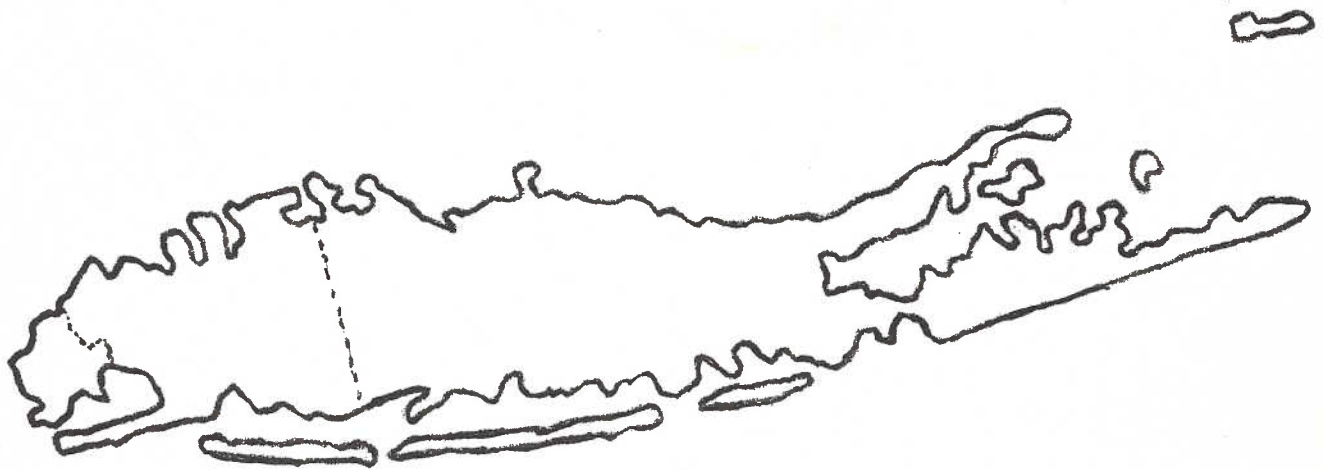
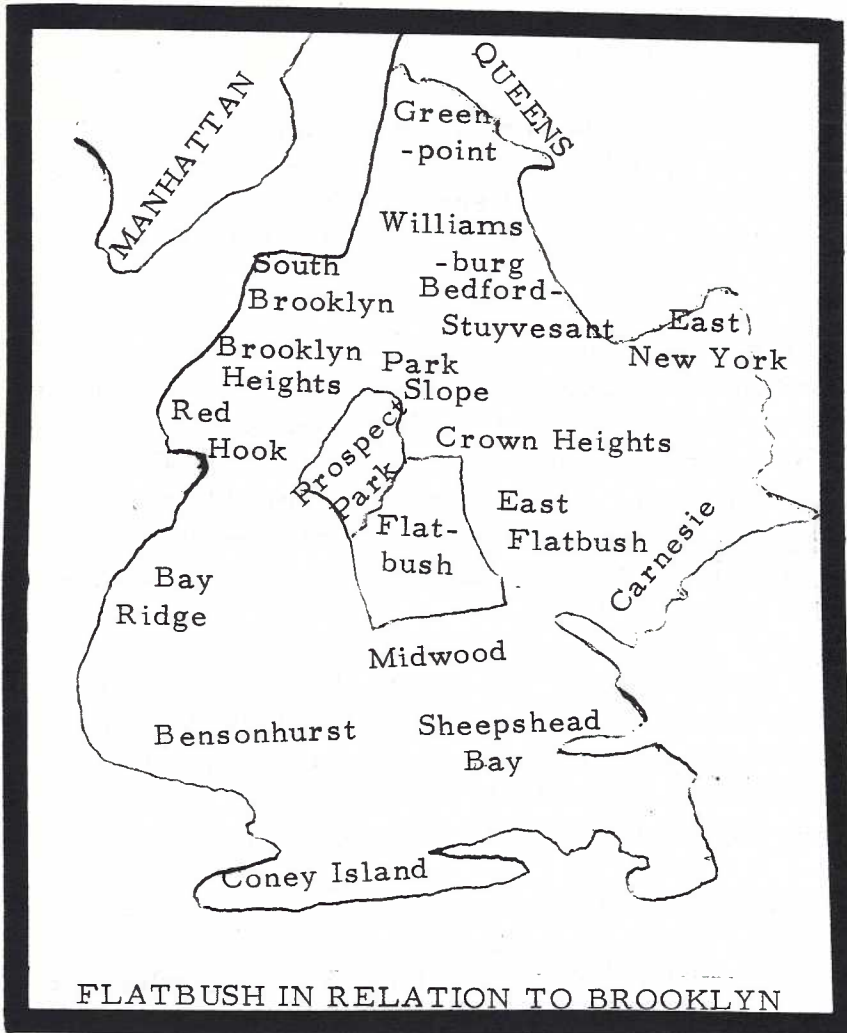


LONG ISLAND



POSTAL HISTORY SOCIETY





neighbors into larger porches and verandas. On warm summer evenings the Dutch families would congregate on their stoeps for singing and telling tales, as well as for informal visiting.

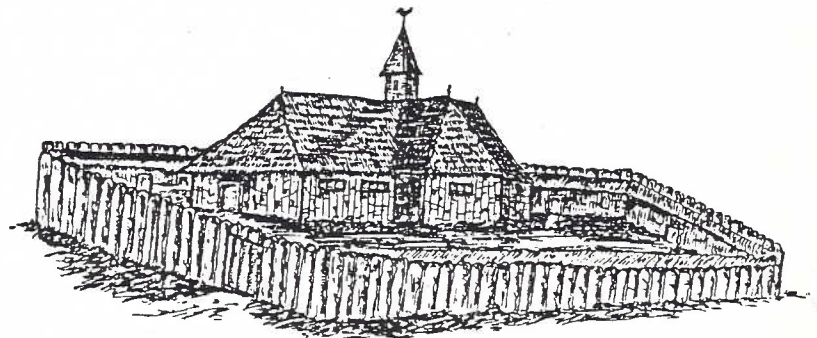
Religiously observant, the Flatbush farmers were members of the Reformed Church in America, more commonly called the Dutch Reformed Church. This was the established church of the entire colony of Nieuw Amsterdam up until the English conquest of the area in 1664. Still owing ecclesiastical allegiance to the headquarters of the church in Holland, the local church now gave its civil allegiance to the British.

Finally granted permission by the mother church to establish an assembly in America in 1747, the local group declared its religious independence in

1754 and proceeded to establish its own seminaries and schools. The first church built in Midtwoudt is illustrated below; an early Dutch Reformed Church stood well into the 1960's at the southwest corner of Flatbush and Church Avenues.

With a spirit of tolerance, but generally keeping to themselves, the Dutch had small disposition to join in with the developing Revolutionary turmoil. Nevertheless, many of them did become patriots by enlisting in the Revolutionary army and/or becoming electors of delegates to the Second Continental Congress.

None of the other populous communities of New York State were touched quite as extensively during the War of Independence as were the people of Flatbush. Their cattle were driven eastward for safety, and their grain put to the torch, in order to deny them both to the invading British. Under the command of General Cornwallis,



First Church in Midtwoudt

YA MEAN YUH FROM FLAAT-BUSH?

David E. Buxbaum

All through the Golden Days of Hollywood one of the standard movie cliché/stereotypes was The Boy From Brooklyn; this was always good for a quick laugh of recognition. During World War II there was an apparently unspoken but unbreakable rule that no war picture could be made without one character who hailed from Brooklyn.

Almost invariably this character was from Flatbush--which by extension had become somehow synonymous with Brooklyn--and was either the comic relief or killed while heroically saving the lives of his buddies. Flatbush had become cinematic shorthand for America in microcosm: stable, loyal and neither too big city or too small-townish. (It was almost inevitable that a book called Brooklyn is America, a brief but concise history with an emphasis on its ethnic roots, was written in 1950 by Ralph Foster Weld, a contributor to the defunct and lamented Brooklyn Eagle.)

What is now called Flatbush is practically the geographical center of Brooklyn (see map on pg. 2) and has as its boundaries Prospect Park, Coney Island Ave., the Long Island Railroad cut as far as the Brooklyn College campus at Avenue H, and a ragged line formed by Lefferts and New York Avenues all the way from the college to East New York Avenue.

This constitutes only about one-fourth of the fertile farm land founded as one community by the Dutch in 1645, although some authorities hold that settlers were there as early as 1634. At that time the entire area of settlement was called Midtwoudt (middle wood). Around 1670 the specific portion with which we are concerned became known locally as 't Vlacke (or Vlachte) Bos or Flachebos. Both mean "the Wooded Flat or Plain". Over the years this became anglicized and corrupted into Flatbush.

Orderly and industrious farmers, the early Dutch settlers enjoyed their substantial homes and ample barns which they surrounded with tall fences of fieldstone or white pickets. The houses were built with their narrower sides facing the thoroughfares; in the interests of sociability, the burghers developed the architectural feature of a little porch or stoep. This was built on the narrower side facing the nearest street, in front of what in effect became the front door. Anglicized into the word "stoop" it was adapted by the non-Dutch

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Spring 1981 Whole #2

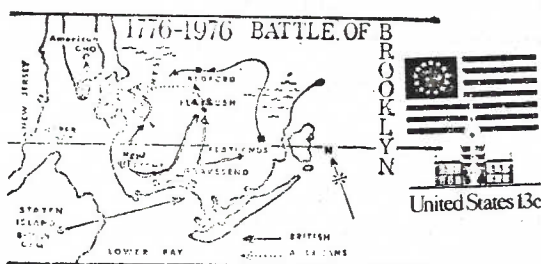
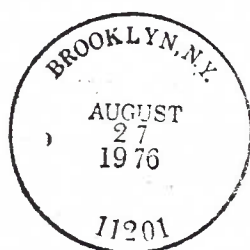
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Southold, N. Y. 11971

a division occupied the village on August 23, 1776. Just four days later Flatbush was the site of a disastrous conflict known to us variously as the Battle of Long Island, the Battle of Brooklyn, or the Battle of Flatbush.

Under the command of General De Heister, who had relieved Cornwallis, the British began cannonading the American army on China hill and elsewhere from Flatbush which they held on the morning of August 27, 1776. With his own forces, and aided by those of Generals Howe and Clinton Cornwallis moved directly toward New Lots, cutting through the American lines at Clove Road, then a major route leading directly to Bedford Corners from Flatbush. (Note the commemorative cancel on cover #1.) It was on this occasion that Flatbush took its place in the history books.



John S. DeLancey
March 1977
33207

Once the actual fighting was over, the industrious Dutch returned to repair the damage done and to work their acres behind the tree-lined dirt roads of the Village of Flatbush. The area grew in both people and wealth over the next century in a quiet and steady fashion. It was already a lively township when it was annexed by the City of Brooklyn in 1894.

Philatelically, the earliest letter apparently reported from Flatbush is one dated "Midtwout, L.I. August 8, 1662", now in the New Brunswick Theological Seminary along with another dated October 9, 1677, both cited in Hahn's Early L.I. Postal History in the previous issue. His current installment proposes that a postrider rode through Flatbush during the years 1713 to 1731 along the old Ferry Road. This road began at Brooklyn Ferry at the foot of what is now Fulton Street and ran straight through Flatbush before splitting. One trunk went on through Flatlands to Jamaica Bay while the other turned west to Densye's Ferry, from whence one could go to Staten Island and get on the main road to Philadelphia. Mr. Hahn hypothesizes that during the years when the New York

to Philadelphia mail passed through Brooklyn and Flatbush, the post rider may have picked up way or bye mail in Flatbush although none has been reported in philatelic circles.

There was a fork in the Ferry road before it reached Flatbush that was the beginning of a road leading directly to Jamaica and its environs. This fork is located at a point which is now the center of an area bounded by Atlantic Avenue, Pacific St. and 5th and 6th Avenues. As can be seen, Flatbush had been linked to the other colonial towns as early as the late 1600's, while mail is known from the very beginning of the British period.

British postal operations in the colonies were eventually superceded by those established in 1775 by the Second Continental Congress and in 1789 by the new Federal Constitution. Flatbush was under British occupation throughout the Revolution after the Battle of Flatbush and was just a rural village in the Confederation and early Federal period. Nevertheless, there was a persistant demand by residents for mail service.

The Act of Congress of April 18, 1814 "to alter and establish certain post-roads", provided for a road "from Brooklyn to Flatbush". The office officially opened August 16, 1814 with Abram (or Abraham) Van Derveer as the first postmaster. The table opposite shows the postmasters, their compensation and the net postage of the Flatbush office through 1869. Total postal activity is determined by adding the "nett proceeds" or net postage to the compensation according to a study done by Robert Dalton Harris in his series of articles in P.S. No other postoffice in Kings county was established until Ft. Hamilton in 1833 and it was not until 1845 that Gravesend got a post office and 1847 when the Flatbush route was extended to Flatlands. It didn't reach Sheepshead Bay until 1882. Upon annexation by Brooklyn, the Flatbush p.o. was discontinued on February 9, 1894. The earliest reported letter, cover #2, is shown below. It is dated January 16, 1833 and received by the Bethlehem, Penn. postoffice on January 18---just two days later! With the long gap between the opening of the office and this letter, it is probable that an earlier example exists.

Flatbush N.Y.

Jan. 16

not Jan 18. 1833

Paid 12 1/2

Rev. Charles Feidel

Bethlehem

Pennsylvania

<u>Federal Register</u> for the year ending	<u>Postmaster</u>	<u>Compensation</u>	<u>Net Postage</u>
July 1816	Abram Van Derveer	\$ 7.75	
" 1819	" "		
" 1822	John Lefferts		\$ 53.65
" 1823	" "	16.82	
" 1825	" "	11.25	
March 31, 1827	" "	15.00	20.72
" 1828			24.24
July 1829	Michael Schoonmaker	29.54	65.08
March 31, 1830	" "		
July 1831	" "	35.07	
1833	" "	53.24	
1835	" "	51.05	
1837	" "	67.68	
1839	" "	91.44	
1841	" "	92.80	
1843	" "	221.00	178.92
1845	Michael Schoonmaker	95.22	430.60
1847	R. L. Schoonmaker	100.37	183.56
1849	Richard L. Schoonmaker	154.96	158.90
1851	" "	134.01	214.93
1853	" "	121.41	184.90
1855	" "	183.18	105.10
1857	" "	166.19	63.48
1859	" "	135.42	126.56
1861	Richard L. Schoonmaker	163.70	111.10
1863	R. S. Schoonmaker	226.00	153.30
1867	P. J. Case	240.00	210.85
1869	" "	280.00	553.57
			281.20

Note: The amount of compensation plus the net proceeds equals the gross postal activity, according to R. D. Harris.

The Flatbush Post Office was opened on August 16, 1814, with Abram (Abraham) Van Derveer as the first Postmaster. It was discontinued on February 9, 1894.

This "earliest recorded" letter is marked with a "Paid 12-1/2" in both pencil and ink. Dated Gravesend January 15, it took a day to get to Flatbush, the nearest post office. It reads as follows:

"I have received a letter from my daughter today with great satisfaction. I hope she will prove a good scholar, she mentioned in her letter to me, that she should like to have some pocket money, as all her schoolmates have some. You will oblige me by supplying her wants according to your own judgment. I do not wish her to be too liberally supplied as she has not much judgment in these matters herself but at the same time she may have what those of her age are in the habit of spending. My family and Mr. Martinsis (Martin's?) are all well. We join in love to you and Mrs. Seidel. I remain yours etc. /s/ S. Gerritson."

At this time the Flatbush post route is probably the route #4 noted in the American State Papers, Class VII. Post Office Department 1789-1833, for 1825:

"Brooklyn to Flatbush, three times a week, 4 miles, total annual miles 1,248, expense per yr. \$15.00"

Sometime between 1825 and 1851, postal service was extended from three times weekly to six times weekly. From the postal activity chart this may have been around 1843. We know it was six times a week in 1851 because Eli Bowen's 1851 Postal Guide reports:

"Route 814 From Brooklyn at 5 p.m. every day except Sunday by Flat Bush and New Utrecht to Ft. Hamilton, by 7 p.m. 11 miles and back between 7 a.m. and 9 a.m."

No other route involving Flatbush is reported at this time.

The second earliest recorded Flatbush cover, cover #3, can be seen below. It is dated from Flatbush June 19, 1837 and marked outside "Paid 18-3/4" in ink as well as "Flatbush N.Y., June 21". It is also addressed to a minister, the Reverend Mr. Vermilye at Albany. Along the left fold is written in pencil: "Recd Wm. H. Campbell 1837".

The contents of this letter read as follows:

"Dear Brother

I this moment received a letter from Rev. M. Wycoff on business. In the conclusion he remarks about our meeting of Synod & concludes by saying 'Now then forget & forgive & love one another as brethren'.

This seems to imply that between us there is some sort of complaint or ground of offense--If then my brother, I have given you any cause of offense, I freely beg your pardon & feel heartily sorry that I should have been an occasion of an

Flatbush N. Y.
June 21
1837
Paid 18 3/4
Rev Mr Vermilye
Albany
N. Y.

single unpleasant thought crossing your mind. Nor I doubt that the forgiveness will be as readily granted, as it is frankly asked--I shall wait with some anxiety to hear that every unpleasant thought is erased from your mind, & hope we will be able to obey our good Pres^t's (Presbyterian?) injunction to love one another--I remain Dr. Sir (dear Sir) Yours in the best bonds.
/s/ Wm. H. Campbell."

The third earliest letter appears to be one dated March 12, 1848 from a woman visiting Flatbush and written to her husband at their home in Fall River, Massachusetts. It is marked "5" in manuscript, for a due rate of under 300 miles.

Flatbush N. Y.
Mar 13

(5)

Niels Arusen
Fall River Mass.

Flatbush N. Y.
Aug 8

Paid 3

Mr. L. W. Mansfield
Cohoes
New York

Addressed to Niels Arusen, it is from a dutiful wife who is quite sad to have to remain away from home so long. She has made some change in her arrangements since last writing as she finds Mr. Lott's carriage is not large enough to carry two people and the baggage. Therefore she is taking the 10 a. m. stage. Mr. Glitch will go to town with her and procure a carriage, and see us safe on board the Bay State (the fastest vessel on the L. I. Sound and since the summer of 1847 part of the new Fall River line.) Apparently, Mrs. Arusen was a patient at some sort of a

health resort in Flatbush, for she mentions her own medical care as well as that of several others.

In addition to cover #3, the Arusen letter, an example is illustrated of the post July 1, 1851 rate. This cover #4 is addressed to Cohoes, N.Y. and is dated August 8, 185- and rated "Paid 3" in manuscript on the front. As late as the issuance of Scott #26 in 1857 the Flatbush office used manuscript markings. My records do not show when the first handstamp marking was used.

Further information about early and/or fancy Flatbush covers would be much appreciated. The author is an expatriate Brooklynite now living at 2892 S. Delaware Ave., Milwaukee, Wisc. 53207. He should like to thank David L. Jarrett and Calvet M. Hahn who looked up some of the Federal Registers and other sources of the data in the Table published in this article.

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 Robert Dalton Harris P.S. (Post Script) #3

EDITOR'S NOTE: The next issue is already in the works with the lead article being Dan Knowles' work on L.I. county cancels. It was originally hoped to use that to lead off this issue but with his recent move Dan did not have time to complete it and Dave Buxbaum graciously consented to expand a short piece into the one I am pleased to present here. We also have upcoming a really rare piece of postal history from Fred Lightfoot. It is being held until we have enough pieces illustrated by adhesives to offset the editor's predilection for prestamp material. Will those of you who have material from the adhesive period--right up to the present--please submit articles illustrating such material.

New member Robert Boos writes that he is relatively new in collecting L.I. postal history. From personal contact, the editor knows of some other such members who would probably join Mr. Boos in his request that some of the established collectors put together an article on how to specialize in LI postal history. I can use stories on this subject from several of you who have been collecting for five years or more in the area. Is there anyone who is currently collecting 20th century L.I. postal history who would consider writing and telling other members about it?

EARLY LONG ISLAND POSTAL HISTORY II

582-7555

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There are two periods during the colonial era prior to the Dunbar post when we have record of postal services on Long Island. The first of these falls during the years of the Neale Patent. We find the record in the Minutes of the Council of New York for February 28, 1702 where it was,

"Ordered that Thomas Davis be a riding messenger on Nassau Island, to dispatch the public letters, etc. as H.M. Service should require and be always attending the said service and provide a horse therefore, for which he is to have £30 per annum." (CO5, 1184, pg. 625-6)

On September 27, 1702, Davis signed as one of the principal freeholders of Queens County in a document sent to London.

The postal service provided by Davis appears to be similar to that provided for under the Law of Governor Nicholls reported in his letter to Governor Winthrop of February 14, 1665 covering "Letters of Publicke concerne". Mr. Davis may or may not have also taken private letters. No private ones have yet been reported.

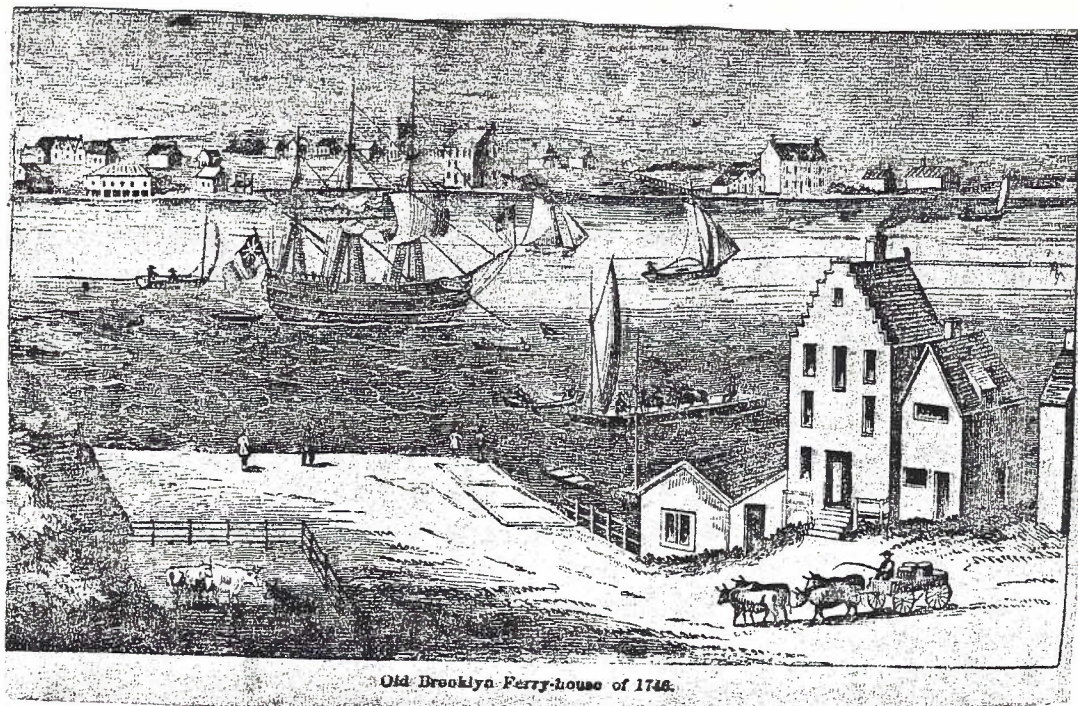
The second period is somewhat later. Eugene L. Armbruster in his Ferry Road on Long Island, published in 1919, says the mails from New York to Philadelphia were running fortnightly in winter in 1730. Actually we know this occurred at least several years earlier from notices in the New York Gazette of 11/27-12/4/1727, 11/25-12/2/1728 and 2/25-3/4/1729. The latter notice gives us the data that the post set out on Mondays at 3 o'clock for weekly service between March 10th and December.

According to Armbruster, at this time,

"The trip, starting from the Crown and Thistle Tavern, near the Half Moon Battery and Whitehall, down the bay, was made upon specially constructed boats; then Staten Island and Achter Kill had to be crossed. Arriving at the "Blazing Star" the road was taken to New Brunswick, where the Raritan River was crossed in a scow..."

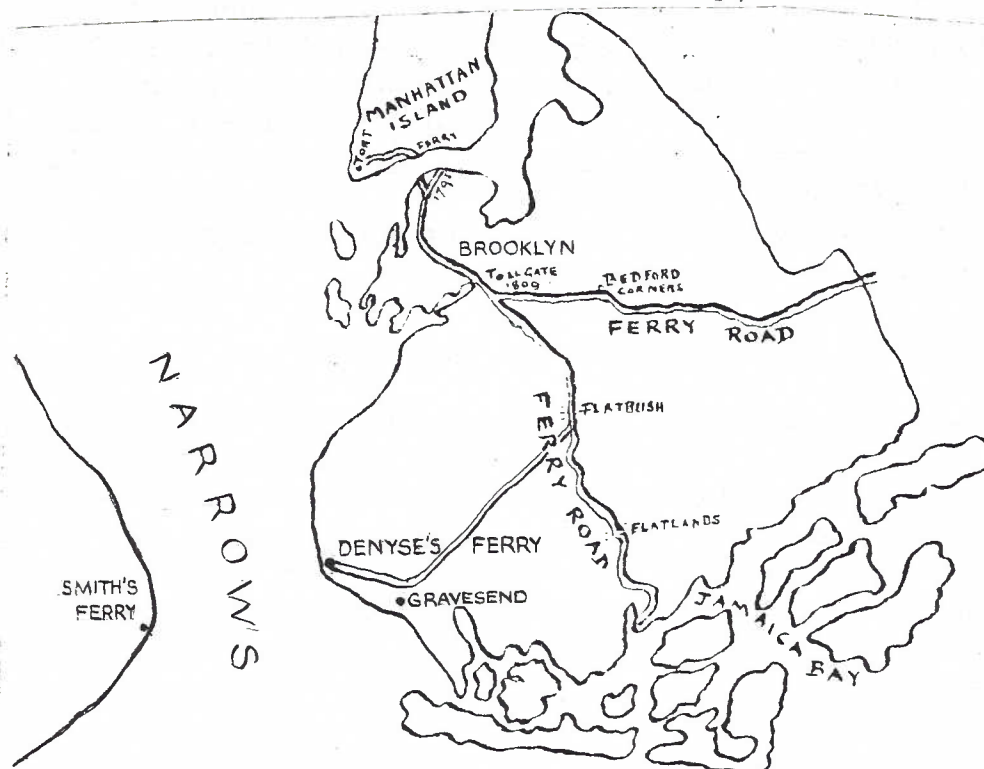
Armbruster went on to add,

"In 1741 Brooklyn Ferry was made a relay station for the mail coach connecting His British Majesty's Colonies of

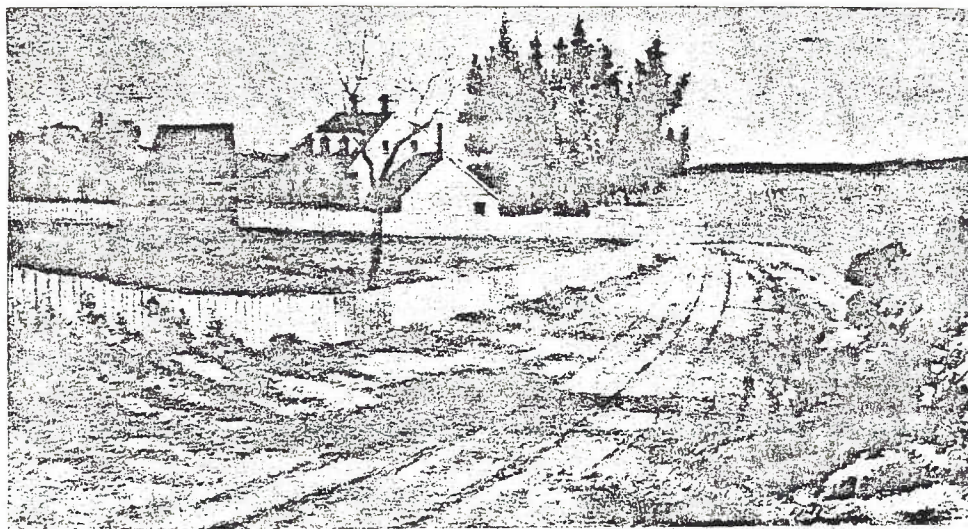


Old Brooklyn Ferry-house of 1748.

"New England and Virginia, and for a few short years the Kings Highway (in Brooklyn) experienced all the life connected with the Royal Mail Service. Passengers were ferried over from New York, the mail coach, with six, eight or more horses was escorted by a number of soldiers on horseback and the journey was begun along the highway to Flatbush, Gravesend and Denyse's Ferry (later Fort Hamilton). Here the stage coach was set



THE FERRY ROAD



DENYSE'S FERRY.

THE FIRST PLACE AT WHICH THE BRITISH AND HESBIANS LANDED ON LONG ISLAND, AUGUST 22d., 1776. NOW FORT HAMLTON.

"over the Narrows to Staten Island, the run was continued across the island and by ferry to Perth Amboy; thence to Burlington, Philadelphia, etc.

After a few years this route was superceded by a more direct line. In 1753 John Lane informs the public that he now keeps the ferry at Yellow Hook on Long Island, six miles below New York Ferry, and that he has provided good boats, well fitted with proper hands and will be ready at all times, wind and weather permitting, to go to Smith's Ferry on Staten Island 'with a single man only'. He advises travellers to observe, from Flatbush to Sand Ferry, to keep the marked trees on the right side. Connection could be made with the mail coach by the ferry, but the glory of the Royal Mail Service had departed from the Kings Highway..."

This account puts the Brooklyn mail in the 1741-53 period. It makes the operation a contract mail and involves the use of stage coaches. Like a number of other students, Armbruster got his "facts" from Scriven's 1915 work, Stage Coach Days. He then embroidered on them.

Scriven stated that the King's Highway opened in 1704. One branch ran from the Brooklyn Ferry to Jamaica along what was later called the Jamaica Turnpike. The beginning of this route was re-named Fulton Street in 1817. The road ran through Bedford and New Lots on to Jamaica. The route split and part turned south to Flatbush, Flatlands and the Jamaica Bay ferry. Scriven stated that "in 1741 King George II inaugurated a royal mail route from the Brooklyn Ferry to Denyse's Ferry".

There is a real question of how much of the Scriven and Armbruster account is myth and how much is fact. I believe the fact content is quite small, but it does include an early postal route through Brooklyn.

First, the route was not by contract stage so that the accompanying soldiers would be myth. The earliest contract stage coach mail in England was not until 1784 when John Palmer organized the Bath route. In the United States, the earliest record of a stage coach mail contract dates from the 1770's when Hugh Finlay reported one in his Journal of 1773 noting it had existed for some years. As the stage line involved did not begin until 1765, it could not go back prior to that date. Stages, of course, did carry letters earlier but not as part of the royal post which went on horse.

Second, it is dubious that stages operated on this Brooklyn route even as late as the 1760 era. Stokes in his Iconography tells us that in 1716, in reference to all of New York,

"There are but two coaches belonging to this Province because of the badness of the roads."

The first carriage on Long Island apparently dates from 1721. Stokes cites a letter that reports Secretary Clarke, who lived at Jamaica, had an early carriage, for he had a wheel repaired according to a letter of June 6, 1721. The first actual mention of a stage route on Long Island is not until 1767. In the New York Mercury of June 8, 1767, we find,

"This is to notify the Public that the Stage-Waggon kept by John Rapalje in Jamaica opposite the Stone Meeting-House, will continue for six months from the 8th of June to the 8th of December. The Waggon to be kept in good order, and good Horses with Sober Drivers."

Trips from Jamaica to Brooklyn Ferry will be made on Monday and Saturday Mornings, returning at 3 o'clock in the afternoon of these days...

"The said Rapalje keeps a civil House of Entertainment for civil Gentlemen and Ladies."

Third, in regard to the 1741 supposed date of inauguration of this Brooklyn postal routing, I have read almost complete runs of the New York and Philadelphia newspapers for 1741-1745 and find no reference supporting such a routing in the period. There are a number of news items about Long Island, however, ranging from news of barn burnings to preachers' visitations. This contrasts with the same papers in the 1760's when Long Island news was virtually non-existent.

The only evidence I did find for a routing through Brooklyn in the era is in William Bradford's Almanack for 1742 where data on roads in the colonies is given. There, Bradford notes the New York to Philadelphia route runs from New York via the Narrows to Elizabeth, N.J. This probably refers to the ferry route through Brooklyn.

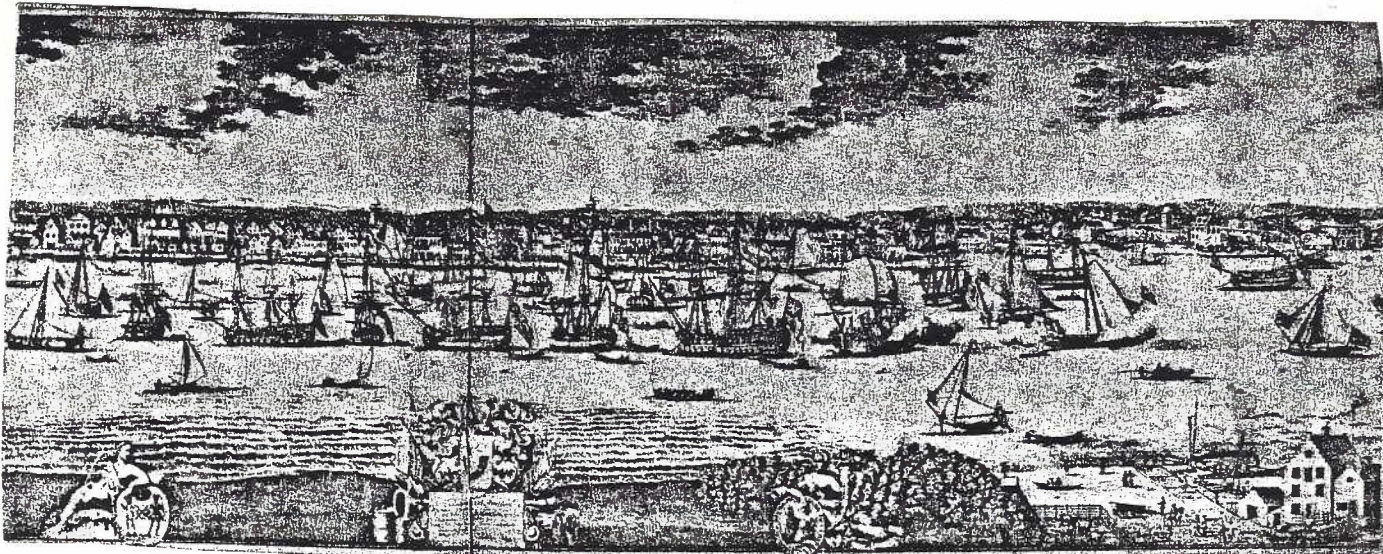
There is excellent evidence, on the other hand, to believe that the postal route ceased going through Brooklyn in 1731. Benjamin Franklin wrote the Postmasters General in England on April 23, 1761 concerning a change in the route of the New York to Philadelphia post rider that took place when Col. Spottswood was Deputy Postmaster General in America (1730-1739). He wrote that the change was made "about Thirty Years ago", or at the very beginning of the Spottswood administration. First he described the old route which ran from Philadelphia to Perth Amboy via Burlington, Bordentown, Hightstown, Cranbury and Old Bridge, then he discusses the changes made in 1731,

"...after the Post was got to Amboy he had still three large Ferries to cross between that Place and New York, viz. the Ferry over to Staten Island, the Ferry from Staten Island to long Island 3 Miles wide, and the Ferry from Long Island to New York; in all which Places the Ferrymen were generally very dilatory and backward to carry the Post in bad Weather, availing themselves of every excuse, as they were by Law to receive no Ferriage of him.

On the other Hand, the new Road was over better Ground and kept in better Repair; there were everywhere good Accomodations at the Inns...and the People at Elizabeth Town Point, undertook voluntarily to have a stout Boat always ready to carry the Post and his Company directly to New York, by which the last three mention'd Ferries were avoided."

Franklin's report makes it clear that the Brooklyn portion of the New York to Philadelphia post road was dropped about 1731. It is unlikely it was revived in 1741, for he would have commented upon it. The question thus becomes, when did it begin?

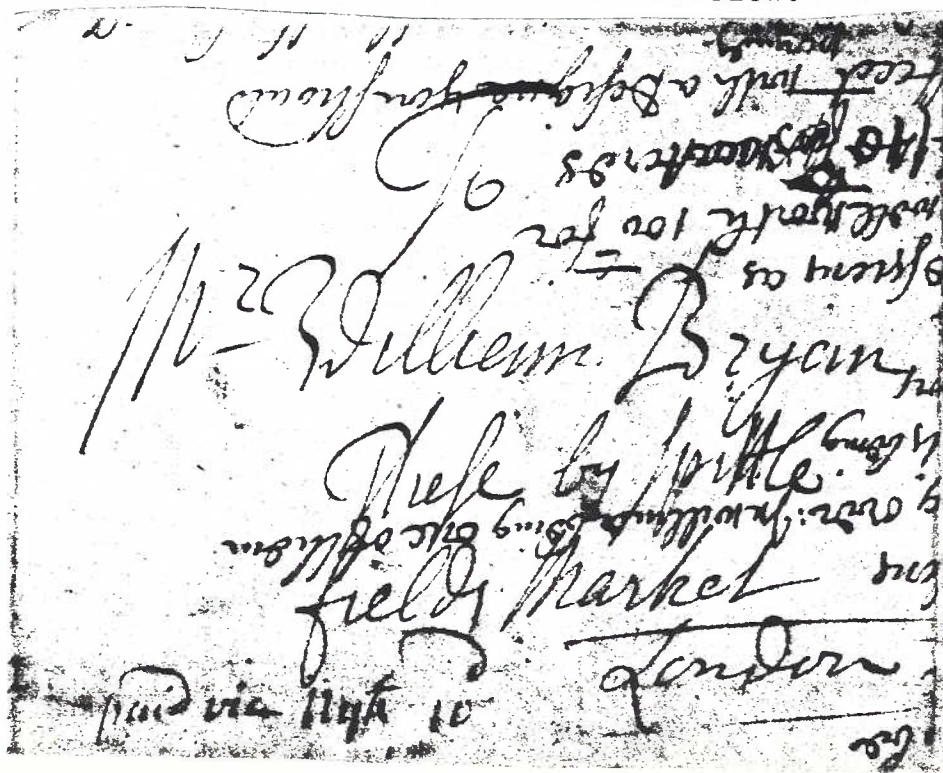
We do not yet know just when this routing began. It may well date back to the inauguration of the first regular New York to Philadelphia post rider in 1693. However, there are complaints about the mail in the early 1700's which suggest there were problems with whatever route was used. There are references to the New York to Philadelphia route being in successful operation in 1713 which



1716-1718 Burgis View of New York from the Brooklyn Water-front as it would look to the Post Rider from Philadelphia.

is also the date of the first public ferry from New York to Staten Island--the so-called Sand Ferry. As noted earlier, John Lane's advertisement indicates that the Sand Ferry was in Brooklyn. Consequently, 1713 is probably about the date when the New York to Philadelphia service began via Brooklyn with 1731 the closing date.

Do we know of letters that have travelled this route? Yes. There are two on record in the Stampless Cover Catalog. These came north with the marking "paid via Nyk 10d" and originated in the Duck Creek, Delaware region, and were sent abroad via New York. One is in the Carson collection and, among other places, is illustrated in Robson Lowe's Encyclopaedia of British Empire Postage Stamps, Vol. 5 pg. 63. It is dated April 10, 1720. The second, dated January 25, 1719/20 is illustrated below.



None of the other items in the Stampless Cover Catalog seem to have travelled through Brooklyn in this early period, nor did any of those reported by terBraake in his Colonial America. No letters are known that originated in Brooklyn during this period nor are Long Island postoffices recorded. Such letters would probably be "bye" or "way" letters handed the postrider at Brooklyn, Flatbush or Gravesend if they exist.

From the main postoffice in New York, the postrider would have gone north to the Ferry Landing (the New York postoffice had not yet moved to the "upper of two new Houses in Broad-Way, opposite the end of Bever Street" which it did on May 3, 1731 about the time this route ended). He would take the ferry to the Corporation building in Brooklyn and then go along present-day Fulton Street to Flatbush Ave. where he would turn south on the Ferry Road to Jamaica Bay. At about Church Avenue he would turn west again to go toward Gravesend and Denyse's Ferry (Ft. Hamilton). There he would cross the Narrows to Smith's Ferry on Staten Island (near Ft. Wadsworth) and go down the Amboy Road to around Tottenville. There another ferry took him across Achter Kill to Perth Amboy and the road to Philadelphia. The "Blazing Star" was at Rossville, S.I.

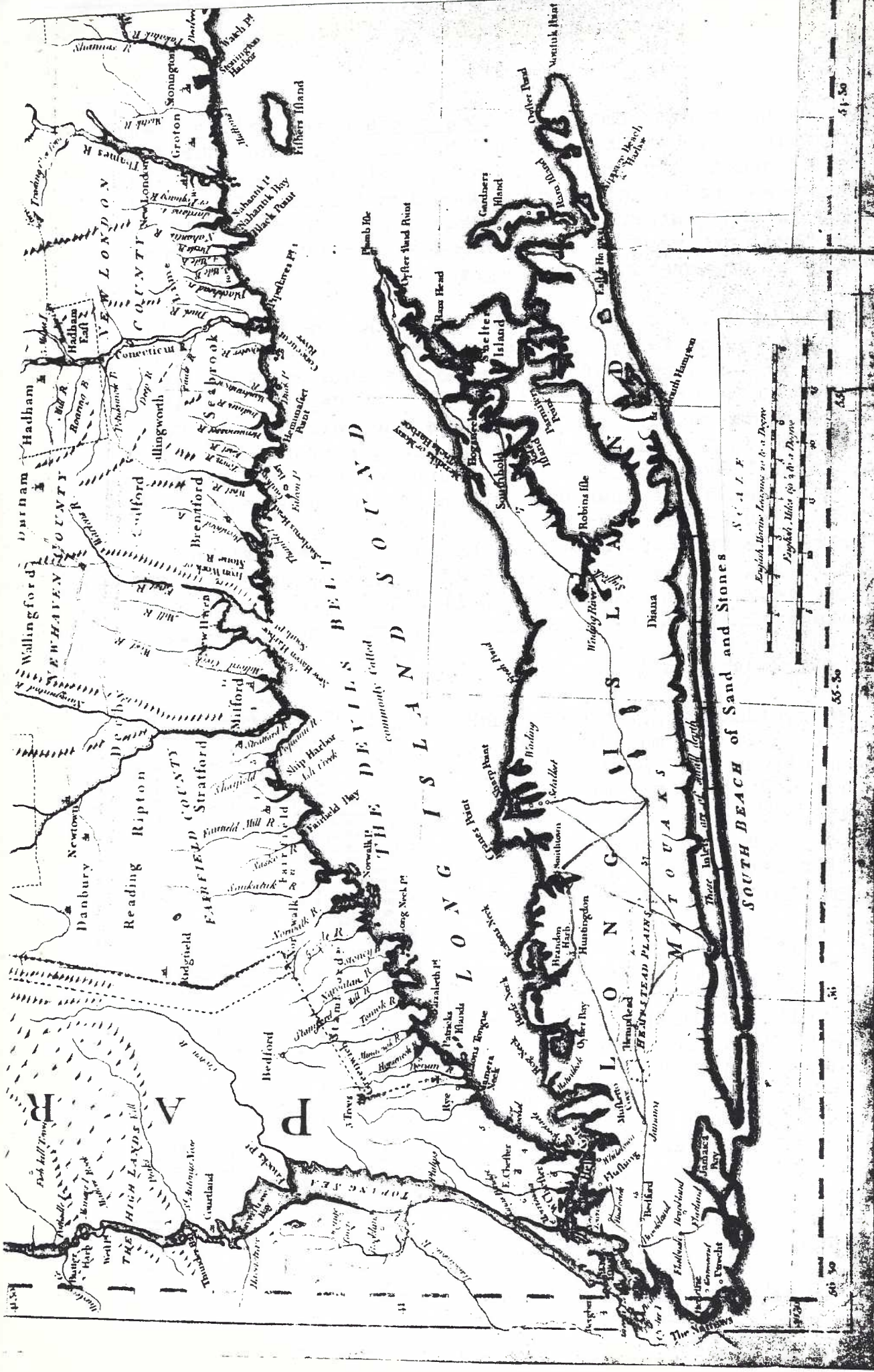
Long Island in 1775

It was previously noted that Dunbar carried the Long Island mail from about 1769. His route in 1775 would be that described in Hugh Gaine's Almanack for 1775, pg. 168. Several other pages from this Almanack have been reproduced in philatelic literature such as terBraake's Colonial America, but this page has not.

As it shows both the location name and the distance from the preceeding point we can track Mr. Dunbar's route on modern maps fairly well. He would have travelled along the Ferry Road from Brooklyn to Jamaica court house. From there his next stop (at Capt. Plot's) would be about Hempstead Harbor (Roslyn). The Huntington stop would be the same as today. Blind-bury's would be Smithtown. Setauket, Wading River (Brookhaven), and Riverhead are still locations on the map. The "Hunthogek South" fits Cutchogue rather than Mattituck. The Shelter Island ferry would probably be at Greenport. Crossing Shelter Island, the post road would go

(168)

Rutland	5 57	Schenectady	10 65
Wife Wing	6 63	Wading River	14 81
Putnam	10 73	River Head	11 92
North Hempstead	11 84	Hunthogek South	10 102
Winchester	11 95	Shelter Island Ferry	12 114
Green	14 109	Hoggs	4 118
Walpole	20 129	Sage Harbor Pier	4 122
No. Four	10 139	East Hampton	7 129
Crown Point	79 217	South Hampton	14 143
Road to North Hampton, and Albany.		Humans Tavern	16 155
FROM RUTLAND to		Smith's	9 165
Wife Wing	7	Duchans	9 178
Hardwich	10 19	Albany's Tavern	6 186
Greenwich	6 23	Burns	6 192
Putnam	6 39	Udd's	17 209
North H. F.	5 34	Waters's	13 222
Hadley	5 39	Hampstead Town	7 227
North Hampton	3 41	Jamaica	19 239
Hadfield	5 47	New-York	12 251
Deerfield	14 61		
Chatham	18 79	Post Stages from New-York to Albany, West Side of Hudson's River.	
Hudson	18 97	FROM PLAINFIELD to	
Albany	40 137	Hackinsack, Dum-mores	16
Road to Plymouth and Cape Cod.		Hoppers	10 26
FROM BOSTON to		Saults	14 40
Milton	7	Yeoman's	25 58
Braintree	7 10	Mandeville's	10 65
Weymouth	12 17	Merris	10 75
Hingham	3 20	Dennis's	14 89
Harvard	2 24	Bogard's	12 101
Pembroke	6 30	Snyders	12 113
Duxbury	3 33	Brandis	8 121
Kingston	3 38	Hornbeck's	14 135
Plymouth	4 42	W. Varnan's, Alb.	24 159
Ditto	12 51		
Sandwich	7 61	Distance to Mississippi.	
Brantford	11 72	FROM LOUISBOURG	
Yarmouth	4 76	to Quebec	360
Norwich	9 85	Trus River	80 440
Edinham	12 97	Maiden	90 530
Billinggate	5 101	La Galle	120 650
Pratt	10 112	Fort Frontenac	90 740
Province Town	8 120	Onondaga	200 940
Post's Circuit Road on Long-Island		St. L. Ontario	60 800
FROM NEW-YORK to		Niagara Falls	160 960
Jamaica	12	A Store House	20 980
Capt. Plot	13 25	Lake Erie	10 990
Huntington	15 40	Fort Frontenac	100 1090
Blindbury's	15 55	Beaumont River	15 1095
		Pittsburgh	180 1275
		Ohio Falls	600 1805
		M. Kipp	300 2115
		Mouth of do	550 3045



The famous Jeffreys map of New England published November 29, 1774. This is the portion showing Long Island and the roads thereon. Note the lack of South Shore roads and the fact that Fire Island has not yet been split from the Hamptons.

to Hogg's (the peninsula/island between Sag Harbor and Shelter Island) which was crossed along the Ferry Road to Sagg Harbor Ferry. From Sag Harbor, the old post road cuts east to Easthampton and then back west along the coast to Southampton.

The return route between Southampton and Hempstead is speculative. The names are familiar to Long Island historians but I've not identified precise locations. We know that Homens lived near Seatauket while Udall lived at Nicolls Gut (Great River). The Morris family had a place at Glen Cove. Speculating on the return route I would guess Homan's Tavern was at Westhampton or Quogue, with Smith's at Moriches and Durhams at Middletown and Abrey's at Corum. The route would then turn south again to Morris's at about Patchogue and Udall's at Great River or Islip (Nicoll's Gut). Water's would then fall about Merick or Freeport while Hempstead Town, Jamaica and New York would be as we know them today.

Apparently Dunbar retired by the time of the Revolution or else he was a Tory and returned to England, for we find the Committee of Safety of Easthampton, Southampton and Shelter Island begging Congress to "defend them from British attacks" at the beginning of February 1776 and desiring that,

"some method be fallen upon to establish a Post from New York to the East end of the Island, that we may be favoured with the earliest intelligence."

Martha B. Flint's Long Island Before the Revolution (1895) which gives the above data reports in a footnote that it was thereupon,

"ordered that Mr. L'Hommedieu call upon Mr. Hazard, the Postmaster, and endeavour to ascertain what Revenue will arise from a Post-rider on Nassau-Island, and what will be the expense to the Publick of such Post-rider."

I do not find this data in the Journals of the Continental Congress for those dates, but have no reason to question it. There is no evidence such a post was set up and by August, when the British landed on Long Island, near Denyse's Ferry, and drove north in the Battle of Brooklyn, eastern Long Island had pledged allegiance to the Crown. There was no further reason for an American post, while the British did not mark most of the mail which swiftly came into the hands of the military, the leaders of which did not co-operate with the postal authorities.

(to be continued)

UNDER THE HAMMER

At the Zimmerman Postal History sale of 11/26/1980 there were several L.I. pieces offered. Among these were:

	Open	Sold	To
Red 30mm BABYLON/OCT/15/N-Y and 5, 1850 Face with #279B and Brooklyn 1903 duplex on an illustrated Chas. Higgins, ink ad around stamp	\$180.00	\$180.00	Book
FLORAL PARK/1895/QUEENS CO. N.Y. magenta ova on regist. U348 with missing stamp	30.00	32.50	W.A.
GARDEN CITY/OCT/16/A.M./QUEENS CO. N.Y. partially strengthened magenta cancel and grid on #207 in 1882	6.00	7.00	H.S.
HEMPSTEAD/1883/QUEENS CO. N.Y. bold black on #210 with matching circle grid. Also 1884 w/#210	10.00	11.00	H.S.
Prospect Grove/1882/Suffolk Co. N.Y., bold black with matching killer on #207 with letter	14.00	15.00	H.S.
Richmond (Hill)/1887/Queens Co., N.Y. incomplete magenta with target tieing #210	30.00	45.00	Book
ROSLYN, /JUL/23/1886/A.M./QUEENS CO., N.Y. bold purple with star cancelling #210 E.F.	11.00	12.00	H.S.
SMITHTOWN/SUFFOLK/1884 COUNTY, /NEW YORK, Complete black on back of 1¢ blue entire also SMITHTOWN BRANCH, /1881/SUFFOLK CO., N.Y. and rect. grid on #184	11.00	15.00	H.S.
SEA CLIFF/1884/QUEENS CO. N.Y. black and matching star in circle on UX7	40.00	40.00	Book
WESTBURY STATION, /1883/QUEENS CO. N.Y. on 3¢ green entire with matching circle grid. F.	37.50	45.00	H.S.
YAPHANK/1879/Suffolk Co. N.Y. carmine circle on #184. VF	40.00	45.00	H.S.
Pioneer Flight #32 Garden City card reading AEROPLANE STATION No. 1/SEP/26/1911/P.M./GARDEN CITY ESTATES N.Y. and AERIAL SPECIAL DESPATCH. VF looking	40.00	50.00	Book
Roessler cover from Flight #572, first ship to shore off Fire Island, July 31, 1927 autographed by Chamberlin.	100.00	105.00	E.D.
	130.00	130.00	Book

At the Boston sale of George Turner's postal history collection on December 2, 1980, there were the following L.I. pieces:

N. York Br. Pkt. 23 on 1857 stampless to Beyrout with a faint Astoria, N.Y. circle and 2 line Beyrut 23 Apr.	\$52.00	\$62.00	CH
L.I. Rail Road N.Y. 5 and Paid 1848 from Islip to Ft. Neck, N.Y. VF and fresh dated April 11, 1848	100.00	190.00	Levitt
John Tyler frank on 1850 mourning cover to Staten Isle with Norfolk, Va. circle and blue Steamboat	160.00	300.00	Houser
Ship Wreck S.S. <u>Oregon</u> label from 7/1-4/1886 salvage from the 3/14/1886 sinking off Fire Island	40.00	105.00	57

Ship wreck label from Oregon pinned to cover. stamp washed off as usual.

\$180.00 \$180.00 Book

L.I. R.R. black circle on 3¢ red on buff (U10 to Stony

Brook. grocer's embossed c.c. F.

25.00 48.00 Robbi

Flag Cancel collection of NY State incl. L.I. (535 covers)

beginning in 1896

105.00 120.00 CH

(As the editor bought this as agent for a client who may be willing to sell some LI items, want lists can be accepted.)

At the Sotheby Parke Bernet sale of March 9, 1981 there was one L.I. cover.

This was the Boyd's Brooklyn/ City Express Post on a letter from Boston forwarded by American Mail Co.. The Boyd's Brooklyn markings are known 9/12/1844-5/20/1845 and are scarce. This may be the only independent mail, Brooklyn combination on record.

34.00 70.00 CH

The Spelman Postal History Sale of Feb. 27-8, 1981 had several L.I. items among which were:

Brooklyn Circuit RPO (T BR5 a 3) on 1897 cover with Brooklyn Barry cancel

\$65.00

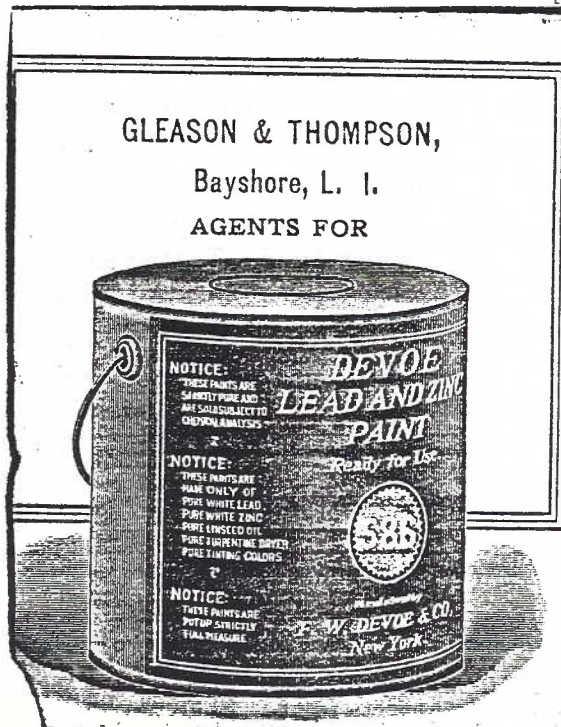
Brook. & Ft. Hamilton RPO (T BR7-a) of 6/9/1914--latest on record

80.00

Brooklyn N.Y. cc on official Wells Fargo Brooklyn N.Y. map cover with handstamp EXPRESS and PAID in boxes.

24.00

Among the items in a mixed lot in the Siegel Postal History Sale of February 18-20, 1981 were the following: a Flushing 5cts of 9/19/45. This rate marking is not common. There was also a lot with a 9X1 with a 4/27/47 New York cancel addressed to Flat Bush. L.I. that opened at \$450 and sold to the book at \$550.



Mr. Chas. Gleason,
Bay Shore,

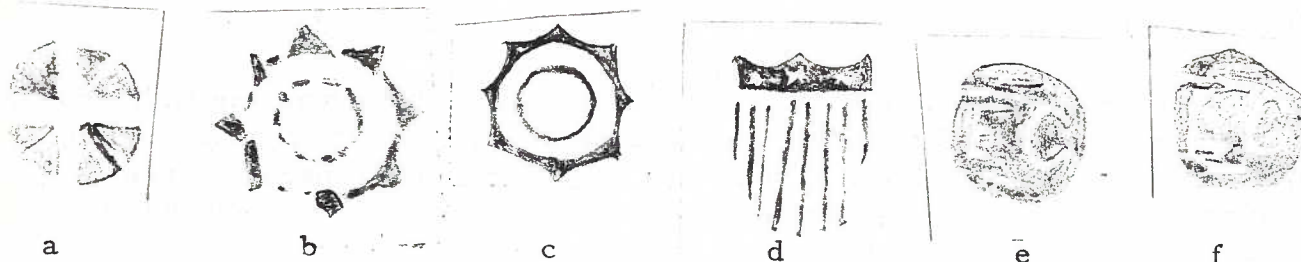
N.Y.

ABCH 10

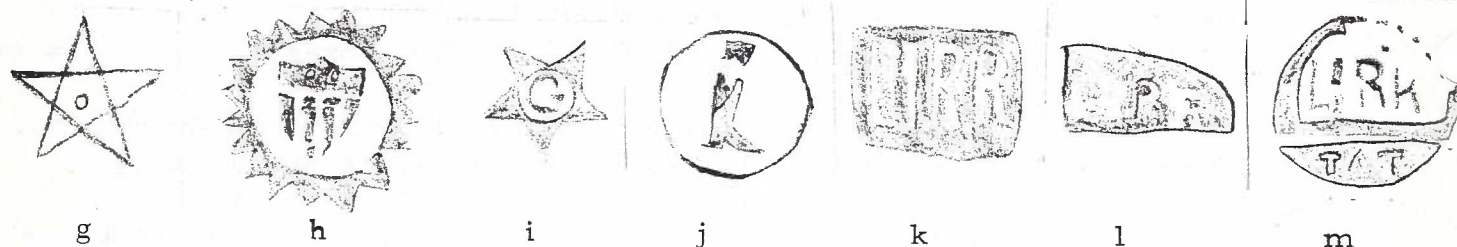
Backstamp
on this

LONG ISLAND FANCY CANCELS

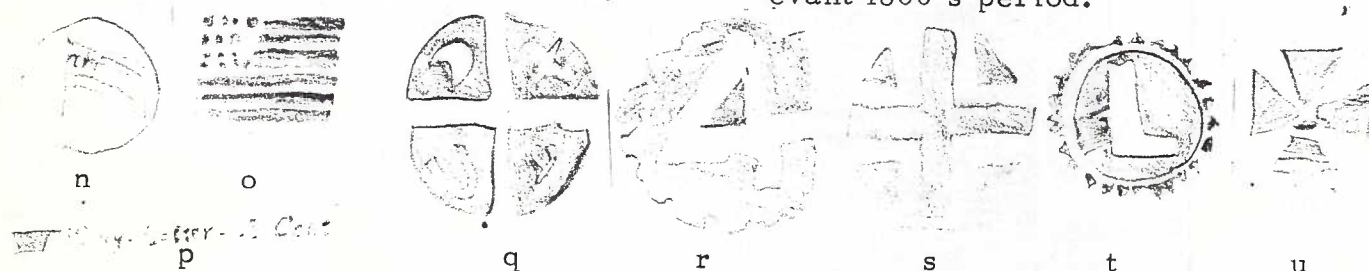
With the publication of the 20 years of study of Amos Eno on fancy cancels in the United States before 1870, it seems appropriate to look at what is available on Long Island. Below are tracings of some of the fancies with appropriate notes. What is needed is a member who will volunteer to contact others so that covers of each fancy can be illustrated and dated. That includes those not shown here as well as those that are. We need precise dating and photocopies of each fancy. Will a volunteer please let the editor know of his interest?



- a) Amityville caret design of the 1860's
 d) Glen Cove shield, reportedly found in the 1860's but not confirmed on cover
 e) and f) Greenport postmaster Ebenezer Clark's initials. This are reported in regular and deteriorated condition in 1869-70. Clark was postmaster from 5/20/1861 until at least 1867 but was replaced by D.O. Crawford. Clark returned as PM on May 1, 1869 and presumably used these fancies thereafter.



- g) Roslyn starred fancy with a dot. Not reported on piece or cover. 1860's.
 h) Jamesport shield reported on cover in the 1860's
 i) Huntington Masonic degree symbol not reported on cover. This would date to PM W. N. Conant who took office April 16, 1869.
 j) Whitestone 'cavalry' boot of 1860's, not confirmed on cover.
 k), l) and m) Long Island RR. All are reported in the 1860's. Another version with black letters only is reported in Towle. The TAT is supposedly initials of route agent A. J. Tattersall; however, the Federal Registers do not list him in the relevant 1860's period.



- n) Unique North Shore in intense green 9/14/5(7-60)
 o) Tompkinsville flag 1860's
 p) Stapleton 1851 period
 q-x) are Brooklyn N.Y.

