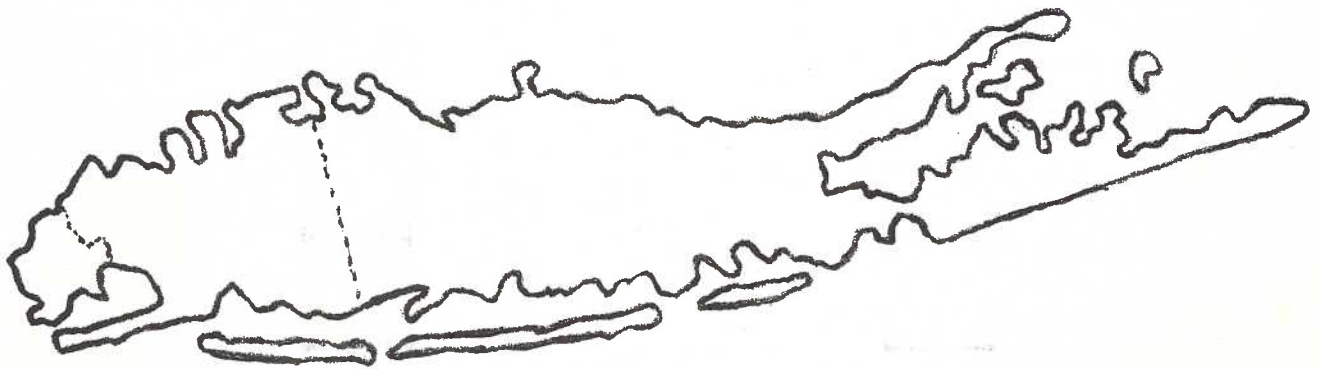


LONG ISLAND



POSTAL HISTORY SOCIETY



PRESIDENT'S MESSAGE

This is the first issue of the Journal of the Long Island Postal History Society. We are very pleased to have Calvet Hahn as our first editor. Mr. Hahn is a postal historian and writer of the first rank, and will set high standards of excellence and scholarship for our Journal. This first issue includes a fine article by Mr. Hahn devoted, quite appropriately, to the earliest postal service on Long Island. We plan to publish the Journal twice annually. We need articles, long or short, well researched or merely descriptions of interesting covers and letters. Please contribute to our Journal.

There has been an avid interest in the postal history of Long Island among collectors for many years. Witness the demand for Suffolk County covers, the popularity of Long Island Railroad postal history, the Long Island county cancels in the Edith Doane Collection, and the recent interest in Brooklyn street car R.P.O. cancels. The enormous local interest in early picture postcards of Long Island is closely related. As a result, the Long Island Postal History Society has recently been organized for the study of the postal history of Long Island, New York, and its four counties, Kings (Brooklyn), Queens, Nassau, and Suffolk.

Areas of interest to and study by the Society will include the colonial postal system, stampless covers, fancy cancels, town cancels, scarce stamp and rate usages, county and postmaster cancels, RFD cancels (recently discovered), express company mail, machine and flag cancels, waterway usages, whaling letters, Long Island Railroad postal history, Brooklyn street car R.P.O. cancels, Brooklyn locals, early picture postcards of Long Island, and Long Island history

as revealed in letters and covers.

We urge you to join our Society. We plan to have a newsletter, membership meetings, a library, and opportunities for swapping, buying, and selling Long Island material. Long Island has a rich and fascinating postal history going back to the time of the early Dutch settlers. I think all who join us will be well rewarded.

John M. Price, Jr., M.D.

THE JOURNAL
of the
LONG ISLAND POSTAL HISTORY SOCIETY

Organized 1980

Annual Membership Dues \$5.00

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News—Photographs

Research—Features

June 28

mcmlxxx

Dear Mr. Fitzpatrick:

What exciting news your June 18th letter contains!

That you and your fellow philatelists will unite to form a Postal History Society devoted and dedicated to Long Island's is a long overdue undertaking. Our wonderful geographical entity has so much importance in the nation's settlement, growth and progress that I think the postal aspects have been too neglected except as part of the whole.

You have set for yourselves a most interesting challenge and one that I hope will produce the results that will be a credit to Long Island and to you all who are undertaking the project.

As one who has supported and worked with other great postal historian like Robson Lowe, in Britain, and some of the earlier pioneers here, I wish you every success. There's little doubt in my mind that the new Long Island Postal History Society will take its place in philately!

Most sincerely,

Ernest A. Kehr

Mr. Arthur Fitzpatrick
Southold, NY 11971.

EARLY LONG ISLAND POSTAL HISTORY

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While early Long Island postal history, in one sense, can be dated back to the first settlements, no postal markings are recorded prior to the Revolution. Such postal service as there was did not leave records in the General Post Office records of the colonial era or on the face of the letters themselves.

The first real investigation of Long Island was made in 1614-15 by Cornelis Hendrux who mapped the island and attached the first map as part of a Memorial to the Netherland States General dated August 18, 1616. He had sailed around the island in his yacht Onrust (Restless), which was apparently built on Manhattan or Nut Island (Governor's Island). The first settlement on Long Island was in Brooklyn at Wallabout (Walloon Bay). Some accounts credit the first birth in New Netherland to this settlement. This was Sarah Rapelje born June 9, 1625. While she may have been born on the island, some evidence suggests Albany instead.

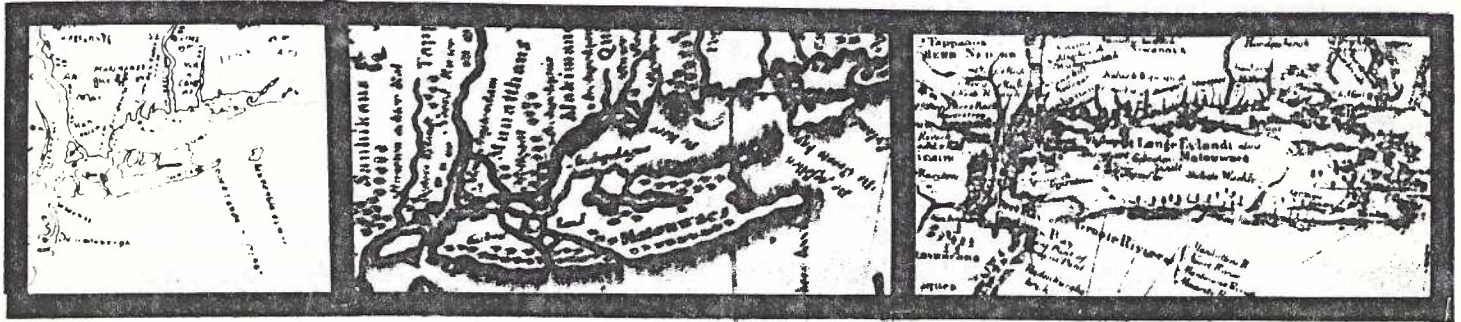
Long Island was settled by both the Dutch and the British. The English settlements were basically east of Oyster Bay and most were nominally at least under Dutch rule. The Dutch were chiefly in Brooklyn (Breukelen, Wallabout, Amersfoort (Flatlands), Gowanus, Midwout (Flatbush)) by 1645 and Long Island City by 1640. Further east, settlements under nominal Dutch rule included Gravesend (1643), Hempstead (1640), Oyster Bay (1640), Jamaica (Rustdorp 1657), Bushwick, New Utrecht (1650), New Town (Middleburgh 1652), Mispot, and Flushing (Vlissingen 1644). The Island was sufficiently important that a regular ferry service to New Amsterdam (New York) was established by 1642, docking at what is now Fulton Street in Brooklyn.

Among the earliest surviving Long Island letters is one illustrated on pg. F-12 of TerBraake's Posted Letter in Colonial and Revolutionary America. It is datelined Midtwout, L.I. (Flatbush) August 8, 1662 and went via New Amsterdam to H. Pradrianben, Classis in Amsterdam. A talismanic endorsement "Per schipper N. Bestevaeder, die Godt Godt geleyde lot besends ..." (By skipper Bestevaeder whom God guide to a safe port). It is now in the New Brunswick Theological Seminary as is another one dated Midwout October 9, 1677 to Cornelius Danckers in Amsterdam via Texel Island. This is illustrated in Posted Letter, pg. D-1. It has a red crayon III (3 stuyvers Dutch rate) and a circular Texel-Amsterdam marking with a posthorn and P*T below.

A letter of August 29, 1664 (the day the Dutch surrendered New Amsterdam to Col. Richard Nicolls) from Nicolls went to Southold, L.I. directed to Capt. John Younge instructing him to make a list of all homes on Long Island. No special notes appear on the address leaf. Another L.I. letter is found in Colonial Manuscripts General

2.

Entries Vol. 1, pg. 65. This letter dated December 1, 1664 is addressed to Major John Howell and Capt. Younge stating that all incumbents would be confirmed in office as it was inconvenient to have deputies come to New Amsterdam because of the winter weather.



1616

Hendrux

1635

1650's

Van der Donk

Early maps of L.I. showing early settlements and geography

Francis Lovelace, the new Governor, wrote from Fort James 19th Nov. 1668 (Manhattan) to Mr. James, the minister at Easthampton, that, "I received yr. ltre of the 9th Nov. by Frank, ye Indian." This tells us one of the ways communication was handled on the island. The reopening of the Dutch/English war in 1673 found Governor Lovelace at New Haven working on his new inland postal scheme, the first in North America. He wrote to Governor Winthrop of Connecticut at Hartford, as follows:

"Thursday 10 o'clock the 31st of July as ffolloweth 1673.
Dear Sr., At newhaven I receiued the unwellcome news of the Dutch approach before New Yorke...yor Gentlemen have fwded a post from Mr. Richbells to you, I pray you let it be continued for intelligence..." Winthrop Papers XIV p. 70

This shows that cross-L.I. Sound communication had begun this early for Richbells lived at Oyster Bay. Another letter from the same period that is in the archives is one written by Matthias Nicolls on August 13, 1674, datelined Flushing and addressed to Major John Winthrop. (Winthrop Papers XV, pg. 148)

Almost all of the above letters involve some sort of a governmental postal system. By the time of the Midtwout letter of 1662, the Dutch had instituted a series of postal ordinances covering letters going overseas. Under the Ordinance of June 13, 1657, letters going out from the colony were required to pass through government hands under penalty of a 25 guilder fine. This Ordinance was expanded by the Law of June 2, 1660 which was posted in New Amsterdam. That law required that all letters out of the colony be deposited in a locked box in the Provincial Secretary's office.

When the British took over, Governor Nicolls passed a law covering public letters by February 14, 1665 at latest, for that is the date in which he discussed it in a letter found in the Winthrop Papers XVI:23. The first British laws are covered in a manuscript volume called the Duke's Laws, found in the Manuscript

Room of the New York Public Library. While there are two volumes of laws relating to Long Island, there is nothing of postal significance. Further, the above public letter law is not included; the only source as to its contents is in the Winthrop records.

On October 29, 1692, the Neale Patent postal proposals were presented to the New York legislature. They passed and were signed in November. One point of relevance to Long Island is the note that all letters and pacquets brought by ship were to be delivered to the New York postmaster or his servants, provided,

"that no letters going up or coming down Hudson's river and going to or from Long Island shall be carried to the post-office, everything herein contained to the contrary notwithstanding,".

This Act was regularly renewed through 1708, with the Long Island restriction a feature each time.

With the collapse of the Neale Patent system, the British Government took a direct role in postal affairs and instituted a postal act in 1711 known as the Act of Queen Anne. For the first time prepayment of mail was abandoned (one reason why earlier mail normally is not found with postmarks) and the ability to send letters collect was set out. This Act and its modifications under George III in 1765 formed the basis for the entire colonial period postal services. In clause 6 of the Act of Queen Anne we find that in setting up the rates, e.g. single letters for sixpence and double letters for a shilling, the following,

"and from New York to any place not exceeding one hundred English miles and from each of these places to New York"

as the specification for the rate. There is no other specification in the colonial mail records regarding Long Island mails and no towns are identified in the records of the General Post Office as being postoffices.

One of a pair of non-archival letters to or from Long Island is illustrated here. An earlier letter, dated May 10, 1757, to Mrs. Browne is addressed to New York, not Flushing. This suggests either she moved between the two dates, or that some facility to deliver mail was discovered between the two dates. The illustrated letter is datelined April 12, 1759 at Newbern (N.C.) and is addressed to Francis Browne at Flushing on Long Island. The courtesy notation at the lower left shows it was carried "pr favor of Cap. Roger". At the time, Mr. Browne was down visiting Newbern, the home of Mrs. Browne's married sister (according to other correspondence in the find). The Mr. Blagge mentioned in the text is probably the father of the Alderman Blagge reported in the 1786 New York City Directory, and probably also lived in New York. Newbern, N.C. is not reported to have had a postoffice until James Davis became postmaster. He is recorded on 5/28/1768 and probably was in office less than a year at that time. Thus, this letter had to travel by courtesy coming north in 1759.

Francis Browne
My Love & Cap Roger at
Flushing on Long Island

Newbern, N.C. 4/12/1759 letter to Flushing, L.I.
carried outside of the mails by Capt. Roger.

The text of this letter reads, with contemporary spelling left as is,

"My dear, I Right to you in South Carlina, and sent Bill
of Exch. of £172.2.10 By Capt. Canning and to care of Blagge
Which Ricived hear and Readey to Lode and shall be thear
by forst of May. And, Sam & Wife Come by Land Which be
Thear Last of May. My Dear, My Love to you and the Childring.
And, I am in good helt which Great Dissire to Sea you. Re-
mber my Love to Father & Mother and Rest of the Famley.
Now More at Present. I Remand Your most Love and affexant
Husband. F. Browne"

Beginning about 1765, a postroad is reported on Long Island.
It stretched for 239 miles from New York to Sag Harbor, going via
Brooklyn, Jamaica, Southhaven, Griffins and Riverhead, Southold,
Shelter Isle, Hog Neck (North Haven), Sag, Southampton and back to
New York. A riding agreement with one Peter Dunbar dated 1772 is

**AGREEMENT WITH PETER DUNBAR TO RIDE POST ON
LONG ISLAND, 1772.**

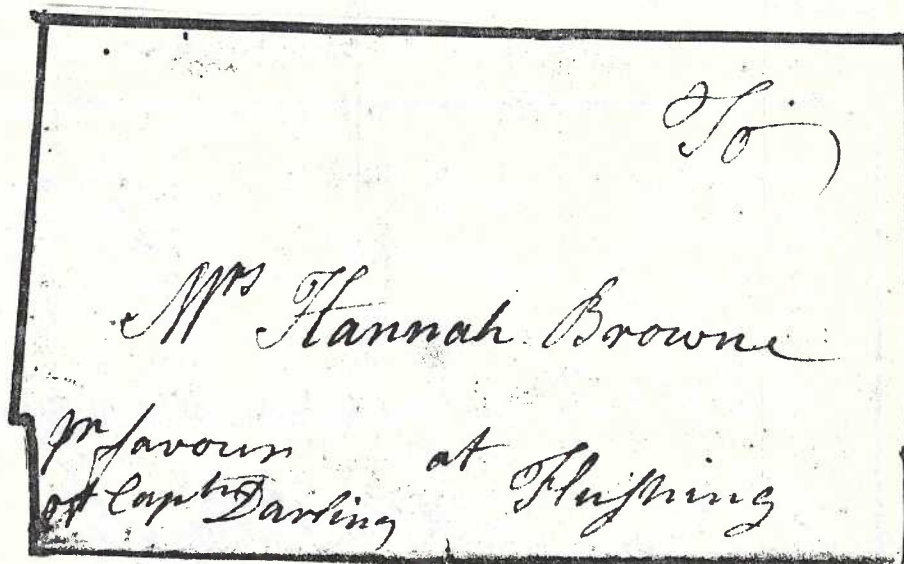
"WHEREAS the usefulness an Convenience of a
"post Rider to & from the City of N York through
"the Different Towns on Long Island must be evi-
"dent to every man of amusement and Lieusure
"and much more so to every person of Business
"or much engaged in active Life as by that means
"Gentlemen of the former Class may be supplied
"with the newspapers the Letters of their Friends
"and the new publications &c. and the man of
"Business weekly has the opportunity of Trans-
"mitting his Orders with punctuality or having
"his Business transacted by his Friends or his
"Agents without being liable to misfortunes by
"miscarriages & Delays. AND WHEREAS Peter
"Dunbar has now Continued to ride as post to &
"from the City of New York thro the Different
"Towns on the said Island near three years but
"has hitherto been so neglected and met with so
"inadequate a Reward for his Time & Services
"That (even with the Generosity of some worthy
"Gentlemen who supply him with free Entertain-
"ment both himself & his horses as he Travels).

"he has with Difficulty obtained very Scanty
"Maintenance And as it cannot be expected that
"the s^d. Peter Dunbar will continue in the s^d. Ser-
"vice unless some better Compensation for the
"same be furnished and allowed to him for the
"Future, WE THE SUBSCRIBERS to testify our ap-
"probation of the Conduct of the Said Peter
"Dunbar as a post Rider and to support a matter
"so useful to the public and to encourage him to
"continue in that Service Do hereby severally &
"respectively that is each one for himself promise
"and agree to & with the Said Peter Dunbar to
"pay to him the S^d Peter Dunbar yearly and every
"year for and during so long as he shall continue
"ride as a post Rider to & from the City of New
"York in Manner aforesaid the Sum Subscribed to
"each of our names respectively and in the like
"proportion for any part of a year or any longer
"or Shorter Time, IN WITNESS whereof we have
"hereunto respectively Subscribed our names &
"Sums in the month of September One Thousand
"Seven hundred & Seventy Two."

The preceding document is in the New York
Secretary of State's office at Albany, Miscellaneous
Papers, 39; 399.

E. B. O'C.

reported by E. B. O'Callahan, a major New York historian, writing in the Historical Magazine of December 1868. It is illustrated here through the courtesy of Robert Dalton Harris, publisher of the philatelic magazine P.S., who is a dealer in philatelic literature and manuscripts under the firm name of a'Gatherin'. As can be seen, Mr. Dunbar was riding the L.I. circuit approximately three years earlier e.g. late 1769. Not all the mail of the period was carried by this wily Scotsman. Some mail apparently traveled on the Sound via L.I. sloop, the primitive forerunner of the L.I. Sound steamboat lines. Such a letter is illustrated below. It is datelined Brookhaven October 23, 1772 and is addressed to Mrs. Hannah Browne at Flushing "pr. favour of Capt. Darling".



Brookhaven Oct. 23, 1772 letter to Flushing

The text of this letter reads as follows (with the original spelling kept as it was basically phonetic):

"Dear Sister, By Capt. Darling I have the pleasure of Acquaint you that we are all well. hope your Fammily is the Same. By Capt. Darling we Send your Wood which hope you will like.

I have to tell Robert to git me a right good Cheese Any Wave And send it by the Sloop and I will pay him when he comes to my House wich I should be glad to see soon with Yourself. And I think you might Come Very well this fall. So no more at preasent but my love to all. From your Loving Sister Ann Floyd. Give my love to Dady and all."

Other letters of the pre-Revolutionary period are similar in that there are no postal markings or stage indications. None that I have thus far seen show an inscription that Peter Dunbar carried them.

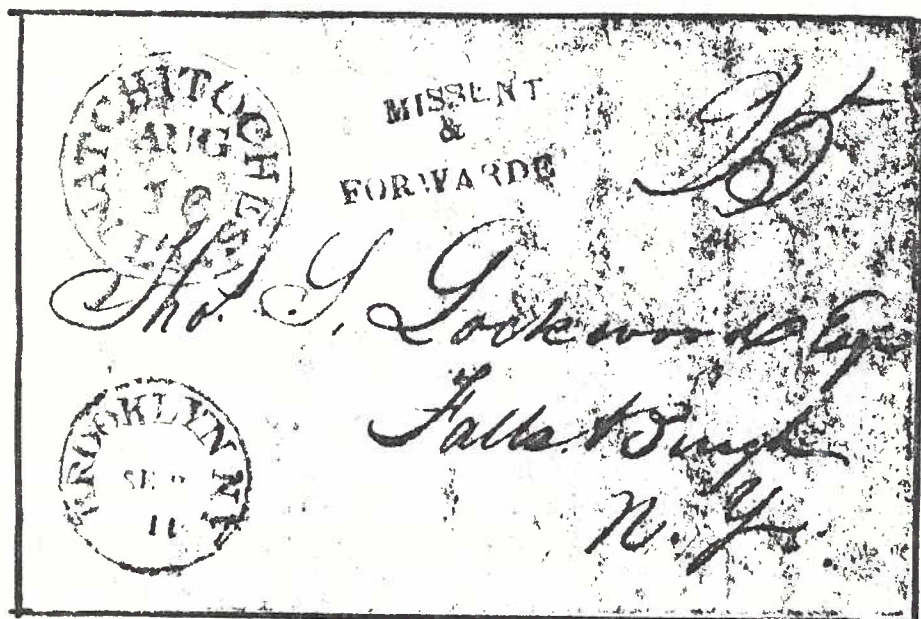
(to be continued)

A FISTFUL OF COVERS

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It seems appropriate to inaugurate this issue with a selection of postal history of Long Island that caters to the collecting interests of members as expressed when they joined. Thus, in an effort to put together a group of items that met most members' specialized interests, the following fistful was assembled from various sources.

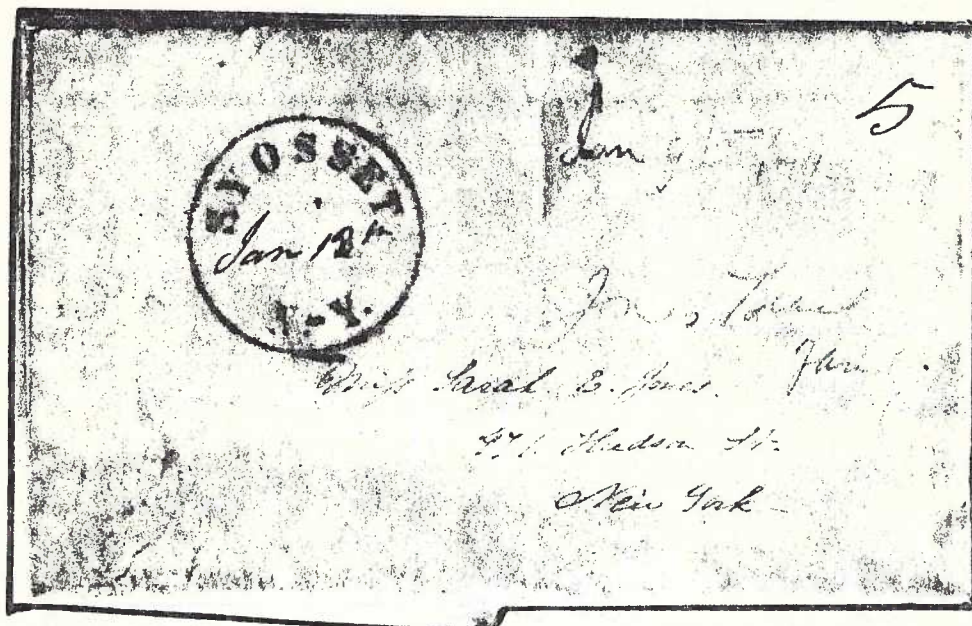
The first example is one of the great classics of Long Island postal history, the unique error cover of Brooklyn with the triple line MISSENT/&/FORWARDE handstamp in red. Known for almost fifty years, it is not yet recorded in the Stampless Cover Catalog.



Inside this is datelined San Augustine, Texas August 5, 1835 during the Mexican period. The first provisional government of Texas was not organized by the convention of Texas colonials until November 1835, and the declaration of independence from Mexico did not come until the following Spring. Signed "G. Lockwood", this letter asking that a bank draft be sent via Messrs. Whiting & Clark, Canal St., New Orleans was carried overland to Natchitoches where it received a red 29mm circle NATCHITOCHES/AUG/16/La. postmark and a manuscript 25¢ rate for the over 400 mile U.S. distance.

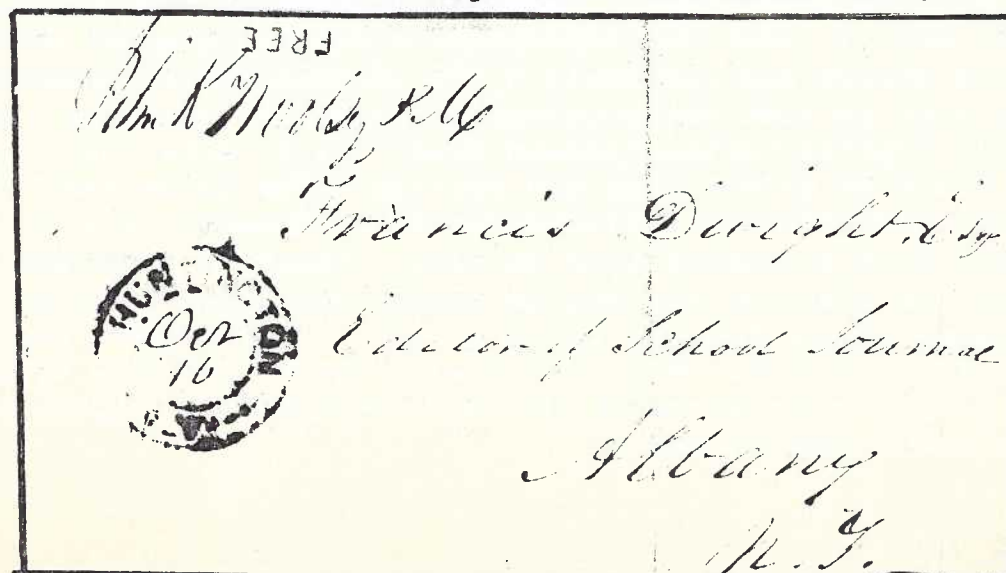
Clearly addressed to Fallsburgh, N.Y. it was sent to Brooklyn where a red 24mm circle BROOKLYN N.Y./SEP/16 was applied along with the rare red 12x28mm MISSENT/&/FORWARDE. The final "D" is clearly missing and no other example of it is known. It is the earliest reported use of a MISSENT marking in New York state, in handstamp form.

Another town in which there is interest is Syosset. This Queens town had its first postoffice January 5, 1846 which lasted until July 31, 1848 under postmaster James Colwell. It then became Oyster Bay. Covers from this period are scarce. Most date from the reactivation of the postoffice June 15, 1855 under postmaster Philetus Ketcham.



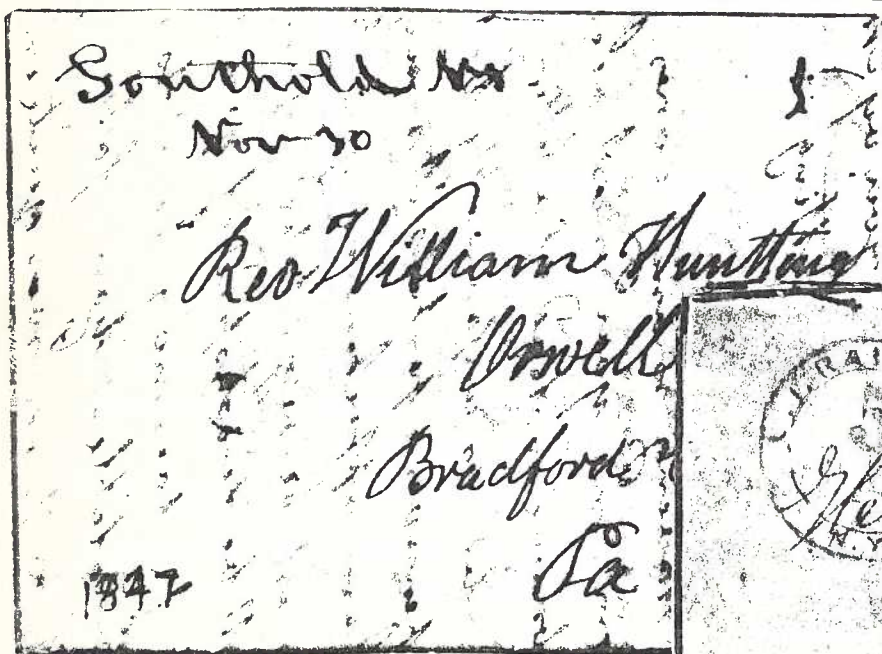
As an earlier manuscript marking has not been reported, this may be the earliest recorded Syosset cover, with postal markings. Dated Jan. 9th, 1847 it is part of the well-known Jones correspondence (the family for which Jones Beach is named). It is signed by Miss S.C. Jones and discusses school teaching and the fact that a friend has gone "West", as well as local town gossip. The strike is a bold orange-red 31mm circle SYOSSET/mspt. Jan. 13th/N.-Y. with a manuscript "5" rate. It was probably carrier delivered in New York City as indicated by the 476 Hudson St. address.

Huntington is another town that appears to appeal to more than one member. The town has a long postal history having received a postoffice by September 25, 1794. However, for many decades, postmarks were in manuscript. Handstamps were used about 1840.

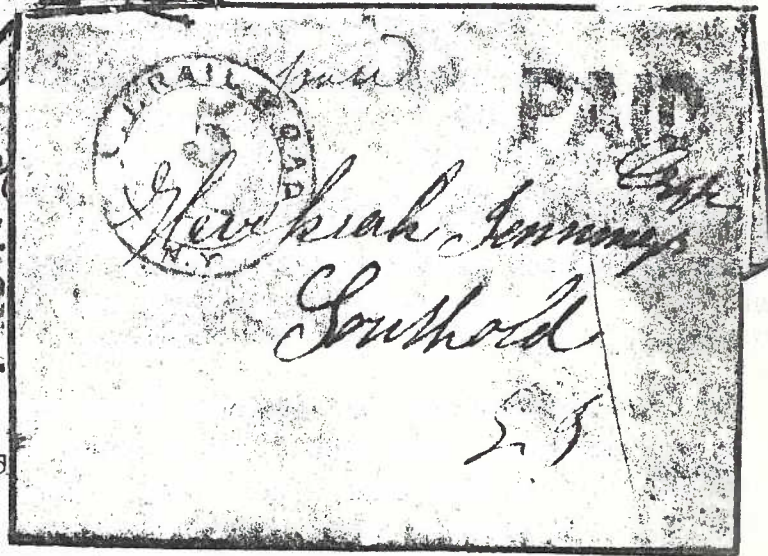


This undated example from the Smith collection (a major holding of New York covers) is the recording example for the Black FREE. The unusual 26mm double circle is struck in black HUNTINGTON/mspt. Oct 16/-N-Y-. Members can probably approximate the date from the franking signature of John K. Woolsey, P.M. The strike has been only partially struck up and is retouched in pencil.

Rather than select some of the fancier Southold markings, a manuscript version is offered here. While the town had a postoffice on September 25, 1802 manuscript markings in collectors' hands are not reported before 1844. This example is datelined Nov. 28, 1847 and is from Julia Hunting to her children. It reports Samuel Landon died of D.T.'s. Most of the local ministry gossip of this and surrounding towns is given as well as sermon texts. A mustard plaster on the sole of the foot is recommended for colds.



The L.I. railroad was completed from Brooklyn to Greenport (95 miles) in July 1844 and starting 8/9/44 an "extra" mail to Boston left weekdays for Greenport and the ferry. The red double circle 29mm



L.I. RAIL ROAD/5/N.Y. overlaps the earlier RAIL R. hand stamp, being known 1/19/46.

This example is datelined

Brooklyn, Aug. 1, 1846 and represents a fairly late use of the strike. (Both this strike and the small 5 CTS version correspondences have been tampered with so that dates unless confirmed by contents are unreliable.) The writer reports having "potato fever", i.e. asks that potatoes not be sent to Brooklyn unless they are rotting. The large red PAID is unique in conjunction with the railroad marking. However, a similar PAID is known used with a Yaphank town marking. There is a manuscript pencil "paid" to the right of the double circle which has been strengthened in the reproduction here to bring it out. The Yaphank PAID is used in the 1851-5 period. With the pencil "Paid" probably applied in or near Brooklyn, this suggests the route agent didn't apply the railroad marking until near Yaphank.

UNDER THE HAMMER

The recent Zimmerman sale offered L.I. collectors a chance to fill in their county postmarks from the Edith Doane collection. It along with the Dr. Thompson collection sold by Paige in December 1957 were the basis of the Billig county cancel handbook. Prices are shown with initial price, sale price (a dash indicates sold to the house or no further action) and the winner of the lot by name or initials.

EAST SETAUKET/1882/SUFFOLK CO. "bold" "P" killer on #207	\$24/25 D. Knowles
EAST WILLISTON/1884/QUEENS on P.O. cover, 1884	35/40 C. Hahn
FLUSHING/QUEENS on #U121 cover and on #U294 piece	37½/40 H. Stollniz
GLEN COVE, 1886/QUEENS, blurred purple strike on #210	14/17 H. Stollniz
EAST WILLISTON/QUEENS on #206, listing	24/25 H. Stollniz
MIDDLE VILLAGE P.O./1886/QUEENS on #UX8, target cancel	37½/45 H. Stollniz
ROSLYN/1886/QUEENS part strike at star tie on #206 potato cover	45/-
NEW BRIGHTON/STATEN ISLAND/186-, tied on #65	75/-
BAY RIDGE/KINGS/ 1882, target tie on #207	32½/40 H. Stollniz
BROOKLYN/KINGS/1878 REG. BUS. to England #183, 188 also Ridgewood Sta/Queens in 1940 cover	19/26 H. Stollniz
5 diff. Suffolk on U10's, Greenport, Southold, Sag Harbor and mspt. East Hampton and Lakeland	26/29 D. Knowles

Prices Realized from the Howard Thompson MD collection 12/6/1957

NEW BRIGHTON, STATEN ISLAND, on buff env. w/#65	\$12½
GARDEN CITY/QUEENS, P.M. 1883 double circle, 2¢ #183 tied	7.75
5 covers with 3¢ Greens incl. EAST SETAUKET (oval) 1879	15.50
5 VF covers w/3¢ Greens incl. HEMPSTEAD 1881	15.50
5 VF covers on 1¢ cards including SEA CLIFF 1884	10.50
6 VF covers with 2¢ (#210) incl. Prospect Grove 1885 and Richmond Hill 1886 and 1887	9.50
6 VF covers with 2¢ #210 incl. CUTCHOGUE 1885	19.50
7 with 1880-1890 issues VF incl. Prospect Grove 1884, QUOGUE 1880 and SMITHTOWN BRANCH 1882	20.50

Haas sale at R. A. Siegel 4/22/80

10¢ 1847 3 lg. margins tied L.I. steamboat marking STEAMER/10 and datelined Boston 9/1/47, ex-Knapp, PF certificate \$ 10,000/21,000 W5 (D. Garrett?)



H. R. Harmer sale 6/4/1980

Pair small covers with L.I. steamboat markings addressed to S.L. Gardiner, Sag Harbor. One franked with VF 5¢ grayish brown Franklin and perfect STEAMER/5 (this is 1850 color!); other franked with superb 10¢ Washington and STEAMER/10. Color photos. Although this pair was certified genuine by Ashbrook in his Nov. 1954 Special Services it was withdrawn for expertizing on suggestion of several students. (See Chronicle Nov. 1978, pg. 253 where it is noted that 12 1847 covers to Sag Harbor are known, of which the five which have been expertized now have "not genuine" PF certificates.)

THE PAIR OF "STEAMER" COVERS

