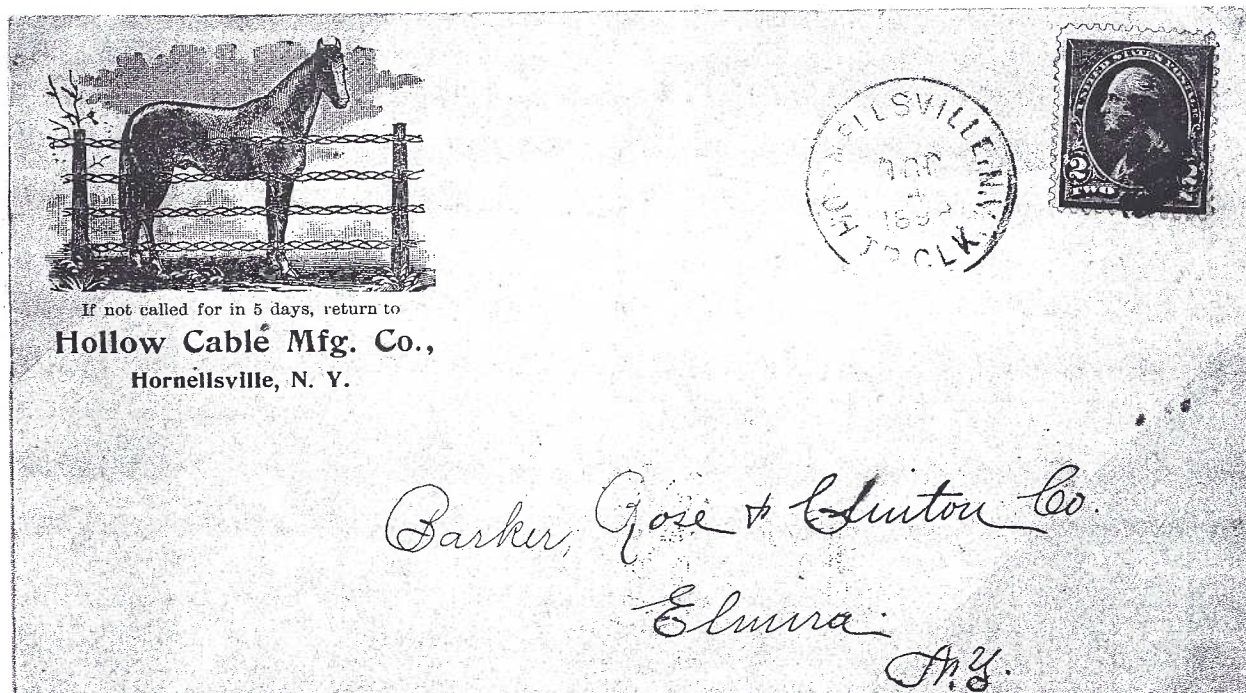
Stamp of Receiving Office
HOYTVILLE
PA
FEB 28 1894
P.O.

Railway Post Office

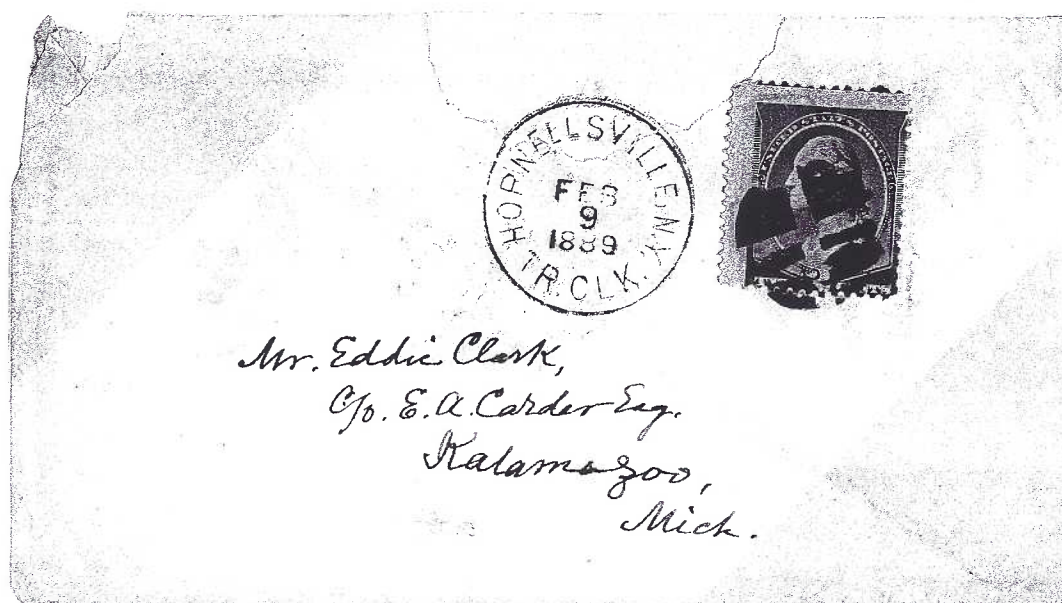
The Lyons & Williamsport branch of the New York Central (operated as the Fall Brook Division) extended from Lyons, NY south along the west side of Seneca Lake, through the center of Schuyler County, the northwest corner of Chemung County and the southeast corner of Steuben County, including a stop at Corning, before reaching its southern terminus at Williamsport, PA. The Lyons & Williamsport RPO serviced mail from February 27, 1892 to April 27, 1933. The cover above was canceled on the northbound run May 22, 1895.



Transfer Clerk

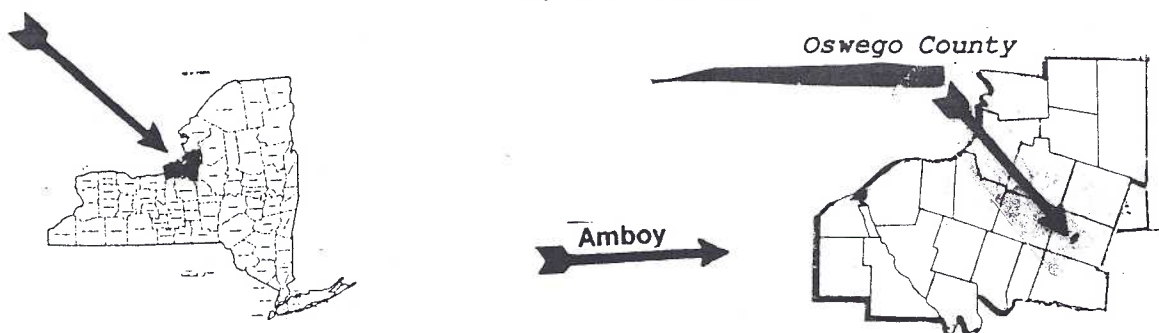


Local Mail Agents became Transfer Clerks by the late 1880s and early 1890s. Their duties were the same; the new title perhaps better described their function and had more meaning in the postal marking they applied to the mail. The covers on this page were canceled at the Erie station in Hornellsville: above, July 4, 1898; below, February 9, 1889 (name changed to Hornell in 1906). The style of circle-dater shown here is the only one listed for this location in the 19th century. Since 1889 is the first year reported for a station (transfer office) marking at Hornellsville, the cover below could possibly be the earliest known use. According to *The United States Transit Markings Catalogue*, Vol. IV, the transfer office at Hornellsville/Hornell operated from 1882 to 1912.

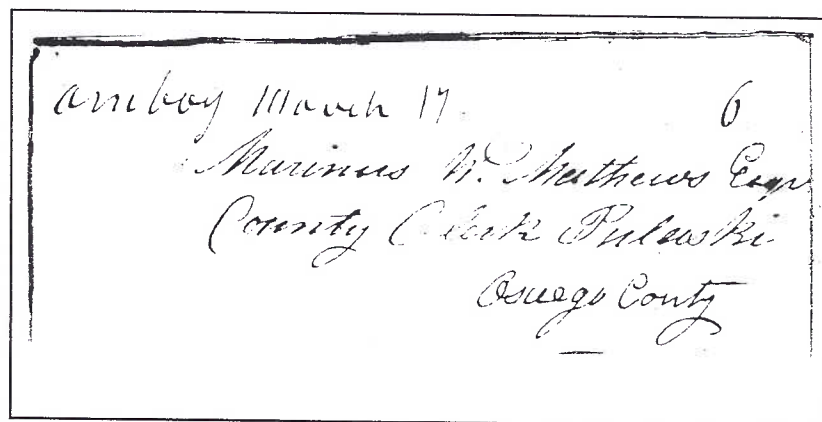


NEW YORK POSTAL MARKINGS

by Nicholas Todoro



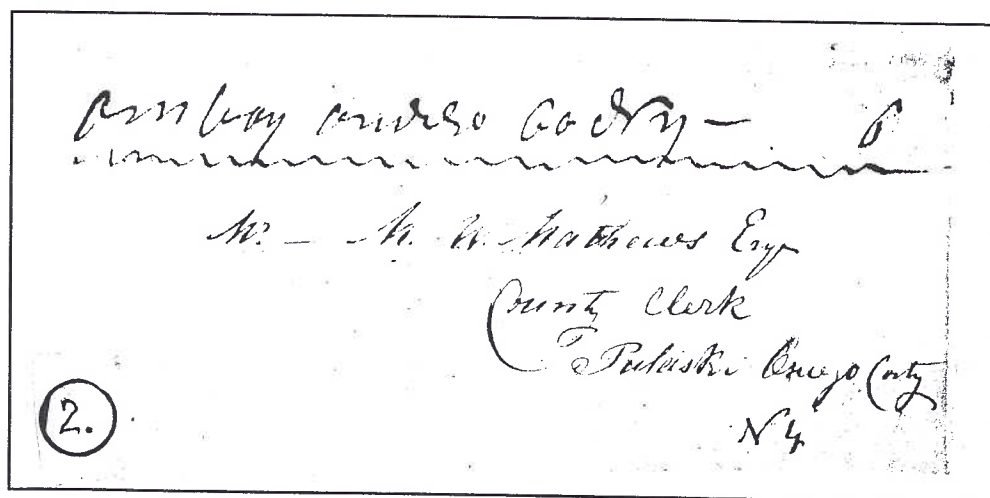
Post office established December 20, 1832. The name was changed to Amboy Center December 10, 1849 and discontinued August 15, 1910. Robert Carter was the postmaster at or to date of the name change and was officially postmaster of Amboy at his home in Cartersville, four miles distance. Amboy (at Cartersville), changed the post office name to Cartersville on December 12, 1850. Amboy, Onondago County existed from 1886 to 1899.



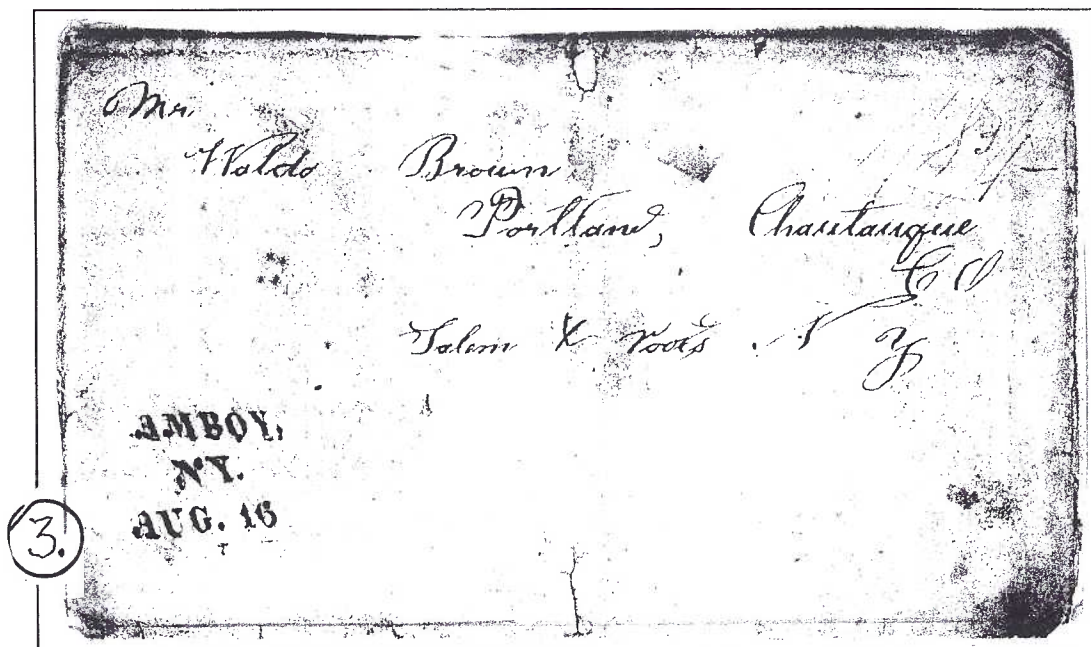
dl 1834

EKU, a fls 3-17-1835 diverted to Pulaski which was well known as the post office of Richland until 1853. Correctly rated "6" Comiths New York.

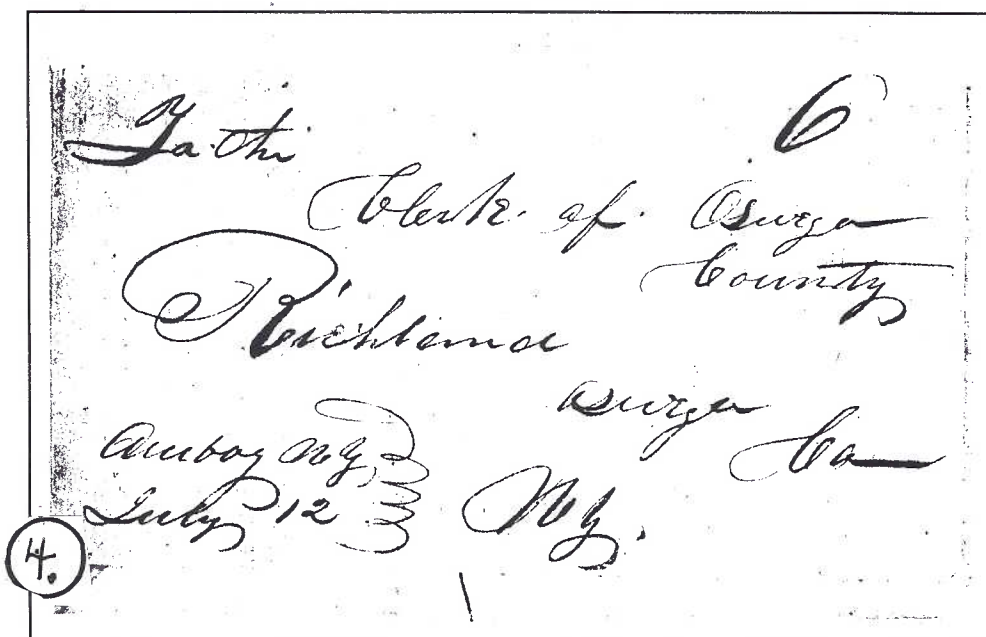
dl 3-7-1836 — due 6
1837, same postmaster being
in office postmarked a fls,
Amboy, Oswego Co. in
manuscript and omitted
month and day.



dl 1837 ---- due 18¾
 Fls, green straight line, Amboy/NY/Aug 16,
 ms 18¾ to Salem X Roads.



dl 1843 — due 6
 Manuscript Amboy, N.Y. Jul 12 (1843) correctly rated 6, a new postmaster was in office.



Amboy N.Y.
10
 John Carpenter esq
 Clerk of Oswego
 County
 Oswego N.Y.

Feb. 21, 1844
 due 10

Fls is rated 10 (30-80 mi.) because the county clerk and court was located at Oswego, more than 30 miles by postal route. Closest route from Amboy to Oswego was by way of Constantia.

5.

7-23-1845
 due 5

Fls also to county clerk. Chg 5—as county court was held in Oswego.

Amboy N.Y.
5
 July 23rd
 County Clerk of Oswego Co.
 Oswego N.Y.

6.

5-14-1848
 (or 5-4-1848)
 Forwarded from Oswego
 due 5

In the summer months the county court was held in Richland, therefore this cover addressed to Co. Clerk, Oswego Co. was sent to Oswego, the postmaster may not have known court was in Richland, Pulaski village, (and) R.G. Carter was "correct" because it was not directed to Pulaski or Richland. At Oswego, the postmaster of course knew when court was held, forwarded it correctly rated due 5. Oswego County is a "twin-shire" having two county seats.

Amboy N.Y.
5
 Feb 21 1844
 Pabel - Gilbert - Esq.
 County Clerk
 Oswego, N.Y.
 Richland

7.

POSTAL ROUTES IN 1837-1841

AND HOW THEY INFLUENCED THE DELIVERY OF THE MAIL ORIGINATING IN SARATOGA COUNTY, NEW YORK

by John A. Lange Jr.
Ballston Spa, New York

This study shows stampless folded letters (SFLs) mailed in 1837-1841 from various towns then existing in Saratoga County, New York. This particular time frame was chosen because it coincides with the period covered by the 1839 *Postal Route Gazetteer* for New York State.

Postal routes which would have been utilized for the conveyance of these SFLs are identified by route number, the towns serviced, the distance between the first town on the route and the last town where appropriate. The method of transport, e.g. by four-horse post carriages and the days

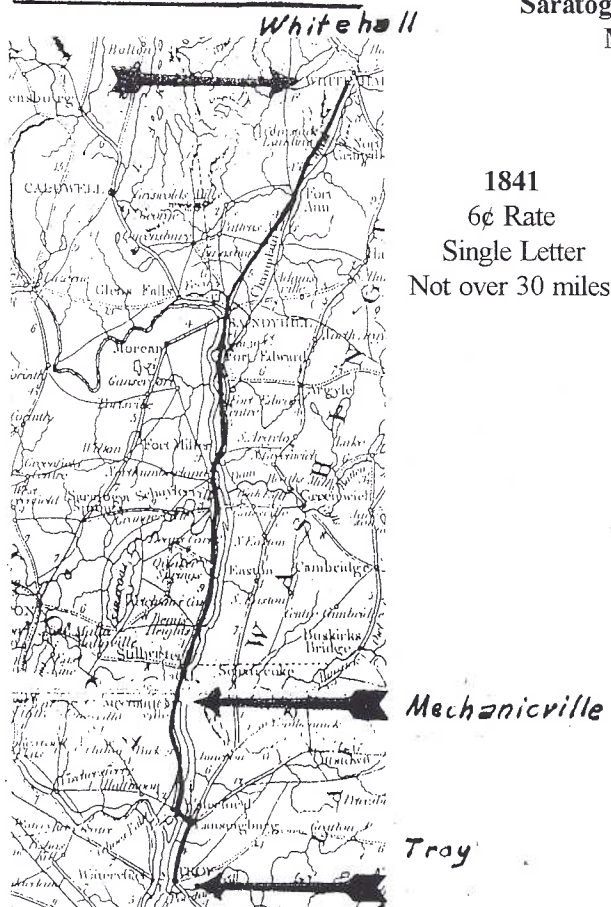
of the week that service was provided are noted if available from the *Gazetteer*.

Copies of the 1839 postal route (some changed in size) are used to illustrate the physical route(s) taken. This is a large detailed map.

Distances are postal route distances, not "as the crow flies."

Among the most important are the Greenfield Centre SFL requiring seven routes and the Ketcham's Corners SFL needing four routes.

ROUTE NO. 544



Saratoga County, New York
Mechanicville

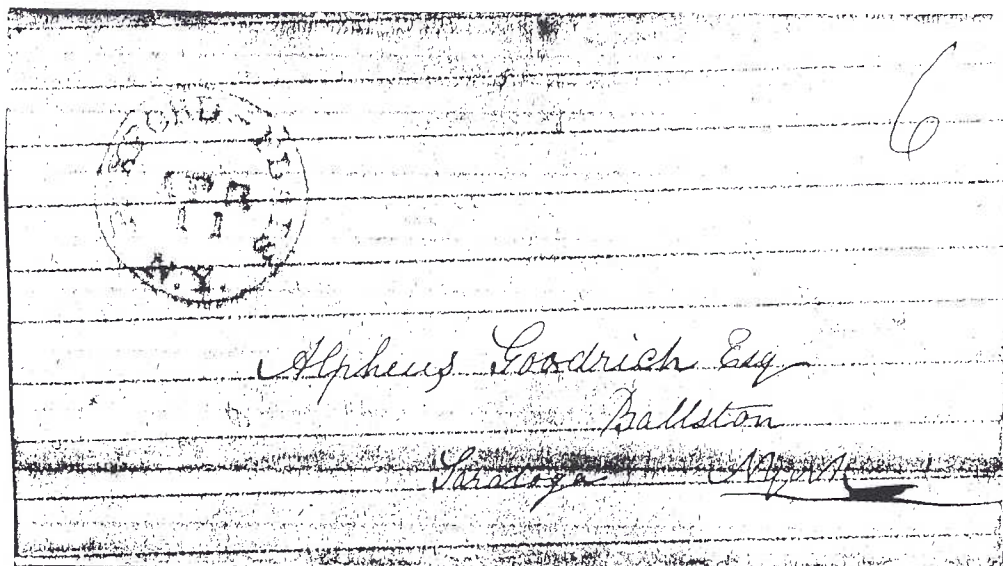
Mechanicville
N. Y. May 3
g'd
Maryann Bishop
Troy
In care of Charles B. Bishop

Mechanicville
Nov 29 1841
Miss
Maryann Bishop
Troy
In care of Charles B. Bishop

Leave from Whitehall at 8 a.m., arrive at Troy same day by 8 p.m. 72 miles and back, daily in four-horse post coaches. One of the stops was Mechanicville (Mechanicsville).

Map & Route information from
Postal Route Gazetteer Part I: New York State 1839.

Saratoga County, New York
Rexford Flats



Wednesday, April 11, 1838
28mm. dia. Orange strike
6¢ Rate for not over 30 mi.

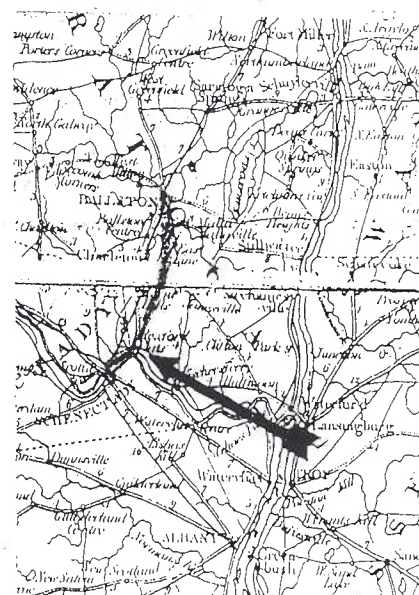
Postal Route No. 608

From Schenectady via one-horse carriage by Rexford Flats, Burnt Hills and South Ballston to Ballston, 15 miles and back, once a week.

Leave Schenectady ever Wednesday at 12 midnight, arrive at Ballston same day by 6 a.m.

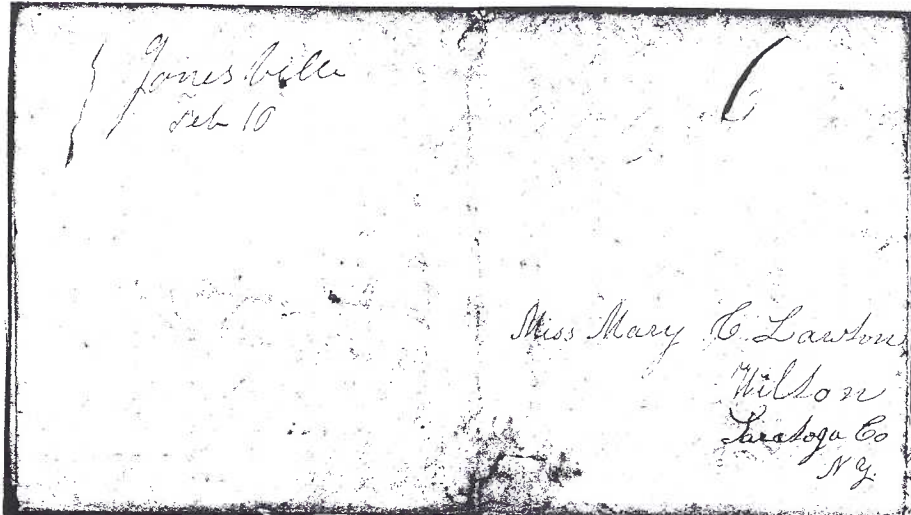
Contract with Thomas Stetts dated 18th Sept. 1837 to commence 9th Aug. 1837, to expire 30th June 1841.

Source: Postal Route Gazetteer, Part I, NYS, 1839.

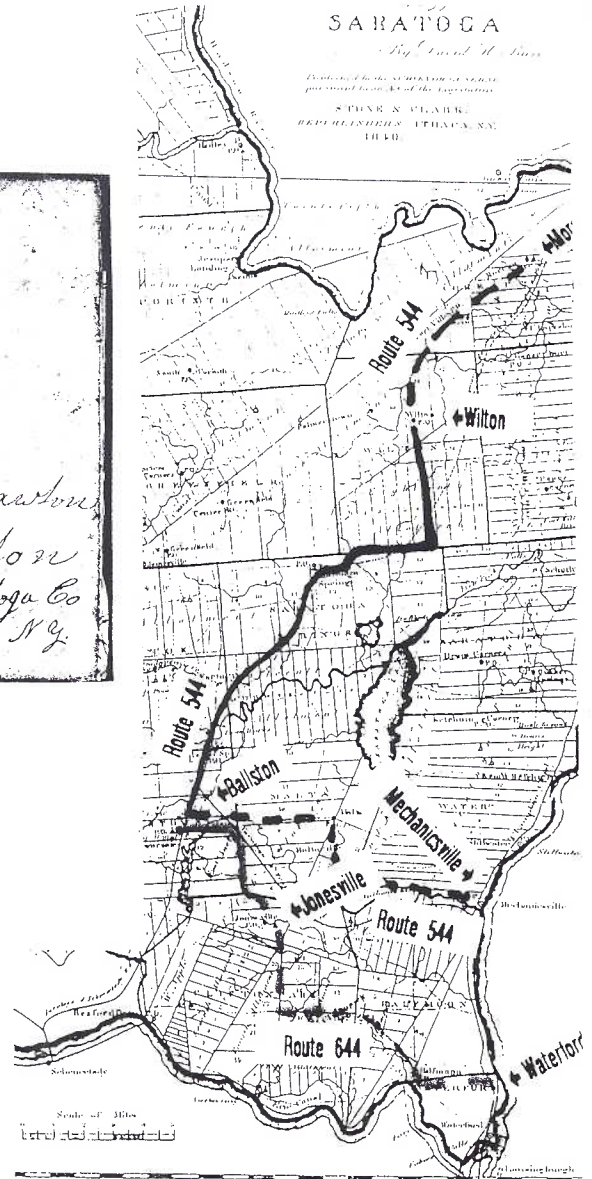


Jonesville

Feb. 10, 1840
Jonesville to Wilton
6¢, not over 30 miles



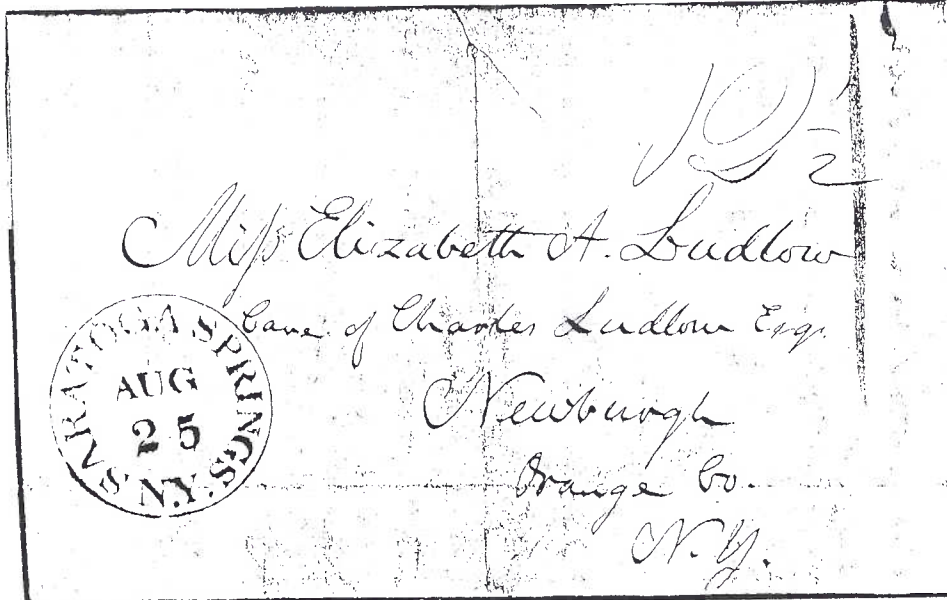
- **Route 644:** From Waterford by Half Moon, Clifton Park, Jonesville and East Line to Ballston, 20 miles and back, twice a week. Leave Waterford every Tuesday and Friday at 2 p.m.; arrive at Ballston next day by 10 a.m.
- **Route 544:**; and three times a week from Mechanicsville, by Maltaville, Malta, Ballston, Saratoga Springs, Wilton, Fortsville and Moreau to Sandy Hill; 40 miles and back. Leave Mechanicsville every Tuesday, Thursday and Saturday, at 2 p.m.; arrive at Sandy Hill next day by 5 p.m.



Travel Time for Letter:

- a. Originating townmark is Jonesville, Feb. 10 (1840) which is a Monday.
- b. Since Jonesville is closer to Ballston than to Waterford, it is probable that it was picked up Wednesday morning, Feb. 12 (rather than Tuesday afternoon) by the Route 644 carrier.
- c. In any event, the letter was delivered to the Ballston P.O. by 10 a.m. Feb. 12, a Wednesday.
- d. The letter stayed in the Ballston P.O. that night. The next day it was given to the Route 544 carrier and delivered the same day to Wilton, Feb. 13, a Thursday if the carrier was speedy. But it is more likely that either Ballston or Saratoga Springs was the site of an overnight stay, so the more likely arrival time in Wilton was Friday, Feb. 14, 1840.

Saratoga Springs



Saratoga Springs to Newburgh

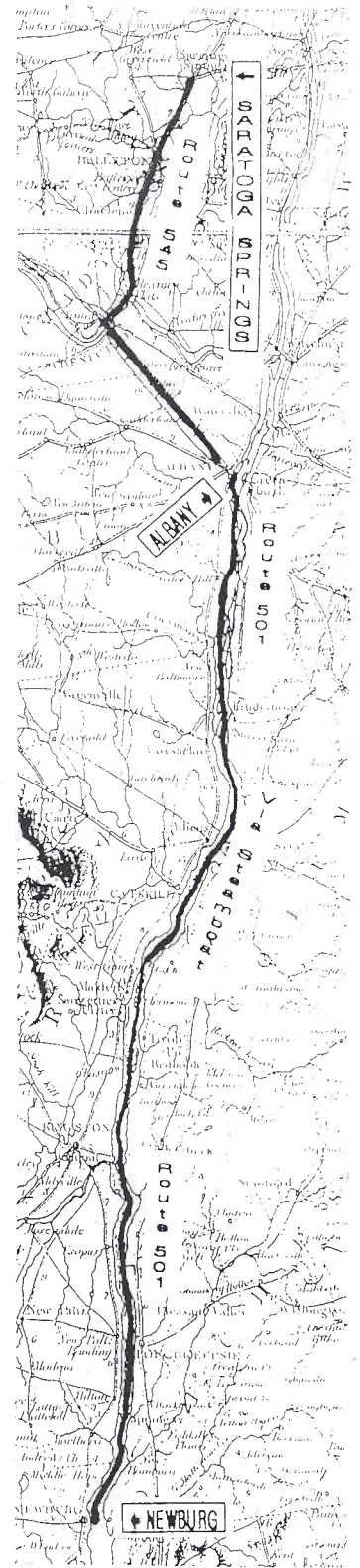
August 25, 1838 • 12½¢ Rate for 80-150 miles, single letter

- **Route 545:** From Albany, by Schenectady and Ballston to Saratoga Springs; 33 miles and back, daily, in railroad cars. Leave Saratoga Springs every day at 10 a.m., arrive in Albany same day by 2 p.m.
- **Route 501:** From New York, by West Point, Newburg, Hamptonburg, Poughkeepsie, Hyde Park, Tivoli, Catskill, Hudson, Cossackie, Stuyvesant and Albany, to Troy; 152 miles and back, daily, in steamboats, during the season of navigation. Leave Troy every day at 4 p.m.; arrive at New York next day by 6 a.m. This portion, 81½ mi.

Travel Time:

Saturday, Aug. 25, 1838: Letter written, brought to the P.O. and postmarked. If this occurred before 10 a.m., it was picked up by the Route 545 carrier. Arrived in Albany by 2 p.m. It then left Albany on the Route 501 Steamboat, probably before 5 p.m.

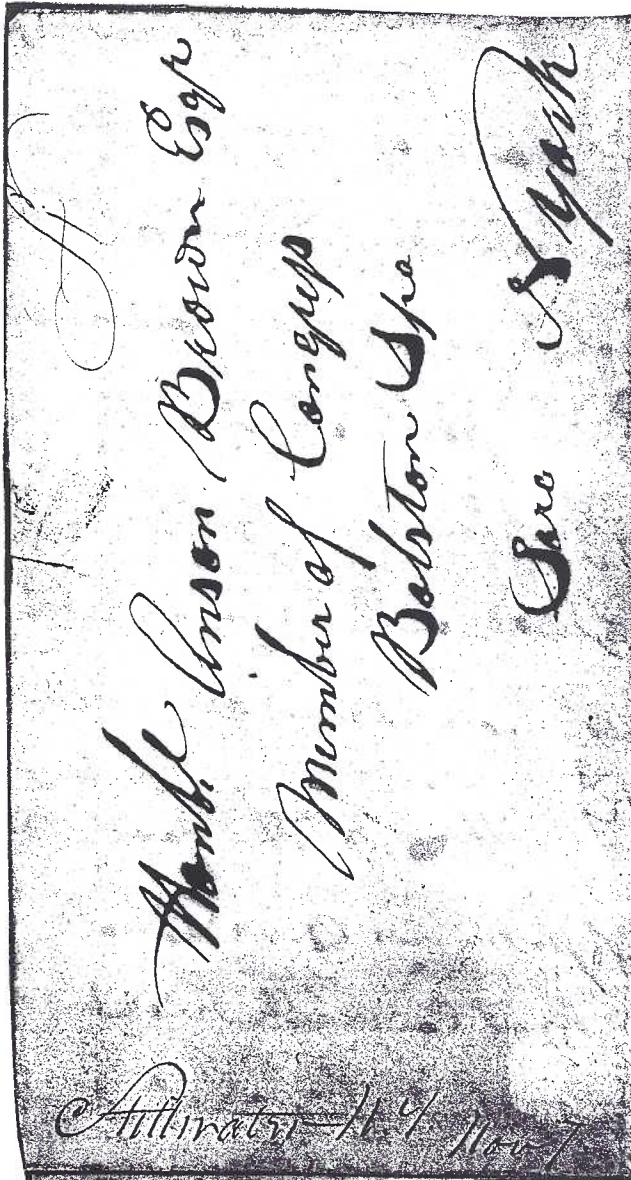
Sunday, August 26: Letter arrived in Newburg, several hours before 6 a.m.



1839
POSTAL ROUTE MAP

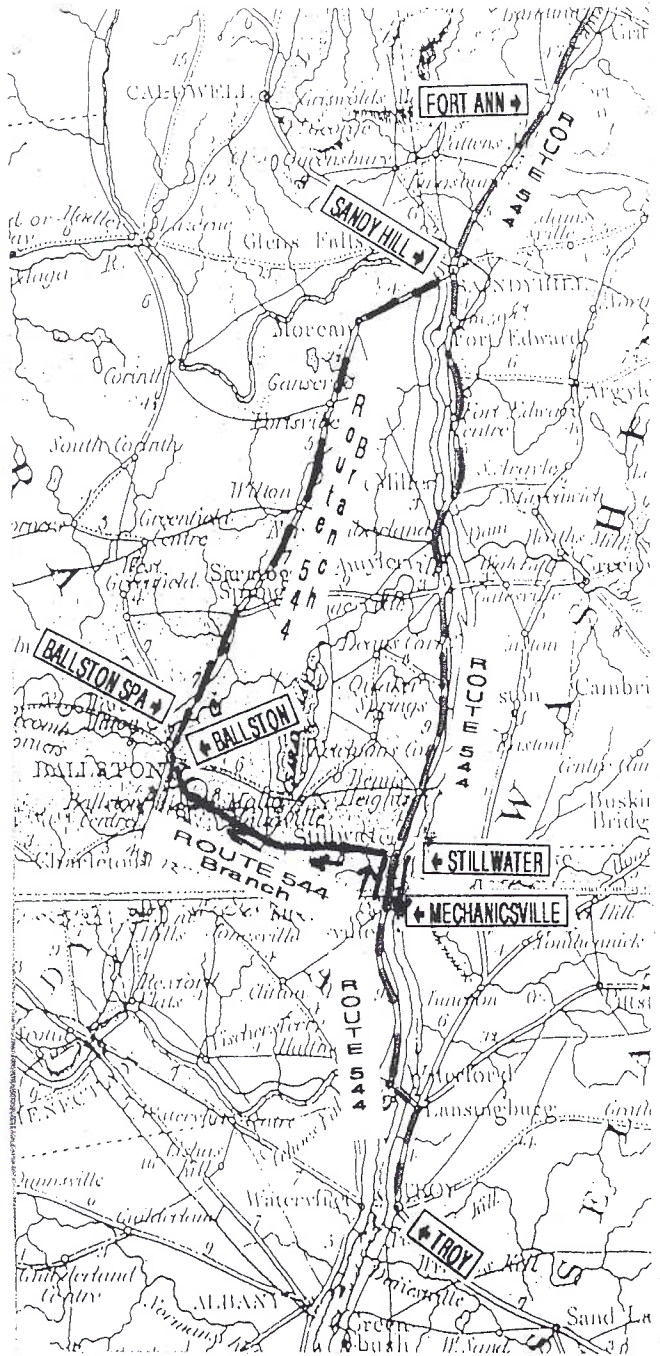
Stillwater

Stillwater to Ballston Spa
via
Ballston



Nov. 7, 1839
Normally a 6¢ rate
not over 30 mi.

Free (letter to a congressman)



- Route 544: Stillwater to Mechanicsville
- Route 544 Branch: Mechanicsville to Ballston

Stillwater

Route Description for the 1839 Stillwater Cover - Previous Page

Route 649 (not shown):

From Ballston by Maltaville, Stillwater, Quaker Springs, Dean's Corners, Ketcham's Corners, Maltaville and Malta to Ballston, equal to 22 miles and back, once a week. Leave Ballston every Wednesday at 5 a.m. and return to Ballston same day by 8 p.m. (Ballston to Stillwater, 16 miles)

Route 544 (Comstock/Reed):

From Whitehall by Comstock Landing, Fort Ann, Kingsbury, Sandy Hill, Fort Edward, Fort Edward Centre, Fort Miller, Northumberland, Schuylerville, Bemus Heights, Stillwater, Mechanicsville, Waterford, Lansingburg to Troy, 72 miles and back, daily. Leave Whitehall daily at 8 a.m., arrive in Troy same day by 8 p.m. in four-horse post coaches.

Route 544 Branch:

....and three times a week from Mechanicsville by Maltaville, Malta, Ballston, Saratoga Springs, Wilton, Fortsville and Moreau to Sandy Hill. Leave Mechanicsville every Tuesday, Thursday and Saturday at 1 p.m.; arrive at Sandy Hill next day by 5 p.m.

Analysis:

1. Choice of routes:

The postal route map shows a direct route from Stillwater to Ballston, but the Route 649 carrier only made this trip on Wednesdays. Although the letter was written on a Wednesday, it missed the carrier as evidenced by the Nov. 7 (Thursday) postal marking. The only alternative was Route 544 as an originating route.

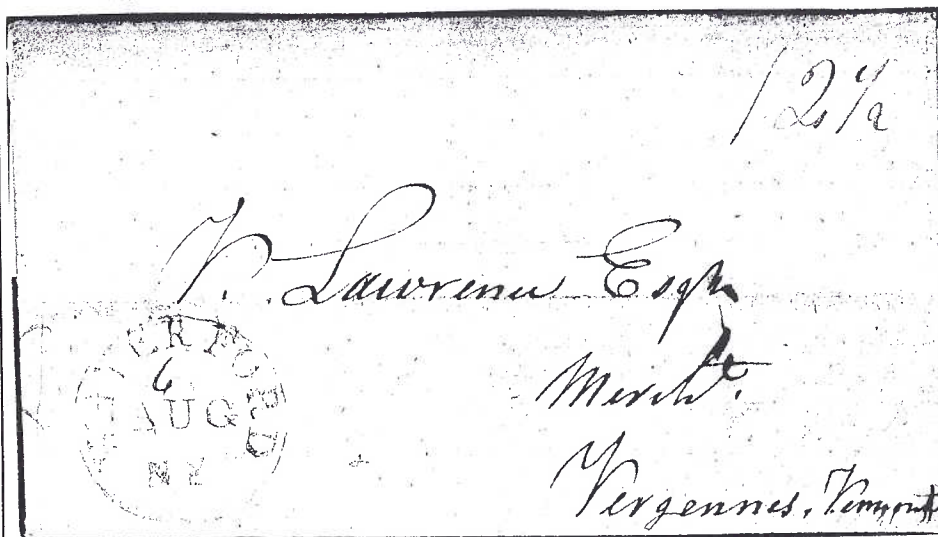
2. Timetable:

- a. Wednesday, Nov. 6, 1839: Letter written in Stillwater.
- b. Thursday, Nov. 7: Letter postmarked in Stillwater. Picked up by the Route 544 carrier and brought the four mile distance to Mechanicsville. However, because of the 15 mile distance from Mechanicsville to Troy and the arrival time of 8 p.m. in Troy, it missed the 1 p.m. departure time of the Route 544 branch carrier. It had to stay overnight in the Mechanicsville post office.
- c. Left Mechanicsville via the Route 544 Branch carrier on Friday, Nov. 8 at 1 p.m. and arrived in Ballston in the late afternoon or early evening.

3. Mileage:

Stillwater to Mechanicsville, 4 miles
Mechanicsville to Ballston, 20 miles
24 miles total in postal system

Waterford



Waterford to Vergennes—August 6, 1837

12½¢ rate for 90-150 miles

Single letter

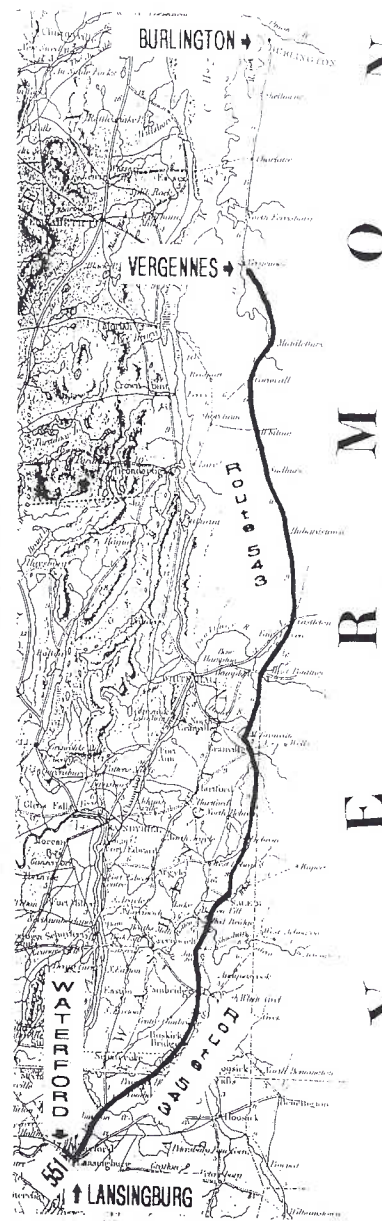
Route 551: From Waterford by Lansingburg to Troy, four miles and back, daily. Leave Waterford every day at 2 p.m., arrive at Troy by 3 p.m. Four-horse post carriages. Two miles for this portion.

Route 543: From Albany by Troy, Lansingburg, . . . Cambridge, . . . Middle Granville, . . . Hubberton, . . . Middlebury, Vergennes, . . . to Burlington; 137 miles and back, daily, in four-horse post carriages. Leave Albany every day at 10 a.m.; arrive in Burlington next day by 12 . One hundred miles for this portion.

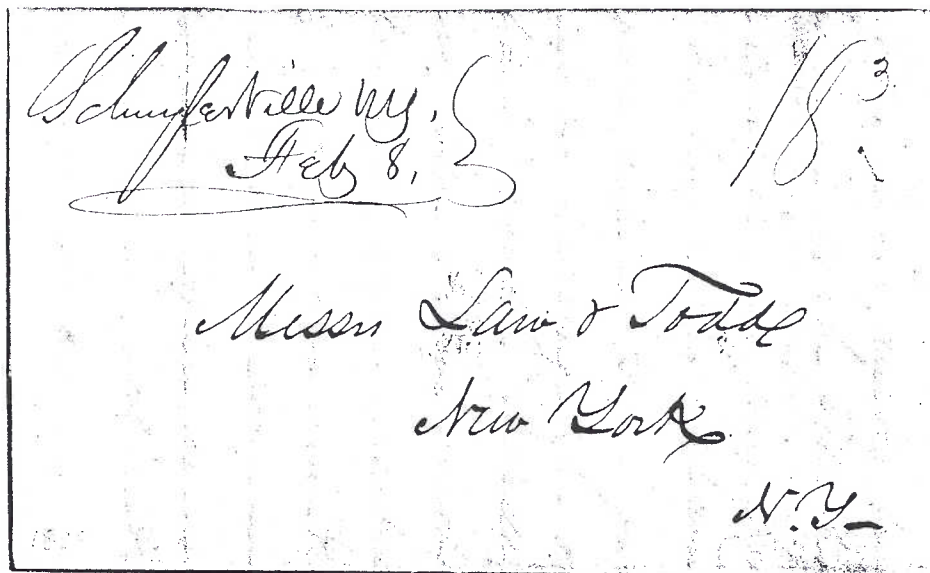
Travel Time:

- Saturday, Aug. 5, 1837—Letter date-lined in Waterford, brought to the Waterford P.O. on Aug. 5 or
- Sunday, Aug. 6 — Route 551 carrier leaves Waterford at 2 p.m.; arrives in Lansingburg before 3
- Monday, Aug. 7 — Route 543 carrier pickup in Lansingburg about noon.
- Tuesday, Aug. 8 —Arrival in Vergennes, Vt. In the evening
- Wednesday, Aug. 9 — Most probable earliest pickup by the addressee

Route Description: Obtained from the "Postal Route Gazetteer, Part I: New York State 1839.



Schuylerville



Schuylerville to New York
February 8, 1838
18¾¢ Rate for 150-400 mi. Single letter

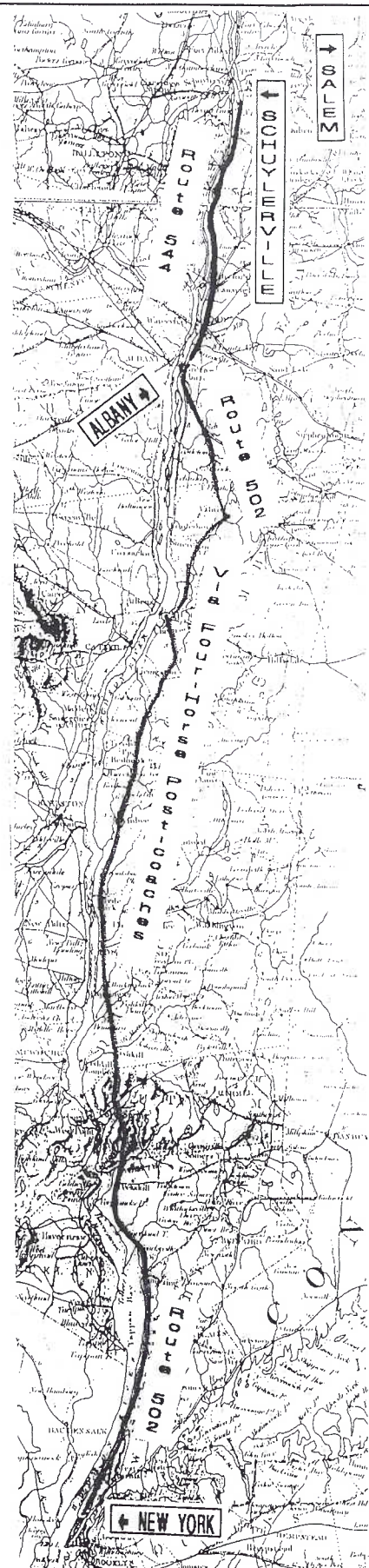
Route 544: From Whitehall, . . . Schuylerville, . . . to Albany, daily, 72 miles. Leave Whitehall (in winter) at 12 m.; arrive Albany next day by 6 p.m. (36 hours, total).

Route 502: From Albany, . . . Hudson, . . . Sing Sing, . . . to New York, daily, 152 miles. Leave Albany (in winter) at 6 a.m.; arrive New York next day by 2 p.m. (32 hours).

Travel Time:

- Sunday, Feb. 4, 1838 — Letter written in Salem
- Thursday, Feb. 8 — Postmarked in Schuylerville. Route 544 probable pickup, late evening.
- Saturday, Feb. 10 — Arrived in Albany by 6 p.m.
- Sunday, Feb. 11 — Pickup by the Route 502 carrier at 6 a.m.
- Monday, Feb. 12 — Arrived in New York by 2 p.m.

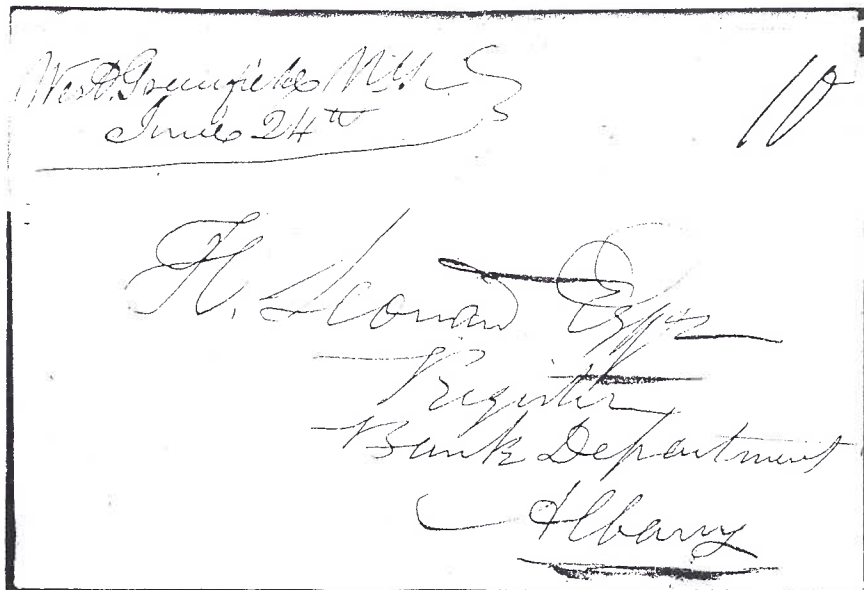
Note: Route information obtained from "Postal Route Gazetteer-Part I: New York State 1839."



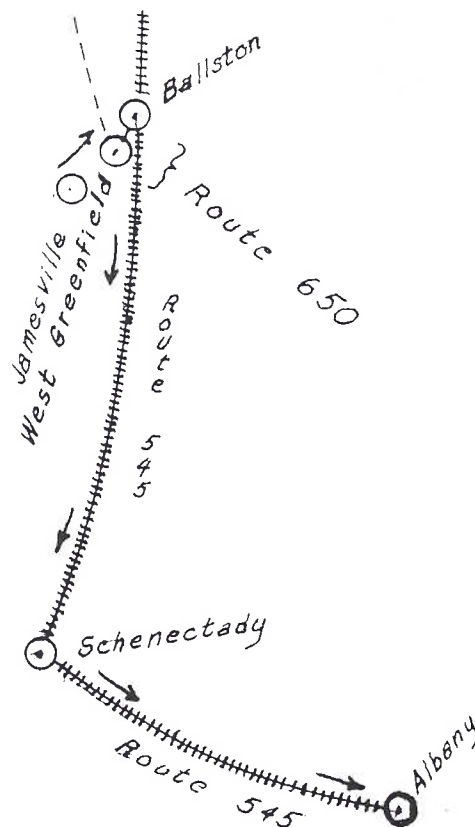
1839

POSTAL ROUTE MAP

West Greenfield



June 24, 1841, 10¢ Rate — Single letter, 30-80 miles



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

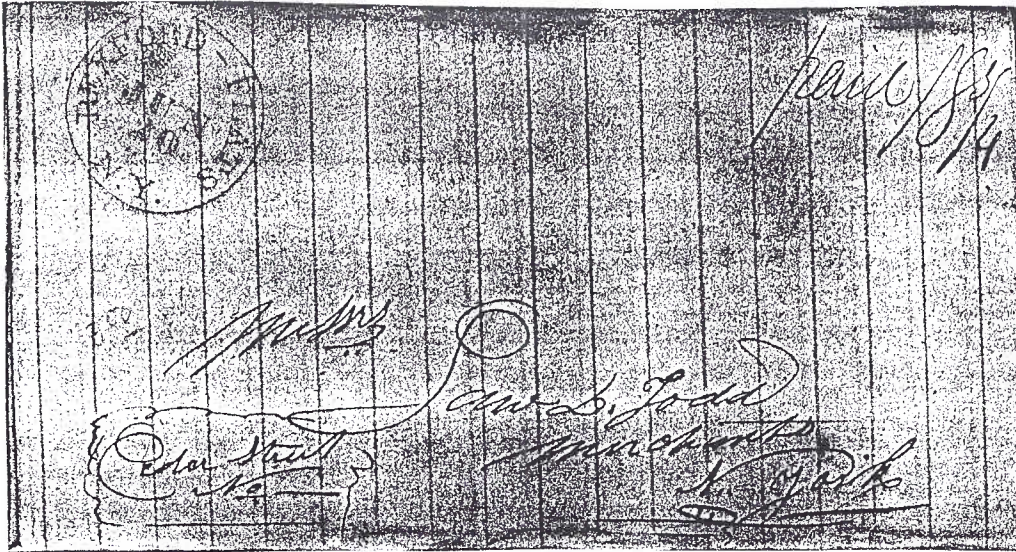
Route 545: From Albany, by Schenectady and Ballston, to Saratoga Springs, 33 miles and back, daily in railroad cars. Leave Saratoga Springs every day by 10 a.m.; arrive at Albany same day by 2 p.m.

Travel Time for letter:

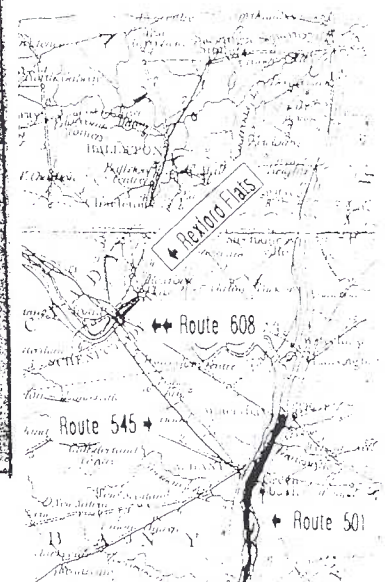
- Written Jamesville (one mile from the nearest P.O. of West Greenfield) on June 23, 1841, a Wednesday.
- Received the West Greenfield townmark and date (ms), June 24, a Thursday.
- Stayed in the West Greenfield P.O. until the following Monday, June 28, when it was picked up at about 4-5 p.m. by the Route 650 carrier. It arrived in Ballston by 6 p.m.
- Picked up in Ballston Tuesday morning, June 29 between 10-11 a.m. and delivered to the Albany P.O. by 2 p.m. that day.

This sequence produced a travel time of five days between post offices only 40 miles apart, unusually long even in those days.

Rexford Flats



To New York—June 10, 1838
18¾¢ for 150-400 miles
Zone Rate—Single Letter



Route 608: Ballston, 7 a.m. . . . Rexford Flat, Schenectady, 12m. Wed. only 1-horse carriage.

Route 545: Saratoga Springs 10 a.m. . . . Schenectady . . . Albany 2 p.m. Rail

Route 501: Troy, 4 p.m. . . . Albany . . . New York, 6 a.m. next day, Steamboat

June 10, Sunday: Letter left in the Rexford Flats P.O. and paid for

June 13, Wednesday Route 608: picked up in early p.m., delivered to Schenectady by 2 p.m.

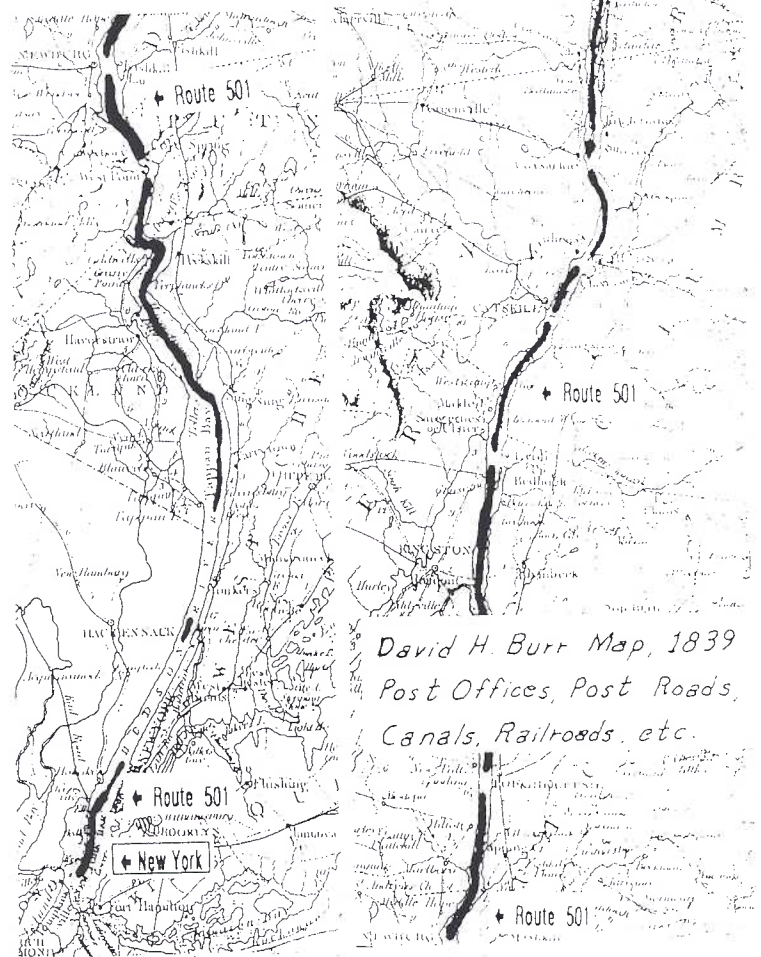
June 13, Wednesday Route 545: Missed the train to Albany since it left prior to 2 p.m.

June 14, Thursday Route 545: Left Schenectady and arrived in Albany 2 p.m.

June 14, Thursday Route 501: Left Albany after leaving Troy at 4 p.m.

June 15, Friday Route 501: Arrive in New York by 6 a.m.

Source: Postal Route Gazetteer, NY 1839



SARATOGA COUNTY, N.Y.

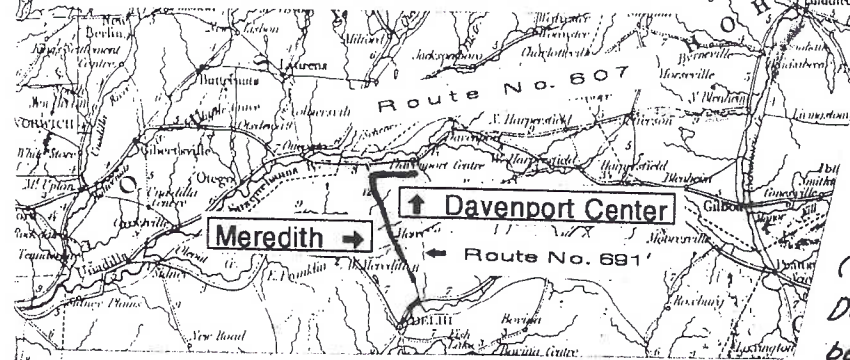
SARATOGA SPRINGS



Nov. 8, 1840

Red 32 mm. Circular Date Stamp
12 1/2¢ Rate, Single letter, 80-150 mi.

Saratoga Springs, Saratoga Co. to
Meredith, Delaware Co.



This letter left Saratoga
Springs at 10am, Sunday, Nov. 8,
1840 by railway (Route No. 545)
arriving in Schenectady about noon.

It left Schenectady at Midnight
that same day by stagecoach
(Route No. 607) and arrived at
Davenport Centre Monday, Nov. 9
before 6pm.

Mail from Davenport via Meredith to Delhi was once per week, so the letter
stayed in Davenport Center until Wednesday when it left at 1pm by postrider or
coach (Route No. 691). The letter arrived in Meredith the afternoon of Nov. 11, 1840 (Wed)

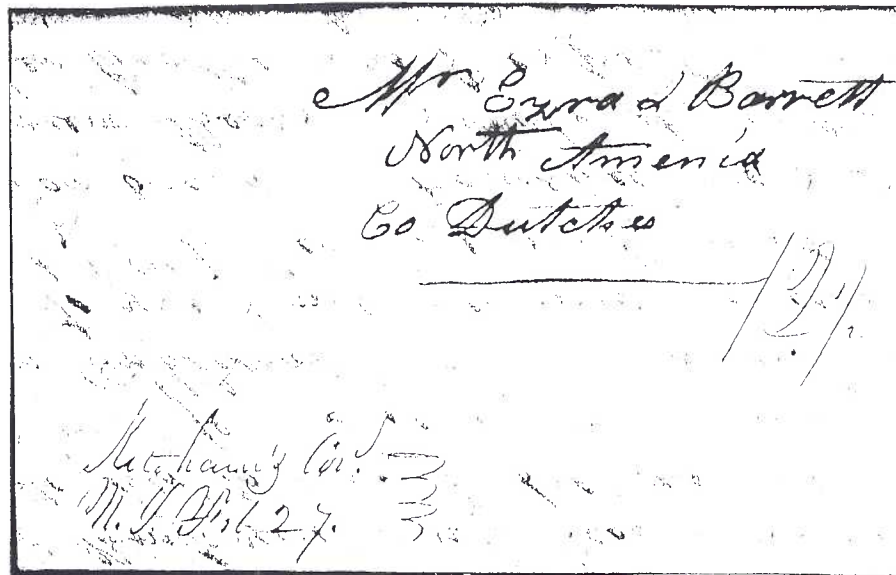
Source: Postal Route Gazetteer, Part I: New York State 1839

Route No. 545: Saratoga Springs via Ballston, Schenectady to Albany, daily

Route No. 607: Schenectady via ... Schoharie ... Davenport Centre to Oneonta
Monday, Wednesday and Friday

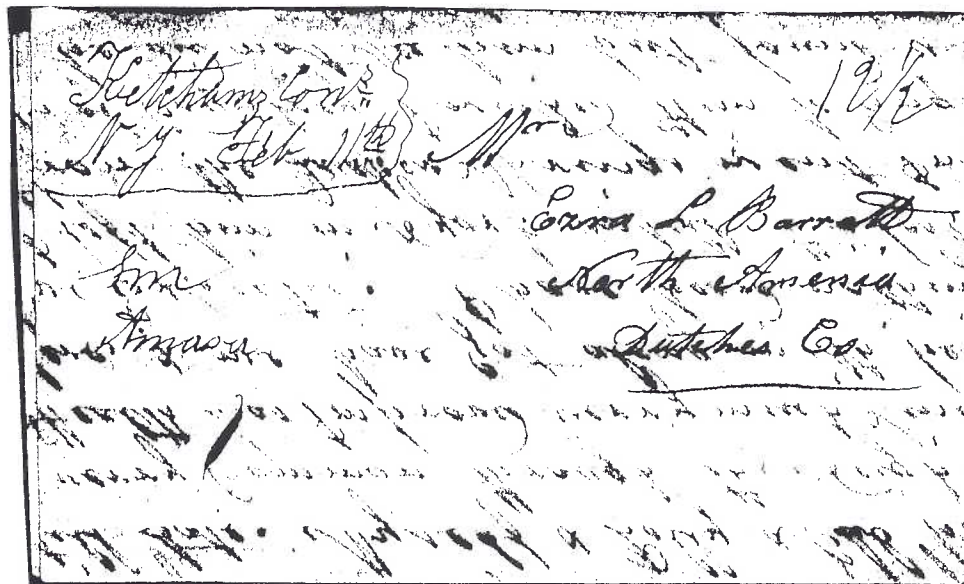
Route No. 691: Davenport Centre via Meredith to Delhi - Every Wednesday.

Saratoga County, New York
Ketcham's Corners



Feb. 27, 1838

12½¢ Rate—Act of April 9, 1816, 80-150 mi.
Both letters traveled the same routes—described next page



Feb. 11, 1840

Saratoga County, New York
Ketcham's Corners

Ketcham's Corners to North Amenia

Route 649 — Ketchum's Corners to Ballston

From Ballston by Maltaville, Stillwater, Quaker Springs, Dean's Corners, Ketchums Corners, Maltaville and Malta to Ballston, equal to 22 miles and back, once a week, leaving Ballston every Wednesday at 5 a.m. and returning to Ballston the same day by 8 p.m.

Route 545 — Ballston to Albany

From Albany, by Schenectady and Ballston, to Saratoga Springs and back (Albany) in railroad cars. Leave Saratoga Springs every day at 10 a.m., arrive at Albany same day by 2 p.m. Travel: 36 miles and back.

Route 502 — Albany to Rhinebeck

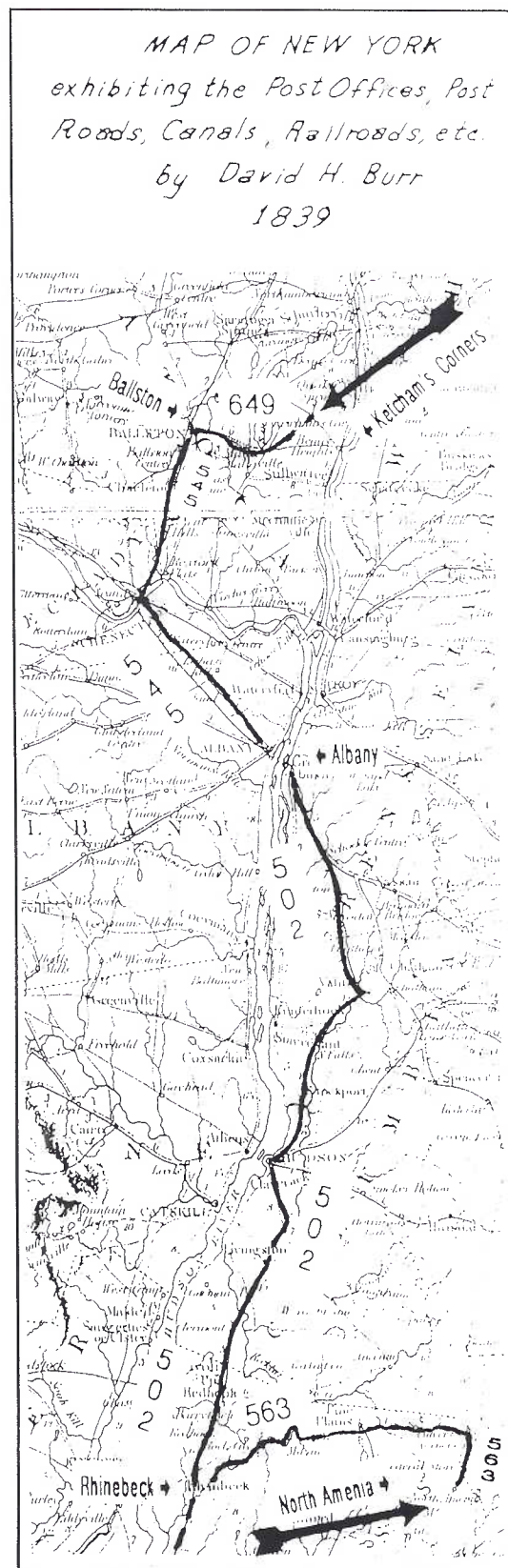
From New York and various other towns to Albany and back to New York, 152 miles and back, leaving Albany, Greenbush, Schodack Centre, South Schodack, Valatie, Kinderhook, Columbiaville, Hudson, Livingston, Clermont, Red Hook, Rhinebeck, Staatsburg, Hyde Park, Poughkeepsie, Wappinger's Creek, Peekskill, Cortlandtown, Sing Sing, Tarrytown, Dobb's Ferry, Yonkers and New York. Leave Albany every day at 6 a.m., arrive next day at New York by 2 p.m. (two hours allowed for winter).

Route 563 — Rhinebeck to North Amenia

From Rhinebeck, by Milan, Pine Plains, Pulver's Corner, North East and North Amenia to Sharon, Ct., 32 miles and back every Friday at 6 a.m., arrive at Sharon the same day by 6 p.m.

Probable Travel Time:

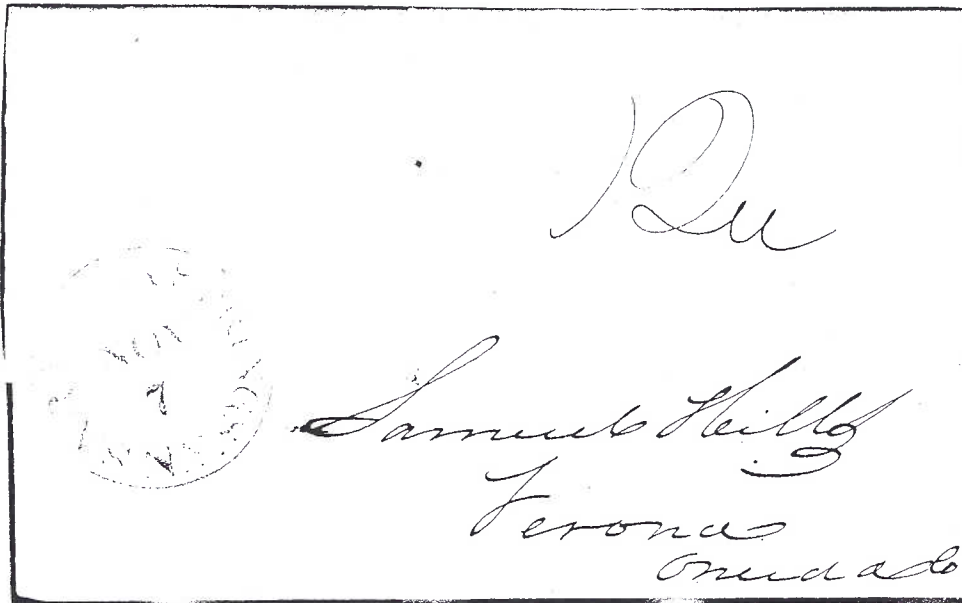
The letter dated Feb. 27 (a Tuesday) actually left Ketchum's Corners on Wed. and arrived in Rhinebeck that Friday, but missed the 6 a.m. departure, so stayed in the Rhinebeck P.O. until the following Friday, March 9 when it was delivered to North Amenia.



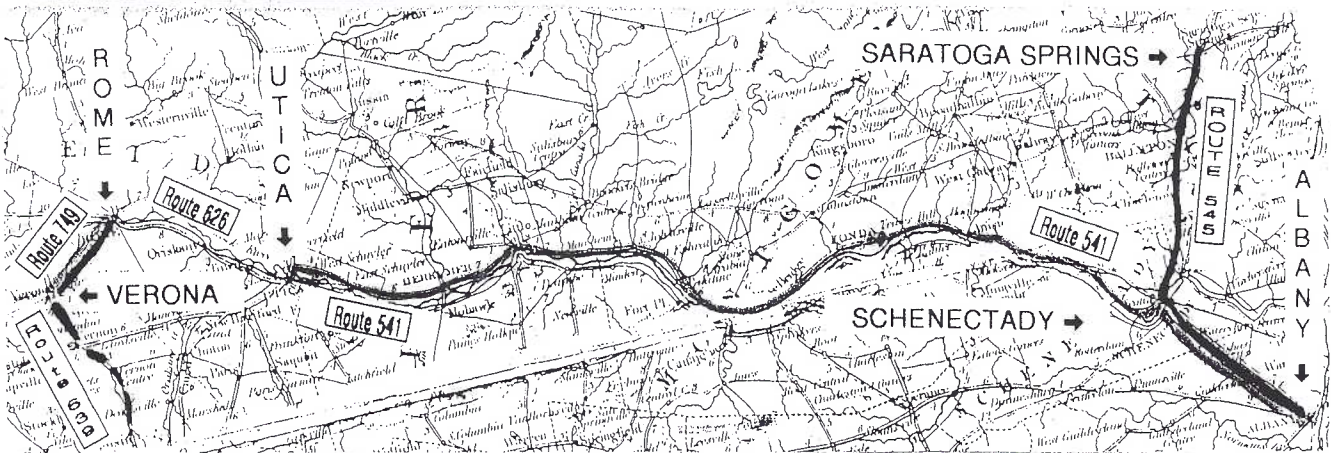
Saratoga Springs
to Verona

Saratoga Springs
to Verona

Nov. 7, 1838

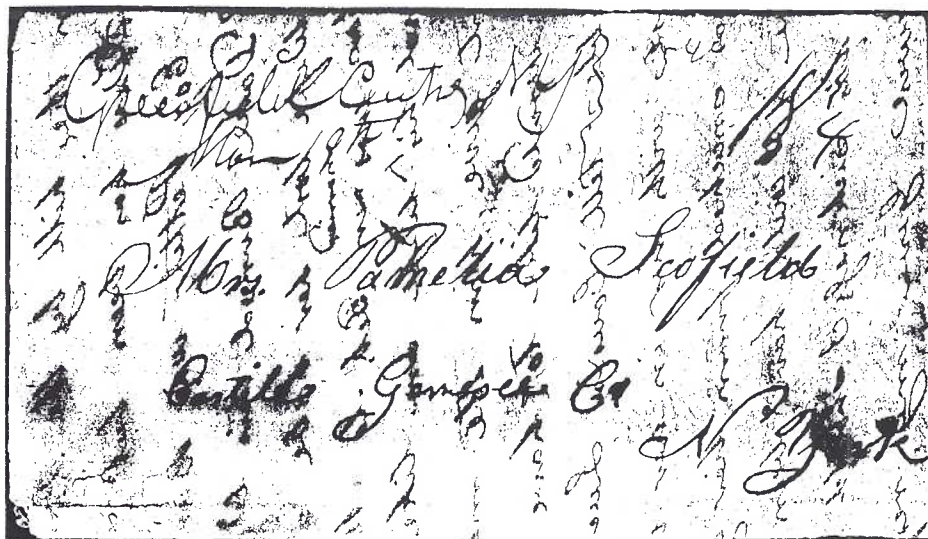


The 12½¢ rate confirms that the postage charge (80-150 mi.) was computed using Schenectady as a transfer point. The junction of routes 545 & 541 could have been made either in Albany or Schenectady (137 miles).



ROUTE	DEPARTURE FROM	ARRIVAL AT	SERVICE	MILES
545	Saratoga Springs, 10 a.m. 11/7 Wed.	Saratoga Springs, 11/6, Tues. Albany, 2 p.m. 11/7, Wed.	Daily Railroad Cars	33
541	Albany, 10 a.m. 11/8, Thurs	Utica, 2 a.m. 11/9, Friday	Daily 4-horse Post-C	96
626	Utica, 3 a.m., 11/9, Friday	*Rome, less than two hours later 11/9, Friday	Daily 4-horse Post-C	16
749	Rome, 5 a.m., 11/9, Friday	Verona, about 6-7 a.m., 11/9, Friday	Tues & Friday method undefined	8 153
626		*Rome, more than two hours later, 11/9 Friday, therefore missing the connecting RT. 749	Daily 4-Horse Post-C	16
639	Rome, 4 p.m. 11/9, Friday	Verona, about 5-6 p.m. 11/9, Friday	Mon-Wed-Fri. Stages	8 153

Greenfield Centre



Thursday, March 19, 1840 — 18¾¢, — 150-400 mi. Single letter

This letter traveled from Greenfield Centre (Saratoga Co.) to Castile (Genesee Co.) a postal route travel distance of 293 miles. This took eleven days and required seven postal routes. (A possible 545 transfer at Schenectady to connect with 541 would not have changed the time.

ROUTE	DEPARTURE FROM	ARRIVAL AT	SERVICE	MILES
650	Greenfield Centre, 3/23 Monday, late afternoon	Greenfield Centre, 3/19, Thurs. Ballston, 3/23, Monday by 6 p.m.	Monday only	7
545	Ballston, 3/24, Tuesday a.m.	Albany, 3/24, Tuesday by 2 p.m.	Daily, Railroad	27
541	Albany, 3/25, Wednesday at 10 a.m. (winter and summer weather)	Utica, 3/26 Thursday by 7 p.m. (winter weather)	Daily, 4-Horse Post Carriage	96
622	Utica, 3/26, Thursday at 8 p.m.	Geneva, Friday, 3/27 by 7 p.m.	Daily, 4-H-PC	96
726	Geneva, 3/27, Friday at 8 p.m.	Canandaigua, 3/27, Friday eve.	Daily, 4-H-PC	19
815	Canandaigua, 3/28, Sat. , at 8 a.m.	Perry, 3/28, Saturday, by 6 p.m.	Daily, 4-H-PC	43
857	Perry, 3/30, Monday at 6 p.m.	Castile, 3/30, Monday about 7 pm	Mon.-Wed.-Fri.	<u>5</u> 293

* The transfer of mail at Utica from Route 541 to Route 622 was critical "...soon after arrival of the Albany mail..."

