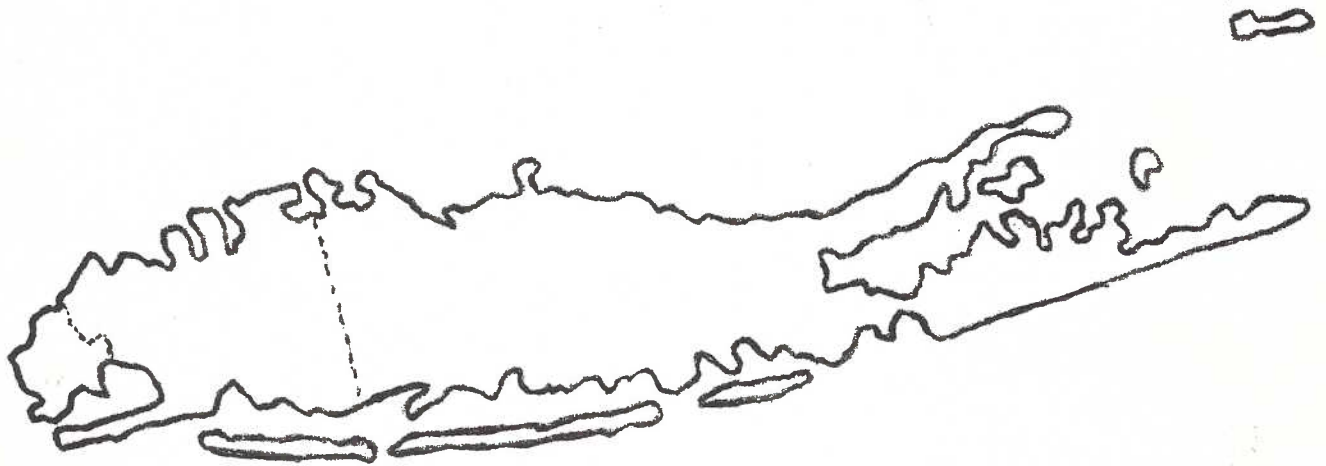


LONG ISLAND



POSTAL HISTORY SOCIETY



SPRING-SUMMER 1982
WHOLE #4



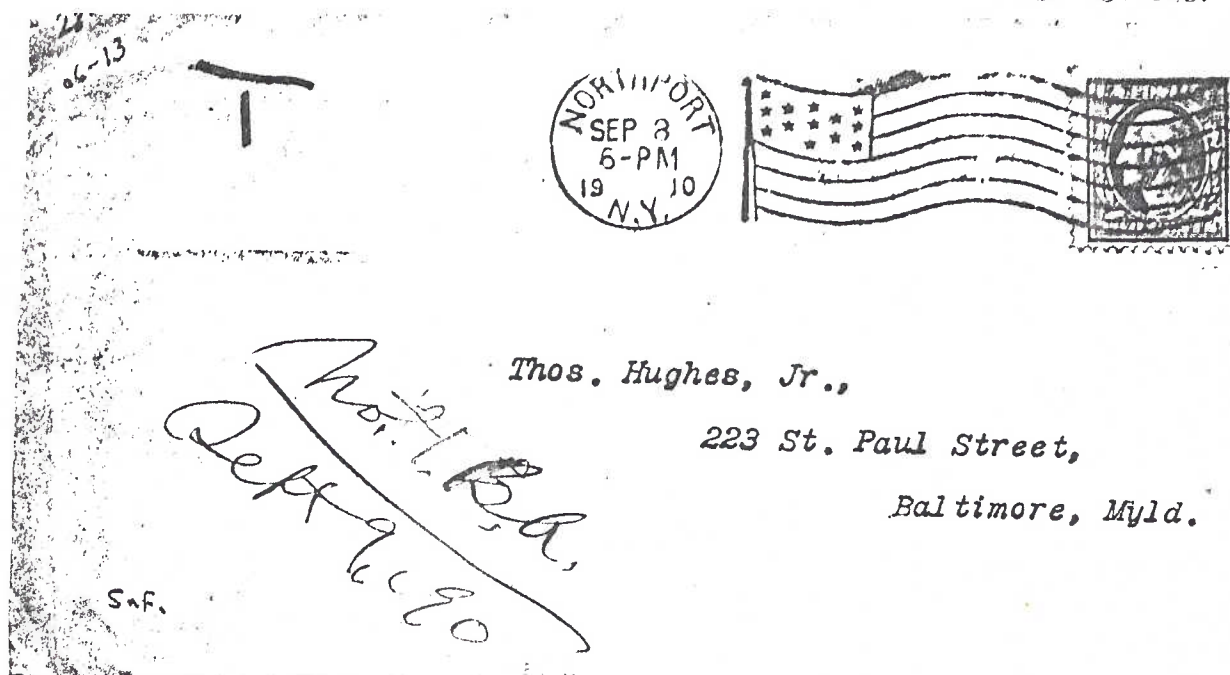
FLAG CANCELLATIONS OF LONG ISLAND

I. Queens, Nassau and Suffolk Uses

by Calvet M. Hahn

The late George Turner had one of the more significant flag cancellation collections of Long Island, for he was a specialist collector of the early machine cancels. This material being currently available to me, it seems appropriate to detail some of the items contained therein.

Flag cancellations obtained their name from their obvious flag-like appearance. Their use resulted from postoffices obtaining the American Postal Machines Company devices. All the flag-like Long Island cancels, except for a wavy lined ROCKAWAY BEACH/STATION cancellation found in Far Rockaway circa 1918, were produced from American Postal Machines devices.



One of the earlier Suffolk uses was at Northport 1906-13 with this cancel, B-14.

LONG ISLAND POSTAL HISTORY SOCIETY JOURNAL

Spring 1982, Whole #4

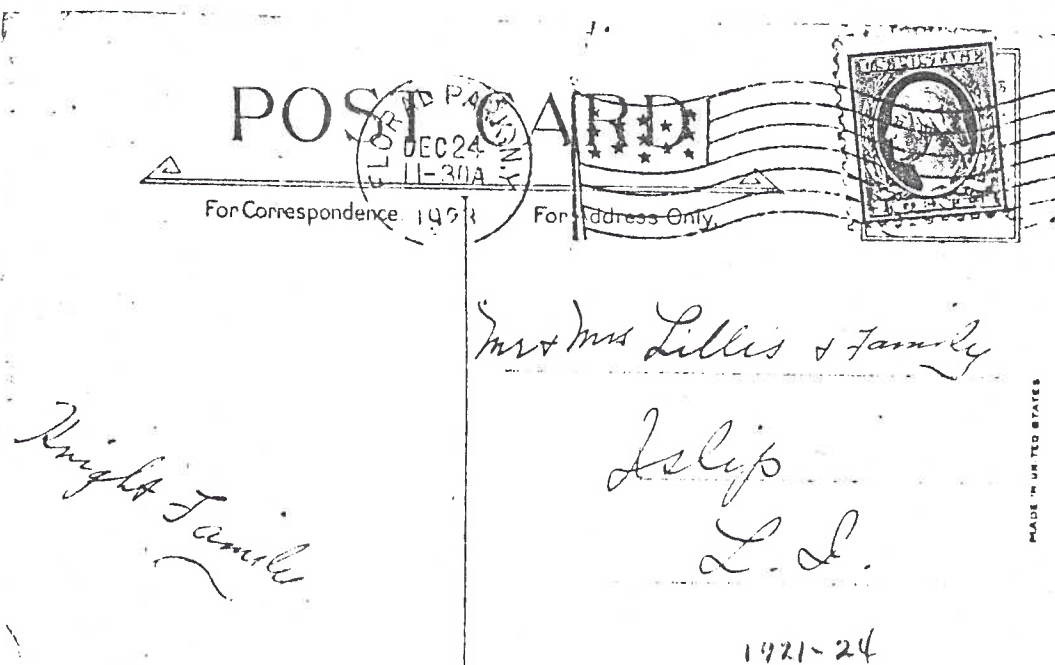
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2.

Including Brooklyn, there are 27 towns on Long Island that used flag cancels. A number of towns are known with a number of different cancels primarily because of various stations. The most significant of these are Brooklyn, Flushing and Richmond Hill. The Turner collection had 21 of the 28 towns and an even higher proportion of the known postmarks.

Long Island does not have any of the great rarities of flag cancel collecting. There are no notable errors and the earliest recorded cancels come from other areas. The first flag cancelling machine was installed at Boston and the earliest postmark on record from that city is October 31, 1894. The earliest use on Long Island was at Brooklyn (1896). The latest known use of a flag cancel occurred at Sidney Center, N.Y. with the official last day being May 27, 1941 although a "favor" cancel of 12/31/41 is known. The story of this last cancel can be found in Excelsior #9, the journal of the Empire State Postal History Society.

In addition to the regular town and station markings, Brooklyn also used flag cancels for its streetcar RPO's. The definitive article on these was published by John Price in his Mobile Post Office Society monograph published in 1979 (price \$6.00) although two earlier articles appeared in Excelsior. Because these RPO uses were covered there, they will not be discussed here.

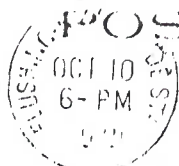


Floral Park used the A-14 type shown here from 1921 through 1924

The 27 cities using flag cancels on Long Island were: Brooklyn, Baldwin, Cedarhurst, Floral Park, Franklin Square, Forest Hills, Flushing, Great Neck, Hempstead, Hicksville, Huntington, Long Beach, Long Island City, Mineola, New Hyde Park, Northport, Oyster Bay, Patchogue, Port Jefferson, Port Washington, Richmond Hill, Riverhead, Rockville Center, Sag Harbor, Sayville, Stony Brook, West Hampton Beach and Woodhaven. Of these, the Turner collection did not have the Baldwin, Cedarhurst, Hempstead, Long Island City, Patchogue and West Hampton Beach.

Post Card Co., Brooklyn, N. Y.

Bayside N.Y.



FOR CORRESPONDENCE

FOR ADDRESS ONLY

Dear Friend Here are

FROM

H. C. E. G.

17-18-19

College Point

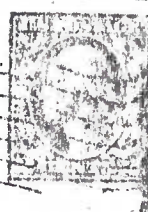
L.I. N.Y.

57



ARTHUR F. SIMIONESCU,

*Henry C. E. G.
College Point
L.I.
N.Y.*



FROM

ARTHUR F. SIMIONESCU

84 SUSSEX STREET

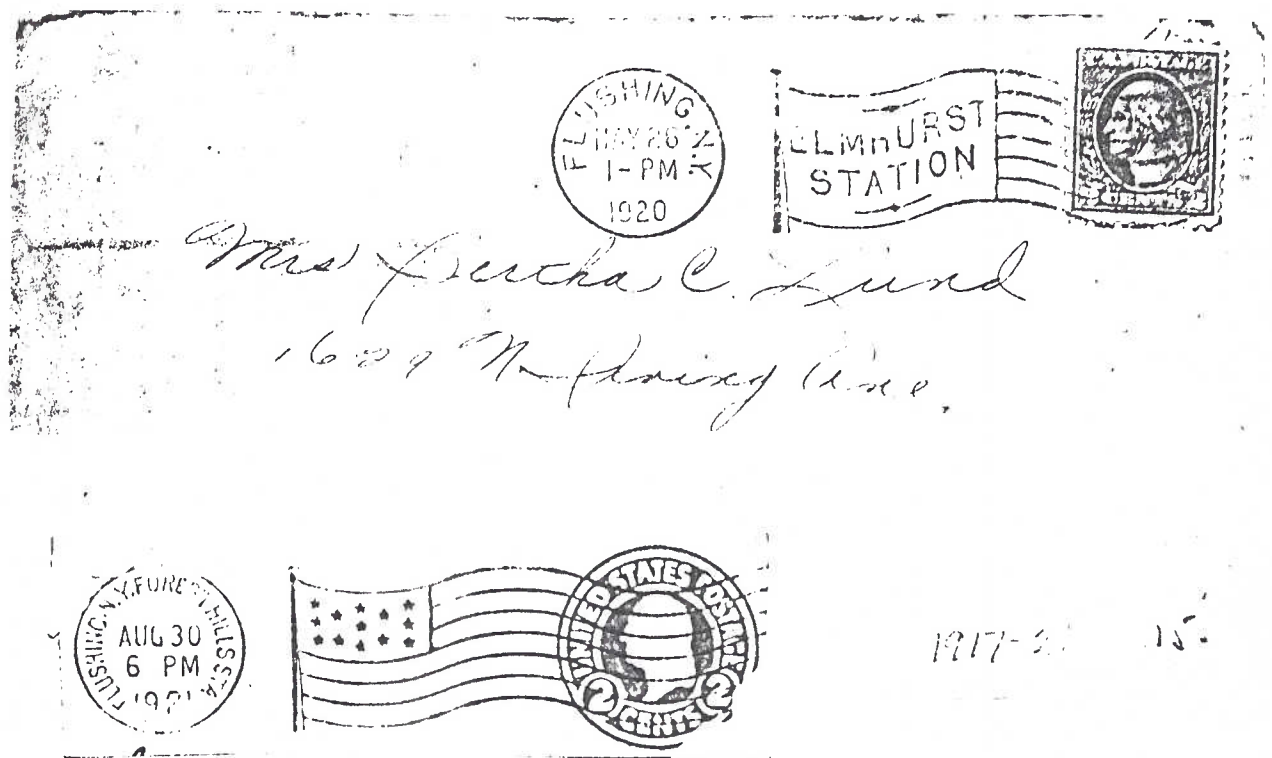
HACKENSACK, N. J.

1917-21 150

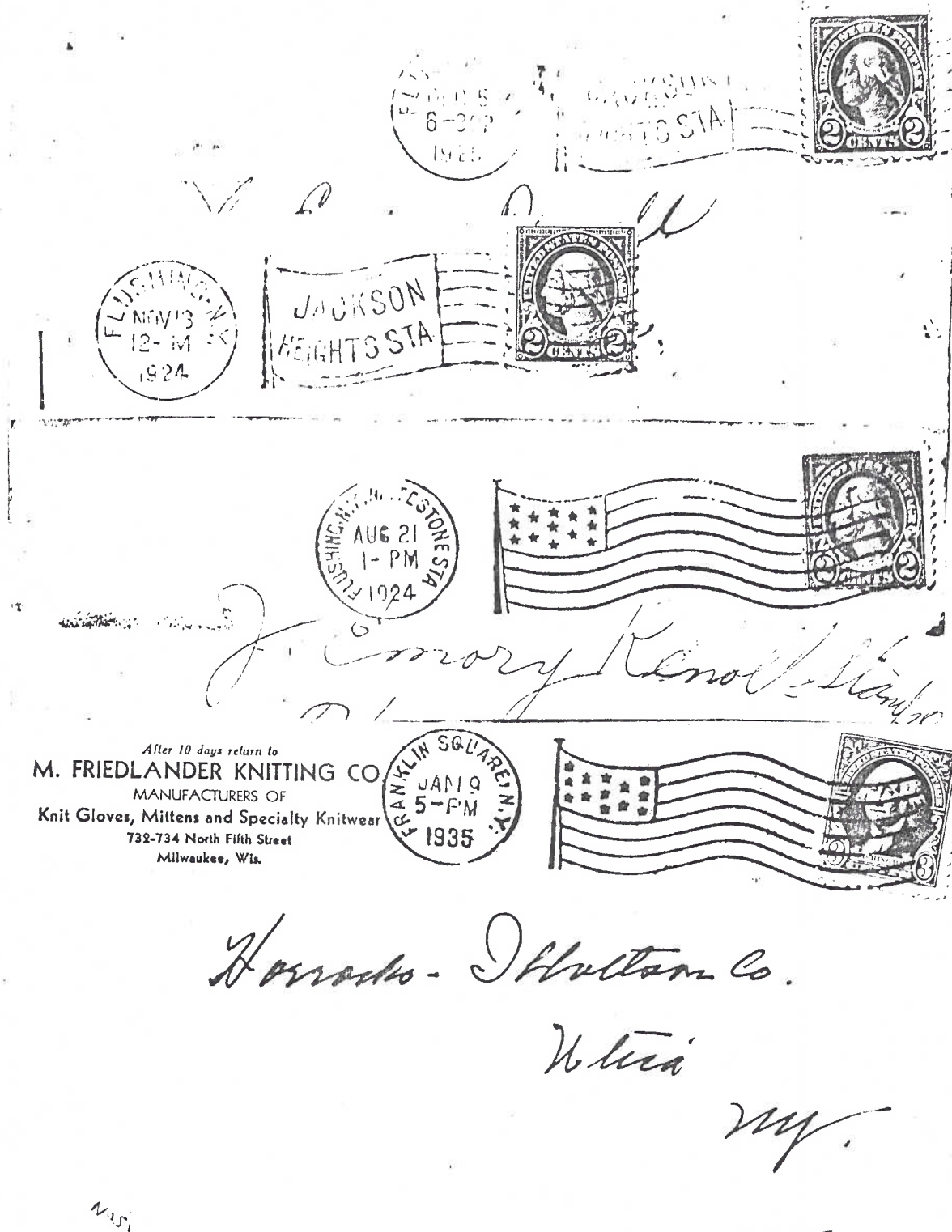
Flushing types include Bayside (C 14) 1921-25, College Point two lines (A38) 1917-1922, College Point three lines (A38) 1914-1917, and Corona (A38) large letters found 1917-1921. An earlier Corona with small letters (A38) was used 1914-1917. The Bayside machine was earlier used at Salem, Mass. In 1926 it went to Downingtown, Penn. and then East Downingtown before going on to Cooperstown, N. D. in 1927 and in 1930-39 to Hannaford, N. D.

Only a few of these towns had flag cancel machines prior to World War I. Another handful adopted them during the war, with the Bayside cancel being a good example of a machine that was transferred during the war to a L. I. town. The remainder of the towns adopted flag machines in the 1930's. However, by 1930 there were only four machines still in use on the Island and by 1935 only Franklin Square and Stoney Brook were still using flags. That was the

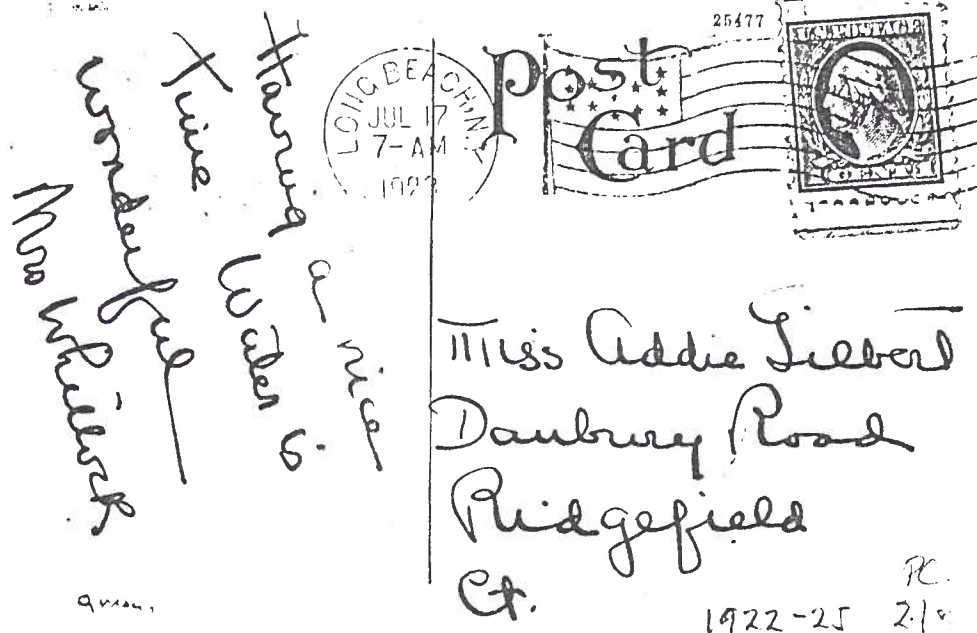
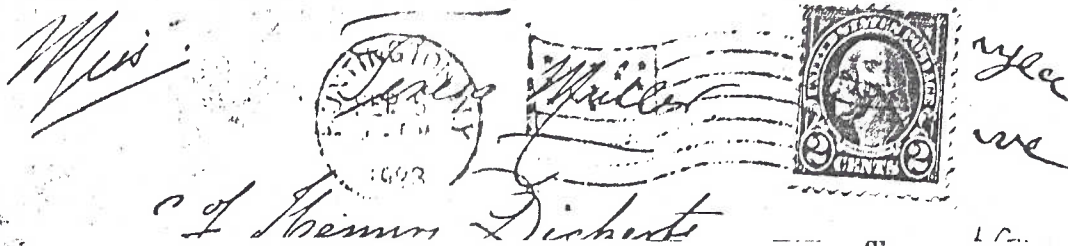
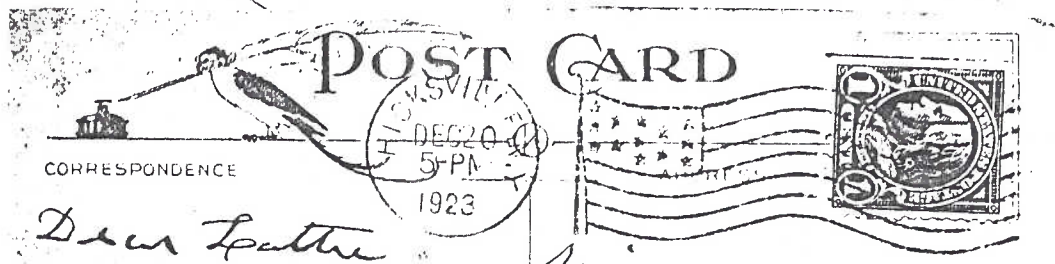
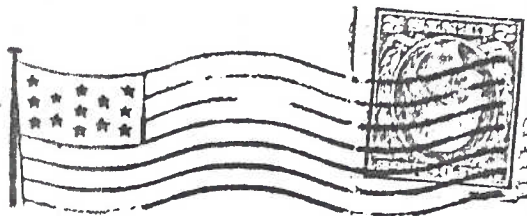
The basic classification of flag cancels can be found in Fred Langford's Flag Cancel Encyclopedia, which is also a major source of information about the machines. This work also illustrates that styles which will be followed here. Most L. I. flags used an "A" style dial, which has the town and state at top and the date at the bottom. A few--Northport, Oyster Bay and Richmond Hill--also used a "B" style with the state at the bottom with the date just above. The "C" style, with the station incorporated into the dial at top, is only found in Flushing and Brooklyn where substations are found. Only Brooklyn used the very early "D" style with a curved date at bottom. Only two styles of the "flag" portion are found on Long Island. The most common is "style 14" with a staff and halyard and a 3, 2, 3, 2, 3 arrangement of stars. It is known with and without a die space in the fourth wavy line. A few locations such as Brooklyn, Flushing, Hempstead, and Long Island City use "style 38" which had a blank star field for a station or slogan box. It also has a staff and halyard.



Turner did not have an example of the small letter Corona. Here, his Elmhurst (A38) is a good example of this "style 38". It was used 1917-1921. The rare Forest Hills (C 14) is only known on piece. It dates from 1921. This machine was later transferred to Penns Grove, N. J. (1925-7) and ended up in Stephens, Ark.



Two examples of the Jackson Heights Flushing postmark (A 38) are shown. This cancel dates from 1924 to 1930 and is fairly rare. The discovery copy of the Flushing Whitestone Sta. (C 14), now known 1921-25, is also shown. This device came to Whitestone from Henderson, Ky. and ended up in Bonifay, Fla (1931-35). The Franklin Square example of an A 14 style was used from 1929 to 1935. It was one of the last two flag cancel devices on Long Island. This is how it looked in its late use.



The Great Neck cancel, on piece above, is style A 14 and is known from 1920 to 1923. The 1917 Hempstead military station marking was not in the Turner collection. However, the A 14 example from Hicksville is shown in its first year of use (1923-25), while the A 14 from Huntington is shown in its second year of use (1922-23) with the unlisted 1 PM marking. Long Beach (1922-25) is also an A 14 but this machine started in Grafton, W. Va. (1917-22) and went on to Roosevelt, N. Y. (1925-8), Lomita, Cal. (1929-31) and ended up at Lawn-dale, Cal. (1931-36). Turner did not have the Long Island City postmark.

Below is the Mineola A 14 style postmark known 1917-23. Next is the New Hyde Park cancel A 14 known 1928-1931. It should be studied as the first illustrated example of the hand-cut die that began appearing circa 1922. Note the opening between halyard and flag. Shown here is the second Northport style (A 14) used from 1913 to 1927 which can be compared with the first style on page 1 (B14). The scarcer of the two Oyster Bay types--the B 14, used 1916-17 --is also shown.

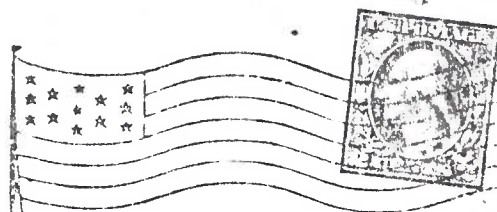


Mr. J. A. Hughes,

500 N.

Ch

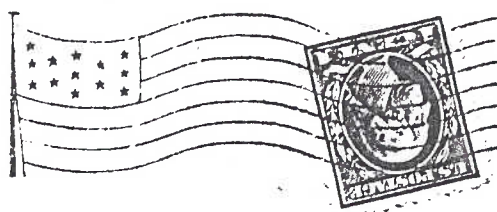
Dep't. 114.



Miss Evelyn Clark

NELSON DOUBLEDAY
Oyster Bay, N. Y.

There are two real reasons why you should
examine the contents of this envelope.

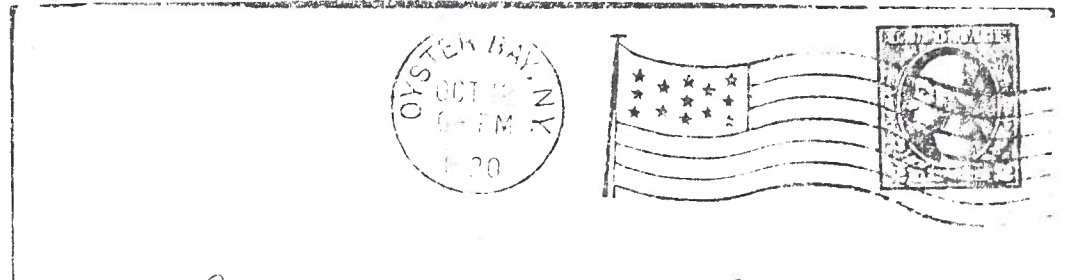


FIRST: IT'S GOOD FOR YOU.
SECOND: IT'S GOOD FOR ME.

Mr John M. Warner
General Delivery
Kalamazoo
Mich.

A14 1916-17 33.

The later Oyster Bay (A 14) type is seen below. It is known 1917-1920 and this American machine was transferred to Reedley, Cal. (1921-26) from Oyster Bay and then to Gering Neb. (1927-9) and Lyman, Neb. (1929-37). The Port Jefferson (A 14) is known from there 1925-27, having earlier been used at Lock Haven, Penn. (1917-22). It was subsequently used at Maryknoll, N. Y. (1922-25). This cover has an interesting note in Pittman on the back. A Port Washington A 14 example of 1923 is also represented. It is known 1921-4. An example of the Patchogue flag was not in the collection.



Miss. Francis French
171 Locuston St.



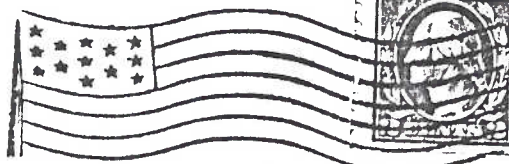
Mr. Ernest A. Bradley.
Silver Springs,
New York..

The first style of the Richmond Hill examples of B 14, known from 1909 to 1914 is seen in a bold strike on a #413 dark carmine. The second dial style of the B14 can be seen below it--note the corrected bend in the "M". This style was used 1914 to 1917. At that point it was replaced by an A 14 dial style (1917-20) which can be seen on two covers--one an attractive Xmas card example. There seems to be an error in the records, for this machine is listed as being in operation in Oyster Bay at the same time.

338-15

911 Quad

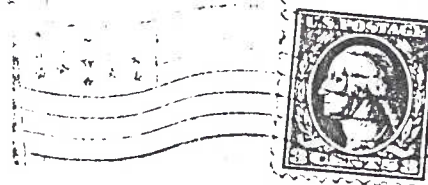
9-14 15



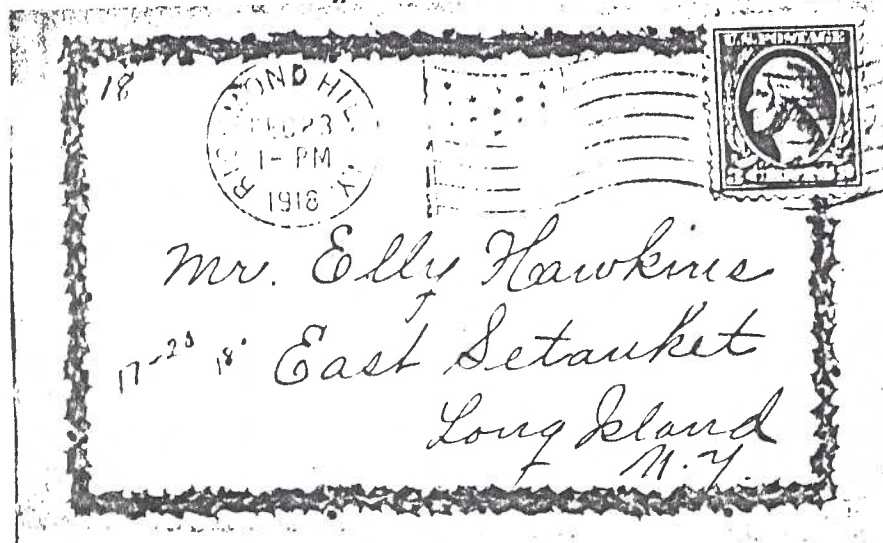
Col. J. J.



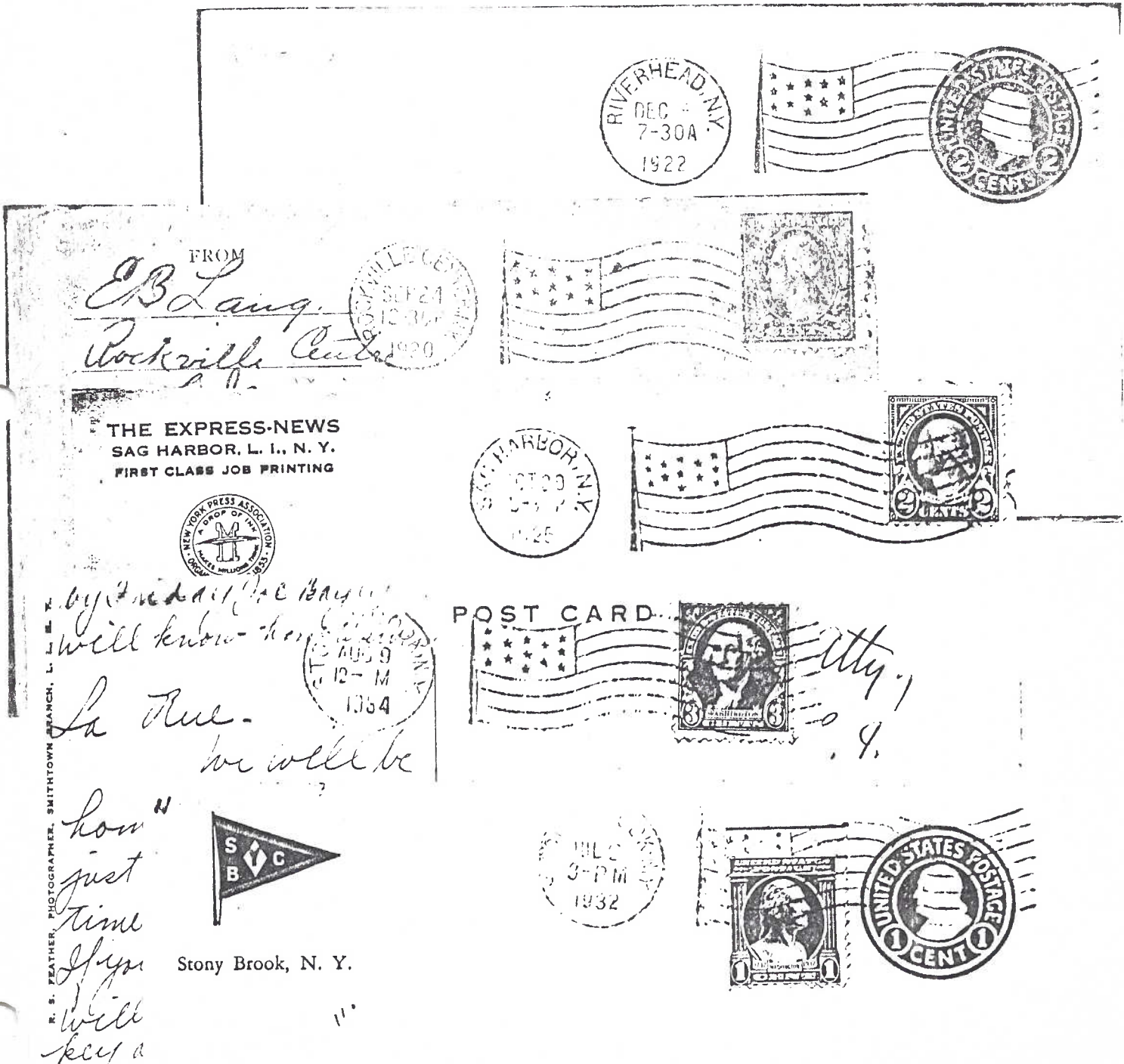
NOBLE W. HALL,
9 Briggs Ave.
RICHMOND HILL, N. Y.



J Emory Ansell



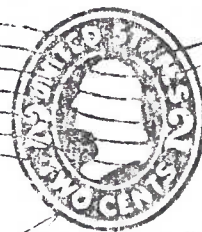
Seen below is the Riverhead A14 cancel of 1922. This was used 1913-1923. The Rockville Center A 14 cancel is seen in a late use. It is known 1910-1921. Also late is the Sag Harbor example of A 14. This marking is known 1915-1927. Finally, there is a fair to poor strike of the Stony Brook A 14 style known used 1928-1935. It is on a Stony Brook campus postcard. This machine first served at Rock Hill, S. C. (1917-22) and then was moved to Stoughton, Wisc. (1922-27) before ending its postal existence on L.I. A second strike from just before the the rate change to 3¢ can also be seen.



Two quite different styles of the A 14 design from Sayville can be seen below. The small star version is known 1911-1914 while the second is known 1923-27. The dent at the right of the dial may have helped in firming up the decision to abandon this marking. There was no example of the West Hampton Beach cancel in Turner's collection. However, he did have a Woodhaven A 14 style, known from 1911 to 1913. This example is one of the earlier strikes of this marking.

After 5 days, return to

SAYVILLE, SCHOON CO. N. Y.



*Miss Mary
Sayville*

WOODHULL N. RAYNOR
GENERAL FURNISHING UNDERTAKER
SAYVILLE, LONG ISLAND



1912

*Mr. Joseph T. Lowe
Patchogue*

Post Card



*7/24
The best wish
of a New York
Billiken for many
happy years of
the day*

Series 5500a

*Miss Mary
Sayville
Patchogue*

EXPRESS MAIL IN COLONIAL DAYS

by Frederick S. Lightfoot

The term "express" in colonial times was used to describe letters that were forwarded by a special courier, presumably travelling as fast as he could. Most known examples were sent from one government official to another or from one military officer to another. In a large number of cases, but certainly not all, the phrase "per express" or its equivalent was written on the outer leaf of the letter. Because the practice was not universal, the absence of such a phrase does not rule out the possibility that the letter travelled "by express".

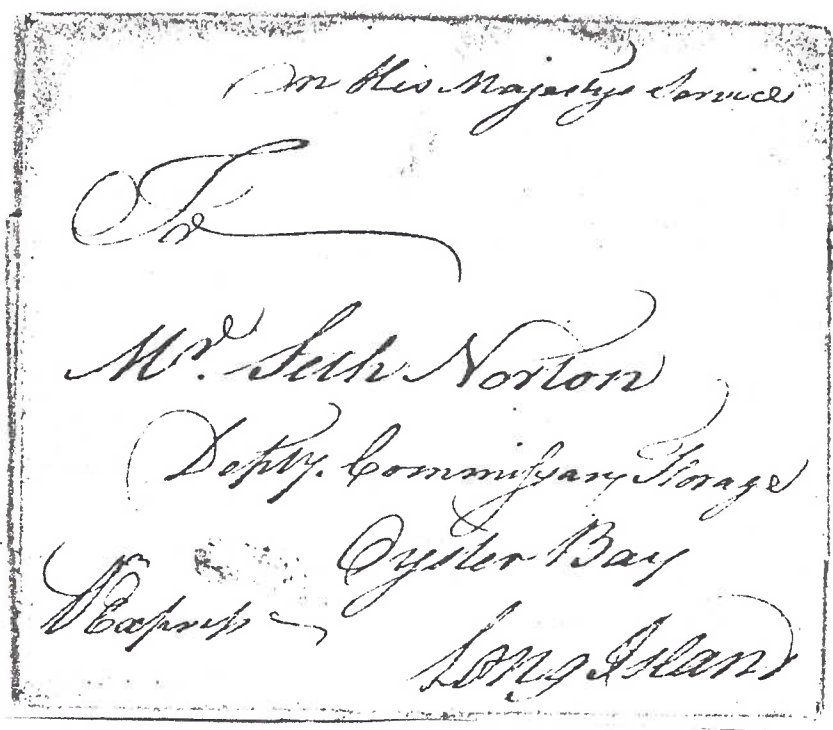
On the American side, express letters were in use even before Congress took over the postal services. We find in the Journals of the Continental Congress a note on May 18, 1775 that the President laid before Congress, some important intelligence received the night before by express from New York relating to the capture of Ticonderoga. The express rider was John Brown. It was on this date that Congress appointed a committee to consider establishing a postal service. That service was established July 26, 1775. Expresses continued with riders such as George Frank, John Powell, James Alexander, Joseph Brown, John Wendall being used. On December 2nd, Congress appointed a committee of Franklin, Lewis and Silas Deane to discuss the best method of handling expresses. Their report was made December 8th. While the records do not show it at this time, it would appear that Jacob Hiltzheimer was named to head the express service under the post office at this time. He is given the title in an entry on April 18, 1776 and received payment of \$356.10 for expresses on January 15, 1776. The PMG was order to set up an express route between Philadelphia and New York for daily service on July 5, 1776. On October 31, 1776, the problem of developing expresses to and from the army was discussed by Bache, who became PMG a few days later. On 11/30/1776, the Committee of Intelligence was empowered to establish expresses to and from the army headquarters. On February 25, 1777 we find that the PMG was ordered to set up a Grand Line of Posts from Falmouth to Savannah although this motion was laid upon the table.

For sundry expresses he paid, Hiltzheimer received \$43736.90 on May 14, 1777, while on October 13, 1779 he was ordered to provide for the horses belonging to members of Congress as well. He got another \$20,000 on 2/26/1780 to cover forage for the horses for which he was responsible. He got another \$40,000 on March 23, 1780, one day after a letter from the governor of Connecticut regarding expresses was referred to the Post Office Committee. Following the line of accounts and notes in the Journals it appears that the expresses reported to Hiltzheimer, that he reported to the PMG, who in turn reported to the Treasury Board and through that Board to Congress and the President thereof.

The British side also used expresses. One example, illustrated here, is from "Geo. Brinley", evidently a British officer stationed in occupied New York. It is datelined January 4, 1779 and is addressed to Seth Norton at Oyster Bay.

Norton was apparently responsible for forage and shipment of corn, oats, etc. from Long Island to the British army. Brinley's letter seeks to learn whether the supply vessels are free from the ice in the harbor; he further reminds Norton that the vessels are to be divided among Brooklyn Ferry, Marston's Landing and Harlem. He also inquires about the quantity of corn and oats on hand, and, giving some sense of urgency, notes that a letter sent in December, is still unanswered.

Another letter from this correspondence appeared in John Kaufmann's Philatelic Gems sale of 1978. That cover originated in Brooklyn and lacked the manuscript notation "express". Nevertheless, the existence of the two letters suggests other covers from this correspondence may yet turn up.



Franked "On His Majesty's Service" letter from New York City to Oyster Bay and sent by "Express" under date of 1/4/1779.

EDITOR'S NOTE: This cover should have appeared alongside Part III of the Early Long Island Postal History for it directly relates to the war years covered in that section. The subject of this letter is that discussed by Judge Jones as being one of the items that turned Long Islanders against the British. To put this British occupation "express" letter into perspective, I have incorporated material from the Journals of the Continental Congress relating to the American side handling of expresses into Fred Lightfoot's article. As his original submission focused solely upon the British side he should not be held responsible for any interpretive errors relating to American express mail.

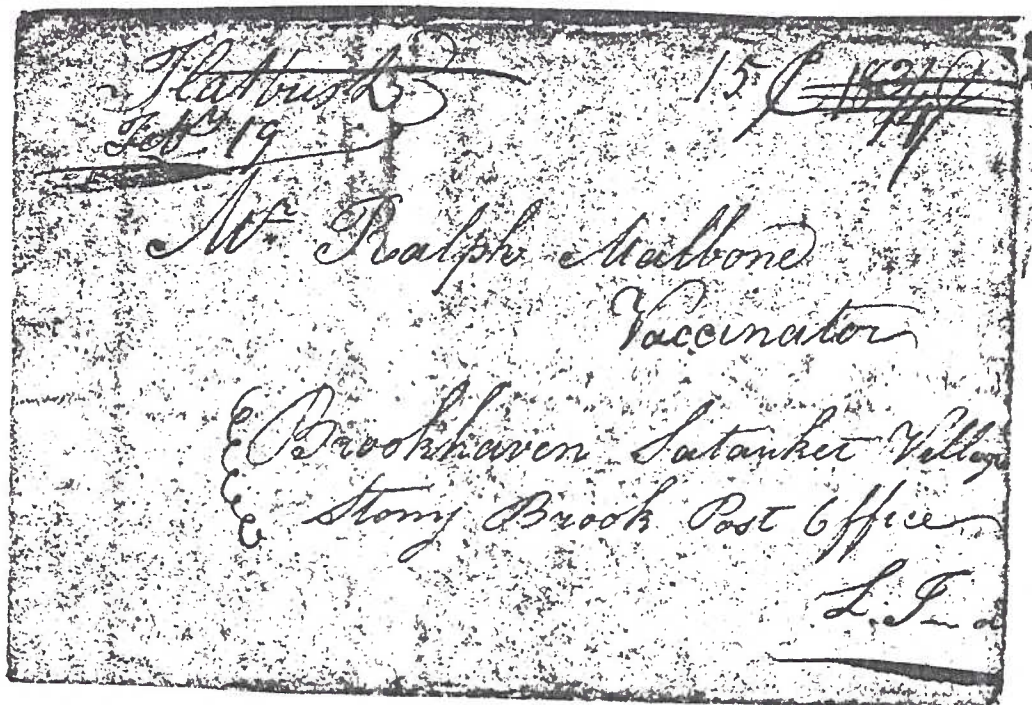
FLATBUSH AGAIN

by J. Fred Rodriguez

Not knowing much about Flatbush's postal history, I was intrigued by Mr. Buxbaum's fine article in Journal #2. Much to my amazement, I read that the earliest letter postally used from the Flatbush P. O. was an 1833 example illustrated in that article. It seemed incredible that after so many years such a wide gap -- 19 years in all -- would exist between the opening of the office in 1814 and that particular specimen.

It may seem a remarkable coincidence, but the day following my reading of that article I stumbled upon eighteen old letters, partially hidden under a table in a local Huntington antique shop. These letters, some of which were mailed from Flatbush as early as 1816, were all written to and from Dr. Ralph Malbone, a prominent Brooklynite, and a rich land owner who sold much of Prospect Park to the City of Brooklyn. The letters are rich in historic content, with special reference to the War of 1812 and to Dr. Malbone's experiences as a surveyor, and as a vaccinator to the Indians of New York state, particularly on Long Island. His principal medical work was administering vaccines to Indian tribes to help stamp out smallpox and other diseases. Another important theme of the content relates to his love for Jane Schenck, later to become Mrs. Malbone.

While most of these letters are of interest to Long Island postal historians, the one illustrated below is of particular interest, for it is now the earliest recorded letter mailed from the Flatbush postoffice.



1816 letter showing the 14 month 50% higher "war rate".

The letter did not originate in Flatbush proper for the dateline reads, "Sunday, Flatlands, February 25, 1816". There is a manuscript "Flatbush Feb. 19" and a manuscript 15¢ next to an 18 3/4 rate which was scratched out. The rates in effect at this time were those authorized by the Act of December 23, 1814 that went into effect February 1, 1815. They were 50% higher than the previous rates reflecting a "war tax" upon the mails. The Act of February 1, 1816, effective March 31, 1816, repealed this 50% increase and "restored" the old rates of 1799 and 1810.

For distances between 40 and 90 miles, the "war rate" was 10¢ plus 50% or 15¢ while for distances between 90 and 150 miles it was 12-1/2¢ plus 50% or 18-3/4¢. The proper rate to Stoney Brook was 15¢, for it was West of Setauket and Setauket was only 53 miles from Jamaica (see Journal #2, pg. 15 for a mileage chart as the distance was measured in 1775), and Flatbush wasn't that far from Jamaica. On the other hand, Brookhaven was out by Riverhead and the postmaster may have thought of that 80+ mile distance translating automatically into the 90-150 mile rate of 18-3/4¢. Thus, there is some logic in the corrected rating. However, I cannot explain the six-day gap between that shown on the face of the letter (Feb. 19) and the Sunday Feb. 25th dateline. The 19th was a Monday, as was the 26th and it is possible that the postmaster looked at the calendar and slipped up by reading one week back.

This letter is a beautiful and exquisite love letter from Jane Schenck, the new bride of Ralph Malbone. It is very lengthy; I will cite only a few lines, as written:

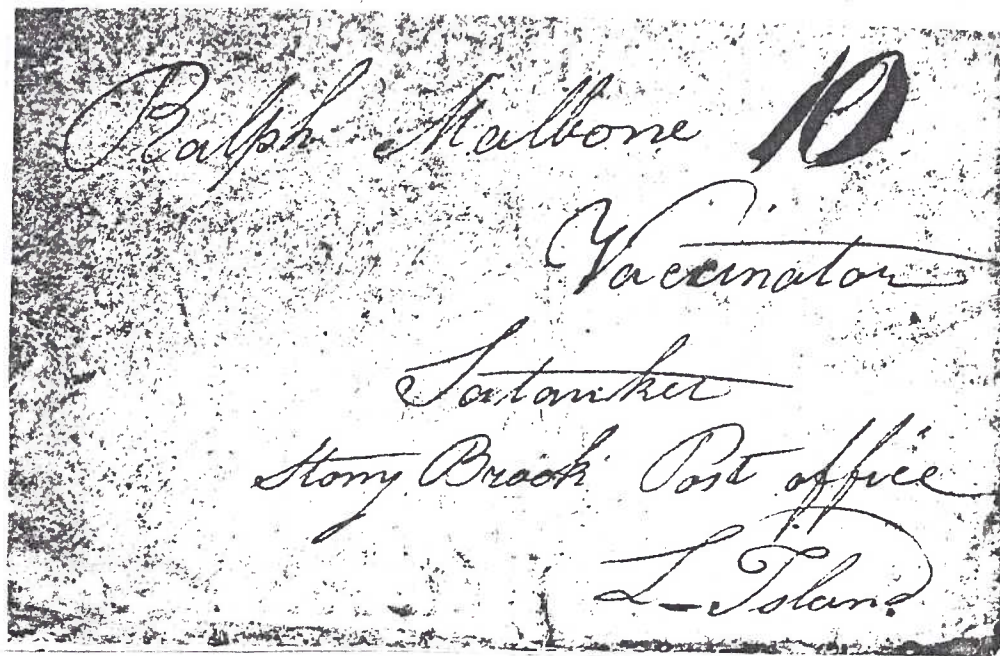
"I long to see you My Dear Malbone - I long for
the Necter kiss that tingles through every vein.
I long to have my weary head again pillow'd on your
arm - and slumber in your embraces - Such
happiness - such exquisite hapiness too good to
lose - I hope it won't be long 'ere I can enjoy
it and thus have to comfort myself."

The earliest of the letters in the correspondence is dated October 30, 1810. It did not pass through the mail. In this letter Ralph Malbone says:

"As it is rather difficult, at some times to pass
our letters undiscovered, I will recommend a plan.
I will place a Book at the foot of the second post
from the corner on the north side of the school
house, not far from the roots of that peach tree,
then, if either of us have letters we can deposit
them in that book with all ease, and safety and
either of us can get them at our leisure."

Although the next letter shown here, see next page, does not have a manuscript postoffice name on it, I would assume it too left the Flatbush

postoffice. It is addressed to R. Malbone at Setauket just as was the first one. The dateline here is "Sunday afternoon April 7, 1816". It is rated with a "10" reflecting the restored rate that lasted only one month in April 1816. The distance is 40-90 miles as in the case of the 15¢ war rate example. This letter entered the post only seven days after the 50% war tax was repealed.



Ralph Malbone 10
 Vaccinator
 Setauket
 Stony Brook Post office
 L. Island

Several of the more interesting letters are not from Long Island. One is datelined "Seneca Villiage, 3 Miles from the Vil - of Buffalo and among the Indians, August 2, 1814". It has a manuscript Buffalo 4 Augt. and is marked "Paid" twice, but both are scratched out and the '20' charge was left for Jane Schenck to pay upon receipt. It reads, in part, as follows:

"My dear Jane,
 I am not calculating to scold you now for not writing, for I am inform'd that I have Letters in the P.O. in Lima, and I imagine one of them is from you... I have drove the business of vaccination at a great rate for several months past. I have been here but about one week in which time I have vaccinated 450 Indians. The Small Pox is circulating in this quarter, and were it not for the Kine-Pock I fear it would destroy our Army. I shall now have an opportunity of proving to the world my skill of Kine-Pock, as well as securing 100 ds. from one of the most pernicious maladies that ever assailed the human species. Several Indians have already died with Small-Pox, and a number exposed must have it. The Indians flock to me for security. I board at a Mr. Hyden Missionary and agent (from NK).

The situation of our Army at present is not flattering.

As you are not much of a politician, I will not enter into the merits of the cause. I will only observe that in my opinion that unless a speedy peace interferes that we are an undone nation."

Still another letter, datelined "Campbells Town July the 25th 1812" and mailed from that village within two years of its first postoffice says,

"This Jane like most of my calculations is defeated in the horrid declaration of WAR which not only puts a stagnation to most kinds of business (particularly surveying) but strikes a fatal damp on the mind of every true friend to the interest and welfair of the USA. Many parts of the Ohio particularly New Connecticut lays much exposed to the Savage Indians. Almost every paper contains fresh news of their slaughters. My blood chills with horror when I reflect on the consequences of a long and bloody war. How many innocent victims must face a bleeding sacrifice to the gratification of Pride & Ambition. .. If you should have occasion to write before you received another from me, direct your letters to Campbells Town Post Office, and from this they can be forwarded to me."

There is one letter datelined "Kanawsey September 18, 1814." (Note the odd spelling of 'Canarsie'). There are a few others mailed via private conveyance. One in particular is written by Ralph's mother at Killingly, N. Y. but mailed from the Brooklyn postoffice on July 23, 1823. Although written six days before it says:

"I am afraid you did not receive it, it was put into the Central P. O. office. I shall put this into the Brooklyn P. O. because I have a chance to send it there tomorrow. I should write oftner, did I know of any private conveyance, but I shall write by the Post occasionally."

It is addressed to Brooklyn and mailed there. The postmaster charged 12-1/2¢ because, I surmise, it was originally from Killingly and it did not go through the mails from there to Brooklyn. (Editor's Note: On a postroad it would have been charged if it had been handed to a stage or such.) A final letter, datelined Flatlands Neck April 30, 1815, invites R. Malbone back to L.I. thus:

"... quicken your pace towards L.I. were you can make more happy beside yourself and I most cordially invite you to come and be a residant (at least for a while) of old Kanawsey Castle. Everything around begins to wear a most enlivening aspect, the Point, and Meadows display their verdant hue, and the river, the woods, and the row of cherry trees all show to the greatest advantage, to bid you doubly welcome, welcome..."

LONG ISLAND AREA EXPERIMENTAL HELICOPTER MAIL SERVICE.

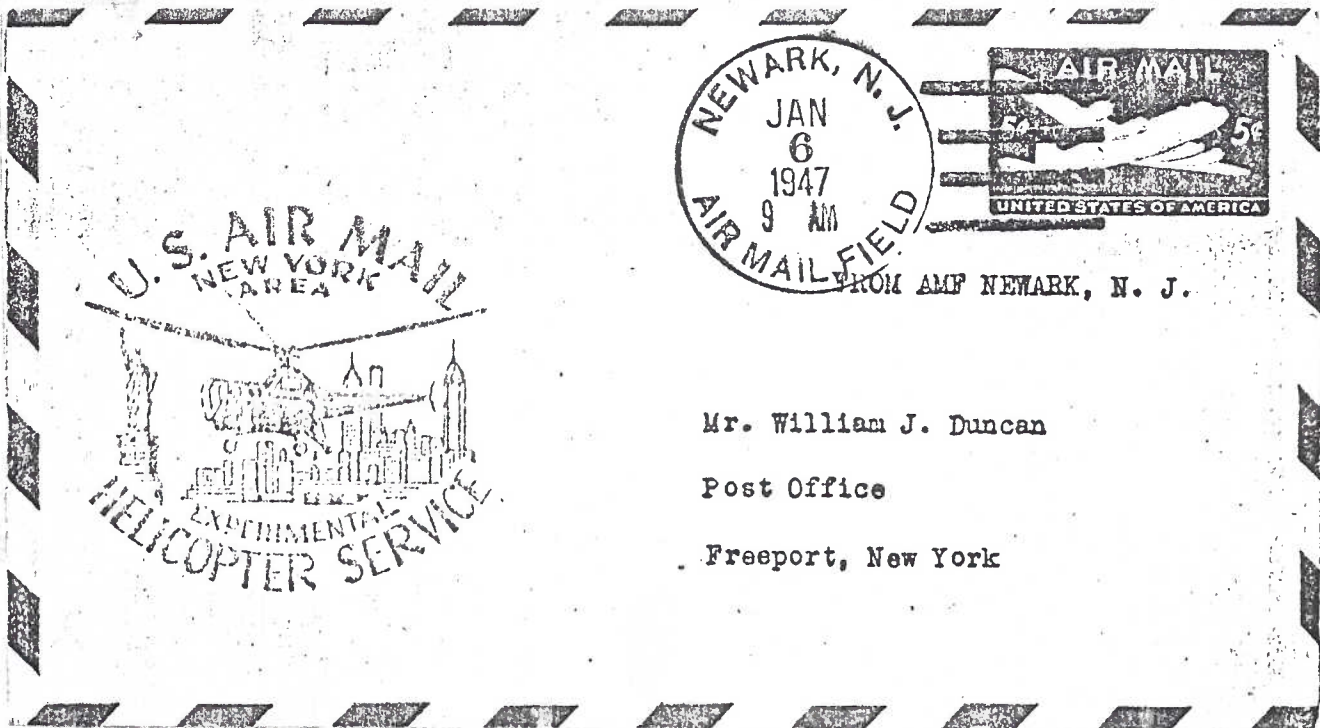
By William J. Duncan.

As the development of the helicopter progressed during the nineteen forties consideration was given to its use in the transportation of mail.

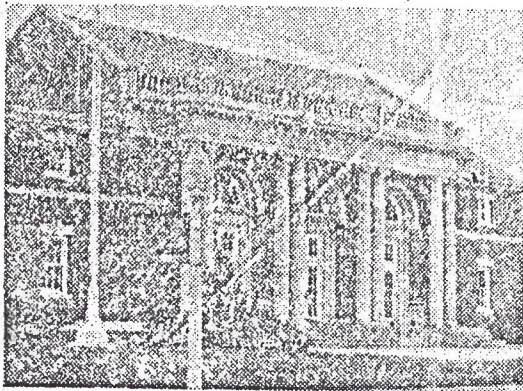
These covers are from an experimental flight in the New York Metropolitan Area to determine the feasibility of this means of transporting air mail locally. The covers from AMF Newark, N. J. and Freeport, N. Y. are both backstamped to indicate arrival at AMF New York, N. Y. (La Guardia Field) at 12 M; the cover from AMF New York, N. Y. is backstamped to indicate arrival at Freeport, N. Y. at 11 AM.

The helicopter landed at the Freeport Municipal Stadium while on this experimental flight; no further flights were made to Freeport.

The writer has no information concerning the reason(s) for non-adoption of helicopter service for air mail to and from Long Island post offices. One or more of the following factors may have been the cause; 1. Cost, 2. Existing Railway Mail Service on the Long Island Railroad, 3. Availability of permanent landing sites, 4. Carrying capacity of the helicopter relative to potential mail volume, 5. Dependability, particularly with respects to operations during adverse weather conditions such as fog, sleet, snow, or very high winds. Any reader who can contribute information concerning this subject is invited to do so.



FIRST HELICOPTER AIRMAIL FLIGHT
FREEPORT-LaGUARDIA FIELD
 January 6, 1947



Greetings
 Freeport Chamber of Commerce



Mr. William J. Duncan

Freeport, New York

U.S. AIR MAIL
 NEW YORK AREA



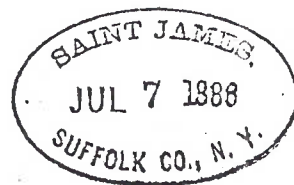
Mr. William J. Duncan

Post Office

Freeport, New York

SOME SUFFOLK COUNTY CANCELS FROM THE
CARL BAKER COLLECTION

In the Knowles article on Suffolk county cancels, the Northampton should be deleted as it is an error listing from the Thompson book source.



*Mrs. T. A. Smith,
P.O. Dr. 45,
Watertown
Jeff. Co.
New York.*



Red backstamp



Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the transmission of Reports on Form 29.

Better strikes of the black Cutchogue and the Hauppauge are shown as as two previously unillustrated varieties.

THE LIRR'S BRIEF FLING AS AN INTERSTATE MAIL CARRIER

© Copyright Calvet M. Hahn 1982

For the space of a few years, the LIRR served as an interstate mail carrier for the New York to Boston mails. This service was the direct result of the manipulations of two transportation giants, George Law and Cornelius Vanderbilt who were then building their empires. George Law got interested in Long Island Sound steamboats in 1844, while in 1845, the Providence & Stonington R.R. fell into the hands of Vanderbilt and "Deacon" Daniel Drew. Both Law and Vanderbilt served on the board of directors of the LIRR in 1843 and for a few years after. They were interested in completing the LIRR out to Greenport as a second route alternative to the New York to Boston steamboat run via Providence. The two arranged for the LIRR to invest \$400,000 in steamboats, docks, etc. to make connections at Greenport.

When the line was finally pushed through from Brooklyn to Greenport on July 29, 1844, a speedy connection to Boston, largely by rail, was then possible. The trains left Brooklyn daily at 8 a.m. and connected at Greenport with one of three Vanderbilt boats: Worcester (605 tons, built 1841), Cleopatra (402 tons built 1836 and burnt in 1852), and New Haven (342 tons, built 1835). These boats sailed alternately to Norwich where they connected with the Norwich & Worcester R.R. or to Stonington where the connection was with the Providence & Stonington. The trip took under three hours out to Greenport, two hours to cross the Sound and four hours from the Connecticut side to Boston -- a definite improvement over the New York to Providence steamboat run. It lasted until March 1847.

The fast new run picked up 150,000 passengers the first year. It was also the reason Providence lost so much travel business during the 1844-47 period. The demise of the route came about with the completion of the New Haven & Hartford R.R. in late 1846, at which time the Vanderbilt boats began to run New York to New Haven and then by using train connections passengers and mail went on to Hartford and Boston. Further, on May 18, 1847, a group of New Englanders put together the new Fall River Line with the fast sailing Bay State and Massachusetts as the vessels. With the new competition and a faster land route, Law and Vanderbilt lost interest in the LIRR and neglected the road until it sank into receivership in 1850-1.

From the initiation of the U. S. Express Mail route to Boston in 1842 until his dismissal on February 14, 1844, Harnden was the contractor. He used as his messengers E. Lamb Stone and James Gay. Gay, we know, was agent on the steamboat New Haven. Stone was not on this route in 1844, being based in Albany at the time. The New York City postmaster did announce that a special mail agent would accompany the mail to Boston after Harnden's dismissal because one of his men left the mail on the docks.

The first report of the Boston mails travelling on the LIRR is dated August 7, 1844 when New York Postmaster Graham advertised that "On and

after the 9th instant, until further notice, an extra mail for Boston will be despatched from this office via the LIRR daily (Sunday excepted), leaving Brooklyn at 7-1/2 o'clock A. M." An advertisement of November 2, 1844 tells us that the Mohegan (399 tons built 1839) was the Stonington boat from Greenport on Tuesdays, Thursdays and Saturdays, but on the 23rd this was changed to Mondays, Wednesdays and Fridays with the other days seeing the mails go to Norwich (Allyn's Point).

The end of the LIRR mail service can be seen in several ads during 1846. First is an ad of April 11, 1846 which noted the "Regular mail line between Boston and New York by the fast and splendid Steamers Oregon and Knickerbocker". They were to begin sailing on April 1, 1846. On March 31st, the New Jersey Steam Navigation Co., which had controlled the route ceased the Stonington connection effective March 31st and carried mail direct to Providence, according to its advertisements. The Oregon was damaged in April as a letter in my collection of 4/25/46 shows and did not rejoin the line until July 18th. Shortly thereafter, on August 6th we find the first Oregon handstamps on letters. There is one other complication. From April 20, 1846 through June 5th, both the N. J. Steam Navigation Co. and the new Independent Line (which had the Oregon and Knickerbocker) advertised as the "regular mail line" to Boston.

The above establishes the fact that the LIRR served as an interstate mail carrier, in connection with the railroads in Connecticut and the steamboats, from August 7, 1844 until April 1, 1846 or possibly until June 5, 1846. As mails left New York at 6 AM and Brooklyn at 7 AM only a few way letters would be found, such as would travel outside a closed bag. This is in contrast with the subsequent steamboat mails where passengers might spend their time writing and where the boats left in the evenings thus catching the late business mails from New York.

There are several mysteries involved. Who was the mail agent after Harnden? Too, who handled the extra or "express" mail on the LIRR from August 9th, 1844 until route agent George W. Smith was appointed on November 12, 1844? There is no one listed under the route agents in the 1845 Federal Register whose service time fits. Was it possible that James Gay continued past Harnden's dismissal? He is not reported in the 1845 Federal Register which does reach back to July 1, 1844. However, we do know that by July 1, 1846 George H. Kellinger was the new Stonington steamboat route agent aboard the Rhode Island. His service probably started April 1st or June 6th 1846 when the steamboats began to run direct and the LIRR service ended. We do not know the name of his companion route agent on the other boat in the line at this time, but do know that that party was succeeded by R. J. Lawrenson by 1/1/1848 who served on the Massachusetts, according to R. H. Morris's letterbook #137.

Part of the shift can also be tracked through the Annual Reports of the Postmaster General. A table dated 11/4/1843 shows route #802 as a steamboat route running from New York to Norwich, Conn. six times weekly for the 142 miles at an annual cost of \$4239. Route #801 part is for 48 miles six times weekly by rail from Providence to Stonington while the other part, by steam-

boat from New York to Stonington, 125 miles, also six times weekly, at an annual charge of \$10,700, with three times weekly in winter but with compensating service to bring the average up to six times yearly basis.

In the 1844 Annual Report undated and without routes, the Stonington run (#801) is shown as 125 miles by boat and 48 by rail at an annual cost of \$15,000. The New York to Norwich steamboat route #802 is given as 142 miles, six times weekly at an annual cost of \$4,239. The LIRR route (#806) appears for the first time at \$5000 annually split with the 97-1/2 miles by rail to Greenport at nine times weekly and the 28-1/2 miles by steamboat from Greenport to Stonington and Allyn's Point (Norwich) at six times weekly. It might be noted that in 1843 route #818 ran three times weekly by rail from Jamaica to Huntington some 27 miles for \$180 annually with the Brooklyn to Jamaica portion being by stage coach.

The 1845 Annual Report shows that on 10/31/45, the steamboat route #801 to Stonington is \$9,000 while #602 from Providence to Stonington (48-1/2 miles) by rail is \$4,850. The New York to Norwich steamboat route #802 is no longer reported (see below), while the LIRR route is still split, 93 miles by rail to Greenport six times weekly at \$7,972 and 35 miles by boat to Norwich six

Post office City of New York
October 4th 1845 -

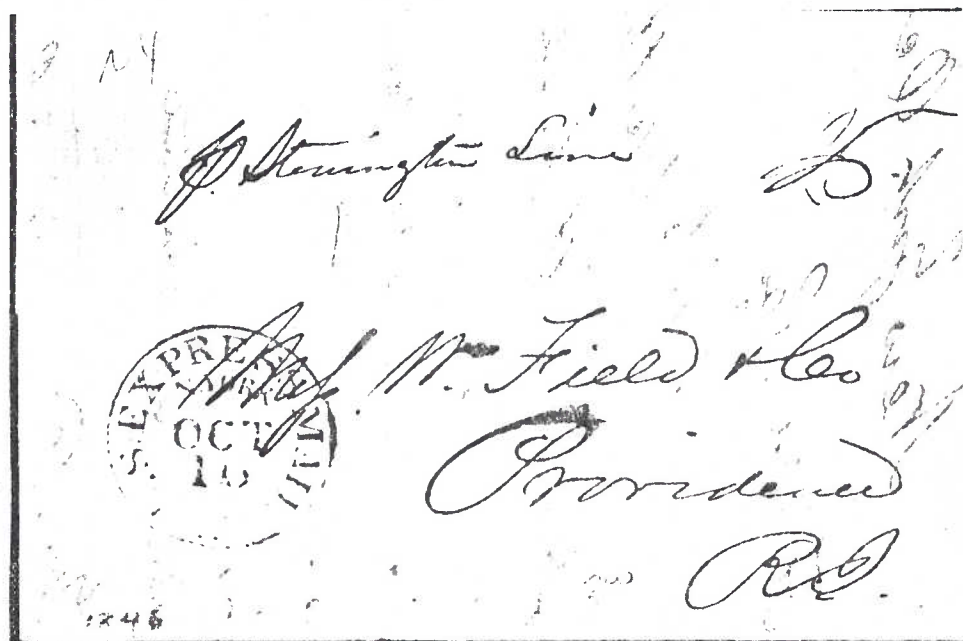
The mail service has been regularly performed on Route 802 - (New York City NY - to Norwich Conn) by Steam Boat from the 1st of September 30th daily except Sunday.

Wm. T. North
Post Master
City of New York

times weekly at a cost of \$1750. In the 1846 Annual Report under date of 11/1/46 we find the Norwich boat route #802 is restored at 142 miles, six times weekly at an annual cost of \$4239. Route #801 by boat from New York to Stonington six times weekly for 125 miles is \$9000 while the other portion is #602 from Providence to Stonington 48-1/2 miles by rail six times weekly at \$4,850. The LIRR route #806 is split again, with 93 miles by rail to Greenport, six times weekly at \$7,972 and 35 miles from Greenport to Norwich by boat six times weekly at \$1,750. A new route #1249 from Greenport to Sag Harbor, 12 miles six times weekly, at an annual cost of \$250 shows up for the first time.

In the 1847 Annual Report we again find the New York to Stonington #801 at \$9000 annually by boat, the #802 New York to Norwich boat at \$4,239 annually, and the new steamboat route #1249 from Greenport to Sag Harbor, but no Greenport to Norwich or Stonington boat. The rail connection from Providence to Stonington (#602) is \$4850, and now route #806, New York to Greenport by rail 93 miles is listed alone at \$3,986 annually. The LIRR is no longer an interstate carrier.

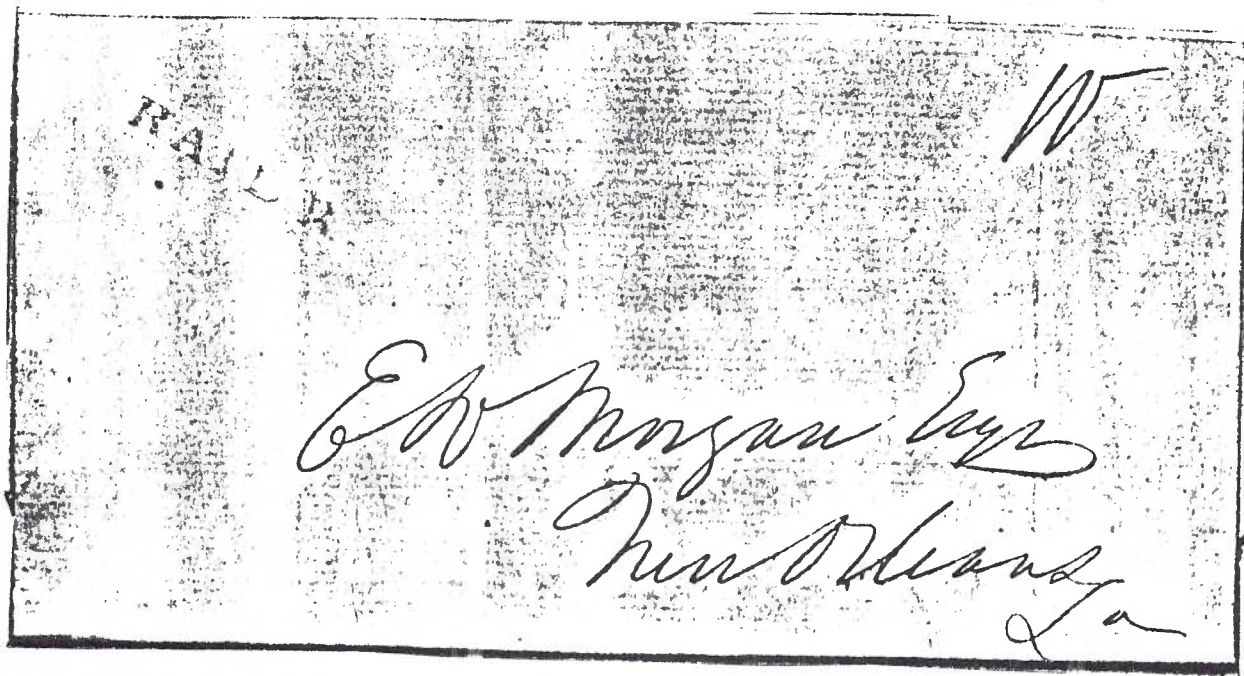
What postal markings were used during this period? During the Harnden express mail period, the route used a U.S. EXPRESS MAIL/N. YORK red 30mm Type I (E between Y and O of YORK) circle. A manuscript marking was used on February 15, 1844 and a U.S. EXPRESS MAIL/N. YORK Type II (E over O) came into use subsequently. I record an example on May 18, 1844. Illustrated below is an example used October 16, 1846 "per Stonington route", used after the mails had shifted from the LIRR. It is the companion marking, used northbound on Mondays, Wednesdays and Fridays, to the STEAMER/5/OREGON and I record a use on 9/18/46. The STEAMER markings are used northbound on Tuesdays, Thursdays and Saturdays with the earliest use I record being 8/6/46.



In my U.S. Express Mail: The Steamer Oregon Handstamps published in the Collectors Club Philatelist in 1972 I made the case that the alternating handstamp to the Oregon markings was the U.S. Express Mail/N. York handstamp. The known examples in the time period fit this hypothesis. Because the steamers departed in the evenings, there are a fair number of these handstamps, for businesses attempted to get mail into the postal stream at the close of business. Conversely, we should not expect to find many handstamped letters on the LIRR route to Boston, for the cars left Brooklyn at 7 a.m. and the mail left New York at 6 a.m. In both cases, the postally marked letters indicated last minute or "way" service.

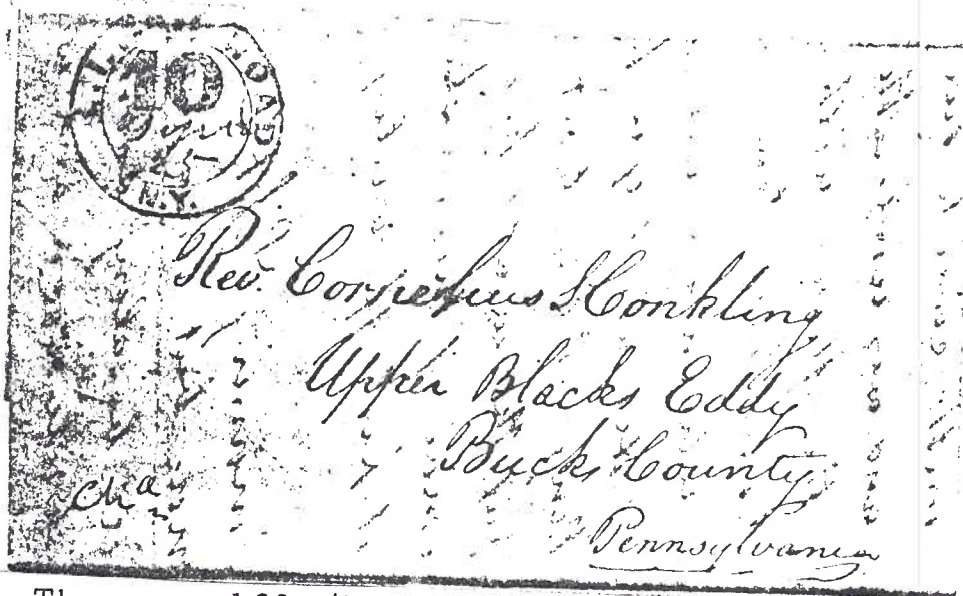
As the Steamer Oregon and U.S. Express Mail/N. York companion markings were after the LIRR interstate period, the question arises what was used during that period from August 7, 1844 till mid-1846? The study done by Phillip Wall (Chronicle #100) of New York provisionals used from Boston shows that all were postmarked with a Boston cds and none with express mail handstamps. Actually southbound letters, unless handled in at the port in Stonington or Allyn's Point or handed to the route agent on the LIRR, should have no special mark. Thus, we should not expect to find southbound letters showing LIRR service on the interstate mails. Northbound letters probably received the U.S. EXPRESS MAIL/N. YORK 30mm red handstamp at New York or Brooklyn and, again, are unlikely to be distinctive.

Nevertheless, there is one set of handstamps that appears to indicate use on the LIRR during this interstate period. This is the red 32x4mm RAIL R. handstamp reported from February 26, 1846 through to May 7th. The last dated was illustrated in my 1972 express mail article cited above and states, "the Oregon is landing today... we shall ship the cotton via the Oregon."



This ex-Wyer cover dated Boston 3/18/46 is the only known example used southbound and the only one with a 10¢ rate. It was mailed on Wednesday.

Remele reported one RAIL R. used to New London, one to Boston, and seven to Providence. I have noted nine to Boston (3/3, 3/12, 4/4, 4/18, 4/25, 4/26 (Sunday), 5/5, 5/12 and one with three handstamped 5's whose date I don't record), one south from Boston (Wednesday 3/18), and two to Providence (2/26 and 5/7). One of my Boston and one Providence duplicate Remele's records. The dates are significant for all northbound items, except the Sunday copy, are on Tuesdays, Thursdays and Saturdays. This is a duplication of the pattern I reported for the STEAMER markings in the Oregon period and suggests that this RAIL R. is the direct predecessor of the steamer marks. If so, then it would be logical to expect the U.S. EXPRESS MAIL/N.YORK circles to also be used on the alternate day services.



The rare red 28-1/2mm double circle with large 10 (Remele L7c), ex-Hicks used from Hauppauge on 9/25. While it is noted as 1845 (making it the earliest LIRR named handstamp) by the present owner I believe it is 1846 as indicated in the Hicks catalog. An example with a manuscript 'Paid 10', Wyer lot 768, is known 2/27/4? and one with a manuscript '40' used to California in the gold rush period is also known.

There are several problems with my hypothesis. First, the RAIL R. use dates extend beyond the April 1, 1846 change in routing indicated by the newspaper advertisements, although not past the period when the N. J. Steam Navigation Company advertises it was carrying the "regular mail". Second, I know of no shift in service circa February 1846 to initiate this marking. Both a second route agent or a later departure might cause it. We do know that by 1850, there were two morning trains to Greenport, one at 8 and one at 9 a.m. with the latter arriving first, at 1:30 p.m. and the earlier train arriving at 5 p.m. If the mails began to move on the later train in February 1846, the marking would logically be applied to last minute early morning mail.

A final point applies to the regular 28-1/2mm double circle L.I. route markings (Remele L7a and L7c): Several examples are known to overlap the RAIL R. period (lot 1689 in Hicks is 2/18/46 and a 1/19/46 is also recorded from the same correspondence. However, all examples in the LIRR interstate period are bound toward New York not outbound. The two markings were probably held by different route agents.