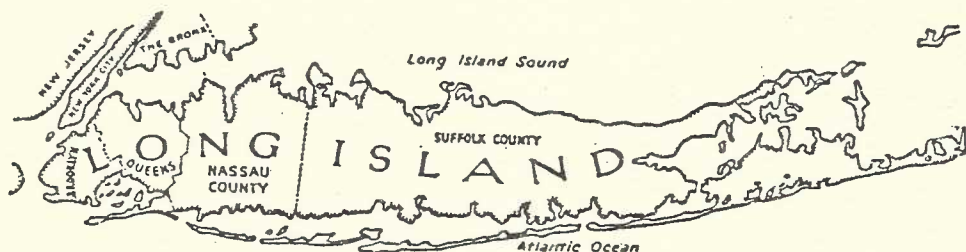


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LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



Dedicated to the collection and research of the postal history of
Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.



VOLUME 12, NUMBER 2 SUMMER 1988 WHOLE NO. 25

Long Island Postal Historian

The Newsletter and Journal of the Long Island Postal History Society
APS Affiliate No. 154

SUMMER 1988 VOLUME 12 No. 2 WHOLE No. 25

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Daniel M. Knowles.....	Contributing Editor
Robert S. Miller.....	Contributing Editor

Membership in the LIPHS began on August 1, 1987 and expires on Dec. 31, 1988. Back issues will be provided to those joining or renewing after that date. A completed application and dues check are to be sent to the Secretary at the above address. See back page for application form.

Dues are as follows:

Regular.....	\$ 15	Patron.....	\$ 50
Sustaining.....	\$ 25	Life.....	\$200

See the Classified Ads section for advertising rates.

The LIPHS wants to express its appreciation to the following members for their concerned support of the Society.

LIFE MEMBERS

Robert E. Juceam

Daniel M. Knowles

Joel Shapiro

SUSTAINING MEMBERS

William A. Anderson	Lorraine E. Bailey	Carl F. Baker
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LIPHS STUDY GROUPS

1869 Pictorial Issue on L.I. Covers

Brad Arch
144 Hamilton Ave.
Clifton, N.J. 07011

L.I. Fancy Cancels

J. Fred Rodriguez
P.O. Box 112005
Miami, Florida 33111

Manuscript Post Offices of L.I.

Arthur Fitzpatrick
263 Cushing Ave.
Williston Park, N.Y. 11596

County Postmarks of L.I.

Daniel M. Knowles, M.D.
97-10 71st Ave.
Forest Hills, N.Y. 11375

Long Island Rail Road

Daniel M. Knowles
97-10 71st Ave.
Forest Hills, N.Y. 11375

L.I. Receiving Cancels

Brian Levy
1983 Guildford Park Dr.
Seaford, N.Y. 11783

Please report new finds, earliest and latest known dates, unusual usages, etc. to the respective study group leader. Photocopies of covers will be appreciated.

PRESIDENT'S MESSAGE

It's hard to believe, but the summer is right around the corner. Traditionally, the auction scene quiets down during July and August and I have always found these two months to be the perfect time to work on my collection. There is always a page or two that needs to be rewritten and hopefully a few acquisitions made during the year that need mounting. There will certainly be time to work on an article for our journal.

I'm happy to say that we had a marvelous turnout at the Long Island Post Card Show held in April. I met many members for the first time and also saw "old" friends that I hadn't seen for a while. We also signed up five new members and sold some back issues as well.

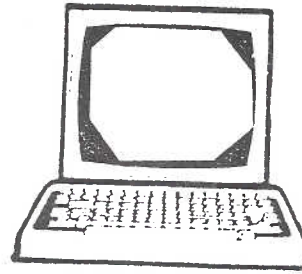
There are some exciting things ahead including our 10th Anniversary in 1990. Any thoughts on a celebration to mark the event? I welcome your ideas or suggestions!

Have a great summer

A handwritten signature in cursive script, appearing to read "Joel".

Joel Shapiro

EDITOR'S NOTES



In this issue we have all three contributing editors writing for your reading pleasure.

Daniel Knowles writes an informative article about WAY covers, letters given to the mail route carriers for delivery into the mails at their next scheduled post office stop. Dan is an advanced collector specializing, among other things, in Suffolk County postal history.

The reliable Carl Baker writes about one of his favorite postal history topics - the missent mail. As a former employee of the U.S. Postal Service, Carl's sensitivity to this apparent "lack of efficiency" in the handling of the mails is clear.

Bob Miller adds another chapter to his fine column, the Long Island Wind Sock, with a nice article about an early Long Island flight, the famous VIN FIZ flight by Cal Rodgers in 1911.

A complimentary copy of the Long Island Postal Historian sent to the well known philatelist Herman Herst, Jr. of Boca Raton, Fla. was appreciatively reciprocated by a one page article about another Long Island many of us didn't know about. That article appears in this issue. Other news and tid-bits of interest roundout this issue.

In the next issue we will feature an article by a new writer to these pages. Member Ron Marzlock will tell you about the Woodhaven Post Office, his first of a series of articles about post offices in Queens County. Other articles of interest now in the works will also appear.

Your editor was pleased to have met some of you at the LIPHS table manned by members of this Society at the L.I. Post Card Club show on April 10th.

Have a great summer!

J. Fred Rodriguez

A handwritten signature in cursive script, appearing to read 'J. Fred Rodriguez', located below the printed name.

SECRETARY'S NOTES

& CORRESPONDENCE FROM MEMBERS



We welcome the following NEW MEMBERS recruited on April 10th at the Long Island Post Card Club Show:

No. 130
William Friedman
171 Woodbine Ave.
Northport, N.Y. 11768

No. 131
Richard Winsche
95-02 239th St.
Bellerose Terrace, N.Y. 11001

No. 132
Gordon L. Hackney
P.O. Box 822
Center Moriches, N.Y. 11934

No. 133
Timothy P. Holls
5 Wendy Road
Wappingers Falls, N.Y. 12590

No. 135
Walter Kunz
P.O. Box 1
Islip, N.Y. 11751

Members Reinstated:

No. 127
Tom Mills (Mills Philatelics)
P.O. Box 549
Goshen, N.Y. 10924

Change of Addresses:

No. 84
Michael R. Pender
6639 Waterford Lane
Sarasota, Fla. 31238

No. 112
George A. Fredericks
2830 Riverside Dr. A 102
Coral Springs, Fla. 33065

April 10, 1988 Post Card Show a Success!!

A total of 21 LIPHS members came to the April 10th post card show in Lindenhurst. Our table was nicely presented, stacked with back issues and applications. The Spring Issue, hot off the press, was distributed there. Back issues were sold. A number of persons were very interested in our group but decided not to join then. Two village historians indicated their intention to join our group. It was a successful event for us as a result of the publicity, new members added and back issues sold (sunk cost). A reporter from the New York Times interviewed a number of us. Did anybody see a write up about the show in the Times? If so, let your editor know and send a clipping for our records.

The post card show was a success for the L.I. Post Card Club with over 250 in attendance. Sales were brisk and all dealers were satisfied with the volume of business. Post cards, trade cards, baseball cards, maps, books, and ephemera were available for purchase. Many items from Long Island were seen. Didn't see any postal history except for that found on post cards themselves, such as discontinued post office postmarks, auxiliary markings, flag and machine cancellations, etc. The hall was well lit and there was ample room for everyone. Various post card exhibits were on display for the enjoyment of those in attendance.

LETTERS TO THE EDITOR

The Editor
LIPH

Found it very interesting and am happy to be represented in it if you find this manuscript of interest.

Pat
(once of Northport, L.I.)

The above letter came accompanied by the article by Herman Herst, Jr. appearing in this issue. Pat, Herman Herst's nickname, writes for many philatelic publications. We are honored to publish one of his items in the LIPH.

The Editor
LIPH

April 16, 1988

Dear Sir:

The Sag Harbor letter shown on Page 29 of the Spring issue is one of a group of about a dozen letters which were found on the road at Arshomomague (Southold Town) about forty years ago

by a Mr. Booth who was a noted authority on the Indians of the North Fork. It seems that the letters were in an antique desk which some burglars removed from a house and carried away, and they fell out of the desk in the process.

Mr. Booth visited the scene and salvaged the letters, which he put into a large frame. I persuaded him to sell me the Sag Harbor cover, which was the only one with a handstamped postmark, and I held onto it for many years. Mr. Booth said he planned to give the rest of the letters to a local historical society, but they ended up in the possession of a Greenport collector who let them go when he sold off his stamps and covers in 1974. They passed through three more owners, ending up in my possession at an outdoors antique show at Cutchogue around 1976! I then sold them.

Such are some of the ways in which covers migrate.

So far as prices of covers are concerned, they have climbed tremendously during the last fifty years. The Grunin collection segment recently sold at Christie's had two covers I once owned -- an illustrated circus cover, which cost me ten cents around 1938 (it was poorest of four I bought) and the Bridgehampton windmill cover, which cost me \$3.00 about the same time. Both now sold for several hundred dollars each. I paid \$3.00 for the Sag Harbor cover. I agree that it should be priced far higher than the American Stampless Cover Catalog does.

Sincerely,
Frederick S. Lightfoot

Heard from Bill Duncan from Freeport, L.I. letting us know about a project of his. "I am presently assisting Tom Gaynor with the preparation of an in-house publication for the Hicksville Sectional Center of the Post Office. I am able to furnish information which is hard to come by now due to many changes which have been introduced since I served from January 1936 until September 1966. Old timers are in short supply." Tom Gaynor, a former LIPHS member, is the public relations officer for the Hicksville P.O. His name appears frequently in newspaper articles about the current changes occurring with mail processing and distribution on Long Island.

Bill also sends an interesting tid-bit which is printed below:

The cover to the Long Island Postal Historian indicates that our Society is dedicated to the collection and research of the postal history of Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.

There is one post office properly included in this group of counties which is not located on Long Island nor does it have a zip code number with the numeral 1 as the first digit as is customary for New York State post offices. Do you know the name of this Suffolk County post office?

If you cannot come up with the answer turn to page 60 and increase your knowledge.

POSTAL HISTORY IN THE MAKING

Last summer my wife and my kids went to Long Island for a two week vacation, a nostalgic return to Huntington to visit friends left behind when we moved to Florida. My son's wallet was lost or stolen and, to our surprise, arrived in the mail a month later. The official U.S.P.O. business cover that it was sent in is shown below. The cover has a purple 3-line handstamp which indicates how the post office came upon it

FOUND LOOSE IN THE MAIL
UNDELIVERABLE MAIL UNIT
BROOKLYN, NY 11201-9555

A manuscript notation "Wallet" was added on the bottom left corner. The Fort Lauderdale Post Office which services the City of Plantation where we live added a POSTAGE DUE meter for 39 cents which we gladly paid. The wallet had all of my son's papers and identification cards but the little money he had in it never came back to Florida.

UNITED STATES POST OFFICE
BROOKLYN, NEW YORK 11201
OFFICIAL BUSINESS
P-189

FOUND LOOSE IN THE MAIL
UNDELIVERABLE MAIL UNIT
BROOKLYN, NY 11201-9555

POSTAGE DUE

FORT LAUDERDALE, FLA. JUL 24 '87

U.S. POSTAGE 0.39

John Check No. 38053

☐ Hold ☒ VOID PAYMENT

Date 7-18-87 POSTAGE, \$3.00

1ST Notice

2ND Notice

Return 7-29

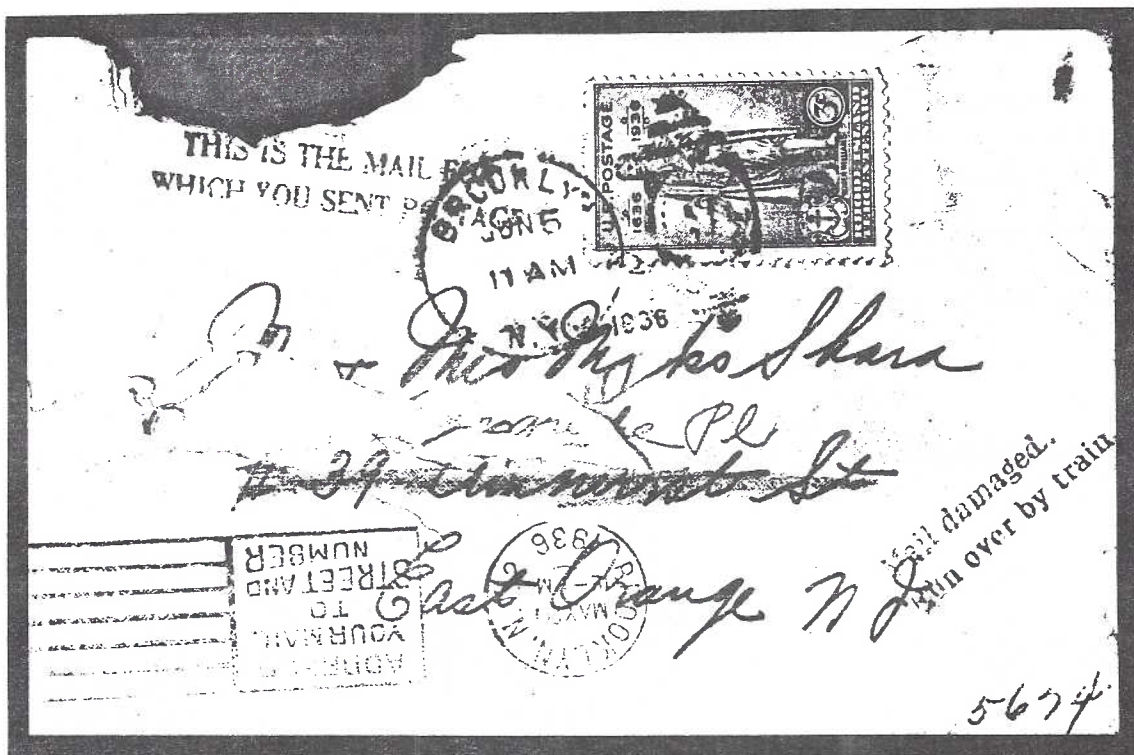
Dispatched from PS Form 3849-A, Oct. 1985

Wallet

87

*Found Rodriguez
970 S.W. 93rd Ave
Plantation, FL 33324*

Member Brad Arch, always eager to help, sent a copy of a 1936 cover mailed from Brooklyn on May 29 as evidenced by a machine cancel and addressed to East Orange, N.J. It has an auxiliary handstamp which is rarely seen -- "Mail damaged./Run over by train." It also has a handstamp "THIS IS THE MAIL FOR/WHICH YOU SENT POSTAGE" along with a steel duplex postmark from Brooklyn dated June 5, 1936. Brad says: "this marking is most unusual, but there is no way of knowing if it was run over in NY or NJ, or who applied the marking & where!"

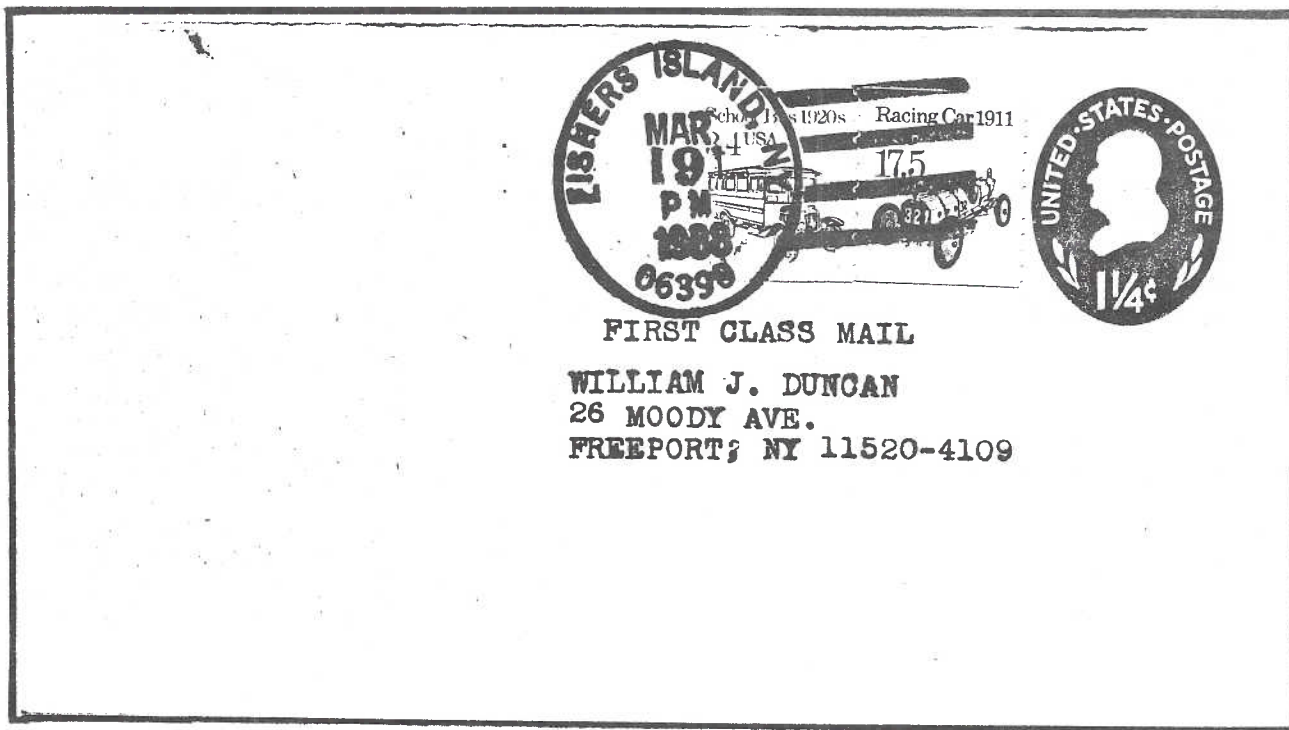


STEPHEN REINHARD WINS GRAND AWARD

Stephen Reinhard's "United States Pioneer Airmail 1910-1916" won the grand award and the American Air Mail Society award at the Philatelic Show '88 held in Massachusetts on May 6-8. Stephen's exhibit covers the early period of pioneer mail in the United States with the 1911 flights from Garden City Estates covered in depth. He has been exhibiting this collection at various shows of merit and over the past few years has been improving the exhibits with new and rare additions which culminates in his achievement of getting the Grand Award as this prestigious show. Congratulations!

ANSWER TO THE QUIZ submitted by BILL DUNCAN

The post office in question is FISHERS ISLAND, NY which is located on an island of that name about 10 miles south by east of New London, CT., a short distance south west of the juncture of the boundary lines of Connecticut, New York and Rhode Island in Fishers Island Sound. This point is only about 2 miles south of Stonington, Ct. A cover from that post office is shown below.



FIRST CLASS MAIL
WILLIAM J. DUNCAN
26 MOODY AVE.
FREEPORT, NY 11520-4109

WAY LETTERS FROM SUFFOLK COUNTY, LONG ISLAND

Daniel M. Knowles

Way letters are those letters received by a post rider or a contract mail route carrier on the way between post offices and which are to be delivered at the first post office reached on the route. The contract mail route carrier could be an individual or a company transporting mail by means of stage coach, wagon, water way vessel, railroad, etc.

Way letters date from the British Colonial period. The earliest official directive in the American postal laws pertaining to the handling of way mail appears to be that found in the Act of May 8, 1794 (effective June 1, 1794) which stated in part: "...the post riders and other carriers of the mail receiving any way-letter or letters (and it shall be their duty to receive them, if presented more than two miles from a post-office) shall deliver the same, together with the postage, if paid, at the first post office to which they shall afterwards arrive, where the post master shall duly enter the same, and specify the number and rate or rates in the post-bill, adding to the rate of each way letter one cent, which shall be paid by the deputy-postmaster, to the mail-carrier from whom such way-letter shall be received. And that letters directed to persons living between post offices may be delivered and the postage thereof duly collected, it shall be the duty of the carriers of the mail to take charge of and deliver all such letters, as shall for that purpose be committed to them, by any deputy-postmaster, and collect the postage thereof which shall be paid over to such deputy-postmaster on demand. And for every letter so delivered the mail-carrier delivering the same shall be allowed to demand and receive two cents to his own use, besides the ordinary postage. Provided, that no mail-carriers shall make such deliveries at any place not on the post-road. Provided also, that the receipt and delivery of letters on the way between post-offices shall not be required of the mail-carriers, in cases where, in the opinion of the post master-general, the time or manner of carrying the mail, or the speed of conveyance is incompatible to receipts and deliveries."

The Postal Laws and Regulations of January 1, 1798 contained the following instructions:

"Way letters...are such letters as are received by a mail-carrier on his way between two post-offices, and which he is to deliver at the first post-office he comes to, and the post master is to inquiry of him at what places he received them, and in his post-bills charge the postage from those places respectively to the offices of which they are to be finally delivered, writing the word way against such charges in his bills. The word way is also to be written upon each way-letter".

The Act of 1794 specified that the one cent way fee was to be added to the postal rate, marked on the letter, and paid to the carrier. Nonetheless, most early way covers do not show this one cent fee. Usually, the one cent fee was simply added to the regular postage and the new rate handwritten in manuscript as a part of the way notation. For example, "way 7" refers to the ordinary postage rate of six cents and the additional one cent way fee to make a new rate of seven cents.

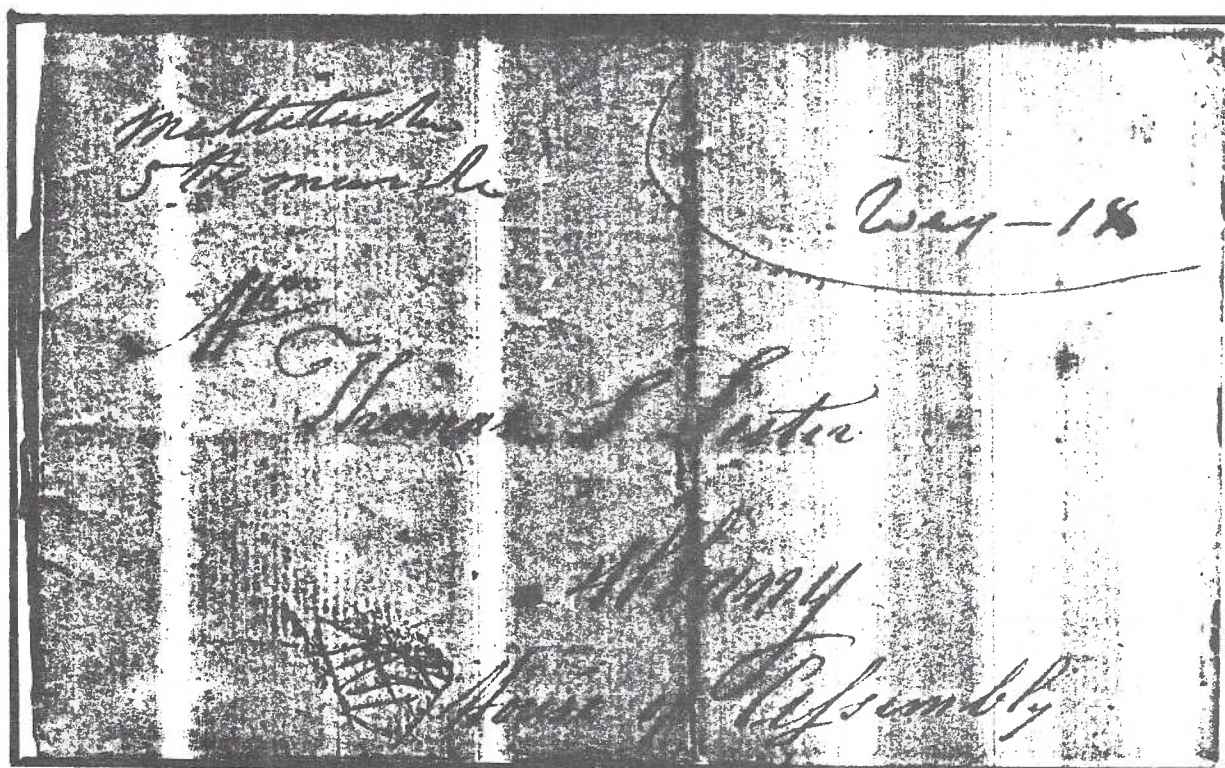
The notation "way" and the postal rate for the way letter was usually provided in manuscript form. Handstamped rates became more common after 1847. Customarily, the particular way letter was date lined with the town and date of origin. The name of the post office where the way marking was applied was sometimes indicated in

manuscript notation or with the use of a handstamp. However, many way letters simply showed the way and rate notations without indicating the name of the post office.

I have put together a small collection of Suffolk County way letters which illustrate this method of mail transportation during the first half of the 19th century. These covers are prime examples of mail originating in the small rural post offices of Eastern Long Island and nicely illustrate the changing postal rates of the first half of the 19th century.

Act of March 2, 1799
(Probably Effective Same Date)
Zone Rates for Single Letters

Not Over 40 miles	8 cents
40 to 90 miles	10 cents
90 to 150 miles	12-1/2 cents
150 to 300 miles	17 cents
300 to 500 miles	20 cents
Over 500 miles	25 cents



The first way letter illustrated here is dated March 5, 1808, has a manuscript "Mattituck, 5th March" and a manuscript notation "way-18". The letter is addressed to Assemblyman Thomas Lester in Albany, New York. The 18 cent rate consists of the 17 cent rate for a single letter traveling between 150 and 300 miles according to the Act of March 2, 1799 and the additional one cent way fee. The place of origin is unclear since no town is indicated in the contents of the letter. The way marking was apparently applied at the Mattituck post office. This represents a very early letter from Mattituck since this post office was only established on September 25, 1802. I am unaware of any earlier covers from this post office.

Act of April 9, 1816
Effective May 1, 1816
Zone Rates for Single Letters

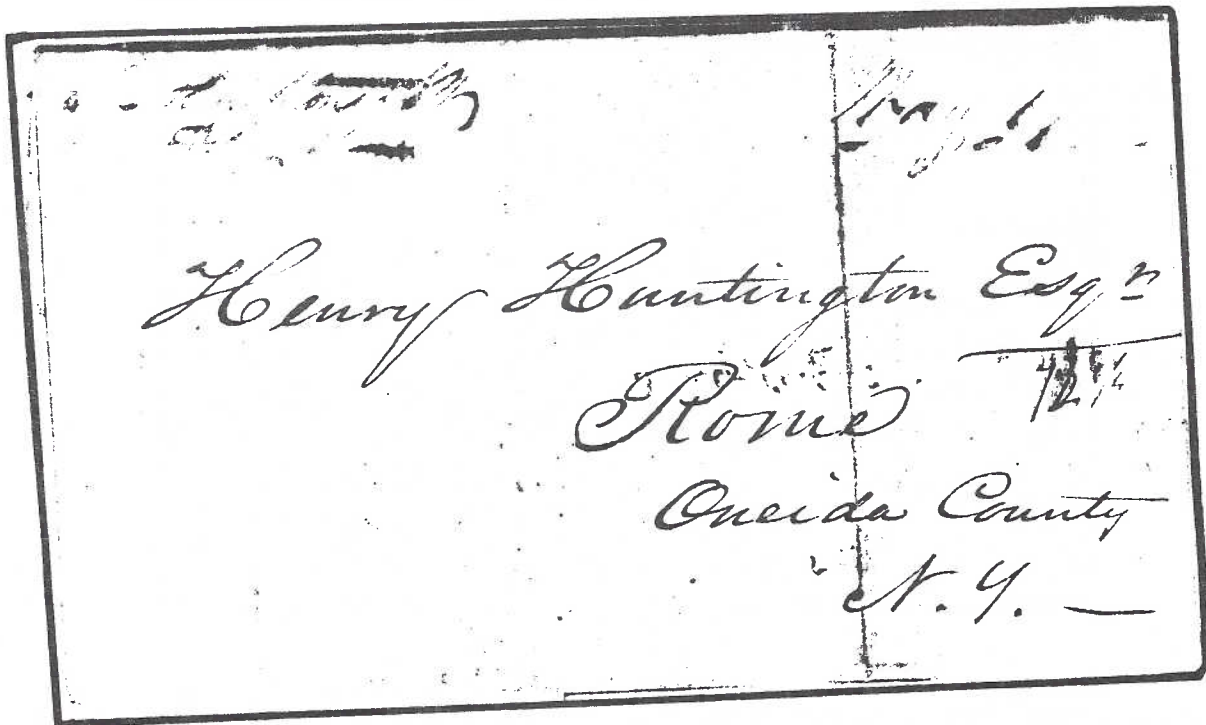
Not over 30 miles.....	6 cents
30 to 80 miles.....	10 cents
80 to 150 miles.....	12-1/2 cents
150 to 400 miles.....	18-1/2 cents
Over 400 miles.....	25 cents

Act of March 3, 1825
Effective May 1, 1825

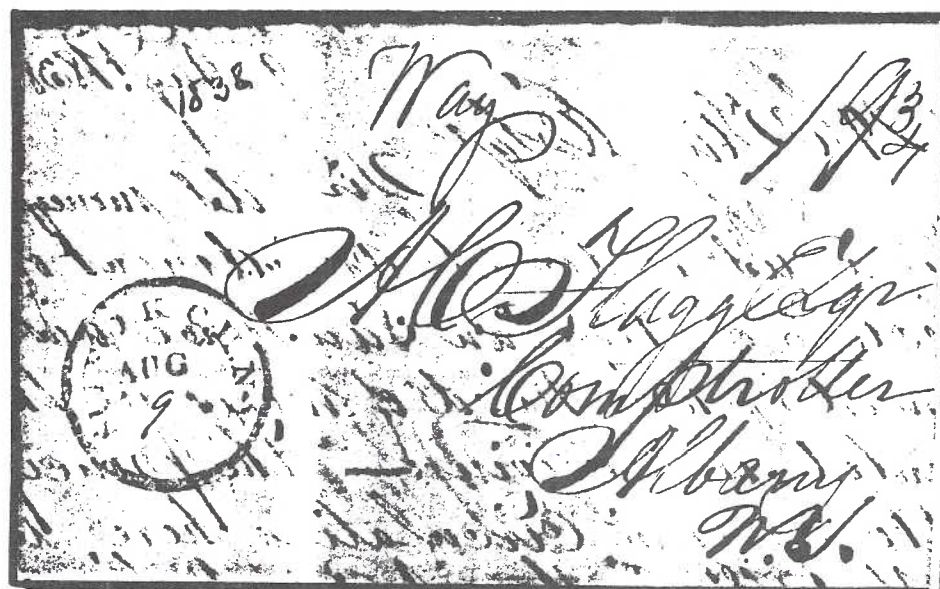
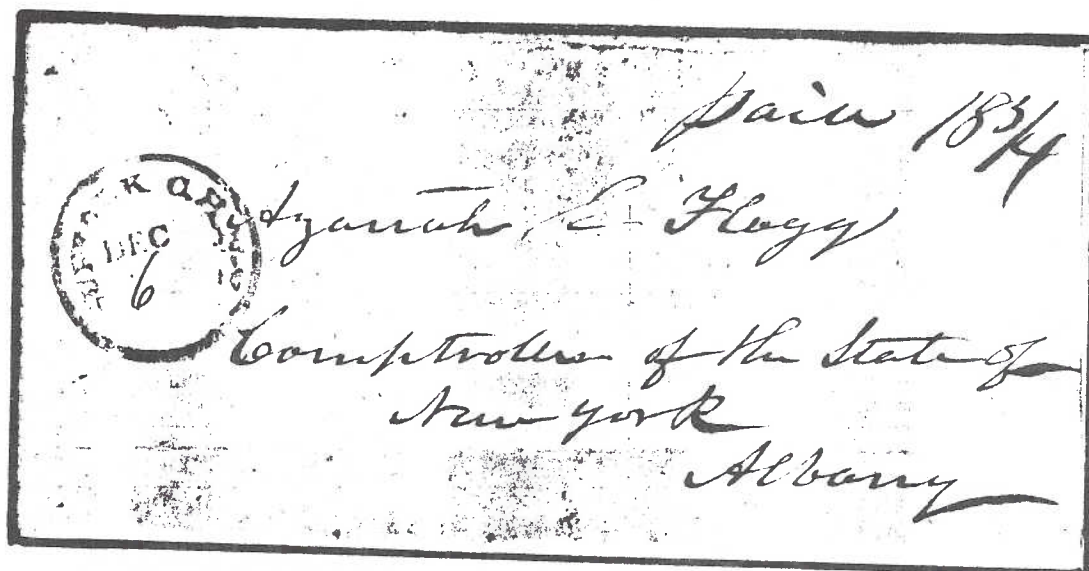
Zone Rate, 150 to 400, increased from 18-1/2 cents to 18-3/4 cents single, other wise as previous.

Note slight change to fit currency. (18-3/4 cents equivalent of 1-1/2 reales).

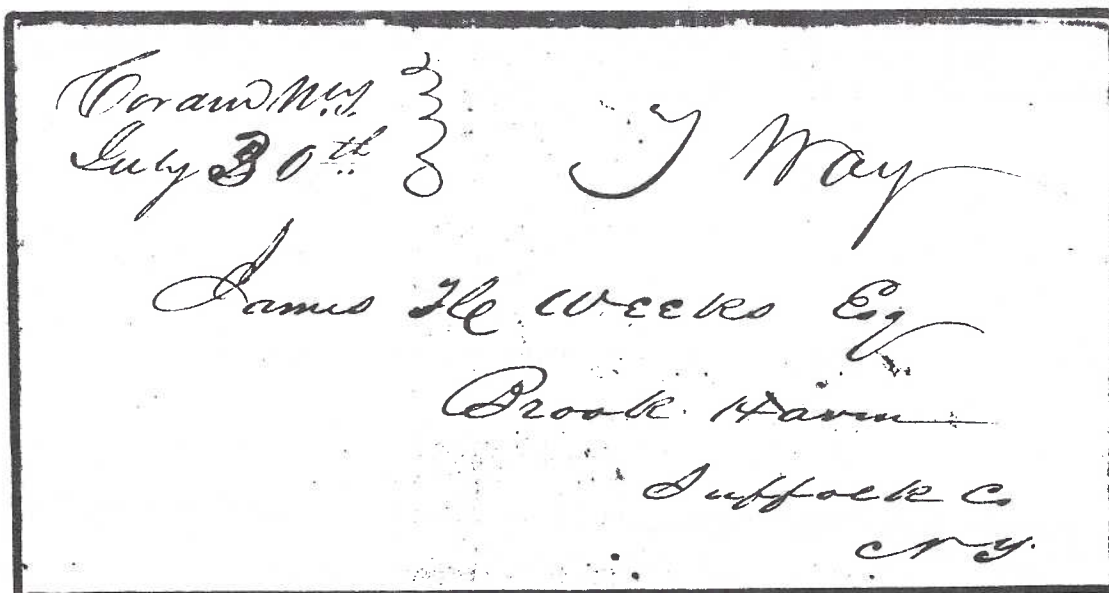
Local (Drop) letters; 1 cent. Way Mail, 1 cent.



This way letter represents a folded letter from Charles Derring datelined "August 11, 1835, Sag Harbour" and is addressed to Henry Huntington of Rome, Oneida County, New York. This letter obviously was to travel more than 150 but less than 400 miles. According to the postal act of March 3, 1825 the appropriate postal rate is 18 3/4 cents. However, the letter was handled as a way letter and brought to the South Hampton post office. Note the manuscript notation "South Hampton New York August 12" in light brown ink in the upper left hand corner and the manuscript notation "Way 19 3/4" in the same light brown ink in the upper right hand corner.



The top cover in this pair illustrates the conventional pre-paid stampless cover mailed from Suffolk County Court House to comptroller Flagg in Albany. The sender of this letter pre-paid the postage of 18 3/4 cents for a single letter traveling between 150 and 400 miles. The letter on the bottom is datelined "South Hold Suffolk County 9 August 1838" and represents a way letter to comptroller Flagg. This letter was obviously brought to the Suffolk Court House post office where the handstamped "Suffolk C.H.N.Y.", and the manuscript notation "Way" and "19 3/4" were applied. Once again, the 19 3/4 cent rate represents the 18 3/4 cent ordinary postage rate and the additional one cent way fee.



This next way letter is datelined "Smith Town, 29th July 1834". This letter was sent as a way letter, being deposited at the Coram post office on July 30 where the date, town, and the notation "7 way" were made in manuscript. Here, the seven cent rate consists of the 6 cent ordinary postage rate for a single letter traveling less than 30 miles and the one cent way fee. The letter is addressed to James Weeks of Brookhaven, Suffolk County.

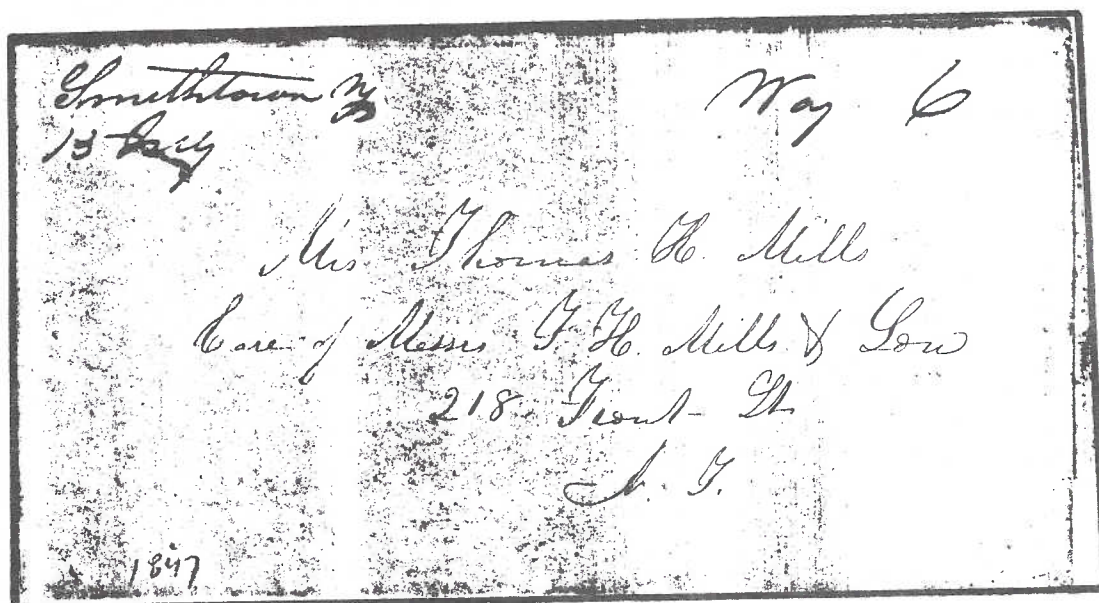
Act of March 3, 1845
Effective July 1, 1845
Zone Rate, Half Ounce Letters

Under 300 miles	5 cents
Over 300 miles	10 cents
Local (Drop) letters	2 cents
Carrier Fee	2 cents
Circulars	2 cents per sheet

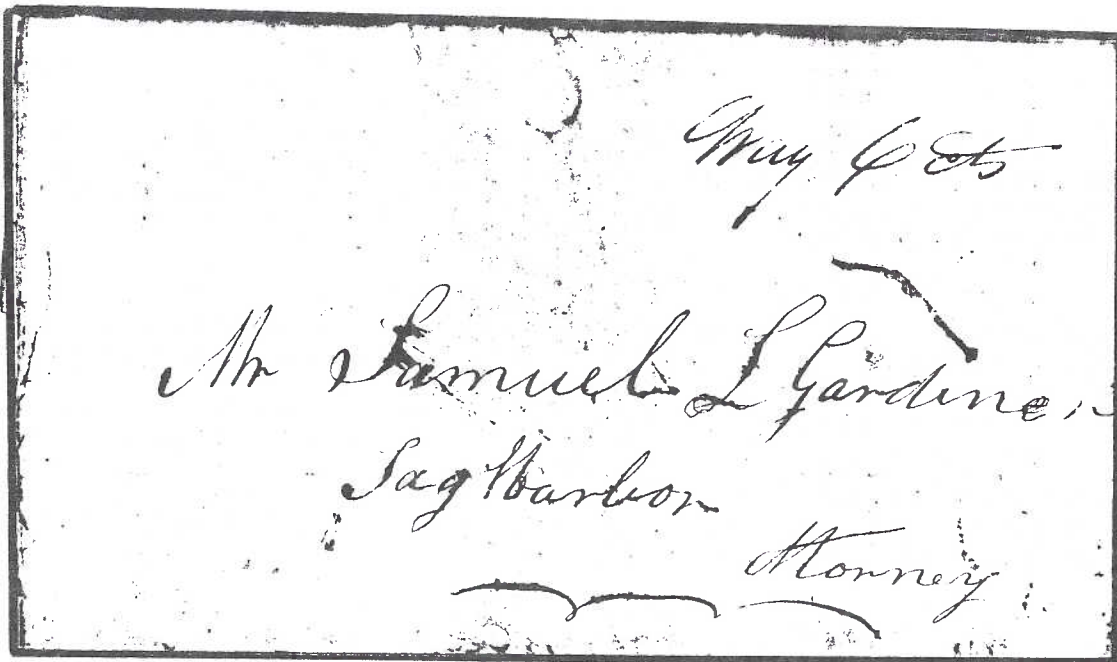
Letters weighing over 1/2 ounce, add one rate for each additional 1/2 ounce.

Printed matter (except newspapers and circulars) 2-1/2 cents first ounce; 1 cent each additional ounce.

Private (domestic) steamboat letters and printed matter, received from a steamboat not under postal contract, taxed same rate as if they had been carried in the U.S mail, by postmasters at receiving post offices. This only applied to non-postal steamboats. (For matter carried "outside the Mails.")



This next way letter is datelined "Mills Pond July 15, 1847" and is addressed to Mrs. Thomas Mills of New York City. The letter was obviously deposited at the Smith town Post Office where the manuscript notations "Smithtown NY 13 July" and "Way 6" were applied in dark brown ink. The six cent rate is composed of the five cent ordinary postage rate for letters traveling less than 300 miles and the one cent way fee.



The last way letter in the collection is datelined "Canoe Place, January 19, 1852" and is addressed to the well known attorney, Samuel Gardner of Sag Harbour. As was occasionally the case, the post office where the letter was deposited is not indicated on the outside of the cover. However, there is a manuscript notation "Way 6cts", indicating the five cent ordinary postage and the one cent way fee.

This small group of six way letters illustrates this interesting and practical method of mail transportation during the early 1800's as well as the several different postage rates which were applied at that time. If any readers have other examples of way letters from Long Island I would appreciate hearing from them.

YOU'RE NOT THE ONLY PEBBLE ON THE BEACH

By HERMAN HERST, JR.

One does not hear that expression used very much these days but in my youth, it was a very common putdown. It told the hearer something he may not have known -- there were other people around.

Since our Scott catalog does not list it, a good many collectors may not know that the long strip of land from Sheepshead Bay to Montauk Point is not the only pebble on the beach.

There is indeed another Long Island known to British philatelists, and more interesting is the knowledge that the other Long Island issued postage stamps -- and many of them list into the hundreds of pounds.

Long Island is an island in the Aegean Sea, and as every philatelist knows, the Aegean Sea is both a seafood restaurant in Manhattan, and the body of water between Greece and Turkey. There are many islands in it. Long Island is one of them.

Many of these islands changed hands frequently, especially during World War I. Today one wonders what purpose was served by the slaughter of tens of thousands of soldiers of so many different countries for these unimportant bits of land.

The British invaded and took Long Island in 1916, and found a supply of Turkish fiscal stamps on hand. They were actually overprinted with a typewriter, which is of course one of the reasons that fakes are so frequently encountered. The typist undoubtedly was a better civil administrator than he was a typist; errors were plentiful. One finds ONR for ONE, ISLANDA for ISLAND, and REBENUE for REVENUE, to name but a few.

Not much mail was handled during the occupation. On some stamps, as few as a paltry few hundred of a denomination were issued.



LONG ISLAND WIND SOCK

The "Vin Fiz"

By Robert S. Miller

In the glamorous period of aviation in America that is commonly referred to as the "Pioneering Days", Long Island had a prominent role. Now, when frequent transcontinental flights occur every day, it is almost ludicrous to believe that someone would offer a prize of \$50,000 for the first person to make a transcontinental flight. William Randolph Hearst, publisher, did so with the proviso that such a flight would be between Boston or New York and either San Francisco or Los Angeles via Chicago. It was also necessary that the trip be made in less than 30 days and completed before October 10, 1911.

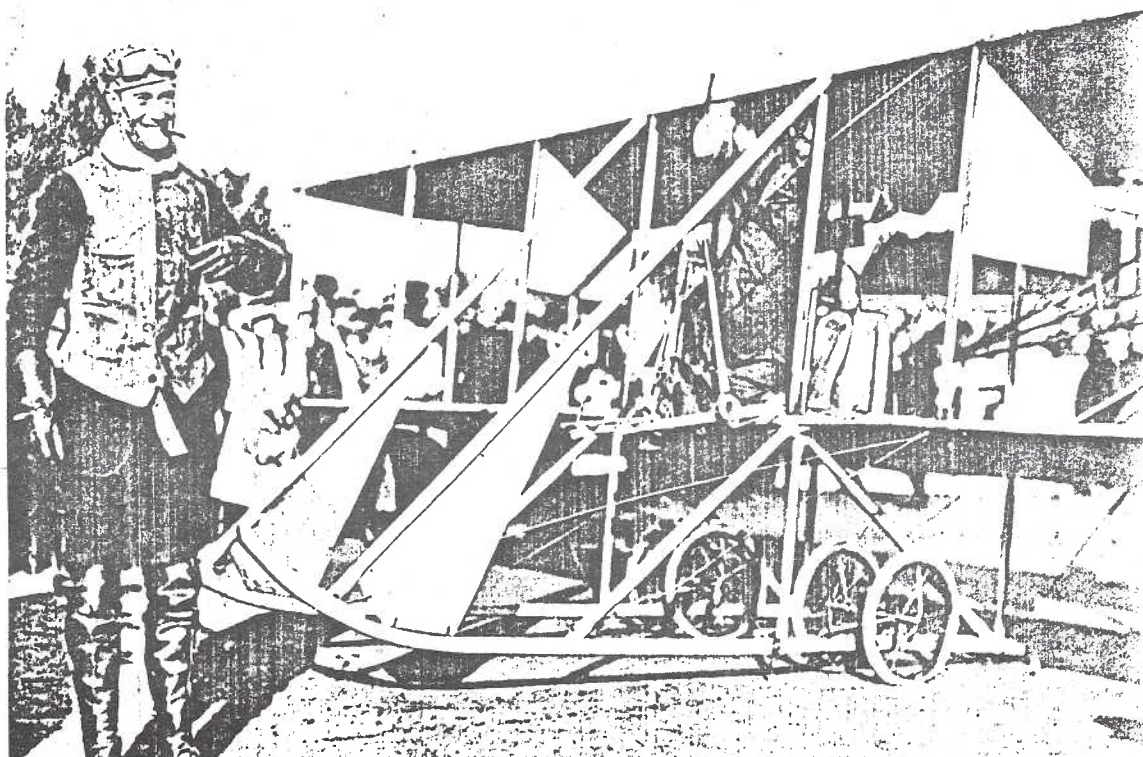
Several well known aviators of the time announced that they would compete for the honor of being the first to cross the country in an aeroplane. Among them were James S. Ward, Harry Atwood who already set a record when he completed the 1,265 mile flight from St. Louis to Governors Island, New York in 9 days, Earle L. Ovington, the first pilot to carry airmail in the United States, Robert G. Fowler and a hitherto unknown who rose to fame when he won the grand prize of the Aero Club of Illinois at the Chicago International Aviation Meet in August 1911 by spending the most time in the air during the 9 day meet. This was Calbraith Perry Rodgers.

Cal Rodgers, born in 1879 in Pittsburgh, Pennsylvania, was the descendant of an illustrious Navy family. His antecedents included Captain Oliver Hazard Perry and Commodore Mathew Calbraith Perry. He was the grandson of Rear Admiral Christopher Raymond Perry Rodgers who had been the superintendent of the Naval Academy at Annapolis. A hearing deficiency, no doubt, prevented Cal Rodgers from following in the footsteps of his forebears. Rodgers was an exceptional man who stood six feet four inches tall. An outstanding football player at Columbia and the University of Virginia, he was a member of the New York Yacht Club and was attracted to speed. He went from racing ponies to bicycles, motor cars and at one time drove a motorcycle from Buffalo to New York City in one day. It was only natural that he would become an aviation enthusiast.

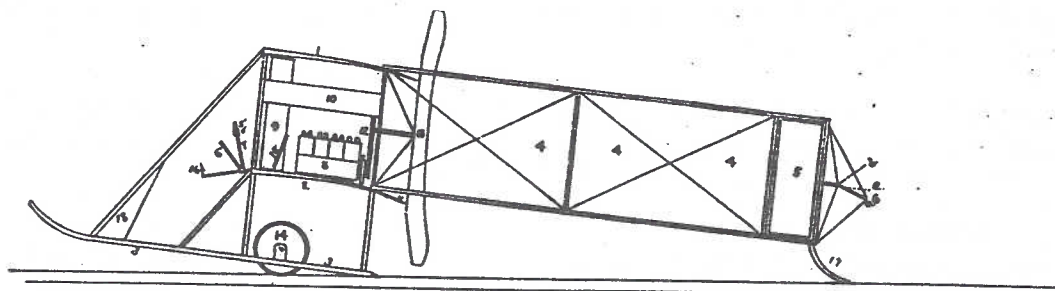
Rodgers learned to fly at the Wright School of Aviation. Indicative of his natural skill he was able to solo after only 90 minutes of training. Soon after leaving flying school he established a reputation for his skill and became recognized as one of the outstanding aviators of the day. He made his headquarters at Dayton, Ohio on a field which the National Cash Register Co. provided for the use of

their employees. He gave exhibitions at many small towns from make shift fields and had many narrow escapes. It is said that in spite of his daring he was not wreckless and in fact was a serious proponent of aviation's future. His belief in aviation's potential, no doubt, was a factor in his decision to attempt a coast to coast flight. In spite of the fact that he owned to aircraft and won \$11,285 at the Chicago Meet such an undertaking would require a considerable amount of money. Rodgers arranged a deal with the Armour Meat Packing Co. of Chicago under which they would provide a private train to carry Rodger's wife, mechanics, a second plane, spare parts and trail the flight. Additionally, Rodgers would receive \$5.00 per mile east of the Mississippi and \$4.00 west of the river. In return, Rodgers named his plane the "Vin Fiz". (For the popular grape drink marketed by that company-ed.).

Rodgers took off from Sheepshead Bay, New York on September 17, 1911 and after completing twenty one seperate legs that involved five crashes he managed to reach Los Angeles. The operation exceeded the 30 day provision and was completed after the dealine date of October 10, 1911 which denied him the \$50,000 prize. He was granted the Gold Medal of the Aero Club of America, an honor he reachly deserved. Ironically, he was killed several months later on the very spot where he had been proclaimed by thousands whe he completed his transcontinental journey.



Cal and the Vin Fiz at the start of the transcontinental race.



LONGITUDINAL CROSS SECTION THROUGH CENTER
OF THE
VIN FIZ FLYER

Built by Wright Brothers, September, 1911.

1. Upper plane.	6 ¹ . Horizontal rudder lever.	13. Propeller.
2. Lower plane.	7. Warping lever.	14. Wheels and shock absorber.
3. Skids.	8. Engine.	15. Aviator seat.
4. Tail.	9. Radiator.	16. Foot pedal for engine control.
5. Vertical rudder.	10. Gasoline tank.	17. Tail support.
5 ¹ . Vertical rudder lever.	11. Fly wheel.	18. Fins.
6. Horizontal rudder.	12. Propeller chain.	

Dimensions over all 32 feet wide, 21 feet long, 7 feet high. Machine weighs, with aviator and full load of gasoline and oil, 903 pounds. Speed in a calm 55 miles an hour.

Framing is made of spruce trussed with solid steel wire. The planes are 32 feet wide by 5 feet deep, covered with rubberized duck. Total supporting surface 320 square feet.

The engine is 4-cylinder 4-cycle, developing 35 H. P., weighing 196 lbs. Revolutions 1350 per minute.

There are two propellers made of laminated spruce and covered with linen, which gives them great additional strength. The propellers are connected to the engine by chains and turn at about 420 R.P.M. Diameter of propellers 8 feet 4 inches; pitch 12 feet.

The gas tank holds 15 gallons, sufficient to keep the machine in the air 3½ hours.

The radiator holds 3 gallons of water for keeping the engine cool. The engine is not air cooled.

The machine is controlled in the air as follows: The aviator sits in the seat 15, between the levers, his left hand on 6¹ and his right hand on 5¹-7. 5¹ is a small lever no top of 7. It is hinged at d and moves to the right and left, while 7 remains stationary. If 5 is pushed forward or backward, 7 will move with it. Moving 5¹ to the right and left moves 5 correspondingly and results in changing the direction of the machine to the right or to the left, the effect being the same as the effect of a rudder on a boat.

Pulling back lever 6¹ moves 6 to the position b, which makes the machine go up. Pushing 6¹ forward moves 6 to the position a, and makes the machine come down. When 6 is in position c the machine flies parallel to the ground.

The warping lever 7 is used to maintain lateral balance or to keep the machine from turning over sideways. If the right wing goes down, the machine is brought level by pushing 5¹-7 forward, which bends the right wing tip down, increasing the pressure on that side, which brings the wing up to its normal position. If the left wing goes down, the lever is pulled back, bringing the machine level.

The fins (18) keep the front of the machine from skidding in the turns.

The mail carried by Cal Rodgers was unofficial, however it was a recognized method of raising funds by early bird aviators and today is considered an important part of pioneer airmail collecting. In fact, the scarcity of both the Vin Fiz stamp and flown covers have made such material eagerly sought after by advanced collectors. We have been told that only three (3) unused stamps, two (2A) with gum and one (1) without gum exist. It is believed that there are others.

(Author's Note: this information was given to us by LIPHS member Ed Lettick whose Vin Fiz Exhibit appeared in "The Court of Honor" at AMERIPEX-86 at Chicago).

NOTES ON RODGERS' FLIGHT

On the back page of a pamphlet written and distributed by Rodgers was the following regarding his mail carrying.

RODGERS' AERIAL POST

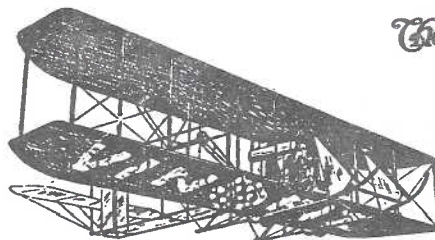
By C. P. Rodgers, Postmistress

Postcards delivered to me at the special train will be carried by my husband's airplane to his next stopping place for 25 cents. There they will be stamped by me 'Carried by Rodgers' Airplane 'Vin Fiz' from..... to on October 1911 and delivered to the local postmaster who will send them to the person addressed. A card addressed and stamped sent to me care of the Plaza Hotel, Chicago, with 25 cents will be forwarded to me, given a ride in the airplane and posted as described. In this way it will be possible for anyone to send a postcard to himself or his friend part of its route at least in an airplane."

Vin Fiz was a new carbonated grape drink that was being promoted by the Armour Company. It was sold everywhere for five cents a glass. A strange and overlooked fact of the promotion of a product for the first time by displaying the name on an aircraft is the lack of information about it's success or failure. It can be speculated that it was not a success because today only a few philatelists are familiar with the name Vin Fiz and then only because of the Vin Fiz stamp. Vin Fiz a grape drink has passed into oblivion.



The
Famous
"Vin Fiz"
Stamp
Itself



The Drink
Above
All

VIN FIZ, the new grape drink, is sweeping the country. Mr. Cal P. Rodgers is carrying its fame from coast to coast. It has won quick favor as the ONE BEST DRINK for all all-year 'round.

TRY ONE GLASS of the new sensation



Enjoy its delightful, delicious flavor; then you will understand its wonderful popularity.

At All Drinking Places

5c

Dispensers and Bottlers — Get full information

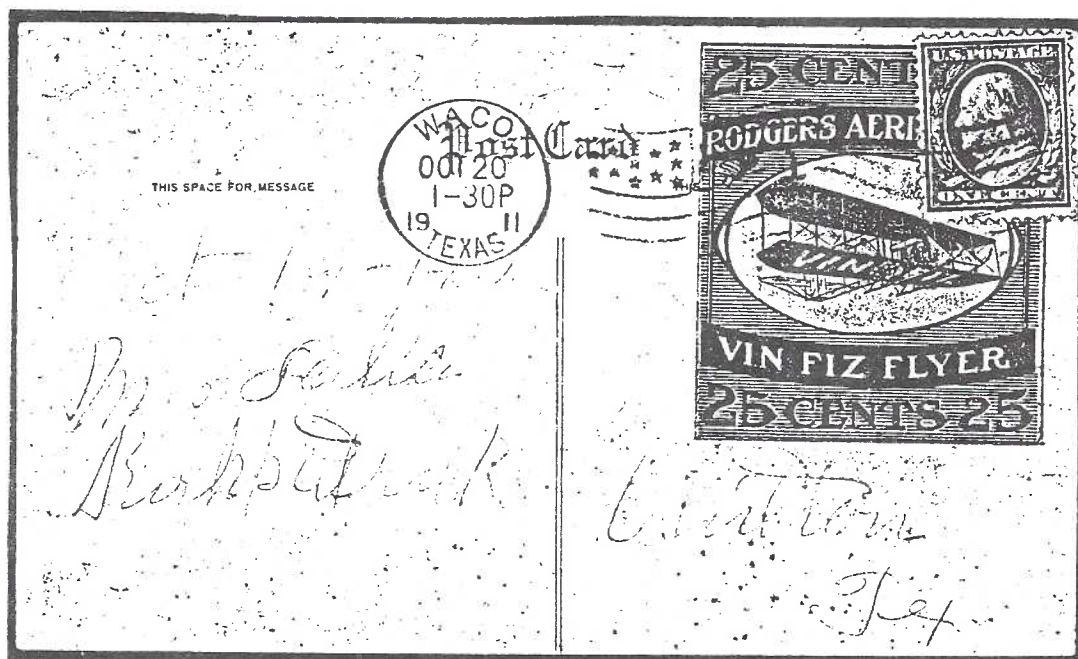
Made by

VIN-FIZ COMPANY

Lock Box 612

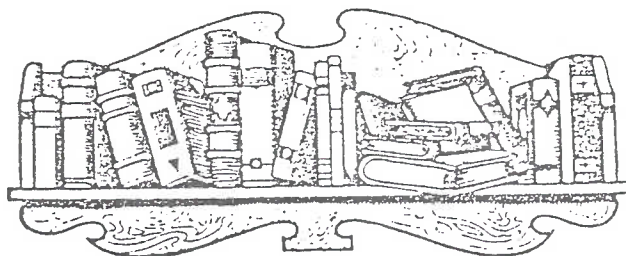
CHICAGO, ILL.

A photocopy of a post card flown by the VIN FIZ and postmarked at Waco, Texas on October 20, 1911 tying the VIN FIZ label adhesive to the card. This item sold at auction on April 14, 1984 Robert E. Siegel Rarities Sale No. 632 for \$13,000 including the 10% buyer's premium. Unused real photo postcards of the flight are scarce but available from post card dealers. Perhaps a lucky collector will find a postally used one with the Vin Fiz adhesive for a fraction of its value in a post card dealer's box.



472 1911, 25c "Vin Fiz" (Sanabria S2). Tied with No. 374 (partly overlaps) by Waco, Texas Oct. 20, 1911 Wavy Line Flag cancel on Souvenir Post Card Depicting "Vin Fiz" and Pilot C. P. Rodgers, to Chilton, Texas, negligible card toning specks, Very Desirable Example of This Most Valuable Pioneer Air Post Rarity..... \$2000/5000 E.XVI

Editor's Note: Much has been written about the Vin Fiz and Cal Rodgers. Just recently we read an article on the subject by Herman Herst, Jr. The reader is asked to look up a pamphlet entitled Cal Rodgers and the Vin Fiz written by Vera M. Cantor and Muriel F. Lesser, published by The Smithsonian Institution in 1968 which shows photos of the takeoff at Sheephead's Bay and during the flight. The original VIN FIZ airplane can be seen at the Smithsonian's Air and Space Museum in Washington, D.C.



BACK ISSUES FOR SALE

We have available the following back issues of the LIPHS Newsletter, the LIPHS Journal, the LIPHS Newsletter and Journal, and the Long Island Postal Historian as follows:

Publication				Quantity Available	Unit Price
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Newsletter	March '83	#8		9	\$2.00
"	Sept. '83	#10		9	2.00
"	Dec. '83	#11		9	2.00
Journal	Winter '84	#7		1	3.00
Newsletter & Journal					
"	Winter '84	V8#4	W#11	3	2.00
"	Spring '85	V9#1	W#12	10	2.00
"	Summer '85	V9#2	W#13	1	2.00
Postal Historian	Fall '86	V10#3	W#18	34	3.00
"	Winter '86	V10#4	W#19	36	3.00
"	Spring '87	V11#1	W#20	42	3.00
"	Summer '87	V11#2	W#21	42	3.00
"	Fall '87	V11#3	W#22	49	3.00
"	Winter '87	V11#4	W#23	47	3.00
Supplement No.1	Spring '87			34	2.00

FIRST COME, FIRST SERVED. Send check payable to LIPHS with order to:

J. Fred Rodriguez
P.O. Box 112005
Miami, Fla. 33111

MISSENT MAIL OF THE GOOD OLD DAYS

BY CARL F. BAKER

A Strawberry Festival late in October? No way. Not on Long Island anyway. And yet here was a letter from the Nassau County Historical Society announcing just such a Festival, being delivered during the third week of October! A second glance would show that the Festival had actually been scheduled for June 27th. The envelope itself bore the Society's postage meter imprint, "Garden City, N.Y., 1 Jun 87", substantiated by a "Western Nassau G.M.F., N.Y. 115, 1 Jun 1987" marking. This five month delay in delivery was not explained by any marking, but apparently the letter had been caught up in the huge volume of so called "junk mail" that had inundated Northport and four other Long Island towns recently and couldn't be handled on time. It was the price our five towns had to pay because the Bulk Business Mail Association deemed them localities of "elite" customers.

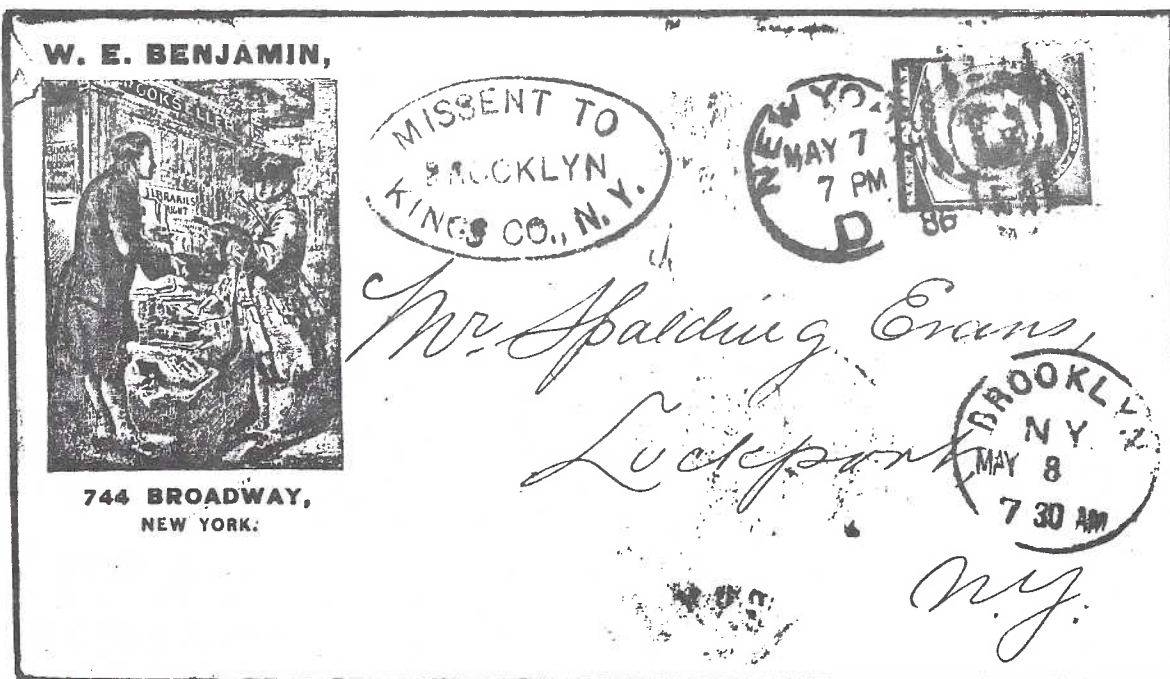
An experience such as this usually invites a tirade about the high quality of the postal service when postage was cheaper, inferring, of course, that the quality of service goes down as the postage rates go up. But let's face it - that 3¢ postage of the good old days sure looks cheap to us NOW, but way back then five cents would buy a Coca Cola or a Pepsi, and a dime would buy three bars of candy! Herman Herst, the well-known philatelic writer, once recalled how he had been able to buy a donut, juice and coffee for just 15¢! Just try to buy any one of those items today for 25¢, our present postage rate. And as a final point, one shouldn't forget that the National Recovery Act of 1933 was needed to guarantee workers a \$14.00 wage for their six day week! It would seem, therefore, that our 25¢ postage rate is no more than relative to the prices and wages of today.

Admittedly the quality of our present postal service does need improvement, a possibility not expected to be enhanced by the coming austerity budget, and yet the service in those earlier days was really not that much better considering the lower volume of mail then carried. To back up that statement I shall offer a study of MISSENT markings formerly applied by New York State Post Offices with an emphasis on those of Long Island.

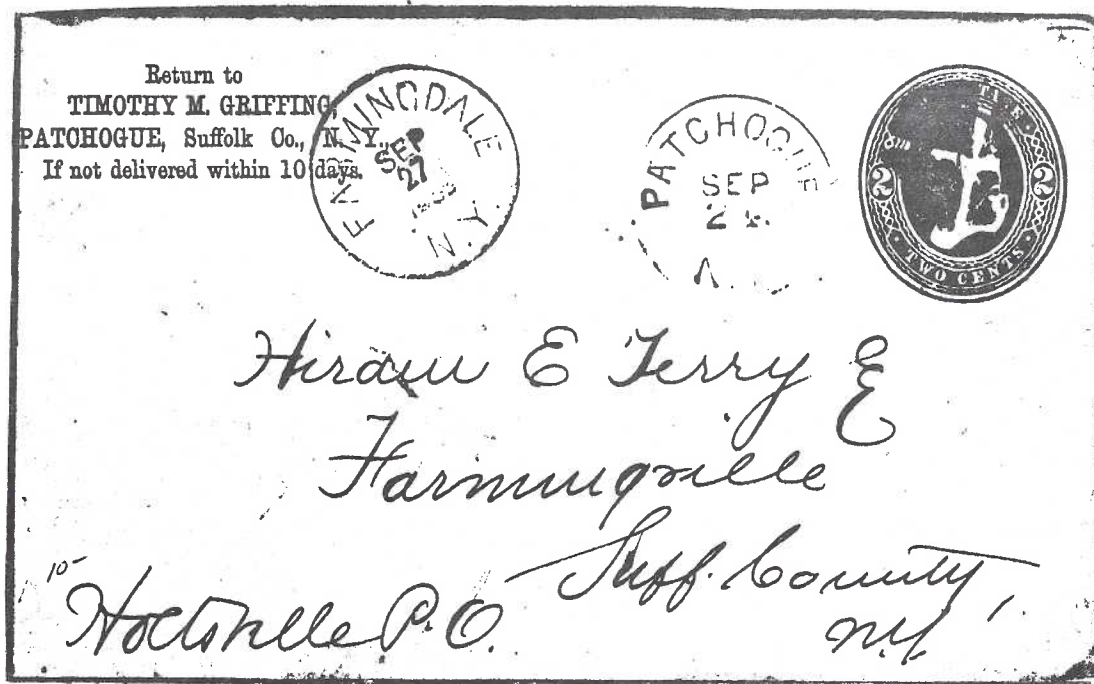
Possibly the earliest known handstamped MISSENT marking for New York State was that reported by Karl Menger in "Fistful of Covers" appearing in our very first Journal under the editorship of Calvet M. Hahn. This letter from prestate Texas was sent on August 5, 1835 to Fallsburgh, N.Y., but along the way was misdirected to Brooklyn, N.Y., where it received the unique marking, "MISSENT/ &/ FORWARDE" with a missing "D".

The Post Office Regulations governing the handling of missent mail in extract stated: "If a postmaster observes any letters that are not in his delivery, and are missent to his office, he will put them in the proper place to be forwarded, and noting on them the words "missent and forwarded" with the date. They should be forwarded by the first mail."

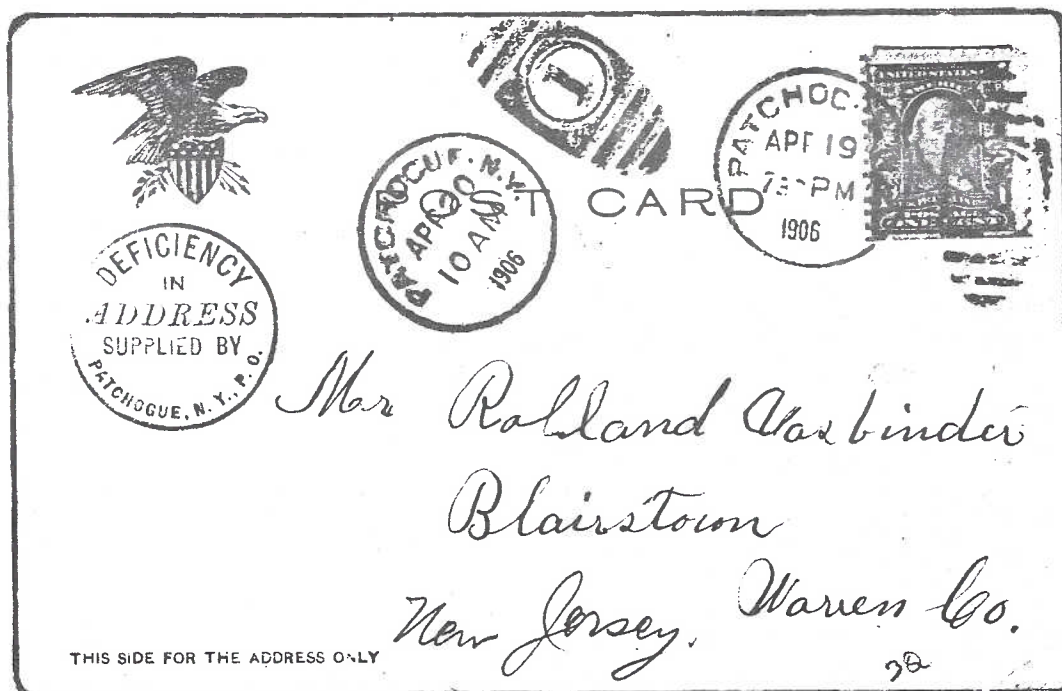
"In forwarding letters, postmasters will, in all cases, be governed by the address upon them. If through accident or mistake, a letter addressed to another office be sent to this office, they will charge no new postage for forwarding."



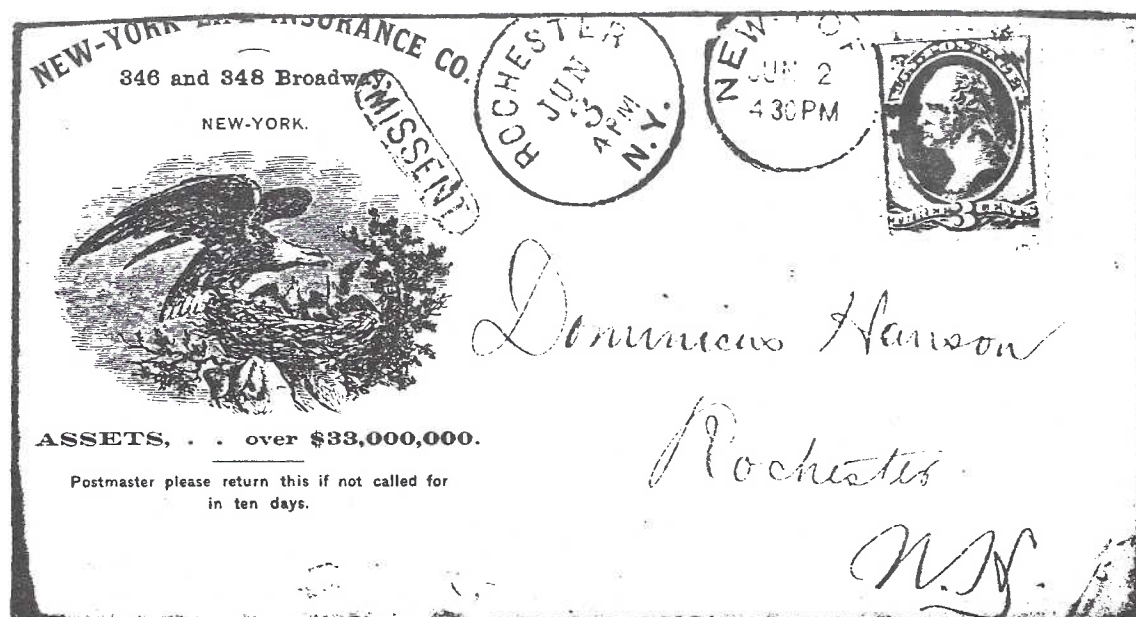
An attractive Kings County oval MISSENT TO/BROOKLYN/KINGS CO., N.Y. in magenta, applied May 8, 1886. Circular townmarks in black. Actual destination was Lockport, N.Y..



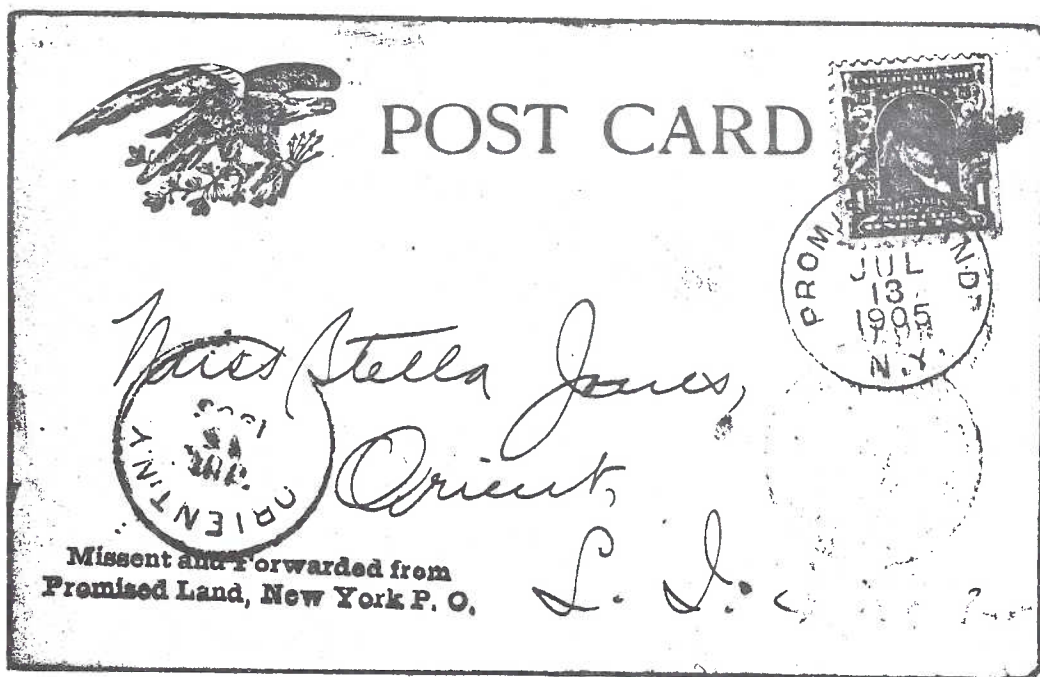
No MISSENT marking applied but definately missent from Patchogue to Farmingdale though addressed to Farmingville through the Holtsville Post Office. Farmingville had no post office of its own until July 1, 1950. The Holtsville CDS as a backstamp was dated Sep 27, 1886.



Not all errors are due to the personnel of the Post Office. This letter was delayed one day because the sender forgot to add "New Jersey" to the address. A clerk provided the missing state after searching thru their official directory, writing "New Jersey" in purple ink. A magenta circular handstamp was also applied, DEFICIENCY/IN/ADDRESS/SUPPLIED/BY/PATCHOGUE, N.Y.P.O.. The Patchogue, N.Y. CDSs of both dates were in black.

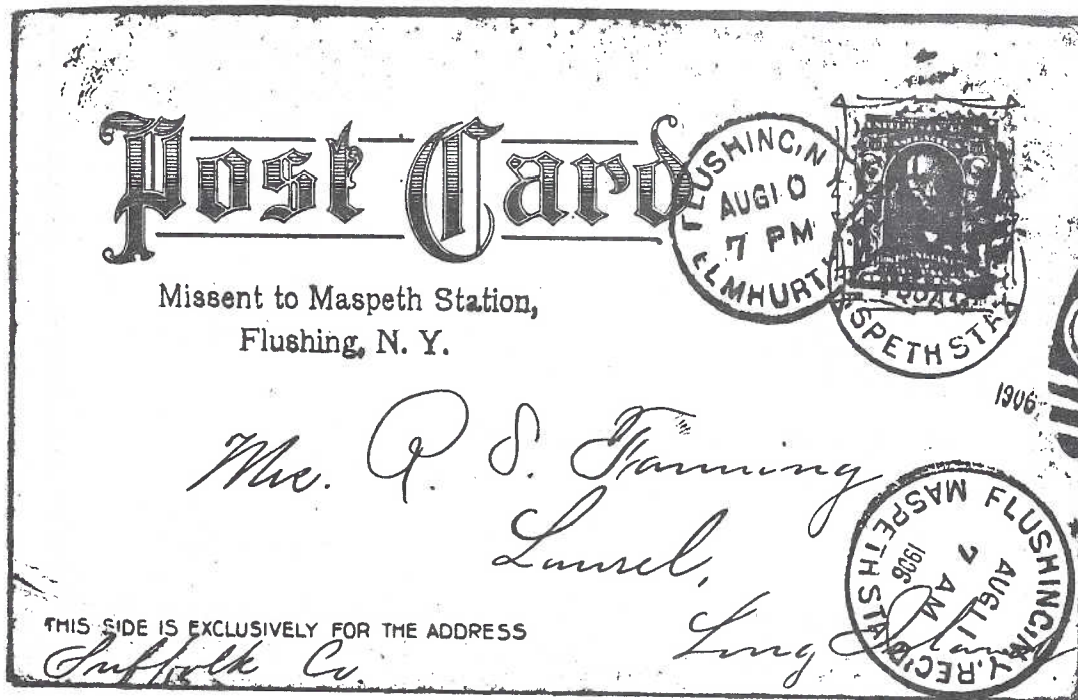


This letter addressed to Rochester, N.H. was missent to Rochester, N.Y.. This type of error occurs when mail sorters in busy offices note in their haste a city very well-known in their state and without a second look proceed to throw it with that city's mail. The outlined MISSSENT and both CDSs are in black. The Rochester, N.H. P.O. did not use a backstamp in this instance. The 3¢ green appears to be of the 1881 issue.

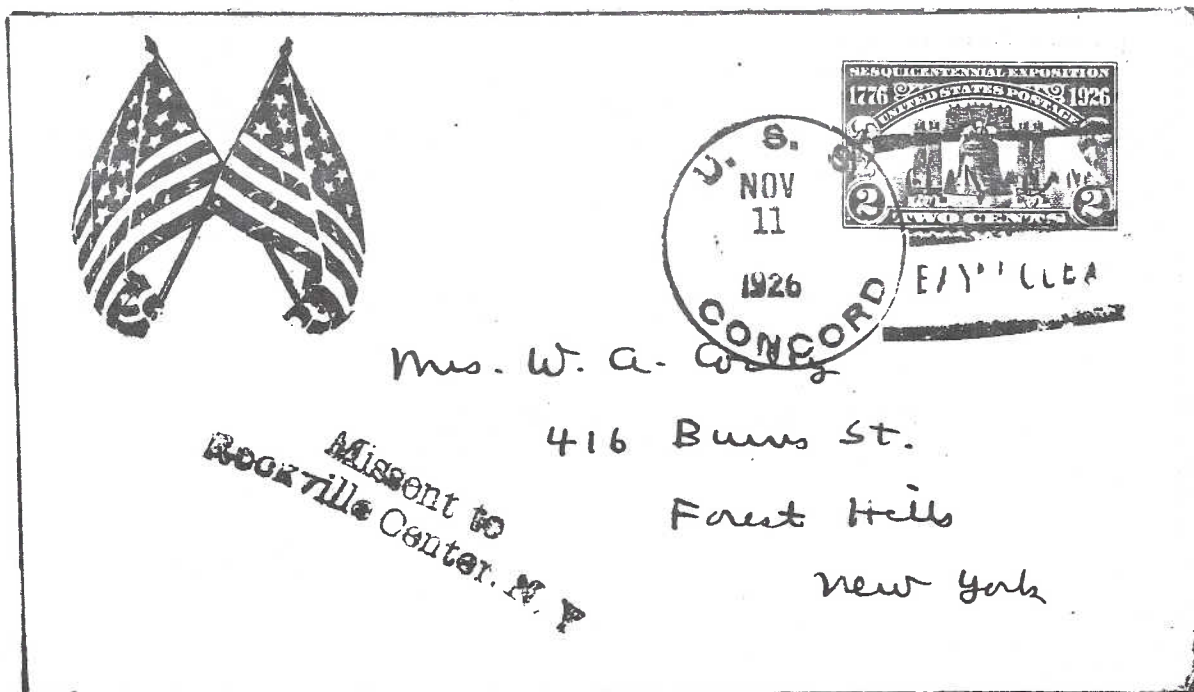


This magenta SL, "Missent and Forwarded from/Promised Land, N.Y. P.O." applied at Promised Land on Jul 13, 1905 puzzled me at first since that post office's CDS ties the 1¢ Franklin as if the office of origin. However, under that Promised Land CDS seems to be a very weak indistinct postmark of the actual office of origin, possibly that of Philadelphia, Penns., since a picture of that city's City Hall appears on the other side of this post card. In any case the missent post card was forwarded on to Amagansett nearby, where such mail was always picked up, and where another weak CDS was applied as a receiving mark, on the 14th. On the 15th the post card was received as addressed in Orient, N.Y.

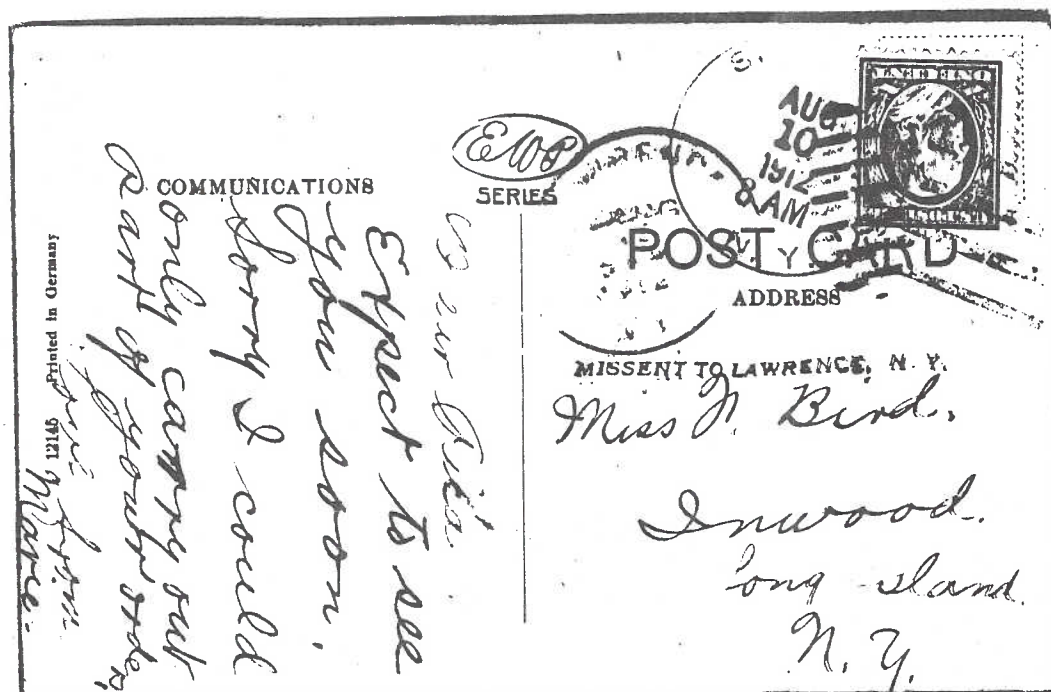
The marking, "Missent & Forwarded" seems to have had the same significance as "Missent".



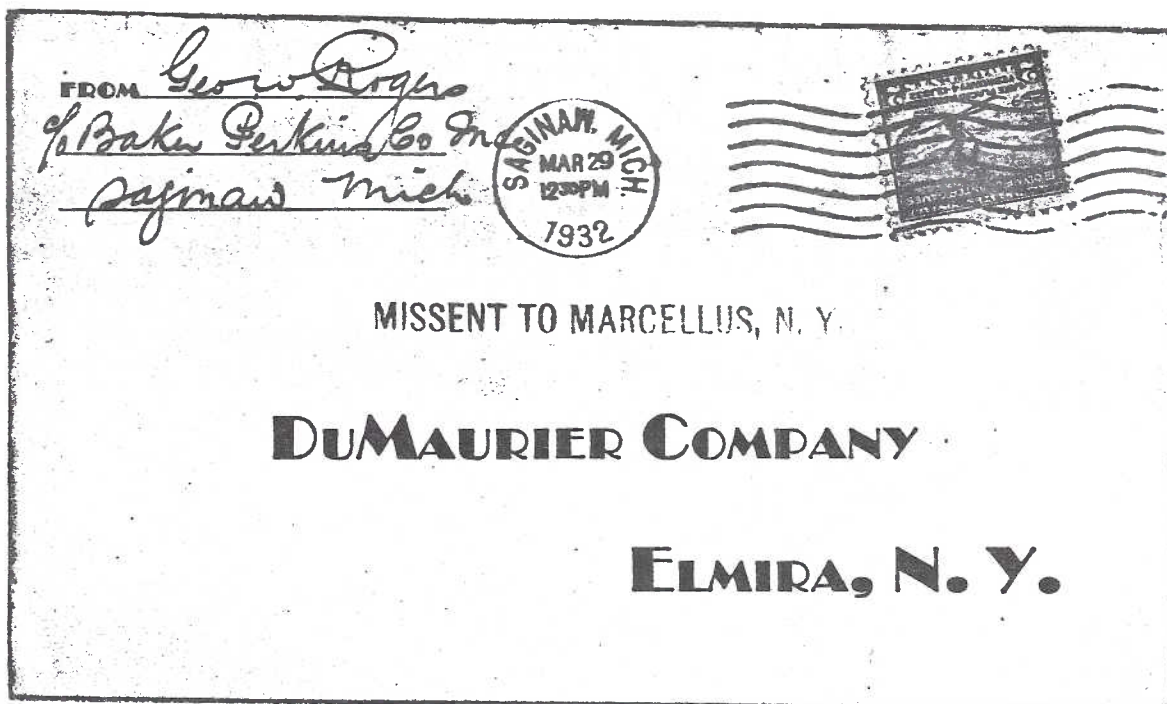
A nice strike of the magenta SL, "Missent to Maspeth Station/Flushing, N.Y.", applied on Aug 11, 1906. Addressed to Laurel, Long Island, Suffolk Co. this post card from the Elmhurst Station at Flushing ended up in the Maspeth Station also in Flushing, before being forwarded to Laurel. Both Elmhurst and Maspeth became stations of Flushing on October 1, 1904.



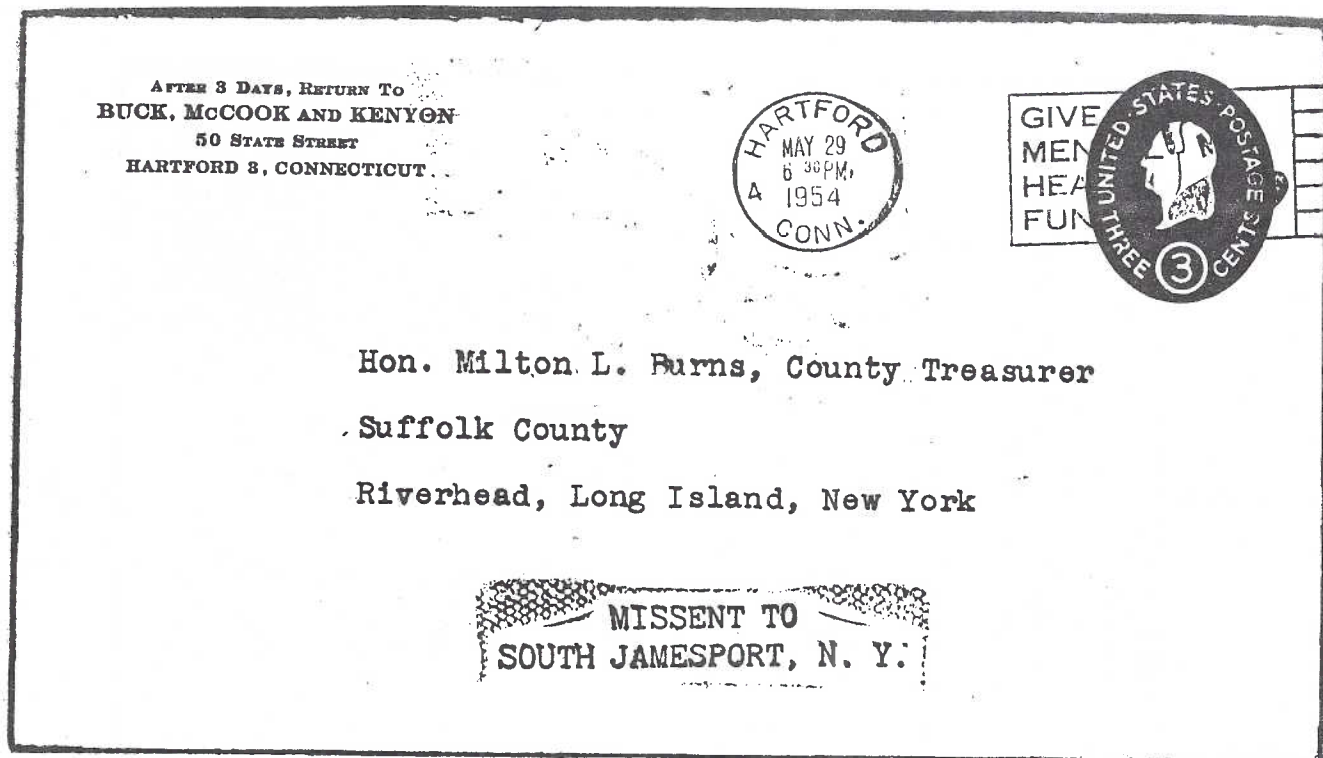
A Sequicentennial Exposition stamp canceled by USS CONCORD CDS, dated Nov 11, 1926, on a letter addressed to Forest Hills, New York. An additional postal marking, a black SL, "MISSENT TO/ROCKVILLE CENTER, N.Y.", perhaps not appreciated by the purist on a ship cover, nevertheless seems attractive on this one. Just another example of the carelessness of a post office employee.



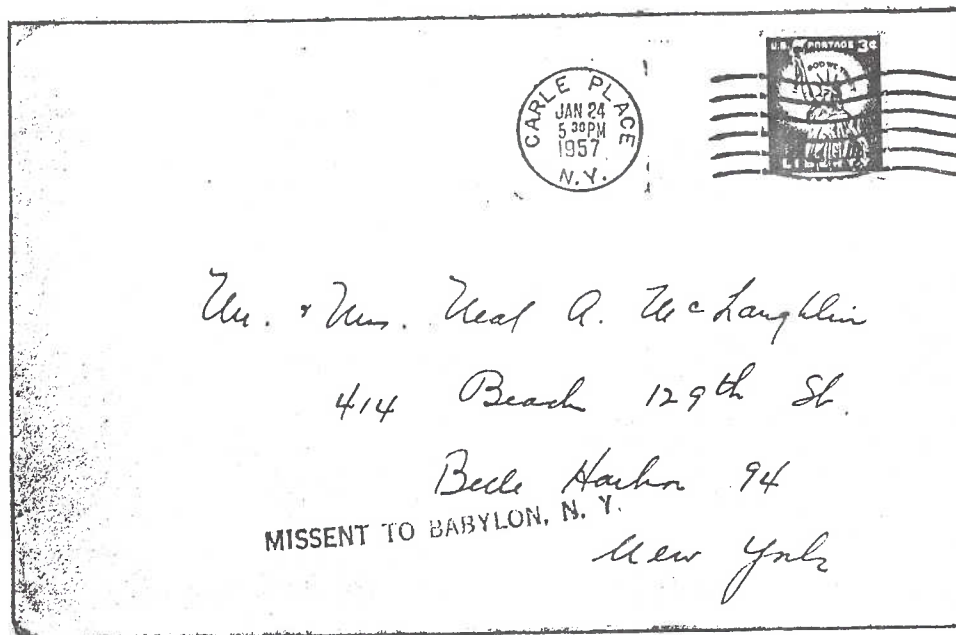
Certainly not an attractive example of a post card's address side due to its weak and unreadable town markings. Yet a magenta SL, "MISSENT TO LAWRENCE, N.Y." with letters only 2mm high and so easily missed almost makes the collector overlook the carelessly struck townmarks.



A perfect example of a letter so obviously addressed that one must wonder how it could have possibly gone astray. Perhaps it happened when the letter sorter "threw" it into the wrong slot on his case and it would be tied up consequently in a bundle going to an office other than its own. Even worse an entire bundle of letters would be dispatched to the wrong office simply because the top letter, supposedly indicative of the bundles destination, had been "thrown" there in error.



An outstanding marking, a black SL, "MISSENT TO/SOUTH JAMESPORT, N.Y.", on a letter addressed to Riverhead, N.Y., as recent as 1954.



A magenta SL, "MISSSENT TO BABYLON, N.Y.", the latest strike in my collection, sent from Carle Place, N.Y. on Jan. 24, 1957. It would seem that a clerk had taken a guess in dispatching this letter addressed to Belle Harbor 94, N.Y. to Babylon since a number of waterfront communities did go through that office. However, in 1957 Zone Numbers were still in use and in this case # 94 had been written in the address. When Zip Codes came into use in 1963, Rockaway Park, a station of Far Rockaway, was given Zip number 11694. A Long Island map does show Belle Harbor in Rockaway Park vicinity. Certainly a bad guess on the part of that clerk, but maybe, just maybe, he deserved a few points for trying?

Incidentally, the Rockaways are still confusing. Rockaway Park gained its first Post Office on Aug 1, 1931 as a station of Far Rockaway until its discontinuance April 30, 1940. On Sept 22, 1956 the Rockaway Beach Post Office(Sta. Far Rockaway) was changed to Rockaway Park(Sta. Far Rockaway). At the same time the Hammel P.O.(Sta. Far Rockaway) was changed to Rockaway Beach(Sta. Far Rockaway). Perhaps a change in locations? (Reference: New York State Postal History - Kay & Smith/APS)

Clearly clerks had been responsible for the previous missending of the mails, but carriers had also applied auxiliary markings to denote a delay in mail during a period from 1894 to 1913. Some 39 such markings with variations in wording were reported by Randy Stehle in a really great article, "AUXILIARY MARKINGS - NOT DELIVERED FOR WANT OF TIME" in a the May 1986 issue of "LA POSTA, A JOURNAL OF AMERICAN POSTAL HISTORY", published by Richard W. Helbock (RAVEN PRESS, PO Box 135, Lake Oswego, OR 97034)

All such markings indicated a failure to deliver all the mail within the 8 hours allotted since overtime was not authorized. The only New York State marking reported by Stehle at that time was that of Glen Falls in 1906, "Unable to deliver on account/of lack of time. Carriers No: (w/11 dots)"

One such marking, "UNABLE TO DELIVER/ON SECOND TRIP" APPLIED AT EASTHAMPTON, MA in 1907 highlighted the fact that all these markings were used in a era so highly praised for two deliveries a day!

SO MUCH FOR STRAWBERRY FESTIVALS IN OCTOBER!!

NEWS CLIPS ABOUT LONG ISLAND MAIL TODAY
Compiled by Members

Various members, like Carl Baker, Brad Arch, Arthur Fitzpatrick and others, periodically send copies of news clippings to the Editor for inclusion in the L.I. Postal Historian. With thanks to the various newspapers and publications where these clippings originally appeared, we take the opportunity to include them here so that members who might have missed them may get to see and read them now. Mail changes caused by the need for automation and better service to a growing population, as well as changes caused by the Federal budget cuts to the US Postal Service are plentiful these days. Long Island is getting more than its share of these changes.

The L.I. Postal Historian, as the repository for Long Island postal history and mail related matters on the Island, will reproduce items of interest that appear on newspapers, magazines and other publications with permission when required.

"On April 12, in a very impressive ceremony, Jo Ann Leone was installed as the new Greenlawn Postmaster. Early views of Greenlawn post offices from our collection and copies of Long Island Postal Historian edited by our member, J. Fred Rodriguez, decorated the room and evoked much interest. In her speech, Ms. Leone referred to and quoted extensively from Alice Farmer's article, 'This I Remember: The Greenlawn Post Office,' which was published in our March 1983 Newsletter."

From:

Greenlawn-Centerport Historical Association Newsletter May 1988

THE NEW YORK TIMES
SUNDAY, MAY 15, 1988

Postal Service debuts LI boxes

Beginning early this month at larger post offices throughout Suffolk and Nassau Counties collection mailboxes took on a new look. These mailboxes now bear a distinctive white map of Long Island reading "Long Island Mail Only."

"The United States Postal Service, Hicksville Division, is implementing the "Long Island Mail Only" collection box program to improve service. By separating Long Island mail from mail destined to other areas, we have the ability to improve the efficiency of our handling and mail processing," said Roger Nienaber, general manager/postmaster, Hicksville Division.

Mail collected from the Long Island mailboxes is trayed and labeled "Long Island Collection Mail." This mail is processed at

Long Island's two mail processing facilities in Melville and Garden City. They process over 2.5 million pieces of originating Long Island mail daily. Long Island to Long Island mail makes up 37 percent or almost one million pieces of the daily mail volume.

The Postal Service urges its customers to deposit their Long Island addressed mail in the Long Island mailboxes.

Long Island mail is any mail addressed to the 115, 117, 118 and 119 ZIP codes (first three digits of the five-digit ZIP code area).

Suffolk locations include Babylon, Bay Shore, Brentwood, Deer Park, East Northport, Port Jefferson Station, Huntington, Huntington Station, Commack, Lindenhurst, Patchogue, Smithtown and Ronkonkoma.

A Custom Post Office

Chalk up another first for East Hampton. The town is to get a new post office, but as Postal Service officials learned, East Hamptonites won't accept just any building in their midst. To make sure the new post office fits in with the character of the community, the town and the Parrish Art Museum are cosponsoring a national design competition.

The competition to design a post office is a first in the country, said Tom Gaynor, the spokesman for the Hicksville division of the Postal Service. "East Hampton is unique in that respect," he said. "We have a couple of standard designs that are normally used, but they wanted to do this and the post office is trying to cooperate with them."

Guidelines for post office architects will be out this spring, according to Lisa Liquori, East Hampton's planning director. The winning design, which will be selected by a jury of four architectural experts, will be announced by fall, she said.

The new \$2.5 million post office has become the subject of controversy even before it is built. The Postal Service paid \$395,000 for a two-acre-plus site on the east side of North Main Street just outside the Village of East Hampton. Residents are already voicing concern about traffic congestion.

"That wasn't my first choice as a site," Ms. Liquori said. "But anywhere you put a post office it's going to be crowded." Architects may have to deal with East End summer traffic in designing East Hampton's new post office. ■

SUFFOLK LIFE APRIL 6, 1988

A Mail Plant for the 21st Century

At computerized facility, hopes of 1-day delivery

By Kathleen Kerr

Neither snow nor rain nor heat nor gloom of night is supposed to stop the U.S. mail. But when humans fail, computers can help.

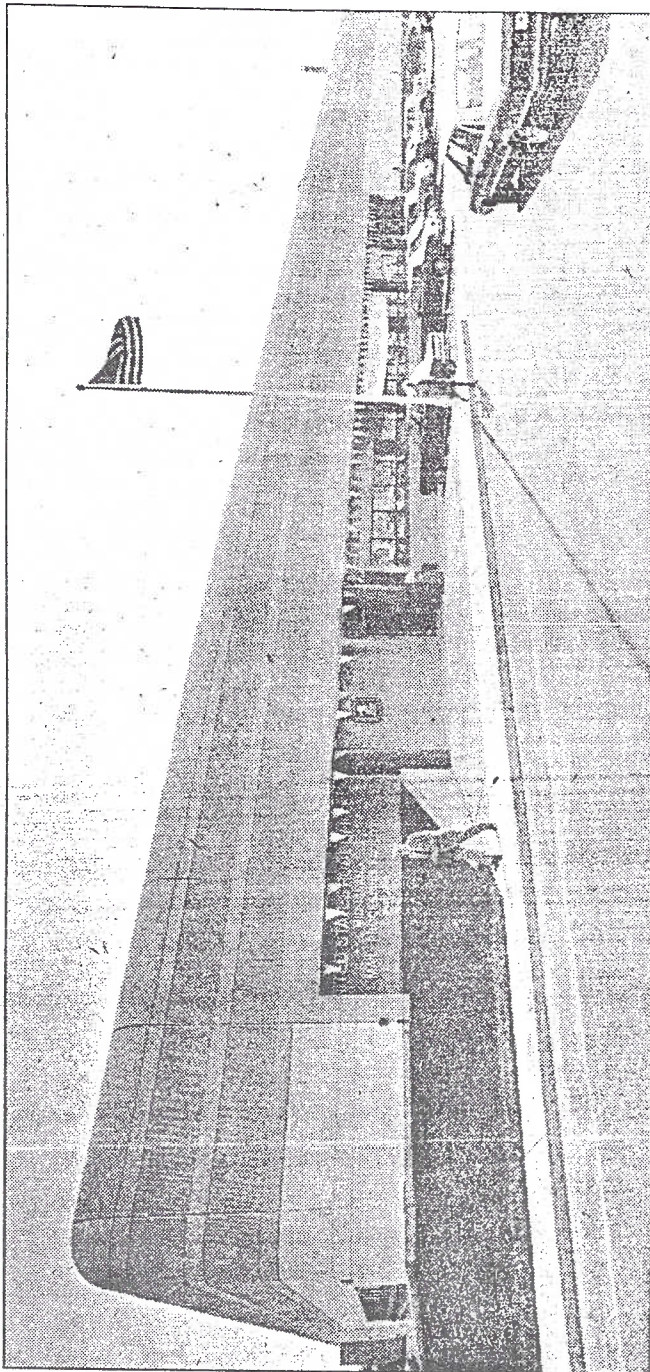
Yesterday, the U.S. Postal Service dedicated a new, \$30-million Mid-Island Mail Processing Facility in Melville, complete with computerized equipment for sorting more than one billion pieces of mail each year.

John Ocedek, of Farmingville, who operates an automated letter-sorter, sat at a console yesterday in a vast, peach-and-cream-colored sorting room, coding the mail as it raced by at the rate of one envelope per second.

"It seems you have to have good dexterity and good coordination for this," Ocedek said, during a break. "You only have a second to focus and decide what button to hit."

Purple, pink, green and yellow tickets designate on what day of the week piles of magazines and junk mail will be shipped. The computers, for the most part, decide where the mail will go as rows of conveyor belts move it along. But humans still sort handwritten mail that the machines cannot decipher and fix the machines when they break.

The automated facility — on a 39-acre site on Duryea Road near Route 110 — will handle all mail for Suffolk County and eastern Nassau, which had been processed at slower and less-automated plants in Hicksville and in Smithtown.



Newsday/Jim Peppier

The new Mid-Island Mail Processing Facility in Melville that was dedicated yesterday

Officials hope the new plant — with optical readers that process the mail 12 times faster than humans can — will make one-day delivery between Long Island and the rest of New York State, New Jersey and Connecticut a reality.

And there is at least one thing that automation won't change — Long Islanders can still count on their daily visit from the mail carrier.

"This won't change routes and you'll still be able to see the same mailman you've always had," said U.S. Postmaster General Preston Tisch in an interview after the dedication.

"At the Postal Service, we intend to make the next 12 months the year of the customer," Tisch said. "The auto-

mated equipment indicates our commitment to technology."

"Mail in the Long Island area already moves faster than most other areas in the country," Tisch said. But he said that the large volume of mail from businesses on Long Island warrants a new facility. There are about 100 similar plants throughout the country.

Roger Nienaber, general manager of the new mail facility, said that eventually there will be less need for sorters in local post offices. He said other jobs will be found for employees who hold those positions now.

"Ultimately, what we're hoping for is more reliable service and service that will be available at a reduced

cost," Nienaber said.

Syosset Postmaster Dan Healy — one of many postal officials at the dedication — agreed. "When you deal with people you always have errors — it'll make a big difference."

But Bill Holt thinks that the old ways were better than the new. Holt, a veteran, is now a 23-year post office clerk at the new Melville plant, handling mail that the machines cannot process.

"This is the old way," Holt said, as he sorted mail by hand just feet away from the computers. "I wouldn't change it if I had a choice. There is less chance for error this way. We handle each piece and put it in the proper place."

Too Much Mail, Too Little Cash

Long Islanders — already facing shorter post-office hours and closings on some days because of federal budget cuts — may face even more service cutbacks because of a local budget overrun, officials confirmed yesterday.

Because of \$160 million in federal operational budget cuts, "we are in the process now of determining which offices will be closed on what days," said Tom Gaynor, spokesman for the U.S. Postal Service's Hicksville Division, which serves all but six post offices in Nassau and Suffolk.

"Right now it looks like it's going to be a Chinese menu of closures," he said. "Long Island is an area where there is a high concentration of post offices. If one is closed, you can travel three or four miles and find one that is open."

It is uncertain how much of the congressionally ordered \$160 million Long Island will have to absorb. The situa-

tion is complicated by the fact that for the first quarter of the current fiscal year, Hicksville is already \$4.5 million over budget — second only to \$5 million for the Philadelphia Division, officials said.

Post-office officials said the overrun was caused by an unanticipated increase in volume but will not force additional cutbacks in service. Union officials said they were told otherwise.

Roger Nienaber, general manager of the Hicksville division, said he hoped to make up the local budget overrun by decreasing overtime and increasing automation, which would result in lower operating costs.

"The volume [of mail] has increased twice what we had projected," Nienaber said. The larger volume, much of it advertising directed at Long Islanders, resulted in increased overtime and other costs, which led to the overrun, he said.

Neither Gaynor nor Nienaber would say how many of Long Island's post offices are expected to close or how often the shutdowns would occur.

American Postal Workers Union officials said the increase in the volume of mail would make savings difficult on the processing end of the mail system and ultimately could force more cuts in window service.

"They have to cut back at the window, because they have to do something with the volume of mail coming in. There is no place to store it. It has to be delivered," said Thomas Hartos, president of the New York-Long Island area local of the American Postal Workers Union.

"We were informed that the [Hicksville Division] administration is giving serious consideration to curtailing mail pickup on Sunday, as well as curtailing window services in many post offices and reducing hours in almost all of them," he said.

Gaynor confirmed that, to deal with the federal cutbacks, the division is considering shutting down some post offices a full day during the regular work week. Saturday closings have been anticipated in other areas, as have shorter hours.

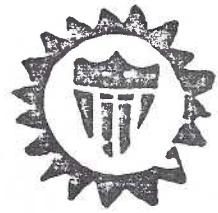
Nienaber said no offices will be completely closed this fiscal year.

The union says the most severe employee impact will come among entry-level employees, who are classified as flexible part timers.

The flexible part timers "are really going to get the short end of the stick," Hartos said. "A lot of them have families, and they need every minute of work they can get to make ends meet."

Hartos said he sees the intermittent closures as a way for the postal service to wean the Long Island public away from the number of Post Offices serving the area to cut costs without incurring a lot of complaints.

NEWSDAY, THURSDAY, JANUARY 21, 1988



The Fancy Cancel Corner

J. Fred Rodriguez

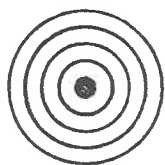
The collecting of fancy cancellations on stamps and covers is one of the most popular areas in philately. These cancellations were usually used for a short period of time and were carved from cork and other materials to order or by the postal clerks and postmasters themselves who used them to obliterate the postage stamps on letters. Many companies and jobbers sold postmarking devices to fourth class post offices as these had to obtain these artifacts independently from the post office department in Washington. Fancy cancellations were very popular during the 1860's and 1870's becoming less popular in the years following due to the standardization of postal markings by the post office department as well as by the advent of the duplex handstamp that eliminated the need to postmark the cover and to cancel the stamp separately. However, many duplex handstamps had fancy cancels attached as many postmasters liked the idea. Fancy cancels later regained their popularity, to some extent, in the 1930's but this was short lived.

We see fancy cancellations from many post offices in the United States during some period of their existence. Long Island is no exception. In the pages of the L.I. Postal Historian and its predecessor publications, members have reported and illustrated fancy cancellations from the four counties. We have reported extensively about the STAR cancels from Long Island (See LIPH Whole Nos. 8,9,19). Star cancels are by far the most common and plentiful, (short of the target or cocentric circles cancel if it is considered a fancy cancel at all), although some types or varieties are very scarce and some are very rare. Other fancy cancels are seen once in a while but no work has been written that covers all of the known 19th and 20th Centuries' fancy cancels from Long Island. Therefore, this series of articles, entitled "The Fancy Cancel Corner" will appear periodically in the LIPH, that when completed and taken as a whole will provide a good compilation of these artistic postal markings.

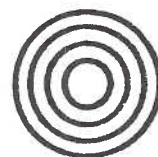
With this first article we begin with the Bull's Eye Target Cancels that are known by the author. They are listed and illustrated in the next pages.

The author requests that members report any and all fancy cancels to him so that this particular series of articles can become a Society project. Please send good photocopies indicating the markings' color, the postmark, the date, if known, and the postage stamp used. Please write to the author at the address found on the cover page.

The books on fancy cancellations do not differentiate between Bull's Eye and Target cancellations, also known as Concentric Circles. We do separate the Bull's Eye cancels from the Target cancels with the difference being that the center circle is completely closed or filled in unlike the Target which is opened eye. See below.

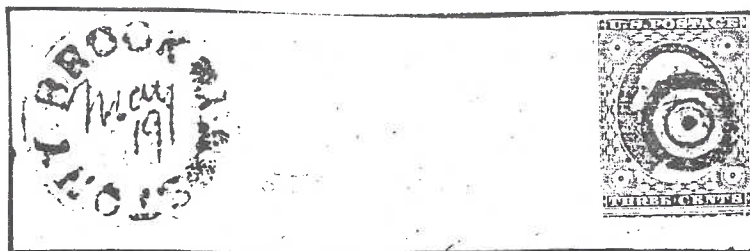


BULL'S EYE CANCEL



TARGET

The Stony Brook Bull's Eye Cancel on piece. The postmark is in black.



Long Island Bull's Eye Target Cancellations

<u>Post Office</u>	<u>County</u>	<u>Stamp</u> (<u>Scott's #</u>)	<u>Date Reported</u>	<u>Size</u>	<u>Color</u>
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1. Stony Brook	S	11	5/19/ca.1855	13mm	Black
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This very small bull's eye cancel is similar to #1102 in the Herst-Sampson book. Carol Chase also discusses this cancel in his book "The 3c Stamp of the U.S. 1851-1857" - see pages 334-335.

2. Holbrook	S	210	10/17/1885	19mm	Magenta
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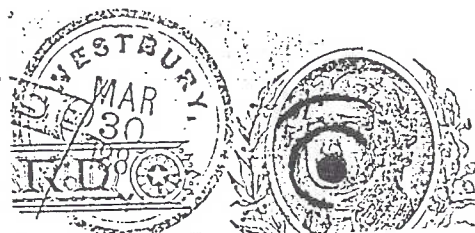
County postmark, possibly a duplex. Similar to #1104 in the Herst-Sampson book.

3. Flatlands	K	210	6/18/1884	19mm	Black
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4. Westbury Sta.Q/N		220	11/24/1892	19mm	Black
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5. Westbury	Q/N	UX8	3/30/1887	19mm	Black
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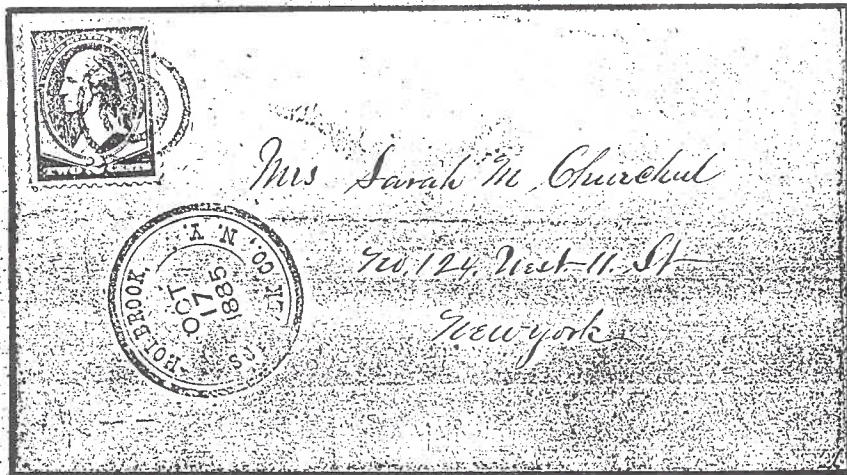
Double circle duplex postmark.



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References:

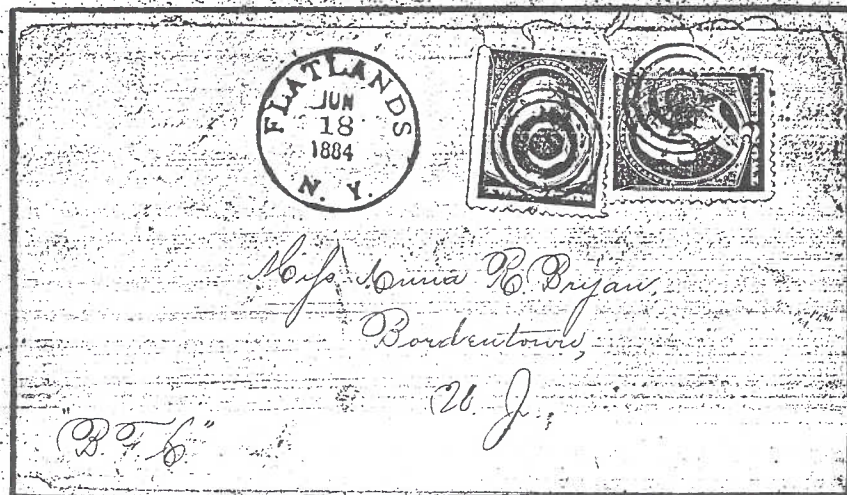
1. Fancy Cancellations on Nineteenth Century United States Postage Stamps, 3rd Revised Edition, Edited by E.N.Sampson, Copyrighted by Herman Herst, Jr. 1963.
2. United States Cancellations 1845-1869 By Hubert C. Skinner and Amos Eno. Published by the APS, 1980.



Mrs Sarah M. Churchul

700 124 West 11 St

New York

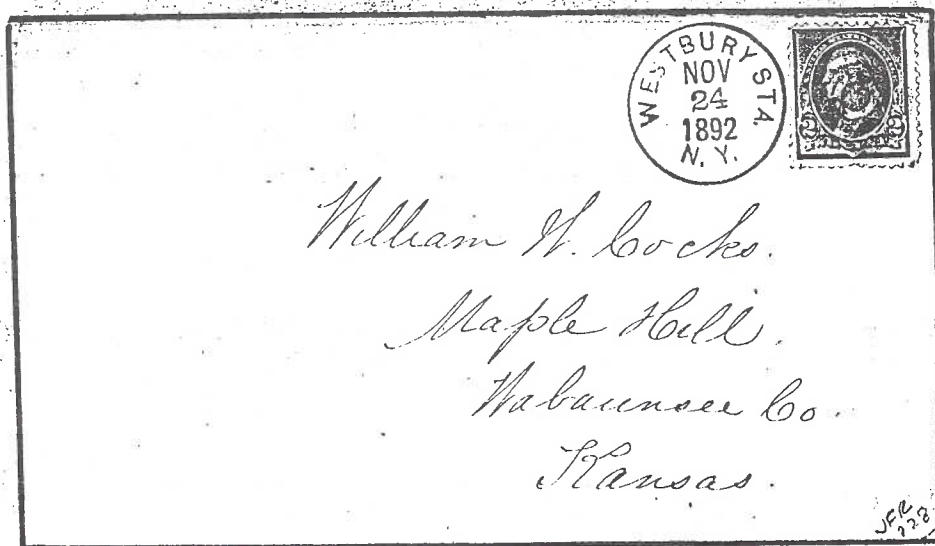


Miss Anna B. Brian

Bordentown,

26 J.

"P.F. 6"



William H. Locks.

Maple Hill.

Habersham Co.

Kansas.

USE 228

AUCTION ACTION
LONG ISLAND POSTAL HISTORY AT AUCTION

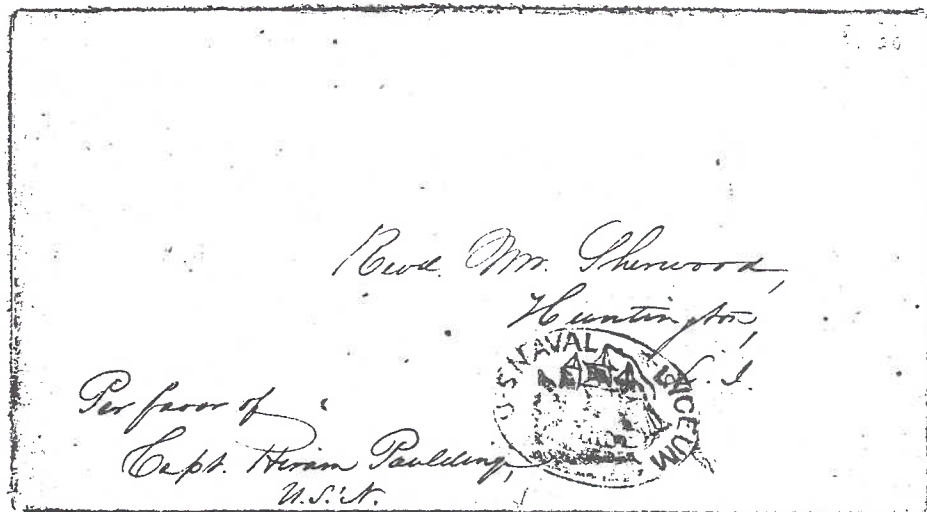
There has been a very active auction market lately with excellent material available at excellent prices as evidences by the prices realized at various auctions. Some bargains were spotted confirming the fact that even at auctions you can still find buys. Some of the well known collections coming up for sale are garnering prices well above estimates, but you will find sleepers here and there. Don't get dishartened by the high prices at auctions, always bid what you are willing to pay for an item even if low; the lack of bidders or lack of interest may provide you with some surprise bargains. Listed below are some of the Long Island lots spotted in various auctions.

Also listed are the prices realized for Frederick Schmitt's Long Island Postal History Mail Bid Sale No. 2 which closed on May 31, 1988. Those lots listed as not sold are available for sale on a Net Price basis for the listed minimum in the Sale Catalog. Contact Schmitt Investors Ltd. at (516) 367-4030 to order.

Sold By	Date	Lot	Description	Estimate	PR
Frajola	3/12/88	84	Brooklyn, N.Y. Jan 23 black cds and "10" rate hs on cover to Canada, black "United States 6d" exchange hs, 1860 red arrival bkst, minor restoration	50-75	36
		86	Lakeland, N.Y. PAID pmk, without date, on cover to a PM at Nashville, N.Y., original printed circular regarding lottery, edge faults, very fine circular rate usage	100-150	21
		87	Long Island, N.Y. balance of collection, 17 covers or folded letters, stampless incl. pmks of Good Ground, East Hampton, Bridgehampton, Setauket (1825), New Village (1834) and Moriches. Stamped with ms. pmks of Bay Shore, Shelter Is., Quogue, Middle Is., and Speonk, also incl. 1778 letter carried out of the mails from N.Y. to Brookhaven and a John Floyd free frank, faults, fine balance	200-250	300
		90	New York Jan 19 red cds and "Free" hs on 1840 folded letter of P.M. Coddington to the PMG regarding the mails that were on board the Steamer Lexington that burned on Jan. 13th, vertical fold crack, fine cont.	75-100	95
		98	Shelter Island N.Y. April 27th ms pmk and "Paid 21" on cover to France, 1852 British transit bkst, black "Etats Unis Paq. Am. Calais 13 May 52" French entry cds and "8" (d) due, original letter, fine usage	100-150	80

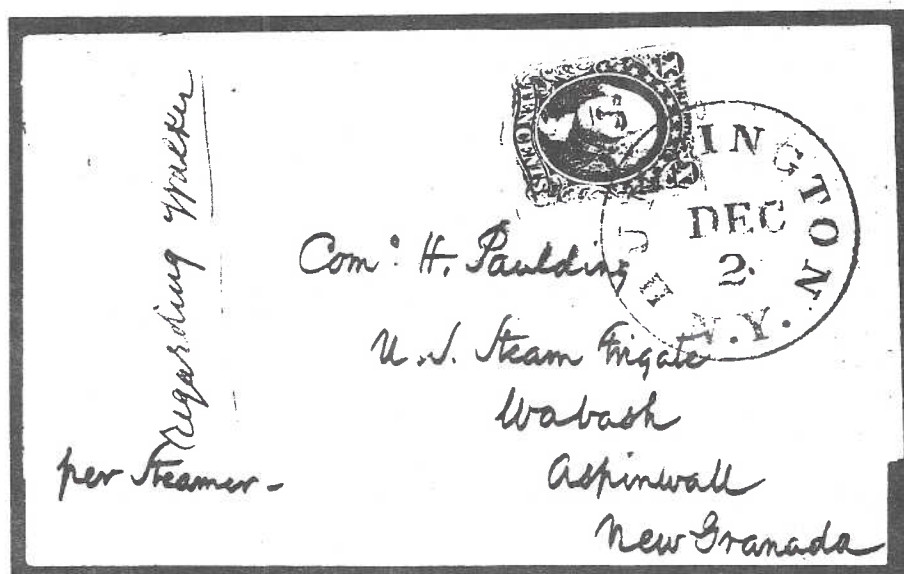
Sold By	Date	Lot	Description	Estimate	PR
Frajola	3/12/88	99	Southampton, N.Y. Pair of entires to Sag Harbor red cds, "Paid" hs and "3" rate hs. on folded letter and their black cds with "Paid 3" hs on cover, orig. letter, fine	25-50	42
		100	Speonk, N.Y. April 6th ms pmk and "Paid 24" on cover to England, red "3" credit hs, red "Paid In America, Liverpool, 22 Ap 58" arrival cds, cover edges soiled & faulty	50-75	55
		101	Stony Brook NY ornamented, red cds, with ms "May 4" date and "Paid 3" hs. on entire to Washington DC, fine.	25-50	60
		227	Long Island R.R. May 6 cds tying 3c Dull Red (#11) to cover to Sag Harbor, fine	100-150	60
		228	Long Island R.R. Aug 9 tying 3c Orange Red (#11) to cover to Sag Harbor, fine.	100-150	40
		337	#17, 12c Black left sheet margin horiz. pair, cut in, red cancels, used on 1852 folded letter to England, "Brooklyn, N.Y. Aug 11" cds, red "19" credit hs., 1852 London Paid transit, arrival bkst, file fold, light soiling	150-200	200
		372	#65, 3c Rose, affixed over latice work to enclosure of Leeds patent envelope, "Patchogue, N.Y. May 21" cds, enclosure dated 1863, "Pat. June 19 1860" on envelope, fine.	100-150	220
		381	#65, 3c Rose, faulty, on cover to Northville "New Village, N.Y." straight line pmk with ms "Jan 11" date, cover edge, soiled, fine	50-75	34
		394	#69, 12c Black, horiz. pair tied to cover to England, ms. "South Haven, N.Y. July 10" pmk red "Paid 19" credit cds, 1866 arrival cds edges soiled and seal stain	75-100	34
		395	#69, 12c Black horiz. pair, se, faults, tied to cover to England, "Yaphank N.Y. Aug 14" cds, red "New-York Am Pkt 3" credit cds, red 1866 London arrival, ms. docket, stains	75-100	60
		403	#76, 5c Brown, two copies, se with "Brooklyn N.Y." pmk on cover to New Brunswick, 1865 backstamps, soiled	75-100	21

Sold By	Date	Lot	Description	Estimate	PR
Frajola	3/12/88	408	#78, 24c Lilac tied to cover to England by partially clear "Bellport N.Y." cds, additional strike on back, red "New-York Am Pkt 3" credit cds, ms 1866 docketing at left affects stamp	75-100	75
		412	#98m 15c Black F Grill tied to cover to Switzerland by part strike "Williamsburg N.Y." pmk, red "New York Paid All" transit, 1869 arrival bkst, soiled	75-100	60
		421	#147, 3c Green, se, faults, with ms cancel on cover, "Selden, N.Y." straight line pmk with ms "Oct 4" date, cover edge faults, slightly reduced, fine strike	75-100	11
		439	#189, 15c Redc Orange on registered cover to Germany, Brooklyn, N.Y. cc, oval "Williamsburgh Station, Brooklyn, N.Y. Registered Oct 13 1883" violet pmk, N.Y. Exchange label, arrival bkst	75-100	10
Christies	3/15/88	1040	U.S. Naval Lyceum, oval illustrated Ship hs on Dec 1844 folded letter of acknowledgment for donation to Naval Lyceum Library, fine mostly clear strike	150	*297(F)



Seldom seen domestic use of U.S. Naval Lyceum Ship postmark on SFL to Huntington, L.I. delivered outside the mails by Capt. Hiram Paulding, later to become Rear Admiral, commander of the Brooklyn Navy Yard during the Civil War. Paulding was a native of Huntington. (Courtesy of the Rodriguez Collection)

Sold By	Date	Lot	Description	Estimate	PR
Christies	3/16/88	627	2c Black (73), tied by target Southold, N.Y. cds and matching "DROP(2)ct(5) ('2' & '5' in ms.) circular hs. on fresh cover very fine, rare marking	250	*528(F)
		645	2c Black (73) creased before use, tied by double struck cancellation identified as "Three Bells in Circle", New Utrecht, N.Y. cds on cover, unusual, offered on its own merits	200	*121
		114	Described below	800-1000	*1045

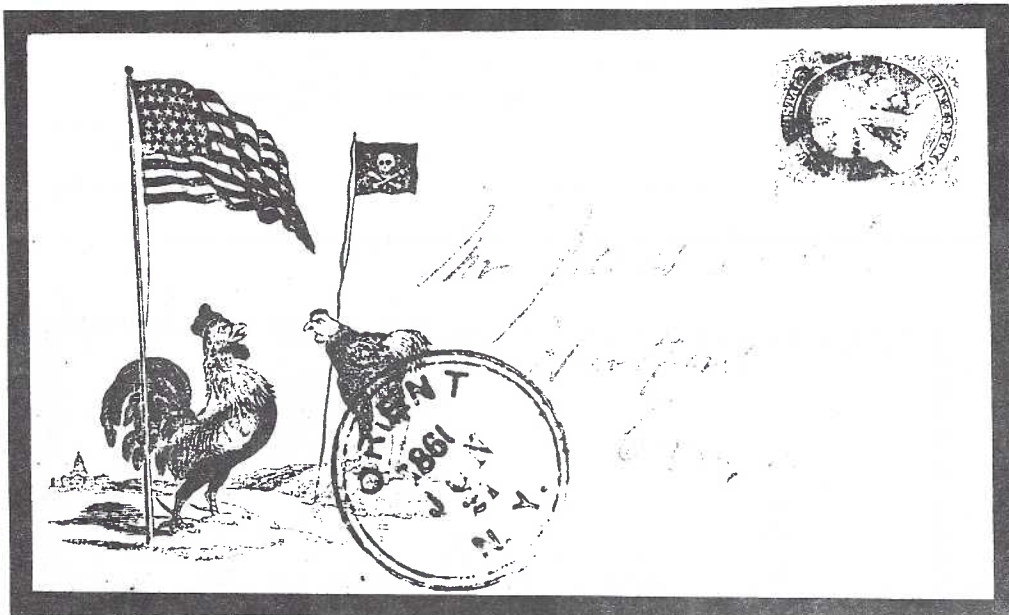


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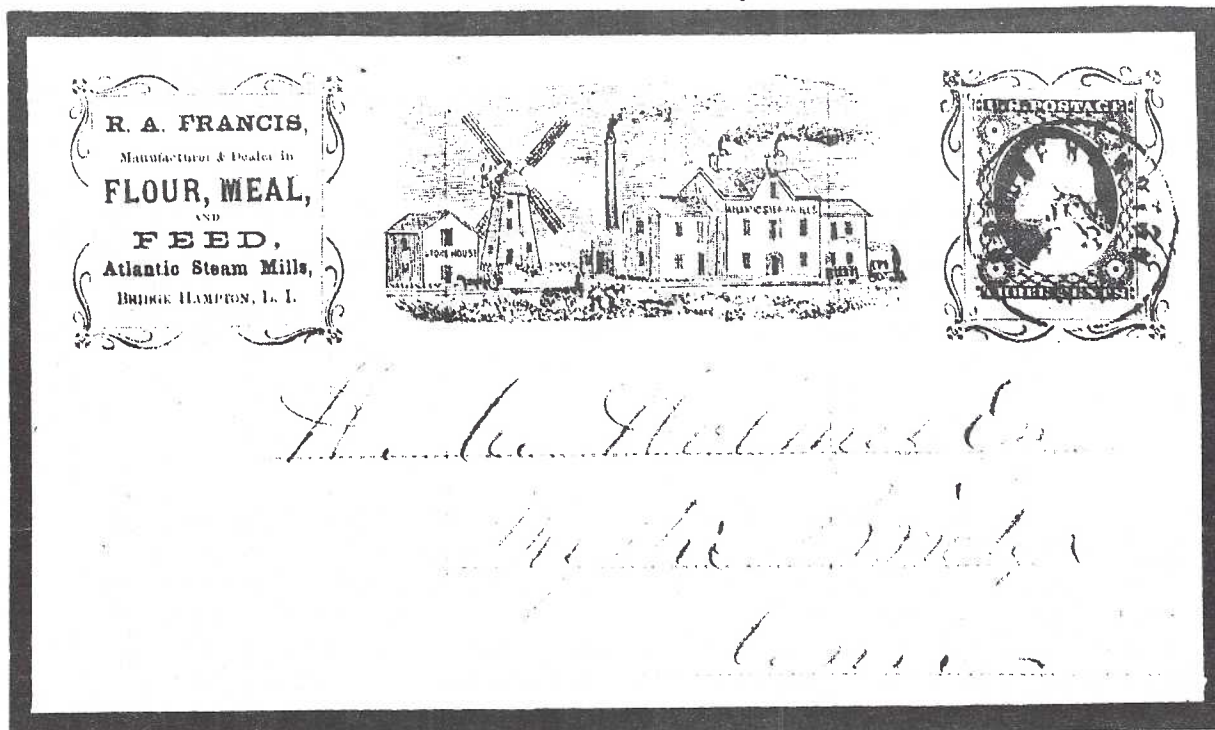
•114 10c Green type III (15), large even margins, fine early impression, tied by Huntington N.Y. datestamp on Dec. 1857 folded letter to Commodore Hiram Paulding, U.S. Steam Frigate *Wabash*, Aspinwall, New Granada, fascinating well-written opinionated letter mentioning domestic politics, financial 'revulsions' in U.S. and England, the **William Walker affair** and strong anti-British sentiments in regard to India uprising, **very fine**, signed Ashbrook photo est. \$800-1,000

This cover sold for \$1045 with 10% premium included (because of the fine stamp) to a floor bidder. IT is addressed to Commodore Hiram Paulding while at sea on the U.S. Steam Frigate *Wabash*. Mailed from Huntington, N.Y. postmarked with the common balloon cancel used at Huntington from the early 1850's through the early 1870's. There are a good number of covers from Huntington addressed to Paulding while on ship in Florida and other places. (Copy furnished by Brad Arch courtesy of Christie's)

Sold By	Date	Lot	Description	Estimate	PR
Christies	3/16/88	127	1c Blue type 1 (18), plate twelve, fine centering, circle of wedges cancel, matching Orient, N.Y. Jun. 1861 datestamp on red and blue "Union Rooster and Confederate Chicken" patriotic cover, unsealed circular rate usage, very fine scarce	300-400	*495(F)



Christies	3/16/88	171	3c Dull Red (26), tied by Bridgehampton N.Y. datestamp on beautiful Steam Mills illustrated advertising cover, collar around stamp, illustrated enclosure, extremely fine	300-400	*638
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Sold By	Date	Lot	Description	Estimate	PR
Phillips	4/22/88	74	1893 Brooklyn, N.Y. mc ties 5c Columbian #234 to 5c Columbian pse #0350 addr to Baden, Germany F-VF	40-50	*66(B)
		748	1905 Brooklyn NY mc ties fine 5c blue #326 to env addressed to Germany w/BREMEN bkst	50	*33(B)
		800	Sasn Blind & Door blue ad in shield w/ill. or two windows at left, F-VF blk Brooklyn N.Y./3 PAID cds ties #11 to env w/toning and stains, edge faults, VG	30-40	*22(B)
		1070	Admiral George Dewey red & blue portrait on 1899 env, Brooklyn, N.Y. duplex ties two #279, env reduced at right, light overall toning, fine +	50-60	75
		1107	Lot of three King's County N.Y. pmks on cover: CANARSIE/N.Y. f-vf blk rimless circle, killer on 3c green #184, env reduced at right; BAY RIDGE/N.Y. F blk 1892 cds & killers tie 1c blue & two 2c red to env addr to England; 1886 EAST NEW YORK/N.Y. cds & killer ties #210 & 10c special delivery #E1 to lightly toned ev.	100-125	26
		1108	Lot of four 1860's pmks from Kings Co., N.Y. includes: "Flatlands", FLATBUSH, "New utrecht", NEW UTRECHT. Each w/#65	65-75	32
		1109	Lot of two, 1894 & '97, each w/VG blk MANHASET HOUSE/N.Y. cds, 2c red & diff ill ad for hotel, one w/overall gray-green ill of hotel, beach & pier, other w/blk ill of hotel & boats. Toning, tears, reduced	30-40	22
		1110	Lot of five 1860's pmks from Suffolk Co. includes: NEW VILLAGE, WADING RIVER, ORIENT EAST SETAUKET, SAG HARBOR. Pmks f-vf, stamps include #26 & 65, one forwarded env w/contents 7 Due 3 hstp. Fine+	100-125	85
		1111	Lot of five 1870's-1880's pmks from Suffolk County N.Y. include: UPPER AQUEBOGUE, FIRE ISLAND (3, 2 diff), YAPHANK. One env w/#205 addr to France, two w/Fire Island cds w/hotel cc ad, some tears & faults, VG-F	100-125	85

Legend: * includes 10% premium; F=sold to a floor bidder;B=sold to the book; under Price realized the first number is the opening bid, when available, and the second number is the price sold. NS= Did Not Sell.

Sold By	Date	Lot	Description	Estimate	PR
Phillips	4/22/88	1112	Lot of eight, 1894-1901 Suffolk Co. N.Y. pmks from: FISHERS ISLAND, CENTRAL ISLIP, BAYSHORE, HAUPPAUGE, EAST SETAUKET, KINGS PARK, EAST HAMPTON, WARDENCLYFFE. Includes card w/multicolored ill of Munnatawket Hotel, special delivery usage w/#E5, mourning env w/#281 addr to France, two registered envs w#'s 223, 273, etc. Some toning and faults, VG-F	125-150	105

The Prices Realized from the May 31, 1988 Long Island Postal History Mail Bid Sale of Schmitt Investors Ltd. is below. Lots shown as not sold may still be available at the listed minimum price in that catalog. Contact Schmitt at (516) 367-4030.

Schmitt Investors Ltd.
PO Box 67
Woodbury, NY 11797

Prices realized for Long Island Mail Sale 2-May 31, 1988

Lot 3	\$150	Lot 34	\$60	Lot 71	\$35
Lot 4	\$105	Lot 36	\$40	Lot 74	\$125
Lot 6	\$100	Lot 40	\$60	Lot 75	\$70
Lot 7	\$150	Lot 44	\$125	Lot 79	\$30
Lot 8	\$105	Lot 48	\$75	Lot 81	\$25
Lot 10	\$380	Lot 49	\$50	Lot 83	\$50
Lot 14	\$400	Lot 51	\$50	Lot 84	\$75
Lot 18	\$75	Lot 52	\$50	Lot 86	\$20
Lot 22	\$45	Lot 53	\$455	Lot 87	\$125
Lot 24	\$130	Lot 61	\$60	Lot 94	\$10
Lot 25	\$105	Lot 66	\$125	Lot 97	\$50
Lot 27	\$75	Lot 67	\$40	Lot 98	\$55
Lot 30	\$100	Lot 69	\$30		

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OTHER REFERENCES _____

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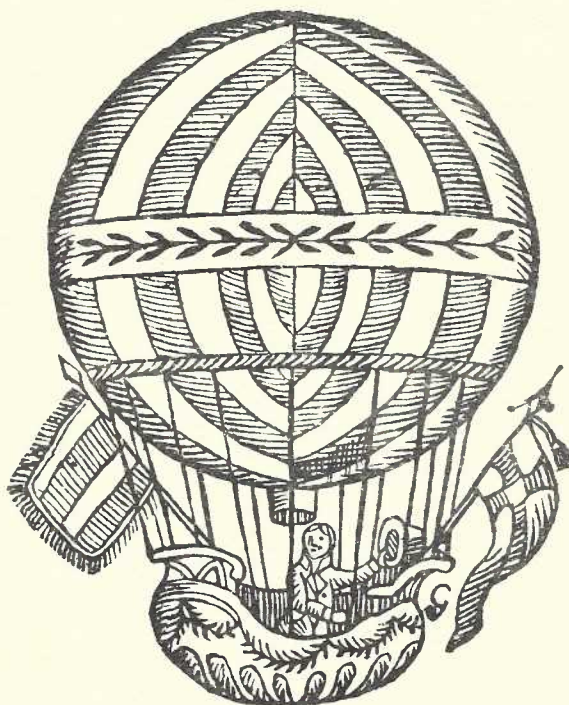
Your Signature Here

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LONG ISLAND POSTAL HISTORY SOCIETY
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Forest Hills, N.Y. 11375



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