

Expositor

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THE SYRACUSE POST OFFICE 45 YEARS AGO.

I entered the Syracuse Post Office in November, 1847. Wm. W. Teall was the Post Master. The force employed in the office consisted of six clerks; occasionally an extra clerk would be employed temporarily.

Prepayment of postage on letters was optional with the sender. The rate of postage at that time was 5c for single letters under 300 miles; 10c for over 300.

This often led to bitter disputes as to the proper charges. By one route a letter would go over 300 miles to reach destination; by another it would be less than 300. For instance: During the summer season letters from Syracuse for offices in Connecticut would go by Hudson River boats to N. Y. and reach destination by a route over 300 miles. In the winter time the same letters would go via Albany, Boston and Albany and Houstonic Railroad to destination by a route less than 300 miles.

The system of making up mails required vastly more labor than the present system does.

The system of optional payment of postage made it necessary to keep full detailed accounts of mails sent and mails received. All letters sent from any given office were accompanied by a "Way Bill," made up something like this:

Account of Mails sent from Syracuse to Albany March 26, 1848.

No. of Letters.	Free.	Paid.	Unpaid.	Rate.	Amount	Amount.
20		20		5	\$1.00	
20		10		10	2.00	
10			10			\$1.00
10			5			50
2	2					
					\$3.00	\$1.50

WM. W. TEALL, P. M.

All the letters from any given office to any other office were so entered, then wrapped in strong paper and addressed to the office for which they were intended.

The same work had to be gone through when there was only one letter for a given destination as if there were 100 letters, way billed entered in account of mails sent, wrapped in paper.

Before mailing, all the way bills were entered in the account of mails sent. These accounts were kept on large folio sheets of paper made up in blank form; the blanks filled so as to be a transcript of the way bills. These accounts were made out in duplicate; one was kept by the Post Master, the other was sent, at the end of the quarter (3 months), with the quarterly statement, to the Post Office Dept. at Washington.

The account of mails received was kept on blanks similar to those of mails sent. On these blanks were transcribed the way bills accompanying all mails received at each respective office and formed part of the quarterly report.

I believe it would be next to impossible to perform the mail service of the country with its mass of business if the same system was in force that was in force forty years ago. Reduced rate of postage, together with the greatly increased business of the country has so multiplied the correspondence that it would be, to say the least, impracticable to work under the old system.

The amount of paper used for way bills, blanks for statements of mails *sent* and mails *received* would be enormous, then add the paper used for wrappers, one can hardly conjecture the amount of expenditure necessary if the business were done now under the old system.

Think of the force required to enter accounts upon the blanks for mails *sent* and mails *received*, to wrap the letters with the proper way bills and then add the Post Office address outside of the wrapper.

Take the New York Post Office for instance, what an army of clerks would be added to the already large force employed in that office. What a large addition to the room would be required. I might mention the additional article of twine required to tie up the larger packages—it used to be very large; it would be increased many fold now if the old system prevailed.

I think I have told you most of what pertained to the general work of the post office forty years ago. The Post Master was accountable to the Government for all the apparent receipts of the office.

If at the end of a quarter there was a deficit of cash, the Post Master had to make it up.

If the Post Master was a careless or bad or negligent business man, the consequences of such want of care or of system fell upon him.

The currency of the country at the time I speak of was far different from what it is now.

Gold one scarcely ever saw except it might be displayed in small sums in the broker's window.

Well-to-do people kept a few pieces as heirlooms or curiosities, which were occasionally brought out from their hiding places to be shown to those who never possessed a gold piece.

The subsidiary money in circulation—what we call “change”—consisted of some United States coin, such as coppers, one-half dimes, dimes, quarters and half dollars; Mexican dollars, five francs, old Spanish and English six-pences, shillings and quarters, also Spanish pistareens and occasionally crowns, one-half crowns, guildens, &c.

The paper money was mostly New York State bank bills; though much money of other States was in circulation or any of the above—coin or paper—was received for postage. Anything that was called money was taken. The receipts at the Syracuse Post Office were all paid in at the delivering windows and left for the time in the open case immediately below the windows. Any one in the office, even visitors, had free access to this change drawer. Once or twice a day the Post Master would look in and take the paper money but there was no system about it. No check upon any one. No way of determining what the daily cash receipts were. Once a quarter he had to account to the Government for what there was against the office. The General Post Office at Washington arrived at the amount due it from the Post Master by the account rendered of mails *sent* and mails *received*.

The amount of postage paid on letters *sent*, the amount collected on unpaid letters *received* made up the cash receipts. Once a quarter letters not called for were sent to the “dead” letter office, and whatever amount was charged to an office on account of “dead” letters was credited back to the office.

Everything was conducted in a very loose and unbusiness like manner.

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The result was that every quarter when the accounts were made up and returns made to the Department at Washington there was a great row and the Post Office at Syracuse was a very hot place. My recollection is that the cash was short from 200 to 300 dollars almost every quarter.



Majr M. W. Tull
Syracuse

Military

I cannot state whether stamps came into use while I was in that office or not. It seems to me that there was a change about the beginning of 1850. After the spring of 1849 I was in the office only temporarily to take the place of some absentee. I am quite sure that stamps were used to some extent. I think about this time the postage was reduced to 5c for all distances.

I can well remember the time when the rate was $6\frac{1}{4}$, $12\frac{1}{2}$, $18\frac{3}{4}$, 25 and $37\frac{1}{2}$ c. Letters were not rated in accordance with their weight, but according to the number of pieces. Envelopes were not used but the letter sheet was so folded as to tuck it and then seal or wafer it.

If one wished to send one, two, or any number of bank bills in a letter to pay for anything, an additional postage was charged for each note or separate piece of paper. This led to the use of the large sheets of "fool's cap" and letter paper. There were no express companies in those days and mails were the only medium of interchange between different sections of the country.

Another thing this led to, was the opportunity to "get square" with any one who had a spite against another. He would mail from some distant point a letter, say from a point where "single" postage would be 25c marked quadruple—an unpaid letter. The postage would be \$1.00. Perhaps the letter would be marked "important" or "in great haste." The receiver would find three or four strips of brown paper, with the information from the sender that when the postage was paid they would be even.

I have been looking over a few letters, the first that I ever received. I enclose part of one from my father which he sent me in 1844. He wanted to send me a draft. You will see that he wrote it on the same sheet on which he wrote the letter, so as to make it subject to only "single" postage, $12\frac{1}{2}$ c.

I have a letter mailed by _____ mailed in Philadelphia and addressed to my eldest brother, who was a student in Cambridge, Washington Co., N. Y., and dated March 26, 1829, on which the postage as marked, was $37\frac{1}{2}$ c. This letter consists of one single sheet of letter paper.

I do not now think of any other items that are of exceptional interest in connection with postal matters, unless it may be that of compensation for services. A 12 year old boy would hardly open and close an office now days for the salary I received.

We opened the office, or rather we began the work at 6 o'clock A. M. and distributed such mails as had arrived during the night and the early hours of the morning. The delivery was opened at 6:30 and closed at 9 in the evening and much of the time there would be an hour's work in making up the mails, writing up the accounts of mails sent and received after the office was closed.

Yours, etc.,

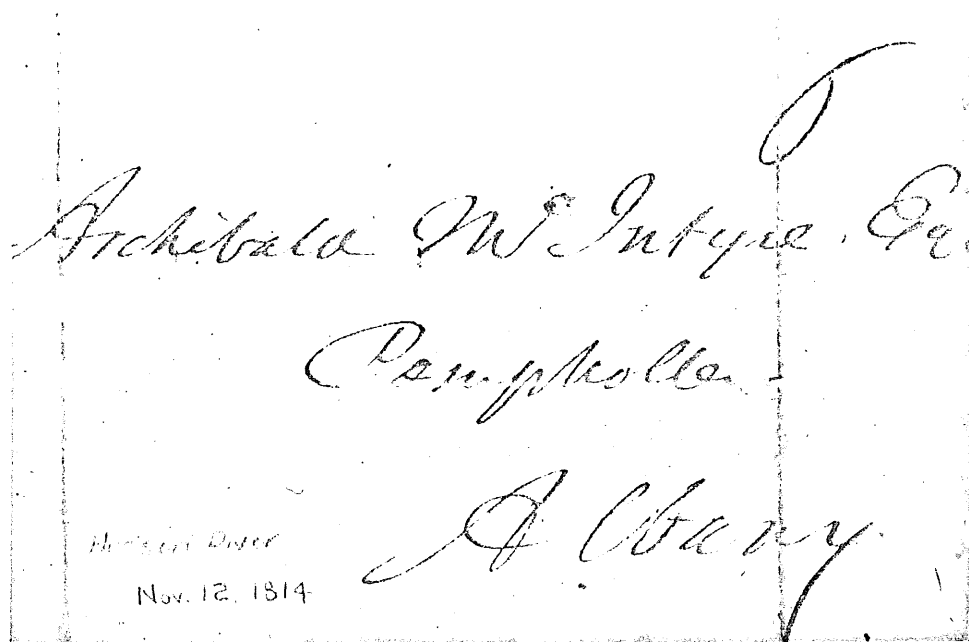
WM. R. STRONG.

A TRIO OF NEW YORK TO ALBANY COVERS, WITH RATES IN MANUSCRIPT

by Lhoyd T. Hayward

Covers with manuscript markings have always intrigued me, but the trio presented here really seemed quite an unusual combination despite the lack of town markings. Each of the three originated in New York City, and each is addressed to Archibald McIntyre, Comptroller of the State of New York, at Albany.

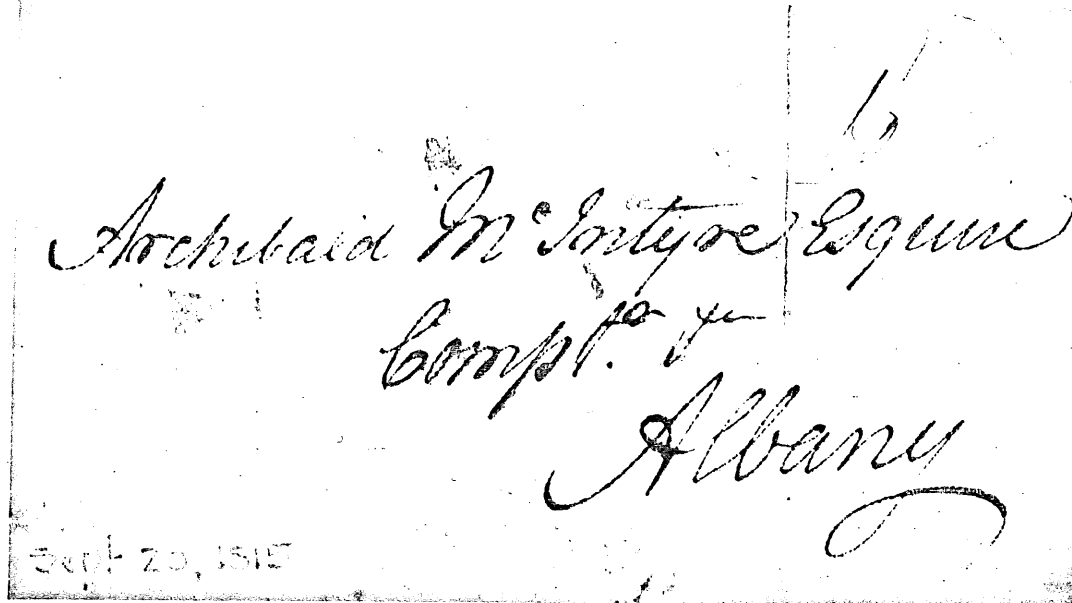
Their New York origin can be identified either from their contents, or from notations made by their receiver. All of them must have been carried up the Hudson River by ship, although none of them has a 'ship' marking.



The '6' rate cover was written by B. Pierpont on November 12, 1814, and was received at Albany on the same day, which would have been good travel-time, even today. Six cents was the non-contract ship rate from March 2, 1799 until January 31, 1815. (Editor's note: the postal Act is dated March 2, 1799, but there is conflict over the date of implementation --it was not distributed prior to March 25, while a circular concerning it had been received by April 17th. The New York City Directory noted the implementing date as 'May 1 following'.) The rate was also in force from March 31, 1816 onward, as the rates of 1799 through 1815 were restored then. The letter had to be addressed to the post office at the port of arrival to take the '6' rate.

It might be noted that this '6' ship rate is a relatively common marking, found in most leading postal history collections. Its most common period of use on the Hudson River was

during the 1799-1815 period. The Fulton steamboat monopoly which was enforced in the 1816-1824 period sharply reduced the number of non-contract ship covers in subsequent years. Later, the Act of March 3, 1823 section 3 made the Hudson, among other rivers, a post road. No scheduled vessel was permitted to carry other than letters relating to cargo on waters declared to be a post road. (Act of March 3, 1825, section 19), while Instruction IV, part 6 noted that "letters by steam-boats are to be accounted for the same as ship-letters; but postages are to be rated according to distance, as if carried by land." It can be seen from this that late use of the '6' on the Hudson are not common.



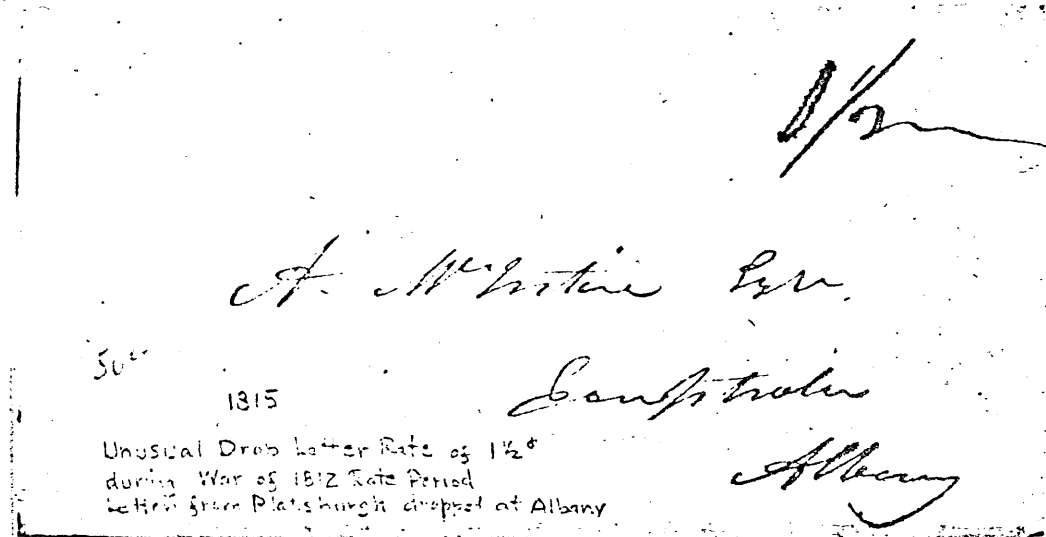
The cover with the " $1\frac{1}{2}$ " rate is the most intriguing of the trio, being definite proof that the 50% War Tax rate--effective February 1, 1815 through March 30, 1816--was applicable to "drop" letters. This one was written September 20, 1815, by John M. Kesson in New York City. Both individuals and business firms were as thrift-minded in 1815 as they are today, so this letter was either handed to a passenger or to a member of the ship's crew on an Albany-bound vessel, with the admonition to drop the letter in the mail at Albany, at a bit of saving in postage for the recipient of the letter.

Examples of this " $1\frac{1}{2}$ " war rate are rare. Stanley Ashbrook in Special Services, page 373, wrote:

"Recently my good friend Mr. D. N. McInrey of Seattle showed me a cover of a class that I had never before run across, read about, heard about or even knew existed...An item that is many more times rarer (in my opinion) than a Pony Express cover, but without the glamour of the latter...No doubt the McInrey cover is a unique item, and just as scarce as the famed Hind British Guiana..."

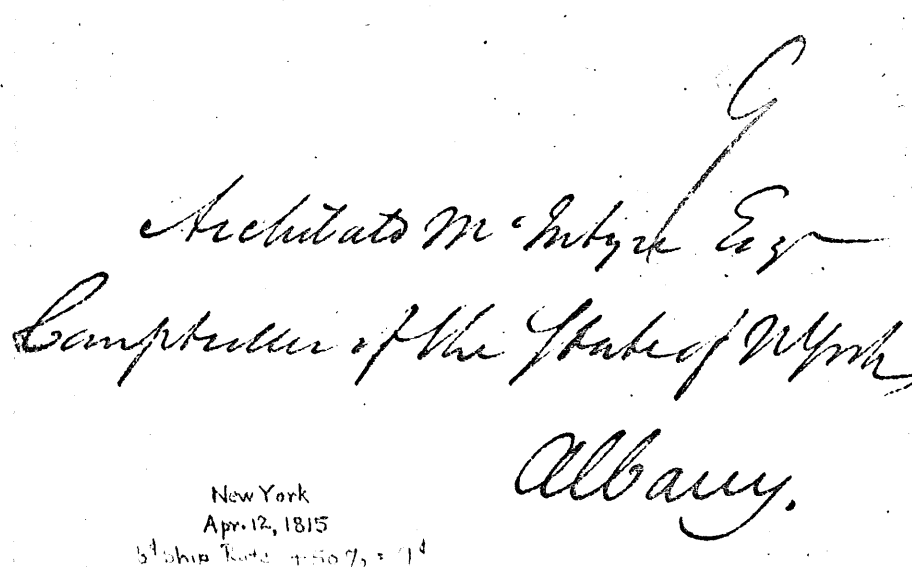
6.

The McInrey cover, illustrated below, is in the Hahn collection and was written at Plattsburgh August 26, 1815 discussing Franklin county's right to monies raised in Clinton county after 1807. It is the only other reported "1½" recorded from Albany. Two or three are recorded from New York city.



Altogether, only six or seven copies of the "1½" rate are on record--one of which is in the Baker collection. Even rarer, however, is the double "1½" war rate. To date, not a single copy of that "3" rate has been reported.

The third cover bears the "9" ship rate--a nice, and excessively rare, example of the so-called War Tax rate 50% surcharge applied to a ship letter. Notations on the cover indicate that the enclosed letter was written by Charles Wilkes, Cashier of the Bank of New York on April 12, 1815.



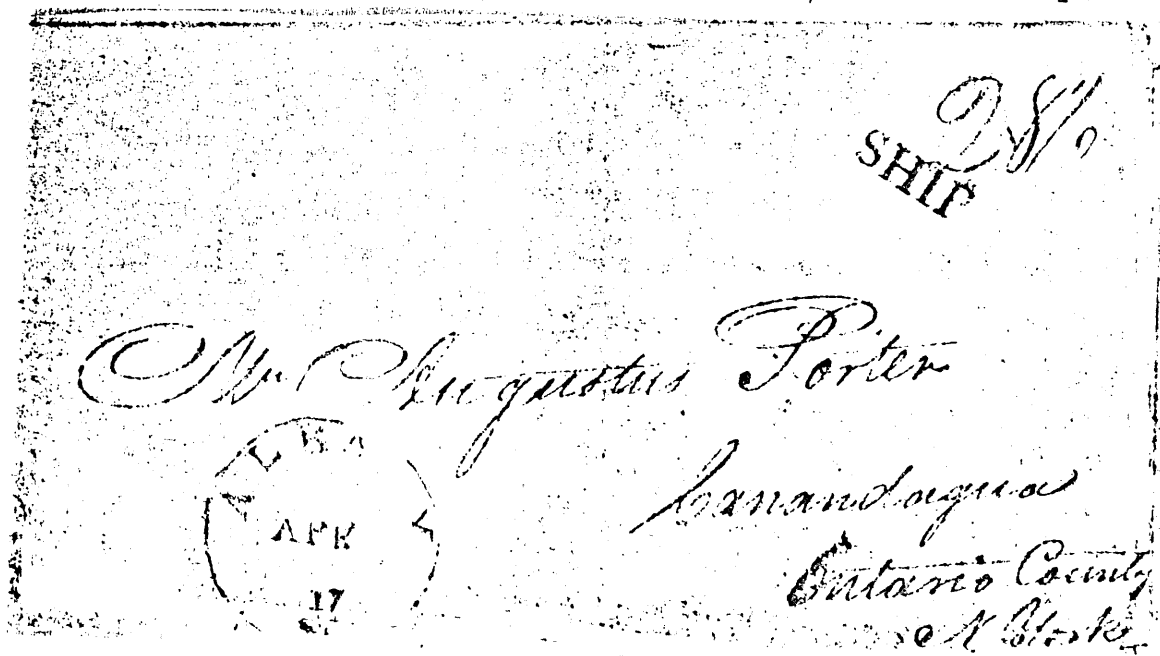
This "9" rate was most recently seen at auction at lot 102 of Siegal's 458th sale (September 1974) applied at Boston on a Moose Island, Maine letter of September 23, 1815. Regarding its Hudson River use, the Hudson River Mail booklet published by the Albany Institute of History and Art, quotes a letter from Postmaster General Meigs dated March 21, 1815:

"The masters of steam boats and other vessels, who do not carry the mail by contract, are entitled to receive two cents for each letter and packet which they deliver to a postmaster, these letters and packets are chargeable with a postage of nine cents."

Ken deLisle, in personal correspondence with Cal Hahn, reported:

"I have seen only one letter with this 9 rating (May 6 1815 and would hazard a guess that it is very rare. It could have been in effect only from the opening of navigation in 1815 to the date that contracts were effective, not long after March 21, 1815, the date of the circular..."

The companion two cent forwarded ship rate is also very rare used during the War Rate period on the Hudson River. Only one copy is reported in the Hudson River Mail booklet by deLisle--it is on a letter postmarked at Albany on March 27, 1815 with a handstamped black 16x5mm SHIP and a 12 rate corrected to 15 (8¢ plus 2¢ plus 50%) addressed to Lansingburgh. A second copy, and the latest on record, is in the Hahn collection and illustrated here. Dated at Columbia Foundry, April 10, 1815 it is addressed to Canandaigua, N. Y. and quotes prices for a 60-ton steamboat. It was handstamped at Albany on April 17th with a 28½¢ rate applied. The rate is 1½ times 17¢ plus 1½ times 2¢ for the ship.



1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500
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THE SO-CALLED FRANKLIN LEDGER

One of the more important records of postal activities during the Revolutionary War period is the so-called Franklin Account Book. It is one of seven volumes, prior to 1799 found in the official Post Office Archives, and the reproduction on the opposite page, of the Albany record, is a reduction of the photostat obtained for the Empire State Postal History Society by John Kay, a student of Pennsylvania postal history who has devoted the past two years to collecting data similar to ESPHS published Federal Post Offices of N. Y. State. It should be noted that this Ledger is not kept in Franklin's hand, and as Franklin left the United States on October 25, 1776, only the first entries apply to him--those where it shows that he was paid £25 in New York Currency.

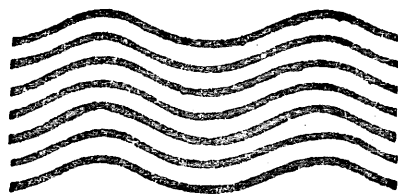
The Ledger, in full size, was lithographed in 1865 and sold by the Post Office for \$10 a copy. It is excessively rare and the paper is deteriorating badly. Data from the Joseph Carson copy was published in both Kay Horowicz and Robson Lowe's The Colonial Posts and in Volume V of the Lowe Encyclopedia. Only New York, Albany and Fishkill are recorded. As the editor has arranged to obtain a copy, he is willing to look up data for the appropriate project. The Worcester, Mass. and Albany, N.Y. entries are shown opposite.

The individual office entries show the appropriate credits and debits for two years ending October 5, 1778. The earliest entry is January 5, 1776, covering "Balance of Accounts rendered this day." This indicates the first entry covers the fall of 1775 when, from October 5th on, the postal service was under Congress. The Albany record extends to the report rendered on October 5, 1778, for the preceeding quarter. The accounts are kept in New York currency--not sterling. They were transferred to a 'B' Ledger in 1778, which may no longer be in existence, for our next reported Ledger is No. 6, beginning May 1, 1782, shortland after Hazard took over as Postmaster General on January 28, 1782.

While the April 1776 entry reports up to April 5th, there is a delay in the July quarter which is not posted until September 26th--it was a critical year! The subsequent three quarters are correctly noted--January 5, April 5, and July 5, 1777, however, a full year gap then occurs as the next entry is for the year July 5, 1777 through to July 5, 1778. There is a very drastic dropoff in postal activity after October 5, 1777 which undoubtedly was the result of the 50% rate increase authorized October 17, 1777.

HELP! HELP.HELP!

Articles and stories for the next issue are urgently needed by the editor. If you have a cover of which you are very proud, or a nugget of information not yet recorded won't you share it with the rest of the ESPHS members? Write now !



By ROBERT KNIGHT

Post Office

Since the centennial celebration of Pearl River's history is based on the establishment of the first post office in the community on January 11, 1872, it is fitting that a chapter of the centennial history book be devoted to the institution which in all probability gave the hamlet its name.

Prior to 1872 residents had to hitch up the horse and buggy and drive to either Nanuet, the nearest Erie Railroad depot, or to Orangeburg, local stop on the New York Central, to pick up mail, since Pearl River at the time had neither railroad nor post office.

Sometime just previous to 1870 a local merchant named Phillip MacNiff decided to capitalize on this lack of adequate mail service by picking up the mail himself at these two nearby depots and bringing it to his store, which occupied the site now known as Hader's Hardware store. While he apparently did not charge for this service, he did get his rewards in that everyone in town came into the store to pick up their mail, and thus were presented with the logical opportunity to also purchase merchandise.

Although his service was strictly unofficial, he did become, in effect, Pearl River's first postmaster, and his store the first post office.

Two events quickly led to the establishment of an official government post office however, the arrival of the railroad and of Julius Braunsdorf, both in 1870. The year before the Hackensack and New York Extension Railroad had been completed from Hackensack to Hillsdale and in 1870 from Hillsdale to Nanuet, where it connected with the Erie. Its route through Pearl River was made possible by Braunsdorf's donation of the land for the right-of-way, a move both generous on his part and also indicative of his keen business sense, since one of his prime interests was the development and sale of building lots in the community, and this was nearly impossible without a way to get to the hamlet.

To put Pearl River on the map and establish it as an official community of some sort, Braunsdorf also applied for and received approval from Washington to establish a post office there, to become effective January 11, 1872.

Braunsdorf was named postmaster. Since there was no logical place at the moment to house the new facility, it was decided to operate it from inside the new railroad station, which Braunsdorf had conveniently built and donated to the community, using the station agent as postal clerk.

Also in 1872 or thereabouts Braunsdorf built a large coal, grain, feed and lumber yard on Central Avenue, opposite his huge brick factory. This he put in charge of James Serven as manager. Following Braunsdorf's death in 1880, Serven bought the business and on September 20 was appointed postmaster to take Braunsdorf's place. He immediately moved the office from the station to his own place of business, where it remained for 13 years or until 1893. On July 26th of that year Louis Rawizer was named the new postmaster and immediately removed it to his own store, known as the "three stores under one roof" at the north-west corner of Central Avenue and Main Street, the site now occupied by the Empire National Bank. Rawizer's store still stands, moved up the street in 1923 to become what is now the Campus luncheonette).

Rawizer served as postmaster for four years, being replaced August 8, 1897 by William A. Serven, son of James, who returned the office to his own lumber and coal yard where his father had operated it.

Serven remained as postmaster for 16 years, with Edward Blackwell taking his place on June 5, 1913. He elected to keep the office in the Serven Lumber Company building, since he had no store or office of his own.

In 1914 the First National Bank of Pearl River was organized and located adjacent to the post office in the Serven building, the bank being on the corner of Central Avenue and the railroad tracks and the post office being in the next store west. In 1923 the bank built its present quarters and because of the increase in the size of the town and the consequent need for larger quarters, the post office moved next door into the empty bank space.

Blackwell remained as postmaster for nine years, being replaced on March 16, 1922 by George P. Hammond, who kept the facility at the Serven building, as did his successor a year later, Edward Harms, who took over in February of 1923.

Harms served for 13 years until February 29, 1936, when he was replaced by John V. Lunch, who was to serve for 30 years until March 1, 1966 when the present Postmaster, Frank V. Farsetta, was appointed. By coincidence, but very appropriately, while Braunsdorf as the first postmaster is considered the "Father of Pearl River," Farsetta a century years later was named coordinator of the 100th anniversary centennial celebration.

In January of 1936 ground was broken for the present post office building, erected on the site of the former Bader's Hotel, which was demolished the year before.

Nearly a year later, on December 1, the office was moved from the Serven building to the new structure and officially opened to the public.

On October 1, 1937 city, or home delivery was begun. Previous to that time all residents had to come directly to the post office to receive or post mail. Another milestone was reached on July 1, 1942, when the Pearl River Post Office was named one of five in the county to become first class (along with Nyack, Haverstraw, Spring Valley and Suffern).

From its founding in 1872 until 1969, the Pearl River Post Office, as others in the nation, was under the direction of the United States Post Office Department, headed by the Postmaster General, a cabinet-level position. Under the Postal Service Act of 1969 however, post offices and handling of mail was transferred to the newly created United States Postal Service (USPS) a quasi-public agency which was directed to show a profit each year.

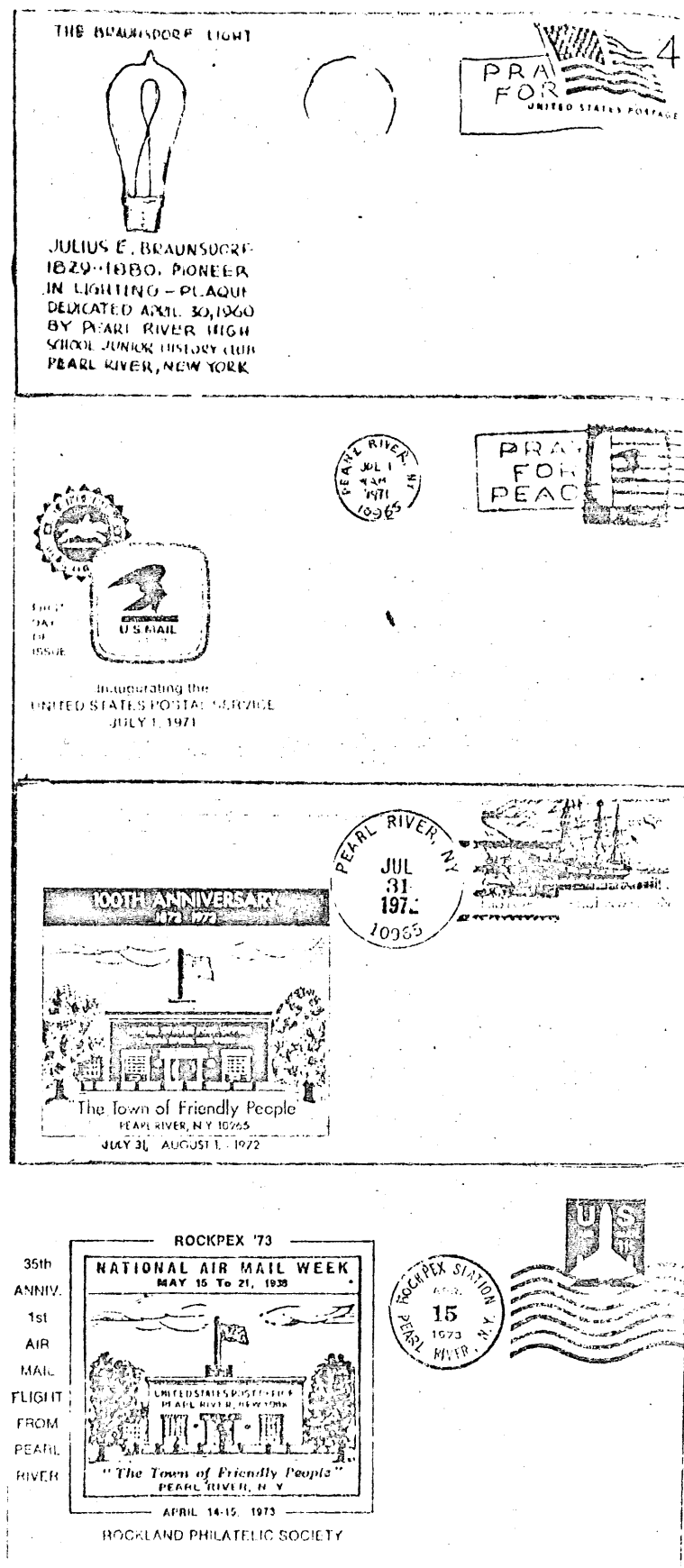
As of 1972, the Pearl River Post Office had a total of 42 employees and the average volume of mail was more than 64,000 pieces daily (combined 1st, 2nd, 3rd and 4th classes). The Pearl River Post Office serves 4,633 families (making a population of 18,532 based on an average of four persons per family) and 326 businesses.

There are 17 routes in Pearl River, each served by a walking or motorized delivery person, and the office owns nine trucks plus a trailer for bulk mail and parcel post.

In addition to selling postage stamps, its most familiar role, the Pearl River Post Office also sells air mail, special delivery, registered, certified mail, postage due and duck hunting stamps, sells money orders, ZIP code books and income tax books, rents post office boxes, displays FBI wanted posters, handles alien registration and distributes such free items as income tax forms. Social Security applications, applications for all federal jobs as well as the Peace Corps, Vista and other volunteer agencies, military recruiting literature and applications for government publications.

Of special interest to stamp collectors is the fact that the Pearl River Post Office has issued five "cachets" in its lifetime. These are envelopes with a printed design on the left side commemorating some historic event, and mailed on that date or its anniversary, so that the postmark date agrees with the date printed as part of the cachet design.

The five issues in Pearl River include the opening of the present post office on December 1, 1936, National Air Mail Week in 1938, the first air mail helicopter flight from Pearl River in 1956, the Julius E. Braunsdorf memorial ceremony on April 30, 1960 and the Pearl River Centennial covers on July 31 and August 1, 1972.



Some souvenir covers issued by the Pearl River Post Office

ADM

NEW YORK STATE BUSINESS DIRECTORY.

EVENING LINE TO ALBANY AND TROY DIRECT,



From Pier 15, Foot of Liberty Street,
(1st FIBR BELOW CORTLANDT STREET)

This is the only river line that connects and checks Baggage
through to SARATOGA and the North.

Passengers leaving New York at 6 P. M. arrive in Albany and Troy in ample time to
connect with Trains going East, West and North, arriving in Montreal the next day.

The New First Class Steamers

FRANCIS SKIDDY,

K. SMITH, Commander, Leaves New York on

TUESDAY, THURSDAY AND SUNDAY, AT 6 P. M.

Returning leaves TROY (from the foot of Albany Street,) every

MONDAY, WEDNESDAY AND FRIDAY, AT 7 P. M.;

AND

COMET BOAT,

C. W. PARNHAM, Commander, Leaves New York on

MONDAY, WEDNESDAY & FRIDAY, AT 6 P. M.

Returning, leaves TROY on

TUESDAY AND THURSDAY, AT 7 P. M.,

and Sunday, at 6 o'clock P. M.

Passengers the EVENING LINE are entitled for the Evening Train of
4 P. M. from Saratoga Springs, Montreal, and Paris on Lake Champlain.

Baggage taken Free of Charge to and from Boats to Cars.

Freight taken on reasonable terms. For Passage or Freight, apply on Board, or at the
Office of the Dock.

This 1860 advertisement features the 1,183-ton Francis Skiddy, completed in the Spring of 1852 and one of the most famous boats on the Hudson. It began on the Day Line and on October 13, 1852 shifted to the Night Line of the Opposition. The Skiddy was run on the Troy Night Line from March 1856 until it was sunk on November 25, 1864 while on its last trip before being sold.

SOME EARLY POST ROADS

IN NEW-YORK.

From Bettsburg to Deposit.

From Albany, by Bath, Sand Lake, Stephentown, Hancock and Lanesborough, to Dalton, in Ms.

From Shelden, by Willink and Hamburg, to Buffalo.

From Chesterfield to Jay, in Essex county.

From Peekskill, by West Point, to Newburg.

From Stamford, by Waterville, to Roseville, Delaware county.

From Esperanza, by Schoharie court-house, and Middleburg, to Stamford, on the turnpike road.

From Middletown, Delaware county, by Colchester and Hancock, to Deposit.

From Aurelius to Sempronius.

From Brooklyn to Flatbush.

From Albany, by Spencertown, to Sheffield, in Ms.

From Cairo, by Windham, to Lexington.

From Green, on the turnpike, west, to Lisle.

Passed April 18th, 1814

From Hadley Landing, in Saratoga, to Luzerne, in Warren county.

From Hamilton Village, by Guelderland, Berne, Schoharie court-house, the brick church in Cobleskill, Colonel I. Steward's and Maryland, to Milford.

From West Point to Haverstraw.

From Burrage Mills, in Coventry, to Oxford.

From Stillwater, by Dunning Street, in Malta, and the south end of Saratoga Lake, to Ballstown Springs, thence by the north end of Saratoga Lake, and by Roger's Mills, to Stillwater.

From Manlius, in Onondago county, to Elbridge, in Camillus, thence to Auburn, in Cayuga county.

From Bainbridge, through Coventry, to Green.

Passed March 1st, 1815.

From Essex, by Westport, Moriah, Crown Point, Ticonderoga, Hague and Bolton, to Fort George, in Caldwell.

From Williamstown, Oneida county, by Richland, Ellisburg, and Henderson's to Sackett's Harbour, in Jefferson county.

From Richfield, by Plainfield, Brookfield, and Hamilton, to Skaneateles.

From Catharinetown, by Reading, to Benton.

From Manlius, by Pompey east, and Pompey west hill, Tully, Preble and Homer, to Cortlandt court-house.

From Whitehall, to intersect the post-road from Albany to Middlebury, Vt. at Granville, to Paulett, in Vt.

From Sullivan, by Camillus, Brutus and Mentz, to Junius.

From Auburn, by Mentz, Cato, and Wolcott, to Sodus Bay.

From Stamford, by Roseville, to Delhi.

From Maryland, by Otego and Milford, to Hamburg post-office in Unadilla.

From Genoa to Auburn.

From Oswego, by Hannibal, and Sterling, to Cato.

From Whitesboro', along the new road to the east end of Oneida lake, to Camden.

From Brownsville to Cape Vincent.

From Saratoga Springs, by Palmertown, and Moreau, to Sandy Hill.

From Canandaigua, by Rochester, and thence along the ridge road, to Lewistown.

From Owego, by Spencer court-house, in Tioga county, Dutch and Johnson's settlements, to Catharinetown.

From Geneva, by Phelps, and Lyons, to Sodus.

From Westport, by Elizabeth, and Keene, to Jay.

From Newburg, by Pleasant Valley, to New Paltz.

From Batavia, by Middleburg, to Warsaw.

From Goshen, by Minnisink, and Amity, to Warwick.

From Goshen, by Philipsburg, Middletown, Mount Hope, Deer Park, and Carpenter's Point post-office, to Montague, in New Jersey.

From Huntington, by Dixhill's, to Smithtown.

From Hudson, by Kinderhook Landing, Castleton, and Scho-dach Landing, to Greenbush.

From Hudson to Lebanon.

From Sag Harbour to Easthampton.

From Canandaigua, by Bristol, Richmond, Livonia, Genessee, and Warsaw, to Sheldon.

From Oswego Falls, by Port Glasgow, and Portland, and along the ridge road, by Carthage, to Rochester.

From Moscow, by the state road, to Buffalo.

From Oswego, by Montrose, Pennsylvania, and the turnpike to Milford, thence by Hamburg, in New Jersey, to Jersey city.

From Poughkeepsie, through Beekmantown, to New Milford.

From Bath, by Angelica, to Hamilton, and from Cerestown, Pennsylvania, Coudersport, and Jersey shore, to Williamsport.

From Bath to Naples.

From Angelica, by Nunda, and Leicester, to Batavia.

From Salem, by Hebron, Argyle, and Fort Edwards, to Sandy Hill.

From Kingston, by Hurley, Marbletown, Rochester, Warwar-sink, Mamakating, to Milford, Pa.

Passed March 3d, 1817.

From Hamilton, by Lebanon, and Georgetown, to Cooley's Inn, in Otsego, in the county of Chenango.

From Hamilton, by Hartshorn's Tavern, in Lebanon, to Sherburne.

From Hampton to Utica.

From Bloomfield, by Pittsford, to Charlotte.

From Great Barrington, Mass. by West Stockbridge, Canaan, Chatham, and Nassau, to Albany.

From Geneva, by Seneca, Phelps, Farmington, Palmyra, and Perrinton, to Pittsford.

From Batavia to Bergen.

From Batavia to Attica.

From Essex court-house, by Bosworth's Tavern, to Chesterfield.

From Denmark, by Leraysville, to Wilna.

From Naples, by Gorham, to Canandaigua.

From Troy to Schenectady, on the turnpike road.

From Rhinebeck, by North East, and Amenia, to Sharon.

From West North East to Attleborough.

From Lisle to Caroline.

From Binghamton, by Lisle, to Homer.

From Lenox, by Clockville, Petersborough, Morris' Flats, and Eaton, to Log city.

From Albany, by Bethlehem, Rensselaerville, Bleenheim, to Maryland or Susquehannah bridge, on the turnpike road.

From Catskill, by Greenville, Broome, Middleburg, Cobleskill, and Sharon, to Cherry Valley.

From Jerico, to Musqueto Cove, in Oyster Bay.

From Leicester, by Perry, East Nunda, and West Nunda, to Oil Creek.

Passed April 20th, 1818.

From Albany, by Spencertown, to Sheffield, in Mass.
 From Troy, on the Hoosick road, by Brunswick, Grafton, and Petersburg, to Williamstown, in Mass.
 From the city of Schenectady to Utica, on the South side of the Mohawk river.
 From Cherry Valley, by Long Patent, Westford, and Decatur, to Worcester.
 From Great Bend, Pennsylvania, by Harmony, and Windsor, to Deposit.
 From Troy, by Brunswick, and Greenbush, to Sand Lake.
 From Cambridge, by Hoosick, Petersburg, Berlin, and Stephentown, to Lebanon.
 From Waterford, by Orange, to Ballston.
 From Pine Plains, on the Ulster and Delaware turnpike, to North Amenia.
 From Waterloo, to Port Glasgow, by Clyde village, town of Galen.
 From the village of Peekskill, by Crumpond, to Somerstown, in the county of Westchester.
 From South Nunda, by McClure's, to Ellicottsville, in the county of Cataraugus.

Passed March 3d, 1819.

From Batavia to Ridgeway.
 From Windham, by Roxbury, to Stamford.
 From Hopkinton to Keene.
 From Mount Hope to Bloomingsburg.
 From Moscow, by York, Caledonia, and Scottsville, to Rochester.
 From Dover to Sharon, in Connecticut.
 From Porter, by twelve mile creek, to eighteen mile creek.
 From Skaneateles, on the east side of Skaneateles' lake, by Spafford, and Scott, to Courtland village.
 From Luzerne, by Edinburg, to Galway.
 From Newtown, by Catherine's, and Cayuta, to Ithaca.
 From Bath, by Upper Addison, Troupsburgh, Deerfield, and Elkland, to Batchelorville, in Pennsylvania.
 From Constantia, by Cicero, and Salina, to Onondago.
 From Reading to Dresden, on Seneca Lake, thence along the lake, by Benton, to Geneva.
 From Goshen, by Scotchtown, to Bloomingsburg.
 From Poughkeepsie, by New Paltz, and Bruynville, to Bloomingsburg.
 From Sullivan, by Cazenovia, and Woodstock, to De Ruyter.

Passed May 13th, 1820.

From Utica, by Whitesboro', Floyd, Steuben, and Western, to Rome.
 From Cayuga to Montezuma.
 From Turin, by Harrisburg, Copenhagen, Tylersville, Pinkney, and Rodman, to Adams.
 From Newburg, by Middletown, Marlboro', Milton, and New Paltz, to Poughkeepsie.
 From Upper Red Hook Landing, to the present post-road from New York, to Albany.
 From Watertown, by Le Raysville, to Antwerp.
 From Mooresville, by Bovina, in Delaware county, to Delhi.
 From Bergen, by Riga, and East Riga, to Rochesterville.
 From Ellicottsville, by Little Valley, Conewango Creek, and Gerry, to Mayville.
 From Caledonia to Riga.
 From Whitehall, in Washington county, by Putnam, to Ticonderoga.
 From Southold, in Suffolk, to the village of Oysterponds.
 From Utica, in the county of Oneida, to Bainbridge, in the

county of Chenango, by New Hartford, Paris Furnace, Bridge-water, Brookfield, Columbus, New Berlin, Norwich, and Guilford.

From Lisle, in the county of Broome, through the towns of Berkshire, and Caroline, on the Susquehanna and Bath turnpike road, to Ithaca, in the county of Tompkins.

From Manlius, by Oran, Delphi, Fabius, Pompey, and thence to Manlius.

From Utica, by Rome, to Montezuma, and thence to Rochester, upon and near the great canal.

From Bennington, Vermont, by White Creek, Cambridge, Easton, and Greenwich, to Saratoga springs, New York.

From Richfield, by Peltrie's in Columbia, by Underwoods in Litchfield, to Utica.

From Peltrie's in Columbia, by Elie Palmer's, to Herkimer.

From Little Falls, Herkimer county, by Eaton's, Bush, Middleville, Newport, Nahum Daniels, Russia Post-office, to Tren-ton, with a side mail from Middleville to Fairfield Post-office.

From Canandaigua in the state of New York, by Manchester, to Palmyra, from thence by South Williamson and Williamson, to Pultneyville.

Passed March 3d, 1821.

From Deposit to Stockport, in Pennsylvania.

From Jay to Danville, thence down the Au Sable river, by Bullen's mills, to Keesville, in the town of Chesterfield.

From Schenectady, by Charlton, Galway, Providence, and Northampton, to Edinburg, and from Edinburg, back by Northampton, West Galway church, and Glenville, to Schenectady.

From the Post-office in Luzerne, on the West side of the Hudson river, to the Post-office in Chester.

From Greene, in the county of Chenango, to Ithaca, in Tompkins county.

From Cherry Valley, in the county of Otsego, to the village of Canajoharie, in the county of Montgomery.

From Champion, in the county of Jefferson, to Alexandria, by Felt's mills, Le Raysville, Evans's Mills, Theresa, and Plessis.

From the village of Canandaigua, to the village of Penn Yan, in the county of Ontario.

From Batavia, by the village of Lockport, to intersect the ridge road at Wm. Molyneaux's, in the town of Cambria.

From Howard, in the county of Steuben, by Rathbun's Settlement, and Leon Lake Settlement, to Conhocton.

From Bath to Catherine's, by Mount Washington, and Bartle's mills, and returning by Mead's Creek, to the mouth of Mud Creek.

From South Danville to Goff's mills.

From Champlain to the town of Moer's, thence by Lawrence's mills, and Beekmantown, to Plattsburg.

From Ithaca to Burdett, near the head of Seneca lake.

From Poughkeepsie, by Pleasant Valley, Salt Point, James Thorn's, in Clinton, Friends' meeting house, in Stanford, the Federal store, and from thence to the Pine plains post-office, in the town of Northeast.

From Moscow, in Livingston county, to the village of Freedonia, in Chataque county.

From Cincinnati, through Willet, and Freetown, to Harrison.
 From Canistota, at Perkin's Basin, on the great Erie Canal, through Lenox, Clarkville, Perryville, Petersboro', and Morrisville, to Eaton.

The mail route from Bath, by Angelica, Hamilton, Cerastown, Pennsylvania, Coudersport, and Jersey shore, to Williamsport, shall pass by Smithport, in McKean county, Pennsylvania, either in going or returning.

From Esperance to Middleburg, by the way of Schoharrie, in Schoharrie county.

Passed May 8th, 1822.