
Excelsior

Volume 2 - No. 2

Published by the
Empire State Postal History Society

November, 1973

AN ANNOTATED POSTAL HISTORY
OF
LANSINGBURGH IN THE 18TH CENTURY
by Robert Dalton Harris

In 1763, with a purchase of land from Robert Wendell, Abraham Jacob Lansingh moved in on the Hudson where it met the middle ford of the Mohawk. Sensing the commercial advantages of his property, or despairing the stones arming the soil against agriculture, Lansingh had a portion of his land surveyed and lotted in 1771. With his neighbors in that same year, Lansingh organized a community named Lansinghburgh and dedicated to growth and commerce. Perhaps because their American patriotism attracted the Yankees flooding over from New England, their enterprise was successful and by 1787 their New City (a proud challenge to the Old City, Albany) had grown enough to warrant a newspaper, the Northern Centinel and Lansingborough Advertiser. And, of course, a city of commerce and newspapers would need a post office.¹

For the area, Albany had long been the center of postal operations.² In 1763 Colonial Postmaster General, Benjamin Franklin, had named Albany as one of the offices on an overland postal service extending from New York City to Quebec. Even earlier, in 1752, several private individuals were, advertising their services in carrying Albany - New York mail.⁴ Albany probably maintained an office during the Revolutionary period when the newly organized Constitutional Post competed with the remnants of the British system for what little mail people would trust with the often slow, expensive, and unreliable service.⁵

With the Articles of Confederation, the United States, on March 1, 1781, claimed the authority to "establish and regulate post offices from one state to another, throughout all the U.S. and exacting such postage on the papers passing thro' the same as may be requisite to defray the expenses of the said office."⁶ The states for a short time retained power for the movement of

mail exclusively within their own boundaries,⁷ but a special ordinance of 1782 extended the central government's jurisdiction to cover intra- as well as inter-state mail.⁸ Probably in the spirit of this ordinance, that same year, Abraham G. Lansing (not Lansingburgh's Abraham Jacob) was commissioned United States postmaster in Albany.⁹

Now, at that time New York was strongly anti-federalist and probably resented officials of any outside government operating within her borders, even if the government should have been the United States'. Indeed, she insisted, for example, on appointing and regulating her own officials to collect the import duties at the port of New York which were due the coffers of the federal government.¹⁰ Likely New York claimed with impunity a similar jurisdiction over the handling of mail passing over her land. This very weakness of the Confederation in enforcing rights against the contrary sentiments of the various states was what prompted the search for a stronger central government beginning with the Constitutional Convention of May 1787.

Our country's constitution was completed later that year and finally ratified by New York in 1788.¹¹ The Central Government had considerably enlarged and strengthened its jurisdiction. Congress was to establish post offices and post roads and on Sept. 26, 1789,¹² the newly elected first President of the United States, George Washington, appointed Samuel Osgood Postmaster General.¹³

Osgood spent several months studying the problems of the postal service, and on Dec. 9, 1789, submitted an extensive proposal to Congress. If his department was to operate a postal service, it would have to outlaw competition. He noted that:

With respect to inland letters, the prohibition, against securing and carrying them will be of little consequence unless it extends to all persons, who may receive and carry letters, with or without hire and reward; and proper penalties be annexed to enforce a due observance of it.¹⁴

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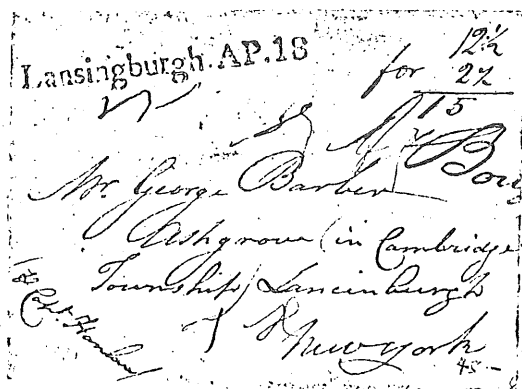
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At that time, Osgood was able to claim 75 United States post offices, although only New York City was listed for New York State.¹⁵ Apparently the earlier commission under the Confederation for postmaster Lansing at Albany had lapsed, though Albany certainly continued to have a post office and probably with Lansing in charge. It seemed that until the U. S. was strong enough to step in and physically provide for the transmission and collection of the mail, states and private individuals would continue to operate their own postal service.

During this period, Lansingburgh did not have a post office of any kind and so her citizens had to send to Albany both to receive and despatch their mail. Rather than personally attend to this task, though, they probably either hired someone, or arranged with a friend whom they knew would be in Albany when the mails arrived.¹⁶

Since 1785, when the state chartered Isaac Van Wyck to operate a stage between New York and Albany, Albany mails were arriving irregularly once a week.¹⁷ Several years later, Cyrus De Hart operated this route and kept the postage which he collected as compensation.¹⁸ When Annanias Platt won his charter



EARLIEST LANSINGBURGH POSTMARKED LETTER
Carried outside the mails by Capt. Handland part way, it took the 100-150 mile rate plus $2\frac{1}{2}\text{¢}$ forwarding, to Ashgrove in Cambridge township. Written in Trenton, N.J. by a man who came East for a while from Kentucky on March 19, it was postmarked at Lansingburgh April 18, 1798--one month later. The rating is not explained by logical mileage construction.

from the state legislature to operate a daily Albany-Lansingburgh stage beginning April 21, 1789, Lansingburgh residents probably for the first time enjoyed a reliable connection with the postal system which served to Albany; Platt immediately advertised that he would carry letters to and from Albany for four pence.¹⁹ And Platt, like De Hart, probably pocketed the entire amount for his services. Indeed, this right to keep the postage may have been one of the inducements offered by the state legislature to encourage stage lines.²⁰ Still Lansingburgh had no post office. But early in 1791 she was to get one and probably owes Vermont²¹ for Lansingburgh's being appointed perhaps the second United States post office in the State of New York.

Vermont had not joined the Union because of a boundary dispute with New York, but following the resolution of the New York-Vermont boundary in October 1790,²² Vermont was admitted as the 14th state on March 4, 1791. As an independent state, Vermont had developed her own postal system with postal roads connecting the five state post offices at Bennington, Rutland, Brattleborough, Windsor, and Newbury.²³ Upon Vermont's admission into the Union, Osgood probably reasoned, or was directed to reason, that the new state should be connected postally as well as politically. Accordingly, in April 1791, at the largest of the offices, Bennington, he reappointed the state officer as a federal postmaster.

At just this time, on April 8, 1791, in Lansingburgh, Sylvester Tiffany published the first number of the American Spy and commented:

The establishment of a Post Office in this place is a means of furnishing important matter for publication, which (the better to agree with the arrival of the mail will be on Friday until some other day shall be found more convenient.

In the very next number, Tiffany notes that Stephan Gorham had been appointed postmaster at Lansingburgh while David Russell received the post office at Bennington. We must propose that the creation of an office at Lansingburgh was to provide a formal connection with the federalized office at Bennington, Vt.²⁴

It still seems, though, that the federal government had not yet provided for getting the mail either to Albany or Lansingburgh and that mail was still coming to those places for most people by the state-chartered stage lines of De Hart and Platt.²⁵ At least, Osgood did nothing more for the Lansingburgh post office until his resignation in July 1791 in favor of Timothy Pickering.²⁶ Pickering was to vitalize the United States Postal System and to extend the hand of the federal government in the transportation of the mails from New York

through Albany and Lansingburgh and on into Vermont. Pickering's first move of concern to us here was his federalization of the approximately half dozen post offices along the Hudson. In a letter dated December 20, 1791, he wrote:

I have contracted with Mr. De Hart to carry the mail between the City of New York and Albany during the year 1792; and the post offices on that route are to be placed on the common establishment of the Post Office of the United States. Mr. De Hart supposes it will be agreeable to you to continue in charge of the post office at...²⁷

In Albany, the letter was directed to Abraham G. Lansing, again changing his stripes.²⁸ It was still a half year before the federal post roads would be established to Lansingburgh so probably Platt continued to carry the mail north from Albany. In the American Spy post riders operating out of the Spy office were offering to transmit the mail to outlying areas.²⁹ And, on February 3rd, 1792, in the Spy, "S. Gorham, esq., agent of the deputy post master," advertised some 25 letters awaiting pickup by the people of more than 15 communities.³⁰ We should note that "S. Gorham" is not Stephan Gorham, the man appointed to the Lansingburgh office, but Schubael, his brother. Stephan and Schubael had been partners in business but they dissolved their partnership early in 1792 and Stephan left for New York City, leaving Schubael minding the store and the post office.³¹

To replace Schubael, agent of the deputy post master, Pickering appointed lawyer John Lovett on June 12, 1792. (By the way, the 'deputy' part was meant only to distinguish the local postmasters from the Postmaster General himself. It does not at all imply a higher official at the local office.) At about the same time Pickering wrote in a letter:

...the posts are not yet established on the road above Albany, nor will be till about the first of next month (July)...³²

This flurry of activity with respect to the Lansingburgh post office was just part of a new and comprehensive postal policy about which Tiffany was moved to comment on May 18, 1792, in the Spy:

By the regulations which are to take place the first of June, no mail will arrive at the postoffice then to be established here, until Thursday: the inconvenience the printer of the paper will labor under on that account will necessarily be great, being the day previous to publication: to remedy which he desires that all newspapers to him be done up and directed to the post office at Albany from whence he can generally get them (twice a week) on the days of their arrival there.

Earlier, Tiffany had probably arranged with Platt to bring his mail as soon as it arrived in Albany on Saturdays (perhaps at the same time that Platt would bring most of the mail for Lansingburgh) and then set about to compose his paper for distribution the next Friday. With the extension of the federal post roads to Lansingburgh, Platt could no longer legally carry the mail and the federally appointed rider apparently would only come through on Thursdays although the mail was to be arriving in Albany from New York twice a week. In fact, this discontinuity of the federal postal service at Albany was to be the cause of much frustration to John Lovett during his three years as Lansingburgh's postmaster. The first record of Lovett's efforts on this problem is in a letter written by Pickering, October 26, 1792:

I received your letter of August 29th stating the inconvenience to the people at Lansingburgh in getting a mail but once a week and suggesting that Mr. Platt, who runs a stage daily would carry the mail from Albany to Lansingburgh on very reasonable terms. I am very sensible to the inconvenience mentioned and request you to converse with Mr. Platt and ascertain the lowest terms on which he will carry a mail between those two places as often as the interest of the merchants and that of the public shall require.

The regular man who was carrying the mail above Albany through Lansingburgh and into Vermont once a week was Moses Robinson.³³ But what Lansingburgh residents wanted was deliveries to coincide with the day when the mail came into Albany.

Pickering's attitude in these matters might be inferred from a report he made to a committee constituted from the House of Representatives to examine the operation of the postal system. The report was submitted Dec. 31, 1792:

There are some post roads which might very well be dispensed with were not contracts already made to continue to June 1st, 1794. On these roads there were private post riders or private stages running by means of which the people were perfectly well accommodated and at a less expense to themselves than by the public posts. Those private carriers were sufficiently compensated for their services: yet the postage I suggest I suggest will not reimburse one-fifth of the expense of these establishments to the public.

A later Postmaster General noted in 1797, that the "offices from Albany to Burlington, are, in general, very unproductive³⁴ so Pickering in the above statement of his report could very well have been thinking of the citizens of Lansingburgh with their complaint of untimely postal service.

Lovett and Pickering were still looking for someone to perform the extra delivery to Lansingburgh in 1794. After Platt

refused the terms, probably because Pickering was trying to squeeze too much service for too little money, Lovett and Pickering turned their attention to William Wands who had replaced Tiffany as editor of the American Spy. On January 17, 1794, Pickering wrote:

The inconvenience your townsmen must feel at the detention of their mail at Albany from Saturday night, until the next Thursday morning is obvious and I am willing to afford a remedy if it can be done on moderate terms.

The fact with respect to your printer is doubtless this that whether he brings you the mail from Albany or not he will always sent thither on Saturday to obtain the newspapers for the benefit of his own press. Now, six or seven shilling currency per week--that is for each trip--I should imagine is equal to the entire expense of it and perhaps would surmount the average value of every mail he should carry.

The printer has I presume provided for the bringing up of his newspapers in the most economical manner and if the real expense of the carriage be divided between us, might he not be satisfied? To this I will cheerfully agree, by way of experiment, and not at present as a permanent establishment.

Wands accepted.

When the short "experimental" contract granted Wands expired in June 1794, the PMG neglected to have it renewed and Wands ceased carrying the mail. Lovett again had to enter into long negotiations with Pickering and Wands in an attempt to regain the extra delivery. An agent of the PMG answered one of Lovett's letters on September 24, 1794:

Mr. (William) Hicks has contracted to carry the mail from Albany by Lansingburgh to Rutland once a week and from Rutland to Burlington once in two weeks. It will not therefore be necessary to carry the mail from Albany to Lansingburgh oftener than once a week. Mr. Wands carried this mail the last quarter at half a dollar a trip. The particular benefit of a second mail to him as a printer, it is probable, still continues and it would thence appear just that he should carry it for less than the real expense to him. The distance is called but nine miles--a boy might go and return with the mail in half a day--a horse can be hired in this city now at the old rate of half a dollar a day. I should suppose that a horse might be procured for a less sum either in Albany or Lansingburgh where the keeping of a horse must be much less expensive, and a boy might well be compensated with a quarter of a dollar.

The trouble that Mr. Wands would be at in having this business done may well be set against his particular benefit. If Mr. Wands will accept the 3/4 dollars a

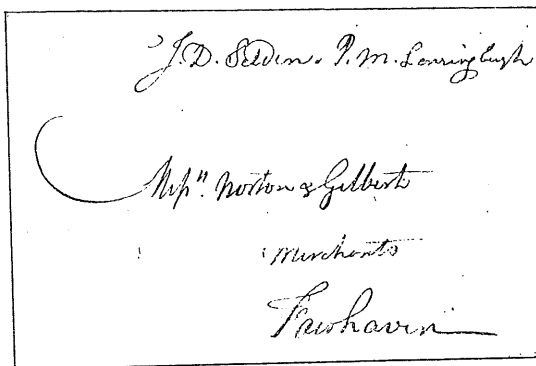
trip to be performed once a week, you will oblige the Postmaster General by seeing the contract completed. If Mr. Wands is not content with that sum, the contract must be suspended until the Postmaster General returns from the Indian Treaty now holding at Kanan-daigua as he might consider that twice as much as he has heretofore given would be unreasonable.

Returning from the Treaty of Canandiagua which ceded much reservation land to New York Indians, Pickering capitulated to Wands' demand for \$1 per trip for carrying the Albany-Lansingburgh extra mail. A bad year for the federal government!

The apparent solution of this nagging problem was not, however, enough to encourage Lovett to continue in the Lansingburgh office much longer. With his resignation he posted complaints about the handling of Lansingburgh mail through the Albany office. After the Postmaster General appointed William Bell in Lovett's place on July 1, 1795, he fired a letter to the Albany post office:

The postmaster at Lansingburgh complains at the great detention that the post often meets with at your office. He says you generally detain the rider two or three hours and sometimes all night and that he believes you made it a rule to deliver all letters for the citizens of Albany before you dispatch the Northern mail. If this is your practice it ought to be changed unless there are reasons for it which I am not acquainted with.

Mr. Lovett also states that the Schenectady & Whites-town mails are often by mistake sent to his office and also that there is great carelessness and inattention in the mode of transacting business at many of the offices to the northward and westward of his. Be pleased to write me on this subject immediately.



EARLIEST REPORTED POSTMASTER FRANK FROM
LANSINGBURGH--J. D. Selden on 12/26/01.

Quite possibly, in fact, these troubles with the Albany office may have been the reason that the right to haul the extra mail from Albany to Lansingburgh was not so hotly contested. We can understand that the Albany postmaster may have resented that Lansingburgh should be treated to anything more than the ordinary Thursday delivery north from his office, and so may have purposely interfered with the extra mail.

Apparently matters at the Albany office as far as Lansingburgh residents were concerned did not improve because after three letters complaining about the manner in which the mails were arriving at his office, William Bell resigned on February 26, 1796. William Wands, the Spy editor and printer, as well as the man responsible for carrying the extra mails into Lansingburgh, was appointed in Bell's place. But nothing seems to have been accomplished at the Lansingburgh office in those days without some difficulty and Wand's appointment was no exception. In fact, not until June 25, 1796, after a flurry of questions and imputations about the advisability of having such a man with so great a vested interest in the postal service as had Wands in the position of post master, was Wands finally confirmed in his new post. Wands continued to be responsible for carrying the extra mail and must have supplemented his income handsomely since mails were passing in and out of Albany two or three times a week: in the Summer, arriving Wednesday and Saturday and departing Tuesday and Friday while arriving Thursday, Saturday and Monday and departing on Monday, Wednesday, and Saturday in the Winter.³⁵ Simeon Lester, who had taken up the once a week run to Burlington from Albany through Lansingburgh probably handled very little Lansingburgh mail.³⁶

But Wands was no more than a year in his post when he departed the post office, his newspaper, and the town--some \$200 in debt to the post office. On June 20, 1797, Joseph Dudley Selden was appointed to replace Wands and help recover the post office money through Wands' security bond.

Joseph Selden (who may have been a relative of Charles Selden of Selden & Jones dry goods) managed to successfully and quietly operate the Lansingburgh postoffice into the 19th century with the help of Simeon Lester riding through every Thursday with the mail from Albany through to Burlington, and with a fellow named George Demund³⁷ taking Wands' place in carrying the extra mails.

NOTES

1. Accounts of Lansingburgh history to be found in the various county histories, e.g. Anderson, and Sylvester. Also in Weise, Lansingburgh & Troy 1876. See also Moore, Brief History of Lansingburgh, 1957.

2. Konweiser, in Colonial & Revolutionary Posts, p. 15 refers to a foot post proposed New York to Albany 1711. Also p. 21.

3. See Scheele, A Short History of the Mail Service, p. 54. See also, Konweiser, p. 31.

4. Konweiser, p. 25. William Wood and Sergeant Young are mentioned. Also that Abraham Mortier was the post master at Albany in 1759.

5. De Lisle notes letter from Albany PM in 1770, H.V . Schaak, to Franklin(?) appearing in Vol. I of the Van Schaak, Autographic History.

6. Article IX, paragraph 4.

7. In article II: "Each state retains its sovereignty, freedom, and independence, and every power, jurisdiction, and right which is not by this confederation expressly delegated to the United States in Congress assembled."

8. Konweiser omits reference to this ordinance, while Scheele, p. 65 refers to the "Ordinance of 18 October 1782" revising and codifying postal regulations.

9. Albany Institute of History and Art holds a copy of the commission dated April 30, 1782 and signed Ebenæzer Hazard.

10. Hammond, The History of Political Parties of the State of New York p. 7-8. Also contains throughout the first chapter extensive discussion of New York pre-Constitution political climate.

11. Only nine states were needed to ratify. New York was the 10th to sign and in waiting so long for their meeting of delegates, the anti-federalists committed a strategic error. See Hammond, p. 24.

12. Article I, Section 8-7.

13. In United States Domestic Postage Rates, p.1 "When President Washington named Samuel Osgood as the first postmaster general in 1789, there were only 77 employees 75 post offices, with revenues of only \$25,000, and less than 2,000 miles of post roads."

14. Outgoing Letters of the PMG, in the National Archives.

15. Konweiser lists the 75 offices on p.47, while noting that Albany, Annapolis and Charlestown, Mass. had postal markings at the time without being listed among the federal post offices.

16. Weiss, p. 13. Weiss is confused about the meaning of "deputy" as in deputy postmaster.

17. Konweiser, pg. 26. He notes an article, Stage Coach Business in the Hudson Valley, in the Quarterly Journal of the New York State Historical Association, July 1931. This article should contain important information about the conditions of the state stage coach charters.

18. pg. 243 of 3 Oct. 1789 - PMG Correspondence notes in a letter to the Bennington P.M. that the post road from New York to Albany has not been established as a regular post road, but that De Hart carries the mail through, (possibly to Bennington), irregularly once a week for the postage.

19. The Federal Herald, Aug. 31, 1789, "the public will please to take notice that four pence will be required, as postage, for each letter which may be conveyed by the stage from Lansingburgh to Albany, or from Albany to Lansingburgh. Those who wish to have their letters conveyed by the year, will make their arrangements with A. Platt." Platt operated an Inn in Lansingburgh.

20. See note #17.

21. Konweiser discusses the Vermont State Post as if it were in accordance with the Articles of Confederation, but has omitted mention of the 1782 Ordinance (note 8), and has forgotten that Vermont was not admitted to the Union until later so that it was not in any case subject to the Articles.

22. Note pg. 18 of French, Historical and Statistical Gazetteer of New York State. Settlement 7 Oct. 1790.

23. Slawson, Postal History of Vermont, p. 4

24. I neglected to date note #18, but this data was in a letter to Russell, probably after his appointment as a Federal postmaster. At about the same time Osgood was to resign, and in 1791 there were only 89 U.S. post offices. On pg. 331 of the PMG Correspondence there is a list of P.O. commissions granted in 1791 without mentioning Lansingburgh. (Editor's Note: the letter in note 18 is dated 4/21/1791.)

25. See note #18.

26. The only exact time data that I have on Osgood's resignation is a report in the 29 July 1791 American Spy. (Editor's Note: Osgood served through the session of Congress in NY 8/12/1791.--See Chronicle Nov. 1973 article on Men Who Directed the Carriers. A letter of 7/19/91 to Hoomis reports 'Mr. Osgood has sent in his separation'. A note by W. E. Rich in his History of the U.S. Post Office to 1829, pg. 173 reports Osgood resigned July 11th, and served on until August 19th 1791.)

27. The letter was forwarded to Daniel Dalsey at Kingsbridge, Jarvis Dugenburg at Peekskill, Cornelius Van Wyck (the earlier proprietor of the Albany-New York Stage) at Fishkill, Nicholas Towns at Poughkeepsie, William Wilson at Clermont, and Abraham G. Lansing at Albany. See also 15 Nov. 1791 letter. (Ed. Note: This letter also went to Elihu C. Goodrich at Claverac. The Poughkeepsie postmaster is Powers not Towns and I read Duzenbury, while the Empire State list reads Dusenbury. I do not record a letter of significance on 11/15/91 but do find one on 11/19 proposing to take over the Albany mails.)

28. Prior to receipt of this letter Lansing had been corresponding with the PMG regarding mail to Canada--p. 64 of the Book A--but presumably did not need to be one of the Federal postmasters to do so. If our premise holds that on the expiration of his commission under the Articles of Confederation, he continued to hold the office with authority from the state, he might still be performing a function vital to the Federal postal system and need to coordinate with their advise on matters such as the carriage of mail into Canada. See note #3.

29. Nathaniel Sherman 6 May 1791 on a circuit Lansingburgh, Half Moon, Saratoga, Ballston promises "Letters left at this office shall be punctually delivered."

30. Communities included were: Cambridge, New Windsor, Dorset, Pittstown, Skeensborough, Troy, New Haven, Elizabethtown, Schaghticoke, Half Moon, Battenkill, Arlingtontown, Hillsbarack, Little White Creek, Argyle, Williamstown, and Niskethaw.

31. This site was very prominent in Lansingburgh postal and commercial affairs. In the American Spy 12 March 1793 the Gorhams, Selden and Jones merge at the Gorhams' old store, also with a New York City store. On 19 Nov. 1794 the partnership dissolves with Selden & Jones continuing together in the same place. 15 June 1795 Selden & Jones move one door south to Bugby's store while on 22 June, Schubael Gorham and Ebez. Coley return to business on the Gorham site. It is Charles Selden of Selden & Jones who wrote the 12/26/1801 letter franked by postmaster Joseph Dudley Selden, who is presumably a relative.

32. PMG Correspondence 8 June 1792. On 5 June Mancius was appointed the new Albany P.M. Perhaps Lansing did not accept the federal appointment. (Editor's Note: Lansing had wanted to be relieved by 4/30 at the latest. John H. Wendell was appointed 5/1/92, effective immediately so as to relieve him. The June 8th letter cited is addressed to Baumann at New York City.)

33. On pg. 506-9 in the beginning of June 1792 Moses Robinson was retained for the Albany-Bennington-Rutland line. William Hicks, who had been one of the passengers on the first trip of the Clermont to Albany Sep. 5, 1807 was the rider in 1794. (Editor's Note: Noah Smith had the contract Albany to Bennington from early April 1791 to 12/31/1791 at a rate of \$130 a year. He was paid \$97.50, receiving \$88 on account in a letter dated 12/1/91 which noted that the rider had received \$18.22. The total revenue at Bennington that year was \$5.56 according to American State Papers-Post Office Department 1789-1833, which along with the PMG letterbooks contains this data.)

34. PMG letter 15 April 1797 to Simeon Lester.

35. PMG correspondence 25 June 1796.

36. Lester had his contract extended 1 Oct. 1797-1 Oct. 1801 in PMG list of contracts let in 1797. The 15 April letter of Note #34 indicates he was earlier contracted on the route. As late as April 8, 1795, Hicks was performing on the route. (See Asst. PMG correspondence).

37. PMG letter 28 July 1797. George Demund also handled mail to Troy.

EDITOR'S NOTE: The author did not have an opportunity to review C. Hahn's Postal History of New Netherlands, and Colonial Great North Post, Feb.-May and Oct.-Nov. 1973 in the American Philatelist, both of which cover a similar ground with somewhat different interpretations, than the author's. Both writers have made assumptions about unresolved points that may yet prove erroneous.)

NEW YORK STATE AVIATION POSTAL HISTORY

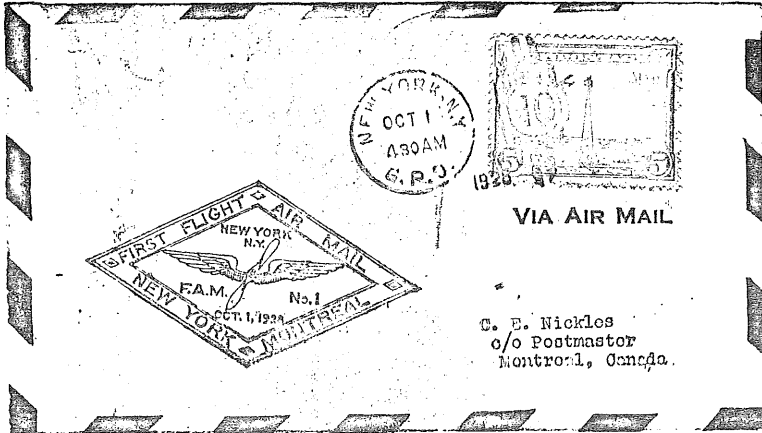
Foreign Air Mail - 1

by William Seifert, Jr.

On October 1, 1928 the first official foreign air mail service from New York State was inaugurated. The service was from New York to Montreal, Canada with an intermediate stop at the new Albany airport.

The first plane left Hadley Field, New Brunswick, N.J., at that time the terminal for New York, piloted by Billy Hughes. It departed at 7:35 A.M. with seven bags of mail for Montreal and one for Albany.

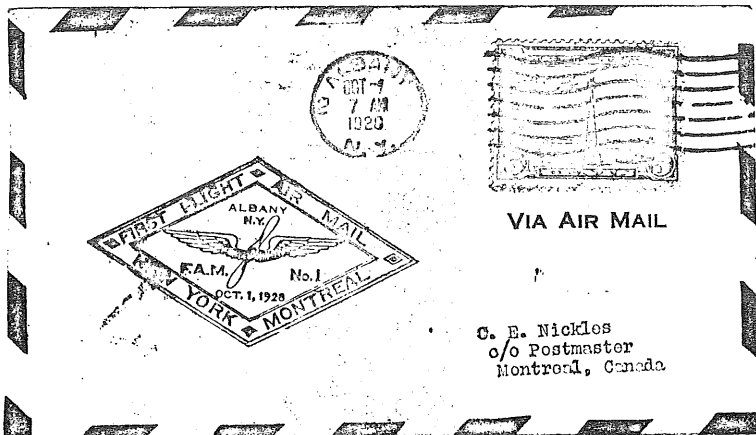
The plane from New York was late in arriving at Albany so in order to maintain the schedule, a second plane piloted by Paul



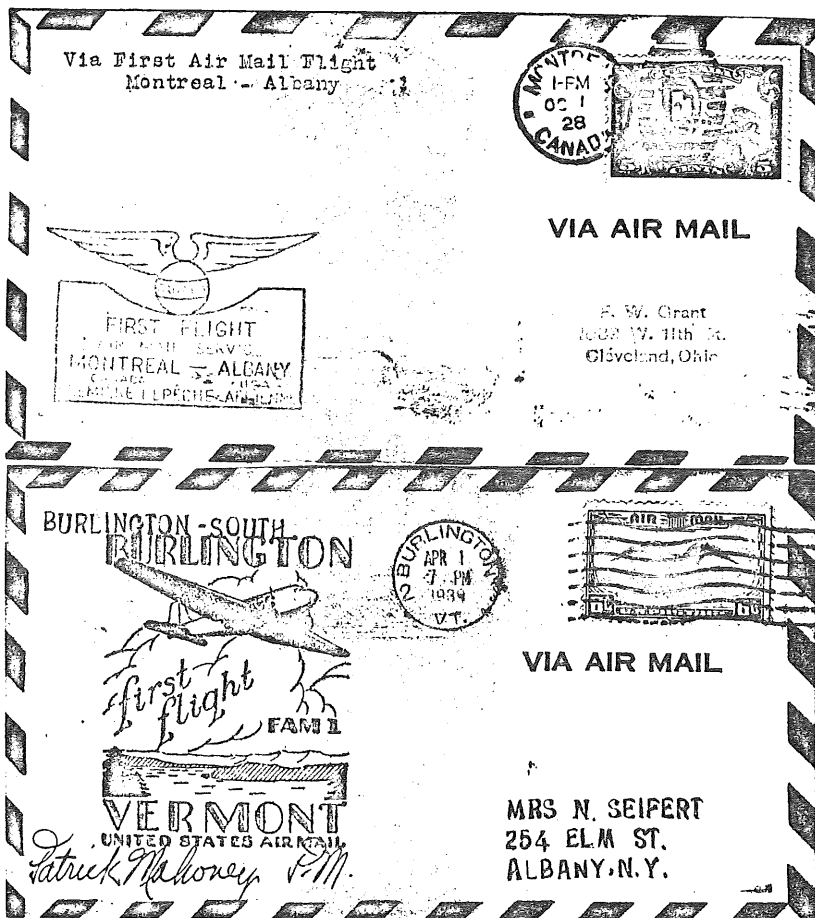
FIRST FLIGHT COVER--Postmarked in New York prior to going to Hadley Field for departure on the 7:35 A.M. flight north.

Reeder left Albany with the Albany mail thus accounting for the various times recorded in the Montreal backstamp.

Billy Hughes also piloted the return flight from Montreal to Albany with about 25,000 letters aboard. The original contract called for service by air only as far as Albany, from there onward the mail was dispatched by train.



SECOND LEG--Postmarked in Albany and carried by the second plane despatched in order to maintain the schedule.



(top) FIRST RETURN FLIGHT--Montreal southbound to the U.S.
(bottom) BURLINGTON, VT. INAUGURAL COVER--April 1, 1939.

The contractor for this service was Canadian Colonial Airways, later Colonial Airlines and still later Eastern Airlines.

Burlington, Vt. was added as a stop on April 1, 1939, and Glens Falls, N.Y. on August 1, 1941.

Early in 1946 this route with various extensions was designated as a domestic route A M - 72 F.

SOME EARLY POST ROADS

IN NEW-YORK.

From Jersey city, by New York, Harlem, and New Rochelle, to Rye.

From New York city, by Brooklyn, Jamaica, Hempstead, Merrick, South Oyster Bay, South Huntington, Islip, Patchogue, Fireplace, Moriches, Westhampton, Southampton, and Bridgehampton, to Sag Harbor.

From Jamaica, by Queen's c. h. Oyster Bay, Huntington, Dixhills, Smithtown, Setalket, Brookhaven, and Riverhead, to Southold.

From New York, by Kingsbridge, Yonkers, Greensburg, Mount Pleasant, Peekskill, Fishkill, Poughkeepsie, Staatsburg, Rhinebeck, Redhook, Claremont, Hudson, Kinderhook, Albany, Schenectady, Amsterdam, Tripshill, Palatine, Little Falls, Herkimer, Utica, New Hartford, Westmoreland, Oneida, Sullivan, Canaseroga, Montias, Oneodaga, Marcellus, Skaneateles, Aurelius, Cayuga, Geneva, Canandaigua, Bloomfield, Avon, Southampton, Batavia, New Amsterdam, and Lewistown, to Youngstown, or Niagara.

From New Rochelle, by Whiteplains, Salem, Ridgely, Ct. South East, Patterson, and Pauling, to Dover.

From Ramapo works to Newberg.

From New Antrim, by Monroe, Chester, Goshen, Wallkill, Montgomery, Shawangunk, New Paltz, Kingston, Sagerties, Catskill, Lunsberg, Cocksackie, Coeymans, Bethlehem, Albany, Troy, Lansingberg, Waterford, Stillwater, Saratoga, Northumberland, Fort Miller, Sandy Hill, Queensbury, Fort George, Thurman, Chester, Scroon Lake, Elizabeth, Willsboro', Peru, and Plattsburg, to Champlainstown.

From Hamburg, N. J. by Warwick, Florida, Goshen, Little Britain, New Windsor, Newberg, and Fishkill landing, to Fishkill.

From Danbury, Ct. by Fishkill landing, and Newberg, to Chenango Point.

From Rhinebeck, by Kingston, Shandean, Middletown, Delhi, Walton, Sidney, Jerico bridge, Onequago, Binghamton, Union, Owego, Athens, Pa. Clemung, Elmira, Great Flat, Painted Post, Bath, Canastota, Ark Port, Danville, Williamsburg, and Getsevo, to Avon.

From Willsboro', Pa. by Lindsleys town, to Painted Post.

From Hudson, by Lunenburg, Catskill, Cairo, Durham, Broome, Blenheim, Stamford, Harpersfield, Cortwright, Meredith, Franklin, Unadilla, and Clinton, to Jerico bridge.

From Erie, Pa. by Cascadz, Cataraugus, and Fish Creek, to New Amsterdam.

From Bath, by Roscommon, and Jerusalem, to Geneva.

From Elmira, by Catherinestown, Hector, Ovid, Lancaster, and Romulus, to Geneva.

From Owego, by Cantines, Ithaca, Salmon creek, Milton, Aurora, Cayuga, and Galen, to Great Sodus.

From Ithaca, by Ulster, to Ovid.

From Binghamton, by Green or Lisle, Oxford, Norwich, Hamilton, Paris, and New Hartford, to Utica.

From Oxford, by Unadilla, Gregg, Milford, Hartwich, Orsego village, and Bridgewater, to Utica.

From Albany, by Dranesburg, Darlock, Cherry-valley, Otsego village, Burlington, Columbus, Sherburne, Deruyter, Truxton, and Homer, to Aurora.

From Burlington, by New Berlin, Plymouth, Cincinnati, and Homer, to Ithaca.

From Otsego village, by New Lisbon, Pittsfield, and Butter-
auts, to Oxford.

From Cherry-valley, by Springfield, Richfield, Plainfield, and Bridgewater, to Sangerfield.

From Oneodaga, by Salina, Liverpool, Three Rivers Point, and Oswego Falls, to Oswego.

From Vernon, by Smithfield, and Cazenovia, to Pompey.

From Utica, by Whitestown, Rome, Camden, Adams, and Sackett's Harbour, to Brownsville.

From Utica, by Trenton, Steuben, Leyden, Turin, Lowville, Harrisburg, Oswow, Dekalb, Canton, Ogdensburg, Lisbon, Hamilton, Madrid, Potsdam, Chesterfield, Malone, and Chetanga, to Plattsburg.

From Harrisburg, by Champion, Watertown, and Brownsville, to Port Putnam.

From Portamus, by Tappan, Clarkstown, and Kakiat, to Haverstraw.

From Schenectady, by Ballstown, Ballstown Springs, Saratoga Springs, and Greenfield, to Hadley.

From Caughnawaga, by Johnstown and Mayfield, to Northampton.

From Lansingburg, by Saaticke, Easton, Greenwich, Argyle, Hartford and Whitehall, to Fairhaven, Vt.

From Sandy Hill, by Fort Ann, to Whitehall.

From Lansingburg, by Cambridge, Salem, Hebron, Granville, and Hampton, to Poultney, Vt.

From Willsboro' to Charlotte, Vt.

From Albany to New Lebanon.

From Hudson, by Claverac, to Egremont, Ms.

Passed April 25th, 1810.

From Jamaica, through the alley, and by the head of Cowneck, to Hempstead Harbour, and through Oyster Bay to Huntington; this is declared to be an alteration of the existing post-route.

From Trip's Hill, by Montgomery court-house, to Sheldon's, in the county of Oneida.

From Madison, by Cazenovia, to Manlius.

From Rome, through Constantia and Mexico, to Oswego.

From Kinderhook, in N. Y. by Spencertown, to West-stock bridge, in Ms.

Passed May 11th, 1812.