

Practically six decades have passed since R.F.D. came to Macedon. These three score years have witnessed many changes. The car has replaced the horse, resulting in more miles covered and many more people served. Orderly, regulation governed mail boxes have replaced the orange crates, tin cans and packing cases that were once scattered back and forth along the routes.

Communication has improved far beyond the wildest dreams of anyone living in 1900.

The post masters, regular carriers, and their substitutes of Macedon have borne these changes well.

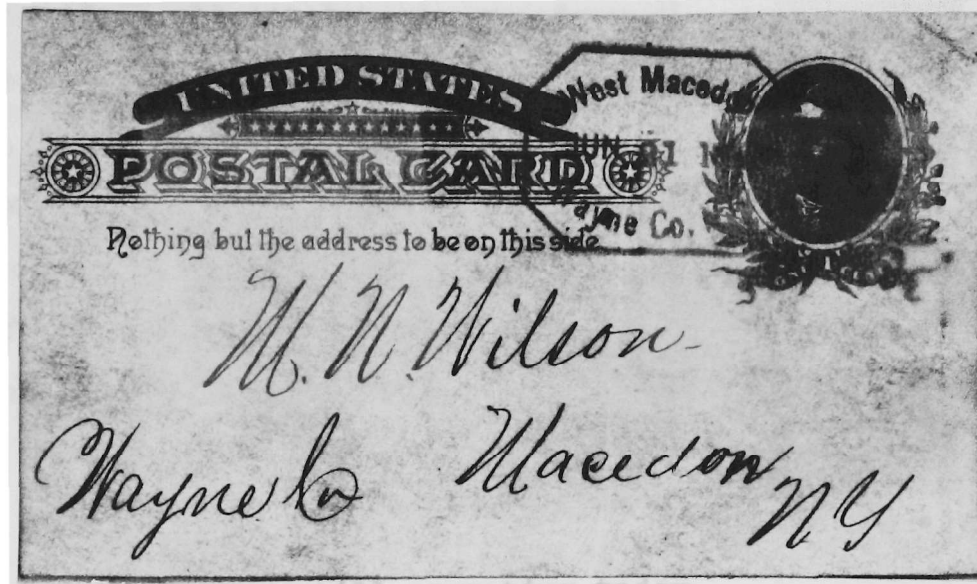
The carriers in their zeal to do their duty, have braved miserable weather, difficult patrons, and bad roads. Their perseverance, hard work, and loyalty, in turn have contributed much to Rural Free Delivery.

As the whole is equal to the sum of its parts, the value of Rural Free Delivery is dependant upon its carriers and their behavior.

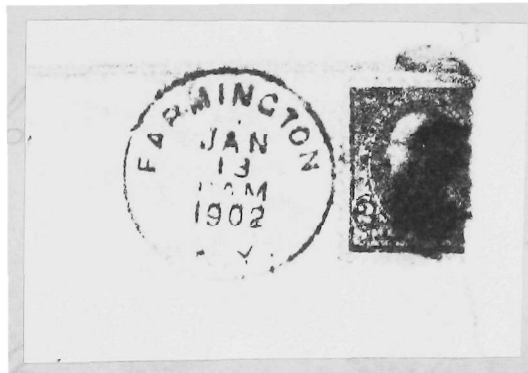
The value of R.F.D. in Macedon has been proved and in the process a history has evolved of which they can be proud.

## APPENDIX

Five post offices served the Macedon area at various times prior to the establishment of Rural Free Delivery. They were:



West Macedon—Established on June 18, 1866 and Discontinued in 1887

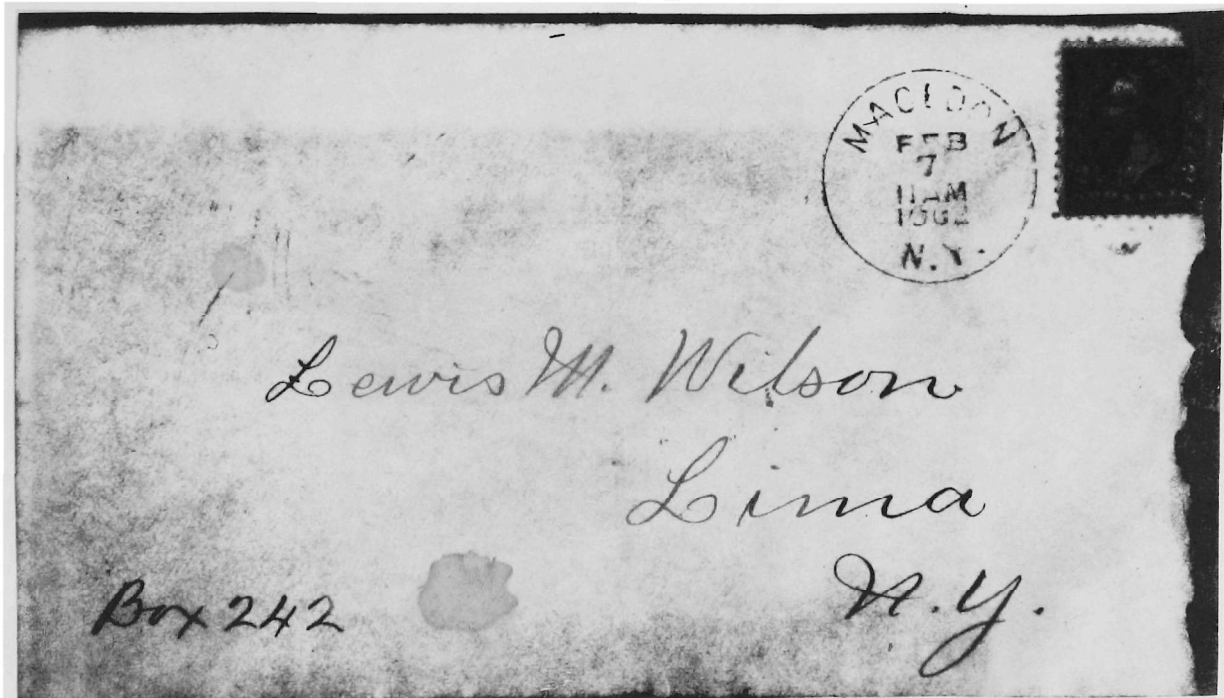


Farmington—Discontinued after February 1, 1902

Wayneport-dates unknown



Macedon Center-still operating today

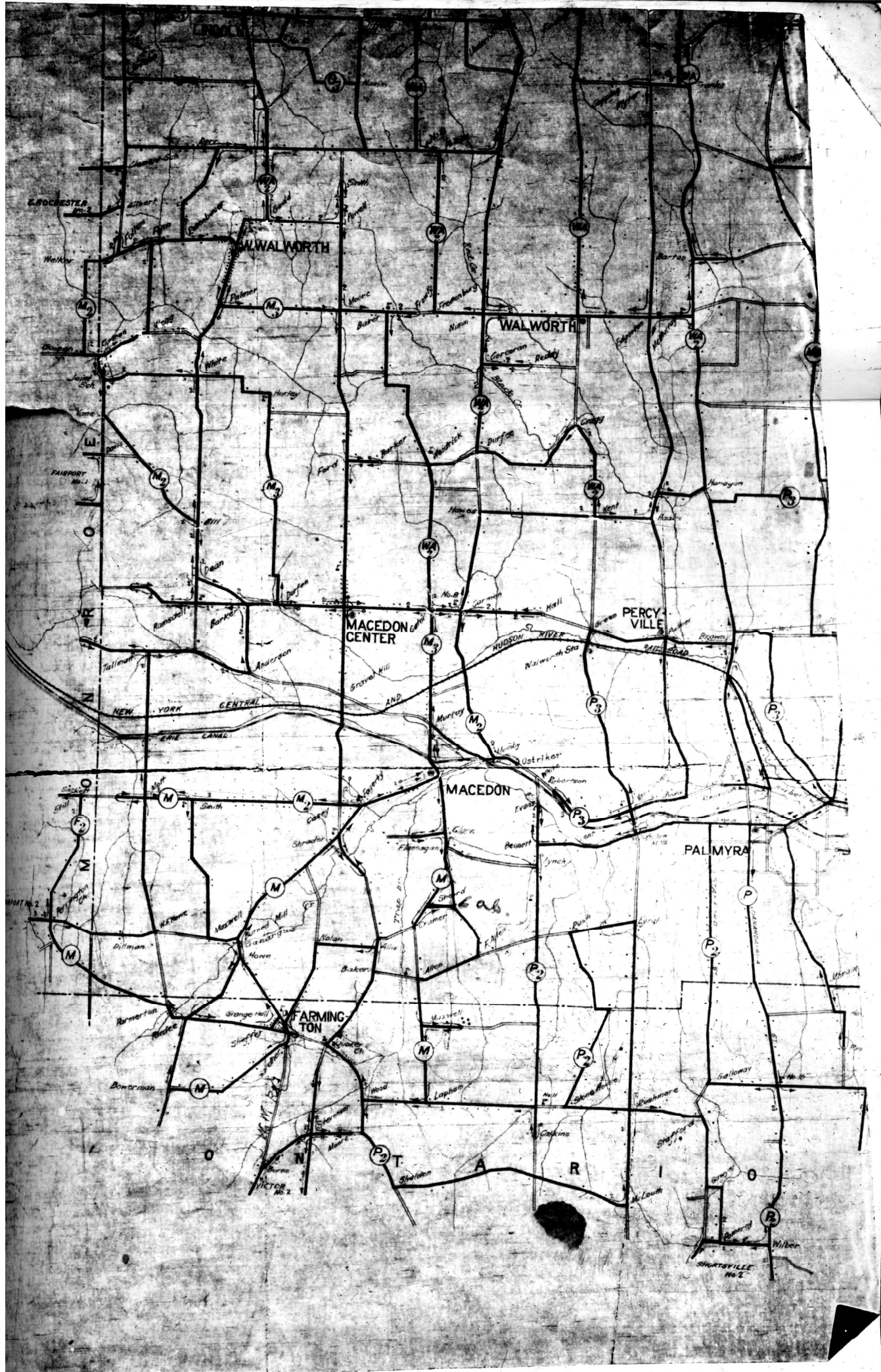


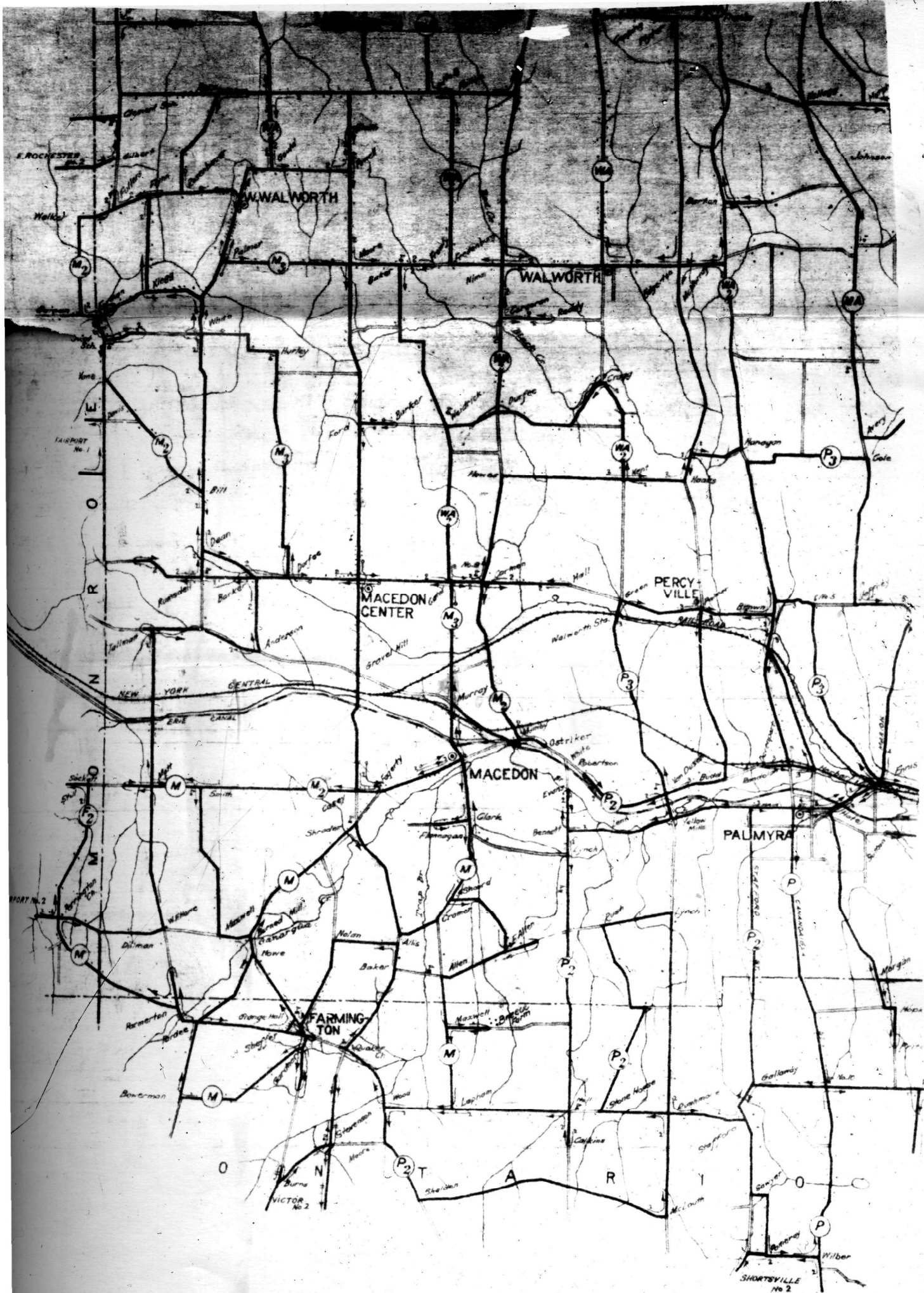
Macedon-First mentioned in historical records, in 1825



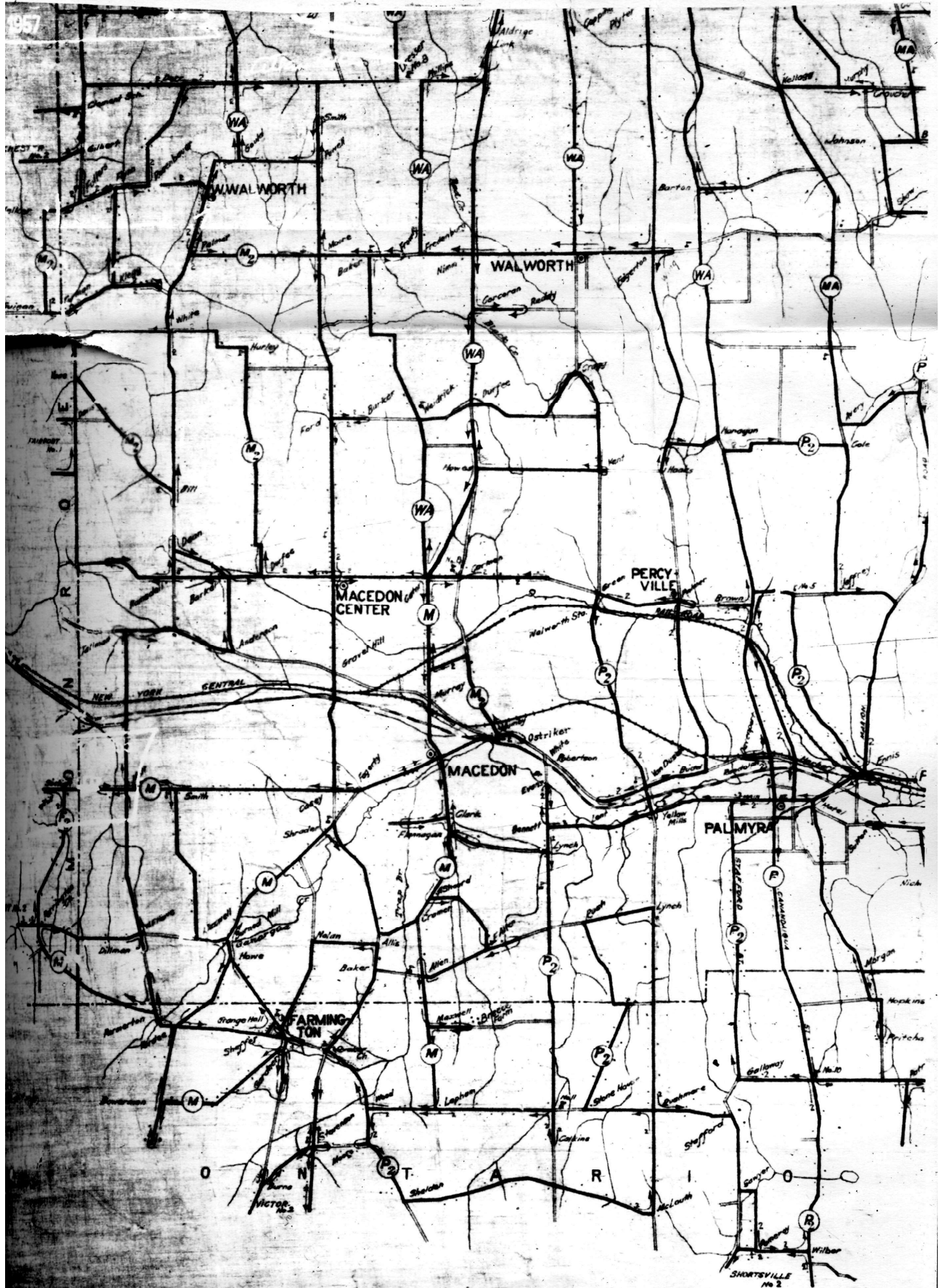
This is in all likelihood, a reference made to the discussion held at the Farmington Grange on February second, 1901 "...would Rural Free Delivery of mail benefit the town of Farmington" recorded by Lizzie M. Katkamier in the grange's minutes. At this time "Bro Stevenson expressed himself not in favor of Free Delivery, as did also Bros Mott and Wood"

The following three maps are those made after the important route changes were made. Map one shows the changes made after the consolidation in 1917. Map two was made after changes were made in 1923-24. Map three shows the last major change, the consolidation of the three routes.









It was the carrier's duty to keep fairly accurate records of his mileage, number of pieces of mail handled, expenses, etc. Bill Frank did more than the average, compiling over the years, a great deal of interesting information. These may help to give a little clearer insight into what the typical carrier was faced with from day to day.

# RURAL DELIVERY SERVICE.

DAILY RECORD of Number of Pieces of Mail Delivered and Collected by Rural Carrier Am. J. Frank, on Route No. 1, at Maecan Post Office, Albany Co., New York State. Month, January, 1925

Date	DELIVERED								COLLECTED								Number of Applications for Money Orders	Value of Stamps on Mails Collected by Carriers	Value of Postage Stamps and Other Stamped Paper Sold by Carriers
	1st Class.	2d Class.	3d Class.	4th Class.	Registered.	Insured.	C.O.D.	Total Number Pieces.	1st Class.	2d Class.	3d Class.	4th Class.	Registered.	Insured.	C.O.D.	Total Number Pieces.			
	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Pieces	Lbs.	oz.
x	102	1	14	1	81	521	178	73	81	2	2	14	17	42		230	1713	259	6.25
x	53		15		97	219	64	3		12		8	6	15		93			
x	278	3	4	5	12	403	112	27	4	12		74	7	29		132			
x	152	2	2	2	91	273	60	14	1	4		14	3	18		73			
x	261	3	1	4	74	281	65	48	5	4		84	6	14		90			
x	176	2	4	3	27	396	100	43	3	2		71	7	50		114			
x	117	1	14	3	13	424	112	71	3	4		93	9	46		392			
x	112	1	4	2	91	337	85	15	1	2		38	12	71		403			
x	179	2	12	3	37	403	106	84	3	2	1	07	8	37		257			
x	156	2	4	3	01	584	97	48	1	7		92	9	62		321			
x	183	2		1	97	312	59	14	1	2		17	12	36		204			
x	169	2	6	3	14	401	98	162	10	4	2	03	4	72		71			
x																			
x																			
x																			
x																			
	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Lbs.	oz.	Pieces	Pieces	Lbs.	oz.
x	84	1	6	1	51											84	1	6	1.51
x	27		10		52											27		10	52
x	96	1	10	1	81											96	1	10	1.81
x	60	1	2	1	03								2	11		62	12	2	1.51
x	81	1	7	1	48											81	1	7	1.48
x	67	1	4	1	31								3	4		70	5	4	1.63
x	54	1	2	1	12											54	1	2	1.12
x	36		12		57											36		12	57
x	107	1	13	2	01			5	1	2		07	2	4		114	3	3	2.20
x	57	1	2	1	17														
x	48	1			97														
x	37		14		72								1	2		06			

I certify that the foregoing statement is based upon actual count and is correct.

Count on route one, Macedon, N.Y. Sept. 1927

William F Frank, carrier

DELIVERED									COLLECTED							
	1st	2nd	3rd	4th	Reg.	Ins.	COD	Total	1st	2nd	3rd	4th	Reg.	Ins.	COD	Total
1	184	234	28	7				553	35		1					36
2	177	255	128	20				580	50		1	1				52
3	223	56	75	15		1		570	47			1	1			49
4																
5																
6	306	52	90	20		5	1	994	61		1	49		1		103
7	163	128	54	8				353	37			55				92
8	203	187	173	4				567	48			25	1			74
9	160	49	48	6		2		627	29			15	1			85
10	150	910	75	12				447	41			31				72
11	160	229	100	21		1		511	56			9				65
12																
13	174	144	40	7	1	1		367	29		1					30
14	149	130	34	15		1	3	332	56			58				108
15	188	251	61	16		2	1	549	35			7			2	44
16	152	372	40	10		2	1	584	103		1	19			1	124
	2479	3367	938	166	1	15	6	6982	627		5	263	3	1	3	902

Cost of operation of Model A Ford Tudor for 1 yr. 7/1/28 to 7/1/29

Miles traveled	11,000	
Gallons gas used	682	\$127.03
Gallons oil used	35	34.10
Tire used	11 lb.	1.92
Depreciation		\$163.05
		200.00
		\$363.05 Total cost

Cost per M of operation for gas & oil



# 1930 Delivered

	1st	2nd	3rd	4th	Reg	Ins	CoD	Special Matter	Foreign	Pen.	Frank	Total
Dates	Class	Class	Class	Class								
31	188	205	132	14	0	9	4	0	8	6	0	559
1	147	119	72	7	0	0	1	0	0	16	0	362
2	213	107	45	12	0	0	0	0	2	9	0	398
3	604	283	220	11	0	2	1	0	2	17	0	1140
4	202	409	62	7	1	1	0	0	0	54	0	736
5	236	194	45	7	0	0	0	2	2	12	0	498
6	170	184	245	22	3	0	3	0	0	32	0	659
7	216	126	176	11	0	0	0	0	0	19	0	558
8	199	119	42	4	0	0	0	0	6	39	0	429
9	183	371	39	11	0	1	0	0	2	16	0	623
10	192	248	24	9	0	1	0	0	3	8	0	493
11	2550	2562	1102	115	4	9	7	0	23	228	0	6407

# Collect 1930

	1st	2nd	3rd	4th	Reg	Ins	CoD	Special Matter	Foreign	Pen.	Frank	Total
Dates	Class	Class	Class	Class								
31	75	0	1	2	0	0	0	0	0	5	0	93
1	196	0	0	84	0	0	1	0	1	0	0	282
2	144	0	0	42	0	0	3	0	0	0	0	189
3	97	0	0	156	0	0	10	0	0	0	0	263
4	64	0	0	91	0	0	2	0	0	2	0	159
5	49	0	0	68	0	0	4	0	0	0	0	121
6	97	0	0	58	0	0	2	0	0	0	0	157
7	90	0	0	170	0	0	2	0	0	2	0	264
8	103			190			4		2			289
9	81			54					3	2		140
10	48			114					7	9		169
11	1044			1019			28		10	14		2116
12	58											
13	1102						28		10	14		

Number of boxes served--	-----	158
Number of families served--	-----	180
Salary exclusive of maintainece--	-----	\$2010
Equipment maintenance--	-----	\$ 360
Total pay--	-----	\$2370
Total cost of equipment--	-----	\$1100
Net salary per annum--	-----	\$1270
Actual length of route officially--	-----	30.66mi.
Actual total mileage in serving route---		
From May 1st to October 31--	-----	5000 mi.
From November 1 to April 30--	-----	4800 mi.
Greatest distance traveled any one day---		38 mi.
Actual time allowed in official schedule--		8:30 A.M. to 12:30 M.
Actual time consumed from--	-----	
May 1 to October 31--	-----	820 hrs.
November 1 to April 30--	-----	980 hrs.
Actual average time consumed in office		
Before serving route--	-----	2 hrs
Actual average time consumed in office		
Per completing route	-----	30 minutes
Actual average time consumed daily in		
Working for horse drawn equipment--	-----	2 hrs.
Actual average time consumed daily in		
Working for auto, oiling, repairing&adjusting		2 hrs.
Greatest time consumed last year on any		
Occasion in serving route--	-----	11 hrs.
Actual pieces of mail daily--	-----	475)
Actual pieces of letter mail daily--	-----	150)
Actual parcels daily--	-----	15 ) Delivered
Actual registers daily--	-----	1 every four days)
Actual insured daily--	-----	1

# COLLECT

Orders daily, 3. Insured 1 every 4 days. Registered, 1 every three days  
 Items collected daily, 20% letters, 100. Number pieces of mail matter 125

OFFICE, Macedon, N.Y.	Route No.	1	2	3
boxes served on route		158	132	133
mailies served		180	141	138
exact time allowed in official schedule		4 hrs.	3 1/4 hrs	3 1/2 hr
actual average time consumed from-				
May 1 to April 30		1100 hrs.		1000
November 1 to April 30		1300 "		1200
actual average time consumed daily in office before commencing service		2 hrs.	1 1/2 hrs.	1:40
actual average time consumed daily in office after completing service		30 "	30 "	25 "
actual average time consumed daily in oiling, gassing, adjusting, repairing, and cleaning auto used		2 Hrs.	2 hrs	2 hr
actual average time consumed daily in caring for horse-drawn equipment		2 hrs.	2 hrs.	2 hr
reatest time consumed last year on any one occasion in actually serving route		10 hrs.	9 hrs.	8 hr
exact length of route as officially described		30.66 mi.	27.03 mi	27.75
average total mileage traveled in serving route from-				
May 1 to October 31		5000 mi.	4160 mi.	4341
November 1 to April 30		4800 mi.	4250 mi.	4340
reatest distance required to be traveled on any one occasion during the past year		38 mi.	32 mi.	35
salary (exclusive of equipment maintenance) per annum		\$2010	\$1890	\$1920
equipment maintenance per annum		\$ 360	\$ 314.28	326
total pay		\$2370	\$2204.28	\$2246
estimated total cost of maintenance and operation of all equipment required to be used in a given year including depreciation and indirect costs--				
salary per annum		\$1100	\$1000	\$ 950
		\$1270	\$1204.28	\$1296
actual average number of pieces of mail matter delivered daily		475	400	365
actual average pieces of letter mail delivered daily		150	100	90
actual average parcels delivered daily		12	10	9
actual average registers delivered daily		1/4 da	70 yrly	60yr
actual average insured pieces delivered daily		1	198 "	180 "
actual average number of pieces of mail matter collected daily		130	65	47
actual average parcels collected daily		25	4	1
actual average registered daily		100 yr	40 yr	38yr
actual average insured daily		75 yr	80 yr	48yr
actual average money orders recieved daily (application)		3	2	1 1/2

March 18, 1930

Concrete for about 1.30 mi

Madam Help 3.00

Travel 24.00

improved dirt road 5.36

33.36

unimproved dirt road 5.00  
total 38.36

March 18, 1930

Day with ice in March 1929

Day with snow in Feb 1930

more miles

Seven miles in year 12 mi

Eight miles in year 15 mi

more miles

more miles

more miles

more miles

more miles

more miles

Length of Route 33.86 mi Hard surface  $7\frac{1}{2}$  Lanes 2236 Dist 4  
No of Box 166. Office work each Day 2 hr.

Care of Equipment 1 hr per Day

Difficult Roads. 7 hr. for about 2 mo of year

Ideal Roads  $3\frac{1}{2}$  hr for about 8 mo per year. 2 mo varied con-  
dition exist

Cost of auxiliaries Help. \$12.00

No. member in Family 4 Under 21 of age - 2

Other Dependents - none

Own property - Yes Value - \$5000.00

What part was acquired from earnings \$400.00

Inherited What amount - Bonus \$650.00

Mortgaged \$1500.00

Other Indebtedness - Bonus \$500.00 Bonus \$250.00 on auto

Original cost of Equipment \$650.00

Cost of Equipment necessary \$500.00

Total Premium of Math, accident + life ins \$181.02

Taxes 127.87

Fuel Ins 14.92

Auto Ins 56.40

Other money earned during year \$157.00

Age 36 years Carried  $9\frac{1}{2}$

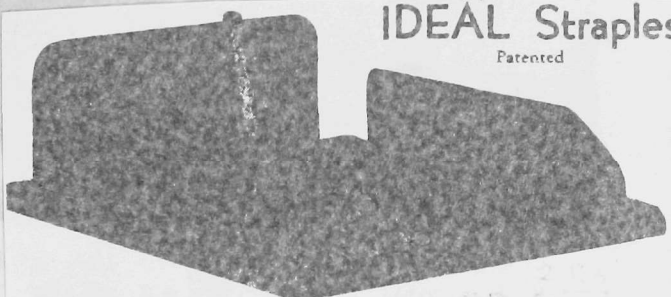
Appointed result of exam - yes

Ex - Service man - yes

William F. Frank County Wayne

Send to W. F. Armstrong 705 Oak St Niles Mich

Everyone is plagued with advertisements for one thing or another. The rural carriers were no exception. Day after day, in their own mail would come such as these examples.



**IDEAL Strapless Bundle Holder**  
Patented SIZE 12x15 INCHES

PLACE your bundle of mail in it, take off strap. The automatic follower holds mail at proper reading slant and tension until all is out.

No straps in the way—no bundle coming apart—fewer mistakes—saves time and gas. You will not do without it after once using it.

Price F. O. B. Findlay, Ohio, \$3.50, 2 for \$6.60. Ohio residents add 11c sales tax. Shipping weight, 6 lbs. Add P. P. to your zone.

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Address IDEAL BUNDLE HOLDER, 342 East Lincoln Street, Findlay, Ohio

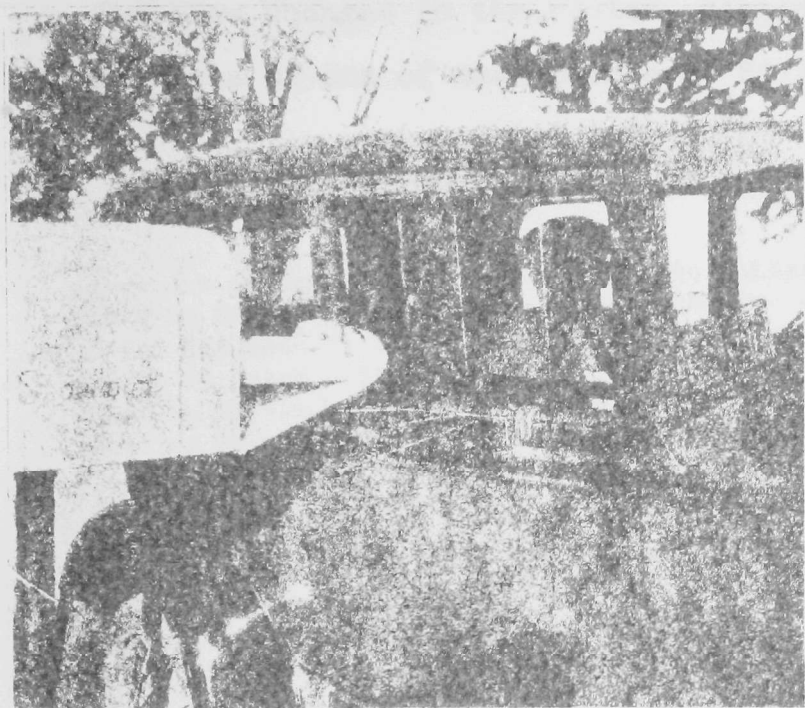


We are sure you are personally interested in the welfare of the rural carriers at your post office.

May we take the liberty of asking you to post this letter on the rural carriers' Bulletin Board so that they may be informed concerning these articles which are now being used by many satisfied rural carriers throughout the United States?

## TRAVEL IN COMFORT!

with the HAMILTON SLIDING WINDOW



Here is something that every R. F. D. carrier should have. It can be taken out or installed in a minute's time, and you do not have to change your present window, as it fits all cars. Not intended for open cars or cars with oval glass. *Send out*

Price—Without glass, prepaid, \$1.25. With glass, prepaid, ~~\$1.75~~ *\$1.50*. Give size of window opening, make and style of car, when ordering. Order yours TODAY—then laugh at the fury of Old Man Winter!

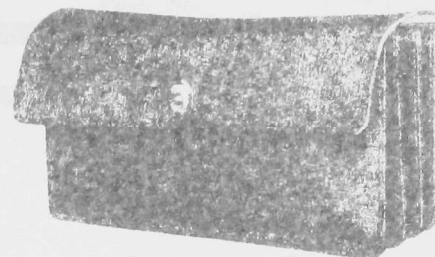
Illustration also shows the HAMILTON CAR FINISH PROTECTOR, a simple device that saves your car's finish from injury by the door of a No. 2 Regulation Box. Can be instantly adjusted to fit any car.

Catch that door! Don't let it get away from you! Price, prepaid, \$1.00.

Note U. S. MAIL sign attached to windshield of car. This sign is 10 x 4 inches, complete, with rubber vacuum cups for attaching to windshield for rear glass.

Made of durable celluloid on grey background with white letters.

These signs are attractive, will not rattle, easy to keep clean and will last indefinitely. Price, per pair, prepaid, \$1.00— *50*



### ALL-LEATHER SUPPLY KIT FOR RURAL CARRIERS

Made from genuine cowhide—  
Cordovan Color

Four large and three small pockets. Sewn with heavy linen thread; double sewn where greatest strain occurs. "Lift the Dot" fastener can be opened or closed easily with one hand. Each kit contains two 12-page booklets with wax paper leaves to keep stamps always in good condition. *25*

Size		Price Each Postpaid
11 x 5 x 5	<i>2.00</i>	\$2.50
12 x 6 x 6	<i>2.50</i>	\$3.25

"NOTHING TAKES THE PLACE  
OF LEATHER"

A Cheap Imitation Is Poor Economy

These following route descriptions are post 1953.  
The show changes in the routes, distances traveled, and the  
salaries of one of the carriers, Bill Frank.



POST OFFICE Macedon COUNTY Wayne STATE New York.

OFFICIAL DESCRIPTION OF RURAL ROUTE No. 2 as amended.

Effective May 1, 1934. Case No. 36873-RS.

Starting at the Post Office, the carrier will go—

Miles

East and northeast over canal bridge to Whipple corner	.80
East to Bryant tenant house and retrace <i>and east to Hill 4 = .8</i>	.80
North and west to Delaney corner	1.30
North to Cater corner	.80
East to Raybrook residence and retrace	2.40
West to Durfee corner, delivering mail at Macedon Center post office	1.70
North, northwest, and north via Hurley schoolhouse to White corner	3.30
West to schoolhouse corner	1.00
South to Vane corner <i>S &amp; E to Paulson west to Johnson's 1</i>	.30
South and east to Hill corner	1.50
South to Dean residence and retrace	.30
North and northeast to Gould corner	3.50
North and northwest to Lincoln (n.o.)	2.20
West to Waltz' corner	1.30
South to Jacobs' corner	.70
East and retrace	1.50 + 4
South to road leading to Read corner	.75
East to Tucker (Dorr) corner	1.00
East to Lanson residence and retrace	.70
South and southwest to Frey corner	1.10
West to Ronschneider corner	.70
North to Bottsford residence and retrace	.50
West to Walker corner	.30
South to Guinan corner <i>West to Johnson's 1.5 = 3</i>	.95
East to Clark (Klegg) corner	.70
East to Crellen residence and retrace	.80
North to Gray corner	.90
East to West Walworth (n.o.)	.40
South to Walworth Road	.70
East to Moore corner	1.40
South to Kemp (Ford) corner	1.60
East to Lawrence residence and retrace	.70
South to Macedon Center corner	1.00
West to Macedon Center post office and retrace, collecting locked pouch	.10
South to Gravel Hill corner .90, south to Schrader corner 1.10	2.00
East and northeast to Macedon post office	1.00
Total length of route	41.30
Prior length of route	41.80

*1.3701 miles*

# POST OFFICE DEPARTMENT OFFICIAL RURAL ROUTE DESCRIPTION

POST OFFICE <b>Macedon</b>		COUNTY <b>Wayne</b>	STATE <b>New York</b>		ROUTE NO. <b>One</b>
NEW ROUTE <input type="checkbox"/>	AMENDED <input checked="" type="checkbox"/>	REMEASURED <input type="checkbox"/>	PRIOR LENGTH <b>49.26</b>	NEW LENGTH <b>49.96</b>	EFFECTIVE DATE <b>NOV 9 1955</b>

Starting at the post office, the carrier will travel as described below:

MILES

South West to Fogarty Corner	.80
West to Mott Corner	2.20
North to Tallman Corner	1.50
West .1 and retrace	.20
East to McGrail corner	.50
NORTH .35 TO R. BOWERMAN RES. AND RETRACE	.10
South east to Anderson corner	.60
North to Baker Corner	.70
West to Ramsdell corner	.50
West and Northwest .7 and retrace	1.40
North to Packard Farms .40 Southwest to Baker Corner .70	1.10
East to Cator corner 2.00 South to Wiedrick corner 1.20	
West to New York Central Railroad .6 and retrace .6 south	
to corner Main and Erie Streets .60	5.00
South to Clark corner .70 West .4 and retrace .90	1.50
South to Flannagan corner .20 east .40 and retrace .80	1.00
South and Southwest to Shrouds corner	.60
East, Southeast and south to F. Allens corner	.80
East .4 and retrace	.80
Southwest and west to Allen corner .70 North and retrace .25	.95
South to J. Maxwell corner .50 east to Breze and Co. Farm	
and retrace .85	1.35
South to Lapham Farm corner .70 West to Mott corner .70	1.40
Southwest to Quaker church .70 northwest .85 and retrace .17	.87
Northeast to Baker corner .90 North to Allen corner .3	1.20
East to Nolan Corner .6 Southwest to Farmington corner 1.00	1.60
East .25 and retrace	.50
Southwest to Grange Hall corner .20 South east to Sheffer corner .10	.30
East to Farmington Village corner	.20
South to Gardner corner .21 South .42 and retrace .84	1.04
Southwest to Bowerman corner 1.40 South .41 and retrace .84	2.24
North to Pardee Corner .80 West and northwest to Farmington corner .20	1.10
North .33 and retrace .56 Northwest and North to Perrington Church 1.80	2.46
East to F. Hone corner 1.20 South 1.5 and retrace .30	1.50
Northeast and North to Mott corner 1.40 west .1 and retrace .80	2.20
East to Par Three Restaurant .15 and retrace .15	.30
East to Smith corner .30 Southwest to Maxwell corner 1.50	1.80
East .3 and retrace	.60
East to Burned Mill corner .30 South and southwest to Pardee corner 1.00	1.30
East to Sheffer corner .90 Northwest to Grange Hall corner .10	1.00
Southwest to Burned corner 1.20 East to Schrader corner 1.60	2.80
Northeast and Northeast via Grange Hall and Shrouds 1.95 northeast	
and North to P. O. Macedon 1.75	3.50
Total Length	49.96
Prior Length	49.26

POST OFFICE DEPARTMENT  
**OFFICIAL RURAL ROUTE DESCRIPTION**

POST OFFICE <b>Macedon</b>		COUNTY <b>Wayne</b>	STATE <b>New York</b>	ROUTE NO. <b>Two</b>
(Check one) <input type="checkbox"/> NEW ROUTE <input checked="" type="checkbox"/> AMEND-ED <input type="checkbox"/> RE-MEAS-URED		PRIOR LENGTH <b>45.85</b>	NEW LENGTH <b>46.25</b>	APPROVING OFFICER WILL ENTER EFFECTIVE DATE <b>FEBRUARY 6, 1960</b>
STEP <b>7</b>	PRIOR SALARY <b>\$5063.</b>	NEW SALARY <b>\$5063.</b>	APPROVED <i>W. A. Carroll</i> DATE <b>1-18-60</b> DELIVERY SERVICES OFFICER	

Starting at the post office, the carrier will travel as described below:

	MILES
East and Northeast over canal bridge to Whipple Corner	.80
East .75 and retrace to Whipple Corner	1.50
North and West to DeLaney corner	1.30
North to Center Corners	.80
East to Raybrouck residence and retrace	2.40
West to Darfee corner, delivering mail to Macedon Center Post Office	1.70
North Northwest & North via Hurley schoolhouse, East to Stalker res. & ret.	3.90
West to schoolhouse corner	1.00
South to Ware corner proceed south to Lyle Walker's Res. & retrace	.70
South and East to Billis' corner, south & West to Floyd Homan res. & ret.	1.80
South to Dean residence Lewis Watson res. & ret.	.60
North and North east to Gould Corner	3.50
North & Northeast to Lincoln (n. o.)	2.20
West to Waltz corner	1.30
South to Jacobs corner	.70
East and West to ... 1.40 AND RETRACE	2.80
South to road leading to Read corner	.75
East to Tucker (Dorr) corner	1.00
East to Daansen residence and retrace	.70
South and southwest to Frey corner	1.10
West to Bendschneider corner	.70
North to Betsford residence and retrace	.80
West to Walker corner	.30
South to Guinan corner .95 south .175 and retrace .175	1.30
East to Clark (Clegg) corner	.70
East to Crellan residence and retrace	.80
North to Gray corner	.90
East to West Walworth ( n. o.)	.90
South to Walworth road	.70
East to Moore corner	1.40
South to Kemp (Ford) corner	1.60
East to Lawrence residence and retrace	.70
South to Macedon Center corner	1.60
West to Macedon Center Post Office and retrace collecting locked pouch	.10
South to Wawro corner	2.30
North east to Macedon Post Office	1.20

Total Length **46.25**

Prior Length **45.85**

45.85  
 + .40  
 -----  
 46.25

POST OFFICE DEPARTMENT  
OFFICIAL RURAL ROUTE DESCRIPTION

POST OFFICE <b>Macedon</b>		COUNTY <b>Wayne</b>	STATE <b>New York</b>		ROUTE NO. <b>Two</b>
NEW ROUTE <input type="checkbox"/>	AMENDED <input checked="" type="checkbox"/>	REMEASURED <input type="checkbox"/>	PRIOR LENGTH <b>44.25</b>	NEW LENGTH <b>45.85</b>	EFFECTIVE DATE

Starting at the post office, the carrier will travel as described below:

MILES

East and Northeast over canal bridge to Whipple Corner	.80
East .75 and retrace to Whipple corner	1.50
North and West to DeLaney corner	1.30
North to Cator Corners	.80
East to Heybrouck residence and retrace	2.40
West to Durfee corner, delivering mail to Macedon Center Post Office	1.70
North Northwest and north via Hurley schoolhouse, EAST TO STALKER RES. & RET.	3.90
West to schoolhouse corner	1.00
South to Vane corner PROCEED SOUTH TO LYLE WELKER'S RES. & RETRACE	.70
South and East to Mills corner SOUTH & WEST TO FLOYD HOMAN RES. & RETRACE	1.80
South to Dean residence LEWIS WATSON RES & RETURN	.60
North and Northeast to Gould Corner	3.50
North and Northeast to Lincoln (n. o.)	2.20
West to Waltz corner	1.30
South to Jacobs corner	.70
East and retrace 1.50 East .45 and retrace	2.40
South to road leading to Read corner	.75
East to Tucker (Dorr) corner	1.00
East to Daansen residence and retrace	.70
South and southwest to Frey corner	1.10
West to Bendschneider corner	.70
North to Botsford residence and retrace	.50
West to Walker corner	.30
South to Guinan corner.95 South .175 and retrace .175	1.30
East to Clark (Jlegg) Corner	.70
East to Crellan residence and retrace	.80
North to Gray corner	.90
East to West Walworth (n.o.)	.90
South to Walworth road	.70
East to Moore corner	1.40
South to Camp (Ford) Corner	1.60
East to Lawrence residence and retrace	.70
South to Macedon Center corner	1.60
West to Macedon Center Post Office and retrace collecting locked pouch	.10
South to Wavro corner	2.30
North East to Macedon Post Office	1.20

Total length 45.85

Prior length ~~44.25~~

The following newspaper clippings are taken from the "Arcadian Weekly Gazette", between May, 1899, and September 1899. They describe the introduction of R.F.D. into the first town in Wayne County, Newark.



## RURAL FREE DELIVERY.

Prospects Are Bright For Having A Rural Service Here.

Several years ago the government began to experiment with the free delivery of mails to the rural population. Some \$15,000 was appropriated for the experiment, and Elba, west of Rochester was selected, we believe, for the first town to be given free delivery. The experiment proved a success, and during the last six years, the appropriation has been increased year by year, until this year the sum of \$300,000 has been appropriated, and the service is to be extended to several communities. It is the policy of the government not to let the receipts of the postal department exceed the expenditures, on the principle that the people should get the best possible postal service for the money they pay in, and as almost every man and woman in the country contributes something to the treasury of the postal department, it is right that they should receive as much benefit as possible.

Inasmuch as the rural delivery service is to be extended this year, Newark Grange conceived the idea a few months ago of applying for a service here. A committee consisting of Philip Eckert, Frank See, O. M. Lincoln and C. T. Lincoln with Charles E. Clark as chairman, was appointed by the Grange, and they went to work at once. Mr. Clark got good strong endorsements from Assemblyman M. I. Greenwood and Congressman S. E. Payne, and a request was made to the First Assistant Postmaster General, who has the matter in charge, for the establishment of the system.

Last week Government Agent Edson, of New Jersey, who is engaged continuously in laying out routes for the new service, came to town, and with Mr. Clark and others, drove over the entire town. He was delighted with the town, with the large population, and number of houses, and declared this to be an ideal locality for the service. Mr. Edson was indeed so well impressed that he has recommended that the service be installed here which will probably be done about the first of July.

The service in this town will extend south as far as the Outlet, and north for several miles, embracing, in fact, all the farmers who naturally come to Newark for mail. The route will as laid out take in Fairville, doing away with the Fairville postoffice. It will not for the present take in Minstead and Zurich, which are in this town.

The new service will probably include one, perhaps two, more carriers for the local delivery, doing away with the Arcadia office and delivering the mail to every house in the corporation.

For the rural delivery, three men will be hired by the government. These three places will not be political offices, neither will they come under the civil service. The three men are hired at a salary of \$400 a year, they to furnish their own rigs. They will leave the Newark office every day after the morning mails are in, and will deliver mail to all parties receiving any, living on each man's route. No given number of hours are prescribed for the delivery, it only being requisite that the whole route be covered every day. The three country routes mapped out are as follows:

Route No. 1—From P. O. west to Peak's bridge; south to Sherwood school house; north to Maple ave. Newark; to Main street, then south to the Cape; north on Lookville road to Vienna St. corner Mapleave, then east and south to Marlbtown; east to Ridley road; north to Blue Cut road; west to P. O. This is a 20-mile route, serving 180 houses.

Route No. 2—From P. O. north to Whiting's corners; easterly to Joel Soverhill corner; north to Dubois corner; west to Minstead; south to Whiting's corners; west to Hydeville; north to Chas. Swartz place; west, then south over sand hill, road to Slab City; then east, and south to Stebbins corner; east to N. Y. C.

and to P. O. via Willow ave. This route covers 22 miles and serves 184 houses.

Route No. 3—From P. O. north to Central; to Mud Mills; north to Mud Mills school house; then to Fairville, and north to Martin Sours's flatiron; then south by Fairville depot to McLaughlin road; south on that to Lyons road; west to Burley school house; north on VanAuken road to Pomeroy place; west and south to Jeremiah place; south and east past Melvin Ostrander place, to Webber place, then to P. O. This route covers 24 miles, serving 180 houses.

All houses on the short cross roads not reached by the above routes, will be served by boxes on the nearest corner.

The rural carriers are allowed to do express and passenger business, for their own profit, thus augmenting the salary and making the position a desirable one to many people.

The rural free delivery has passed the experimental stage, it has come to stay; and if established here will be permanent. If it is good for other towns, why not for Newark? There are many benefits to be derived from the system to all of which the farmers are entitled, for they pay more taxes in proportion to what they own than any other class of people on earth. This system puts a farmer in daily communication with the outside world, enables him to send to town for groceries, dry goods, hardware, in busy times when he can ill afford to go himself, enables him to do and have and enjoy many things which he does not now have and enjoy. It is, indeed, a step higher in civilization, and will be a blessing inestimable to the farmers and families of farmers who now have to live almost apart from the world sometimes for days at a time. The rural free delivery is, in very fact, one of the best steps this government has ever taken along the line of governmental paternalism, and should be welcomed by every one.

The village people will profit also. The newspapers, because their papers will be carried to every town subscriber on publication day; the merchant, because the farmers' wives can order by the carrier many things they would otherwise do without; all, who have relatives in the country, because they can communicate with them any day, or ride out with the carrier to see them. The system will prove a great civiliser and social leveller, because every street, every hamlet, and every cross-road, can come into daily communication with the village, and the town at large, and through daily papers, with the world. The Gazette is strongly in favor of the system. In this town, their happen to be some features which are unpleasant, as the abolishment of the Fairville and Arcadia postoffices; but as in every advancement, the personal interests of a few must be sacrificed when the greater good of the many is involved, and on the whole we believe the great mass of the people of Arcadia will be largely benefitted.

## RURAL DELIVERY.

The government agents who have been looking over the the proposed rural delivery in Arcadia, have finished their work and sent in their report to the postoffice department at Washington. It will not be definitely settled just what is to be done till the report has been acted upon by the officials, but in all probability the system will be put in operation, perhaps as soon as September 1. Instead of three routes as at first proposed, there will be two, and the northern part of the town left out. The southern route will extend over into Ontario county as far as the Outlet.

The Newark Grange has had charge of this work entirely, and C. E. Clark, the chairman of the Granger's committee, has worked hard to bring about what the farmers particularly have desired, and it is to be hoped their anticipations will be fully realized. One of the features of this new departure will probably be to take up the office of Mr. Dillenbeck in Arcadia, and perhaps later to take up the offices at Fairville and Minstead, although the latter two offices will not be touched at present. Until they are taken up, the farmers in the vicinity, or north of these offices will not have the benefit of the free delivery.

The rural carriers, while under the direction to a great extent of Postmaster Groat, are not appointments of the local postmaster, nor does their pay come from the revenue of this office, but from a special appropriation of the government.

The patrons of the Arcadia office will get their mail once a day from the rural carriers or come to the Newark office for it, unless they can prevail upon the government to appoint another village carrier for the benefit of those living within the corporation. If this is done the new streets in the village will then be served by the carriers, as they should be.

Just how well pleased the patrons of the office will be with the new system can of course be told after a trial. It seems to work well in other places, and the Grange have confidence enough in it to push the enterprise to its present standing.

Postmaster Groat has received no instructions from the department yet, but of course will be told what will be expected of him in time to prepare for it. It is expected that the carriers will be for route No. 1, Claud T. Lincoln with C. T. Lincoln as substitute; route No. 2, O. M. Lincoln, with Ward Lincoln as substitute.

merchandise dealers. The office was in their store. The was burned down about eight ago. Mather Scott was post until 1880, when William Hald the office a term. Jennie Manley Sprague, A. Dillenbeck, W. H. Sprague, Dillenbeck, followed in turn masters.

## COUNTY POLITICS.

## ARCADIAN WEEKLY GAZETTE. SEPTEMBER 6.

### NOTES ABOUT TOWN.

The rural delivery system has been inaugurated and farmers on the routes are having their mail delivered to-day, the carriers starting out just after the morning mails are distributed. The most unfortunate feature of the case is that for the present East Newark people are without mail save as they come or send to the village for it, as the Arcadia office is closed, and no carrier has yet been assigned to the East Newark district. The people of that end of the village should now bestir themselves and demand of the government that another carrier be assigned immediately. There should be no delay about this.

Farmers on the free delivery routes will not get their Gazettes until Thursday. As soon as it can be arranged, this paper will go to press early enough in the morning to catch the rural delivery.

if not all, are undoubtedly in favor of the change. The reasons for changing the name are obvious. Every day letters, express and freight matter go to Newark, New Jersey, and there is perpetual trouble. It is a source of annoyance and loss to all our business men. There is now no Arcadia postoffice in the state, and the village should at once adopt the name. It is a more euphonious name, more distinctive, and more distinguished, than Newark, and as a matter of romance and sentiment, Arcadia is an historical name, and much the prettier word. Let us agitate the question and get the sentiment of the people at large.

The Newark postoffice is a busy place during the early morning hours. Mail has to be sorted out for the general delivery, the boxes and drawers, the village carriers, the rural carriers and the Port Gibson carrier. They are a "husky lot" of fellows in the office, however, and the extra work doesn't feaze them.

### ARCADIA OFFICE TO CLOSE

The Arcadia postoffice will be closed and discontinued after September 5, and Postmaster Groat of the Newark office has received word from Washington to deliver no more mail there after that date. This is because of the rural delivery established through the untiring efforts of the Newark Grange.

The inhabitants in the eastern part of this village who get their mail from the Arcadia post office are indignant and thoroughly aroused over the coming abandonment of their office. The Arcadia post office distributes mail to about 150 families, two-thirds of which live close to the post office which is now located in the grocery store of John Dillenbeck, who is postmaster, and it is a great convenience for them to get their groceries and mail at the same time. Some are up in arms against the Newark Grange, through whose efforts the rural free mail delivery has been established, causing the closing of the Arcadia office which supplies mail to but fifty farmers within the route of the rural delivery.

On September 5th the rural delivery will commence and the Arcadia post office will go out of existence, and the inhabitants will be obliged to come to Newark for their mail, as their fathers did before the Arcadia office was started.

Roderick Price, "the father of the village of Arcadia," and through whose efforts the Arcadia office was started, is not alive to-day to see the closing of the office which he labored so hard to get for the people of his village of Arcadia. In 1840, the time of the opening of the office, it was a rival hamlet of Newark, which had had a post office for nearly twenty years.

It is claimed that Roderick Price, accompanied by L. L. Rose, both business men in Arcadia, in their effort to secure a post office at Arcadia, made a trip to Washington, a good undertaking in those days, and after a gross misrepresentation to the government, claiming that a high hill, rough and stony road, and a distance of three or four miles separated the two villages. A little figure three over a large figure four left the petitioners a loop hole for escape if caught. The petition, when translated, read "three or three-fourth miles." They succeeded in the establishing of the Arcadia post office in about 1840, as near as can be ascertained, with Mather Scott, of the firm of Scott, Rose & Edmondson, general merchandise dealers. The first postoffice was in their store. The building was burned down about eight years ago. Mather Scott was postmaster until 1850, when William Baldwin held the office a term. Jessie Owens, Mauley Sprague, A. Dillenbeck, John Dillenbeck, W. H. Sprague and John Dillenbeck, followed in turn as postmasters.

### COUNTY POLITICS.

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