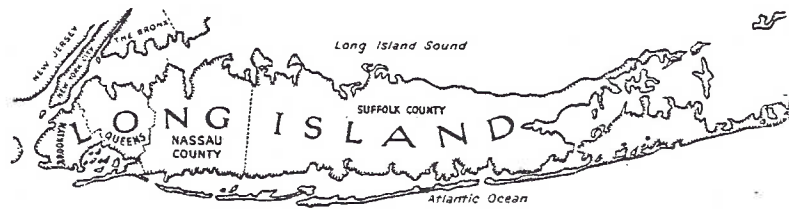


# LONG ISLAND POSTAL HISTORIAN



The Newsletter and Journal of the Long Island Postal History Society  
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 WINTER 1985 VOLUME 9 No. 4 WHOLE No. 15  
 J. Fred Rodriguez, Editor P.O. Box 112005 Miami, Florida 33111-2005  
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Arthur Fitzpatrick, Secretary  
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 P.O. Box 1178  
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Mail your Ads to: J. FRED RODRIGUEZ P.O. Box 112005 Miami, FLA. 33111



# PRESIDENT'S MESSAGE

The Long Island Postal History Society was initially formed by nine people who lived in the metropolitan New York and Long Island area who had a deep and abiding interest in the postal history of Long Island. From its inception, there has been continued growth of the Society and we now have members across the United States. However, the nine founding members still do much of the work of the Society with help from a few additional individuals.

The time has come for other individuals to become involved in the workings of our group. We need members who are interested in serving as officers and attending the meetings of the Board of Directors to come forward. We need individuals with new ideas, fresh approaches and a willingness to talk to their co-members about what's right and what's wrong with our group.

Although the current elected officers can always continue to serve and the Society will no doubt continue to operate, I believe that it would be in the best interest of the LIPHS to have new individuals with new ideas get involved in the official workings of the LIPHS. All of you--but especially those in the New York area--we need you to demonstrate your interest in our Society by volunteering your time and services as an elected member of our group. If you are interested in running for office, whether you live in the local New York area or elsewhere, please write to me so that we can add your name to the list being formulated by the Nominating Committee.

Please write if you are sincerely interested.

Best regards,

*Dan*

Daniel M. Knowles

PM 718-263-1569

Carbon to Baker

J FitzPatrick



## FROM THE EDITOR'S DESK

Belated holiday greetings to one and all! This edition of the L.I. Postal Historian includes articles that should prove interesting to many of you. Fred Lightfoot's article on the Pennypacker Collection at the East Hampton Free Library has produced a number of very favorable comments. Fred is a gifted local historian and writer, an expert in various historical fields like photography, postal history, maritime history, and Long Island history. We are fortunate to count him as one of our members. The conclusion to his article appears in this issue.

Once again Carl Baker has written a fine article for our journal. This time he writes about the Ship Sabina and her role in taking eager Long Island adventurers and fortune seekers to the gold fields of California. Bob Miller has put together a short history of La Guardia Airport as his second offering for his regular aereophilately column dealing with Long Island airmail. Other interesting articles roundout this issue.

In the Spring edition of the L.I. Postal Historian we plan to include the history of the Greenport P.O. through the end of the 19th century. An article on another gold rush cover to Sag Harbor will also appear. We will continue with part VIII of Long Island Post Offices and Bob Miller will be reporting on the recent sale of Garden City Estates pioneer airmail flight material in addition to giving us a short history of that event.

We promised an index with this issue, however we have opted to wait until the end of 1986 (Volume 10) at which time we will publish a comprehensive index covering all the past issues of the journal and the newsletter which have been published by the Society since its founding in August of 1980.

I would like to know how many LIPHS members are planning to attend AMERIPEX, the international philatelic show to be held in Chicago from May 22 through June 1, 1986. It will be nice if those of us attending can meet for an LIPHS dinner one evening while at Ameripex. Drop me a card and let me know if you are going, what days you are planning to attend and if you are interested in getting together. We'll announce plan in the next issue scheduled to be out in early April.

In closing I want to wish all of you a safe, healthy and prosperous New Year, and of course, a philatelically fruitful 1986.

J. Fred Rodriguez



## SECRETARY'S NOTES and

### CORRESPONDENCE FROM MEMBERS

\*\*\*\*\*

We are pleased to welcome two new members to the LIPHS:

Ernest S. Peyton  
P.O. Box 24816  
Tempe, Arizona 85282

Joan Salzano  
Patchogue-Medford Library  
54-60 East Main Street  
Patchogue, N.Y. 11772

Resignations: Richard B. Jordan

The following have been dropped for non-payment of dues:

Patrick M. DesBonnet  
Thomas Gaynor  
Alfred W. Hahn, Jr.  
Brooklyn Historical Soc.  
David Keller

Morton R. Laby  
David H. Proulx  
Smithtown Library-Long Island Room  
Katherine Meyer

We are pleased to announce that Dan Knowles and Joel Shapiro are the first two Life Members of the Long Island Postal History Society. Ten other members renewed at the Sustaining Membership Level. These are:

D. John Cederstrom  
Arthur Fitzpatrick  
William Stearns  
Brendan McCann  
William Anderson

Carl F. Baker  
Jose L. Rodriguez  
Richard C. Frajola  
Arthur Pollinger  
Richard O. Jones

We appreciate their financial support as well as their vote of confidence in the Society. The revised 1986 Membership Roster is enclosed separately. Membership numbers have been assigned based on the date each of you joined. The first 9 members are the Charter members. Their numbers were assigned based on alphabetical order. Membership Cards will be sent out to all members before June as they still need to be printed. As of this writing the total membership of the Society stands at 70 and membership numbers go up to 104. We have a good group of members which have made our Society a success since its founding in 1980.

Richard Jordan wrote the following note upon his resignation: "Reluctantly I must resign from the LIPHS - a splendid society with an excellent journal - but so little time." Mr. Jordan's philatelic interests are Rhode Island postal history, civil war patriotics and other non-Long Island collecting interests.

Richard O. Jones from Massapequa sent along a copy of a post card from Holland sent to NYC in 1906. It bears a receiving handstamp from the Martha Washington Hotel similar to the rectangular box handstamp from Port Jefferson Station illustrated in the last issue of the Long Island Postal Historian (Vol. 9, No. 3, Whole No. 14, page 81). He also sent along a copy of a small 1905 cover with a Huntington RFD cancel.

Kenneth Pitt from Catharpin, Virginia and Art Fitzpatrick have sent along photocopies of some interesting Greenport covers that will be used in a forthcoming article on the history of that post office. If any other member has early stampless covers or unusual 19th century covers from Greenport please do send copies to your Editor by March 1 as the Greenport P.O. article will appear in the Spring edition of the L.I. Postal Historian.

John Cederstrom, in renewing his membership at the sustaining level, indicated that he was doing it as a sort of tribute to his friend Herman Schroder, a long time resident of Huntington and a philatelic railroad buff who recently passed away. John was from St. James and now resides in Arizona.

Martin Margulis sent information on the Kings County post offices and postmaster salaries for 1876 and 1888 for some Long Island post offices. Information of this type is always useful and is well received. We will be able to use it in future articles. We also want to apologize to Martin for our gross misspelling of his last name on page 75 of the last issue of the journal.

We have heard from Brian Levy of Seaford who has sent along copies of various L.I. post cards. We thank David Snow of Lindenhurst, Edith K. Wyckoff of Locust Valley, Brad Arch of Clifton, N.J. and others who have written.

Fred Lightfoot, author of the two part article entitled "A Visit to the Pennypacker Collection", wrote to say that the 1824 red arc postmark from Smithtown mentioned on page 78 of the last issue was different from the one illustrated on page 79 of that same issue. In his opinion the illustrated handstamp is more like a rimless circle handstamp than an arc strike. We will try to get a copy of the 1824 arc strike from Ms. King, the librarian of the Pennypacker collection. She was so kind to send us copies of some of the postmaster quarterly reports from Farms and Greenport and other information.

Ernest Kehr, reknown philatelist and author of the regular Sunday Newsday column on Stamps mentioned our Society publication once again. We have gained a number of members in the past as a result of Mr. Kehr's favor. We thank him for his help in promoting our Society.

\* \* \* \* \*

## A VISIT TO THE PENNYPACKER COLLECTION - CONCLUSION

By Frederick S. Lightfoot

One of the most valuable items in the Pennypacker collection related to the mails is an undated broadside, illustrated, published by E. V. Homan, the proprietor of the U.S. Mail Stage which ran from East Hampton to Riverhead. The stage left East Hampton at 5 A.M. on Monday, Wednesday and Friday and was scheduled to reach Riverhead by 1 P.M. to meet the Boston train so that passengers on the stage could board it and go to New York. There was a combined fare of \$2.37 1/2 for the trip from Bridgehampton or Southampton to New York, and a separate fare of \$1.00 from Sag Harbor to Riverhead. Homan actually printed tickets for this service, and one of them is clipped to the broadside. Perhaps the Long Island Postal History Society could arrange to reproduce the broadside so that members could frame the reproduction and display it. It is in fairly good condition, but has one hole in it which destroys part of the print. The missing portion could easily be drawn in.

Homan's full name was "Egbert Voltaire Homan", and there is a write up of him in Jeannette Edwards Rattray's "Fifty Years of the Maidstone Club, 1891-1941." The collection has a typewritten copy of the excerpt on Homan, who was termed a bridge between two eras of history. This would be worth printing in the Long Island Postal Historian.

Another item from stagecoach days is a newspaper, unfortunately with part of it torn away, in which Silas Wood writes to the editor of the Brooklyn Star on January 26, 1829 about the mail routes on the island. There were three routes, by the South, North and Middle mails. The South ran from New York to Jamaica and on to East Hampton, with coaches leaving each terminus on Monday and Thursday at 6 A.M. and reaching the destination at 7 P.M. the following day. The North mail evidently ran only between Jamaica and Oyster Ponds, leaving Jamaica as soon as the mail on the South route had been received and sorted there. It arrived at Oyster Ponds at 7 P.M. the following day. Mail from Oyster Ponds left on Mondays and Thursdays at 6 A.M. (Time of arrival at Jamaica is torn away.) The Middle mail ran from New York to Riverhead only one day a week, leaving New York on Tuesday at 8 A.M. and arriving at Riverhead at 11 A.M. on Wednesday. It returned from Riverhead at 11 A.M. on Thursday, reaching New York at 6 P.M. on Friday.

These schedules emphasize how little settlement there was in the middle of the island since the post offices there received mail only once a week while the north and south shore had semi-weekly service. These facts should have warned the founders of the Long Island Rail Road about the local traffic and its revenue which they were throwing away by running the railroad down the center of the island.

Another interesting item from the same period is a letter from Postmaster George S. Phillips of Smithtown, dated September 20, 1825, to H.T. Dering of Sag Harbor. It tells Dering that the Postmaster General, in a letter dated August 30th, has made clear that mail between Sag Harbor and Smithtown, which had to go via Jamaica, had to be rated according to the actual distance traveled. Hence the rate was 12 1/2 cents, and that was the rate he was applying to the letter being sent to

Dering. (The address sheet is missing.) This will explain such rates which may have mystified collectors who assume that distances for rates were based on crow flight.

Earlier history of the Long Island mails is found in other files. There is, for example, a photostat of the appointment of the first postmaster (deputy postmaster) at Sag Harbor, dated August 12, 1794 by the General Post Office at Philadelphia. Then there is a letter to Postmaster Dering of Sag Harbor from John Smith at "Mastik", dated March 27, 1802, expressing belief that the Long Island mail routes will be joined between New York and Hempstead, and will split there into South Road route to Sag Harbor and North Road route to Southold. (There is no address sheet). An advertisement from the June 6, 1798 issue (Vol. 1, No. 32) of "The Bee" of New London tells the public that the "New-York and Sagg-Harbour Mail Stage" has a commodious carriage with four horses (and four more horses to alternate). The schedule was one trip in each direction weekly, leaving New York at 10 A.M. Thursday and reaching Sag Harbor on Friday evening or Saturday morning. The trip west left Sag Harbor Monday A.M. and reached N.Y. by 10 A.M. Wednesday. Passenger fare was 5 cents a mile with fourteen pounds of luggage carried free.

One undated item, whose date can be fixed approximately by its contents, is a copy of a petition to Congress for better mail service between Greenport and Sag Harbor, with a proposal that this be accomplished by sending the mail across Shelter Island. As justification, the petition mentions that Sag Harbor is a major port with twenty-four whaling ships, Greenport is a major port with whalers, many fishing and coastal trade vessels, and the terminus of the Long Island Rail Road, and Shelter Island, while having a small population, needs a post office for the convenience of some wealthy families there which have been put to considerable expense and inconvenience in getting their mail through Sag Harbor. A humorous point is that a bridge was said to be "now building" where the ferry from Shelter Island to Sag Harbor is. After some one hundred and forty years, that bridge remains to be built.

The final item of interest is a photostat of an 1858 advertisement for "Corwin & Munsell" and their "Long Island Rail Road Express," with office at 72 Broadway in New York, and A. D. Smith their agent at Sag Harbor. A few covers carried by private railroad express on Long Island have survived.

To determine what other postal history is in the Pennypacker collection would apparently require many hours of search through the document books and other files because the catalogers were not thinking of postal history when they put letters into organized storage. An antique dealer with a shop in East Marion told us a few years back that she had donated a fairly large batch of letters circa 1810 to the Pennypacker Collection. Perhaps these have been filed now, and, if so, might be easy to examine. In any case, it is likely that much of the correspondence that is present is material that was carried outside the mails, either because there was no service, or because postage and time were saved by not using the postal service. However, the search through the files is worth the effort because there just might be some example of mail carried by identifiable private express as well as mail carried

by early routes otherwise not represented in collections.

Dr. The Post-Office at *Tarry (N.Y.)* in account current with the General Post-Office from *January 1<sup>st</sup> to March 31<sup>st</sup> 1826 Cr.*

	Dollars,	Cts.		Dollars,	Cts.
1 To postage of letters which remained in the office last quarter, . . . . .	"	28	7 By postage of letters overcharged and mis-sent this quarter, . . . . .	"	70
2 To postage of unpaid letters received from other offices this quarter, . . . . .	12	34	8 By postage of dead letters sent to the General Post-Office ditto, . . . . .	"	32
3 To postage of way letters received at this office ditto, . . . . .	"	0	9 By postage of letters now remaining in this office, . . . . .	"	12
4 To postage of letters undercharged from other offices ditto, . . . . .	"	21	10 Balance carried down, . . . . .	13	72
5 To postage of ship letters at 6 cents each, originally rec'd at this office for this delivery, . . . . .	"	"			
6 To postage of paid letters sent from this office, ditto, . . . . .	1	48			
	Dollars,	14 86 1/2		Dollars,	14 86 1/2
11 To balance as above, being the amount of postage collected on letters this quarter, . . . . .	13	72	14 By commission on, 13 D. 72 C. Letter Postage at 30 per cent. . . . .	4	11
12 To amount of postage on newspapers and pamphlets this quarter, . . . . .	5	41	By ditto on D. C. Letter Postage at 25 per cent. . . . .	"	"
13 Deduct postage of dead newspapers and pamphlets, . . . . .			By ditto on D. C. Letter Postage at 20 per cent. . . . .	"	"
			15 By ditto on 5 D. 41 C. Newspaper Postage at 60 per cent. . . . .	2	70
			16 By 12 free letters delivered out of this office this quarter, at two cents each, . . . . .	0	24
			17 By ship letters paid for this quarter, as by receipt herewith, at two cents each . . . . .	"	4
			18 By cash paid the mail carrier for way letters at one cent each, . . . . .	"	7
			19 By contingent expenses, as by receipt herewith, . . . . .	12	01
	Dollars,	19 13	20 Balance due to the General Post-Office, . . . . .	19	13

Where any mail arrives regularly between the hours of 9 p. m. and 5 a. m. the post-master may charge 50 per cent. instead of 30 per cent on the first 100 letters in each quarter, provided the post-master notes on the account current the average time of arrival; if that is not done, no more than 30 per cent. will be allowed.

Gen. Post-Office, 1777 Post-Master.

Where any mail arrives regularly between the hours of 9 a. m. and 5 a. m. the post-master may charge 50 per cent. instead of 30 per cent. on the first 100 dollars in each quarter, provided the post-master notes on the account current the average time of arrival; if that is not done, no more than 30 per cent. will be allowed.

*Erroy Excise*

*J. Moore* Post-Master.

*1/2 of 14p 86 1/2 of 100, 6p 1/2 for which is carried down to the New-Trace Pay 400*

*will be*

A copy of an account current from the Post Office at Farms, N.Y. for the first quarter ended March 31st, 1826 sent by postmaster Jeremiah Moore. A comparison of handwritings would lead one to believe that this form was filled out and signed by someone else, possibly Mrs. Moore as Mr. Moore's handwriting was rather shaky and erratic. For the quarter reported therein the post office at Farms generated \$7.12 in commissions for the postmaster with \$12.01 representing the balance due to the GPO. Copy furnished by courtesy of Ms. Dorothy King, Librarian of the Long Island Collection of the East Hampton Free Library.

LONG ISLAND WIND SOCK  
New York Municipal Airport, La Guardia Field  
By Robert S. Miller

\*\*\*\*\*

When New York City welcomed the twentieth century a plot of land on Bowery Bay, North Beach in Queens, known as Sanford Point, boasted an amusement park that was touted as a miniature Coney Island. Little did those who frequented the "Gala Amusement Park" realize that one day it would become the aerial gate-way to the world.

In 1929 the Curtis Wright Co. purchased 105 acres at North Beach which they developed into an airport. Glen Curtis Airport was a private operation which catered to wealthy Long Islanders, itinerant aviators and sport fliers. The stock market crash in 1929 curtailed private aviation and the owners were happy to sell the land now more commonly referred to as North Beach to the City of New York in 1935.

Fiorello H. La Guardia, ex-World War I pilot and now Mayor of New York City recognized that his city did not have an airport and irked by the fact that mail to and from New York City was handled in New Jersey made trenchant efforts to correct the situation. He inherited Floyd Bennett Field which because of it's remote position in Jamaica Bay was unable to attract commercial aviation and the mail which took longer to get to and from Floyd Bennett and the G.P.O. in Manhattan than it did from Newark Airport. In spite of this La Guardia made every effort to promote Floyd Bennett. A new administration building was opened in 1934. La Guardia hosted a number of airport luncheons, greeted pioneer aviators and cajoled American Airlines to use Floyd Bennett field as a test for it's New York - Boston service. He left no stone unturned and on a T.W.A. flight from Pittsburg to New York on which he was a passenger refused to disembark at Newark. He stated that his ticket read New York and he should be transported to New York. Together with a plane load of reporters his demand was carried out. Nonetheless, his gallant efforts to promote Floyd Bennett as a commercial airport failed and he directed his attention to the land tha the City had purchased at North Beach. Plans, surveys, and reports were prepared and sent to Washington where La Guardia hoped to gain federal support under the W.P.A. for the construction of a New York Municipal Airport. President Roosevelt approved the project on September 3, 1937 and on September 9, 1937 construction began. La Guardia's plans for the new airport coincided wit the New York World's Fair which was still in operation when the airport opened on October 15, 1939.

A number of names were discussed for the new airport which was officially christened "New York City Municipal Airport." As the mayor was speaking at the opening ceremonies three aircraft appeared over head and wrote across the sky, "Name it La Guardia Airport." It is estimated that there were over 300,000 people present and almost with one voice they roared their approval of the sky written proposal. The enthusiasm of the crowd must have reached the ears of city officials because on November 2, 1939 in a rare show of unity the Board of Estimate and the City Council unanimously voted approval to make the official name "New York Municipal Airport, La Guardia Field". Today common usage has reduced the name to La Guardia.

American Airlines signed the first lease for space at the new airport and certainly intended to be the first to operate when it was completed. American was denied the distinction when T.W.A. flight 18, a DC-3, with Captain "Jack" Zimmerman at the controls landed at 12:03 A.M. Mayor La Guardia met the plane which was named the Benjamin Franklin and presented the passengers with a scroll in commemoration of the event.

American's "Night Owl", a DC-3, scheduled to take off at 12:30 A.M. was delayed until 1:15 A.M. when under the command of Capt. Tom Hill became the first plane to take off from La Guardia Field.

There is much more to this story and more will be written later. In the meantime, the author would welcome any additional information.

Illustrated in the following pages are various dedication covers issued by various organizations. Three of these covers name the airport "North Beach Airport or North Beach Municipal Airport" while only one uses the official name of New York Municipal Airport. One cover is signed by Mayor La Guardia and one other is signed by the pilot.

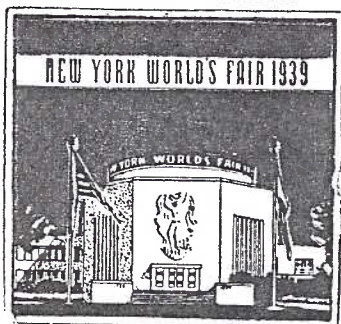
Also illustrated, courtesy of Fred Rodriguez, is a first flight cover dated December 2, 1939 commemorating the first flight of United Airlines AM-1 out of La Guardia Field. This cover was signed by the Asst. Superintendent of the Air Mail Service.

Fred Rodriguez has also made available a post card commemorating the dedication of Floyd Bennett Field on May 23rd, 1931 used from Brooklyn to Massachusetts. A very nice green commemorative handstamp was used for the dedication as shown here. Two additional post cards from the Rodriguez Collection are shown. One of the La Guardia Field used in 1943 and the other of Floyd Bennett Field used in 1939.

References: American Air Mail Catalogue, Vol. 3, 5th Ed.

Air World's Great Airports, La Guardia 1939-1979 by  
Geoffrey Arend, Published by Air Cargo News Inc.

I want to acknowledge Ms. Ann Whyte, Pan Am Public Relations and Chiu Liwa, Librarian at Pan Am for their graciousness and always helpful attitude in providing useful information for this and other articles appearing under this column, The Long Island Wind Sock.



Flown on the Official plane  
from the Dedication of the  
North Beach Municipal Airport  
Flushing, N.Y. April 29th, 1939  
Thru the courtesy of:

*W. J. ...*  
Mayor

DEDICATION POSTPONED TO OCT. 15th, 1939.  
FLOWN FROM THE DEDICATION OCT. 15th, 1939



VIA AIR MAIL

*M. F. Lancaster*  
*1548 East 96 St*  
*Brooklyn N.Y.*

21516



Flown from the Dedication  
North Beach Municipal Airport  
Flushing, N.Y.  
Oct. 15th, 1939

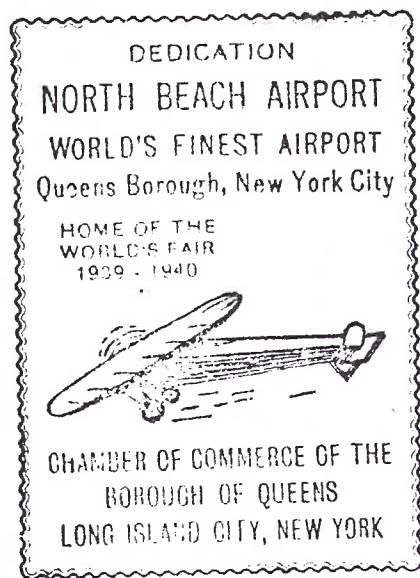
Thru the courtesy of:

*Canadian Colonial Airways, Inc.*

Pilot  
To: *Herbert E. Clark*

VIA AIR MAIL

G. F. LANCASTER  
1548 EAST 96th ST.  
BROOKLYN, N. Y.



OCT 15 1939

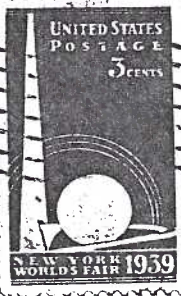
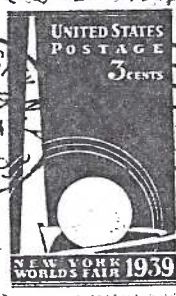


**VIA AIR MAIL**

F.D. Sanders,  
948 So. Figueroa,  
Los Angeles,  
Calif.

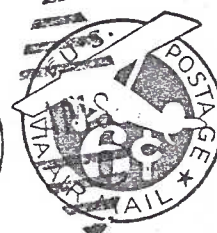


OCT 15 2 44 PM '39



C. L. McCoy.  
Horatio,  
Arkansas.

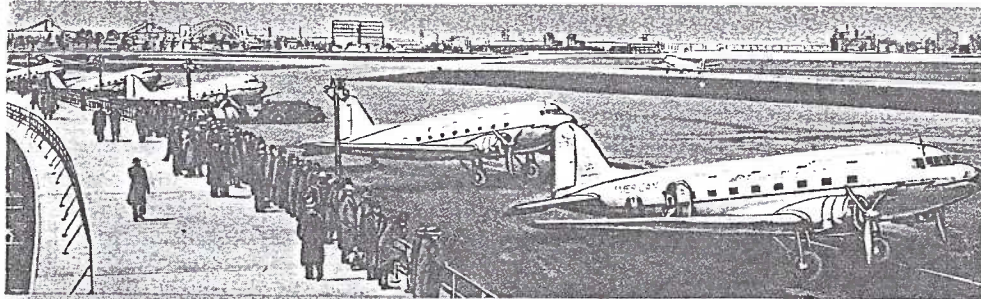
*Young*  
*asst Supt AMS*



*Mr. R. Freshwater*  
*Box 102*  
*Ogden*  
*Utah*



146:—LINE UP OF PLANES. LA GUARDIA FIELD, NEW YORK MUNICIPAL AIRPORT



ADMINISTRATION BUILDING, NEW YORK MUNICIPAL AIRPORT, NORTH BEACH, NEW YORK CITY

46978

140

FLOYD BENNETT FIELD, BROOKLYN, N. Y.

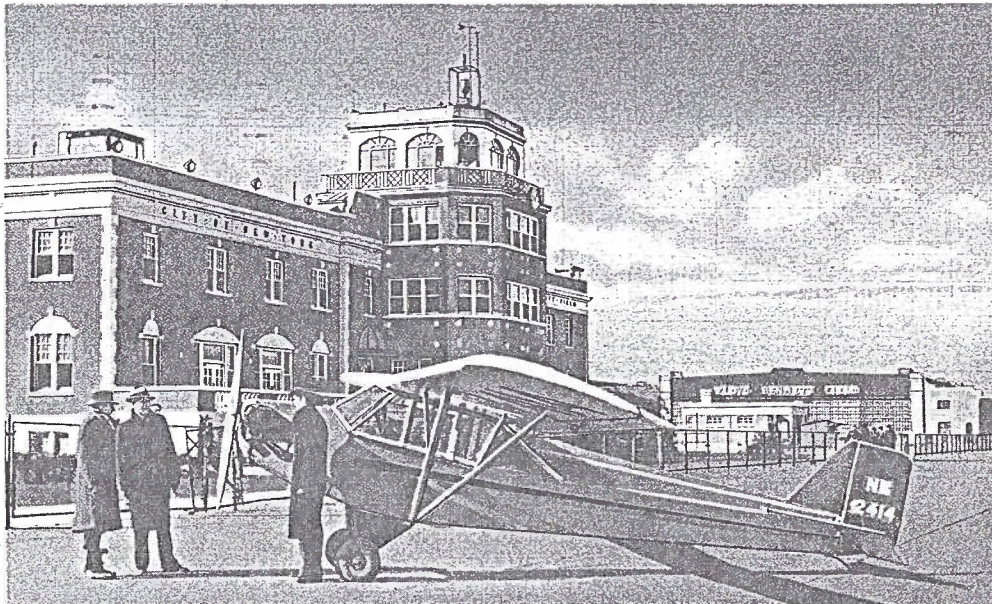


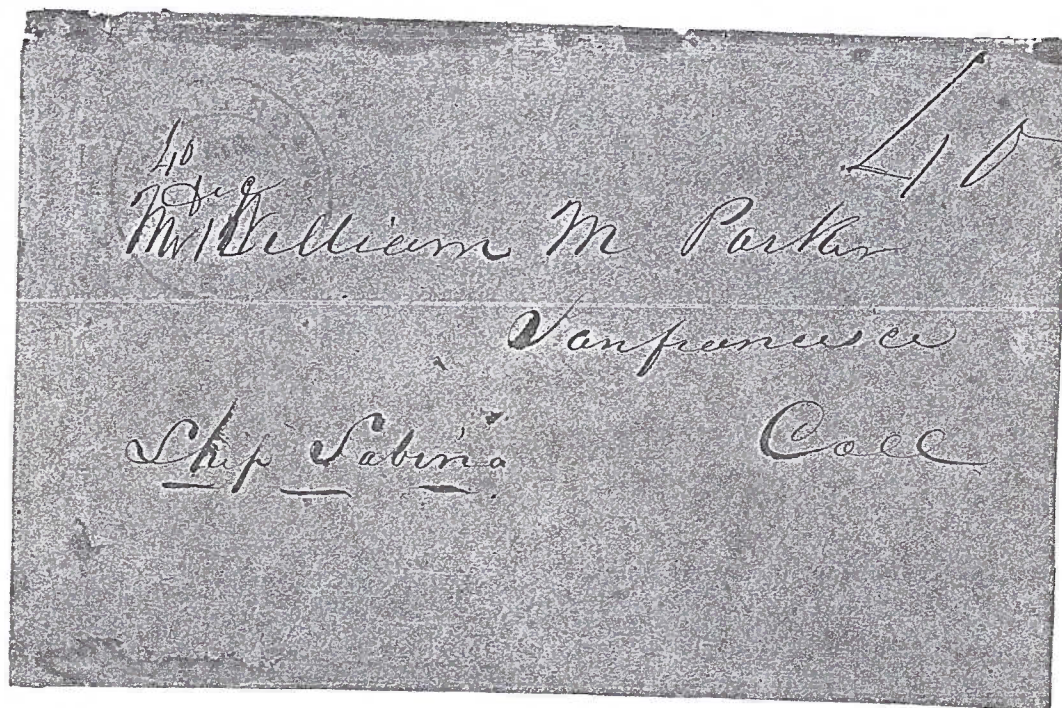
PHOTO BY RUDY ARNOLD

7A-H1758

## SABINA and HER FORTY-NINERS

By Carl F. Baker

As the title suggests, Sabina was quite a lady. Born to drift with the wind and current, it had not taken her long to get around. Though little is known of her earlier years, that all changed when folks began to hear of her newly acquired interest in forty-niners. And tongues would wag when 19 sea captains joined the fold! Such flamboyancy sparked a personal interest in the gal, though I had to be satisfied with a couple of letters, which would show Sabina to be more nautical than naughty. In reality Sabina was a whaler out of Sag Harbor and this then is her story.



The first of the two covers, a rather ratty envelope, had been addressed to a Mr. William M. Parker, San Francisco, Call (sic) and bears a manuscript "40" rate without an indication of prepayment of postage. The envelope's deep brown color would not enhance the rather weak red strike of the Long Island Rail Road's postmark, Remele's type L7-b, (Towle's 112-A-2) which had been modified with a manuscript "40" for the usual "5" (cts), possibly a unique rate for a LIRR cover. The postmark also includes a manuscript "Dec 12", so that the lack of a year date is compounded by a missing original enclosure. In any case the 40c rate definitely establishes it as an east to west California Gold Rush cover.

When the 40c rate first became effective as of July 1, 1847 to or from any place on the Pacific Coast within the territory of the United States, California was a part of Mexico. At the conclusion of the Mexican War, Mexico was forced to cede California to our country, February 2, 1848. California never held territorial status, but before gaining statehood on September 9, 1850, was under the jurisdiction of a military and then a local civil government. Thusly, the Act of August 14, 1848

would specify the 40c rate for letters to or from places on the Pacific in California from or to any place on the Atlantic Coast. Since the Act of March 3, 1851 would reduce that 40c rate to a very reasonable 6c and 10c (not prepaid), the postal historian can date this particular cover as being mailed either in 1849 or at the very latest in 1850.

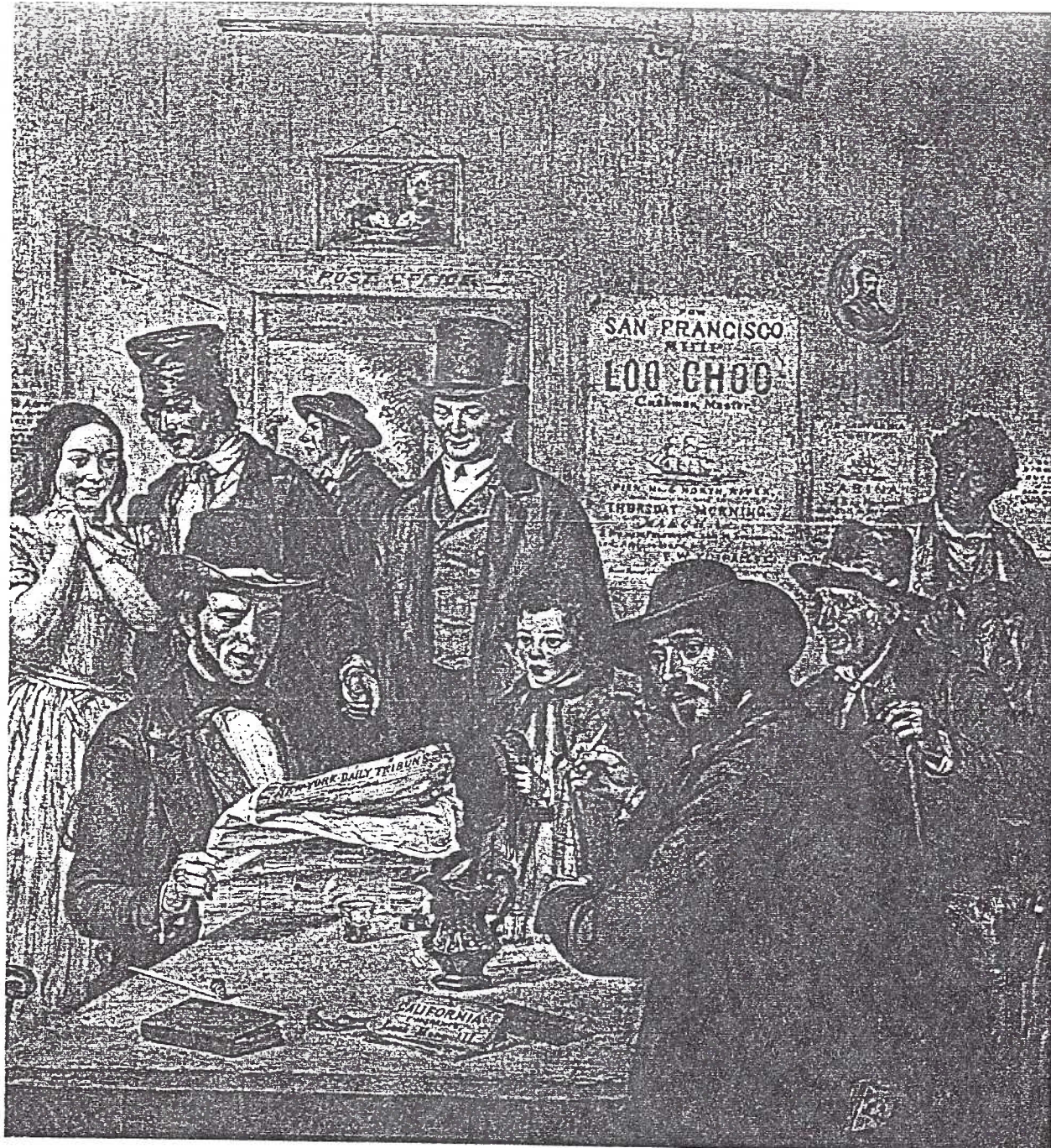
In addition to the postal markings already mentioned, were written to the left of the address the words, "Ship Sabina", suggesting that the writer intended the letter to go with this ship. However research would show that this ship was none other than Parker's mailing address in California for a considerable time upon conclusion of its voyage.

The Sabina had been purchased in 1844 from New York City by the Sag Harbor firm, C. T. Dering & Co., to add to their fleet of whaling vessels. She made but one voyage for whales for that firm, sailing from Sag Harbor on June 24, 1844 for the Northwest and returning May 24, 1847. The long voyage of almost three years with a cargo worth no more than \$25,000 led to her withdrawal from the fishery. It was not surprising - there were hard times ahead. Though 1847 had been a record million dollar year for the whaling industry, substantial profits were lacking due to the great distances they had to sail and the extra time required to fill their holds. Only 13 whaling vessels were to leave east-end ports in 1848, an indication that the coming rush to the gold fields in California had actually played but a small part in that industry's decline.

The greatest gold rush in our country's history began with the discovery of placer deposits at a saw mill owned by Capt. John Sutter and situated on lands granted by the Mexican government in the Sacramento Valley. Sutter called his grant New Helvetia and proceeded to build a fort on the American River at its junction with the Sacramento River. He then had a saw mill built some 40 miles up the American River at a place called Coloma. On January 24, 1848 a carpenter, who had been hired to run the mill for a percentage of the lumber made the discovery that would change the history of both California and the United States. Sutter tried unsuccessfully to keep the discovery secret to avoid losing his workers to the gold fields. Ironically, the departure of these workers did prove disastrous to Sutter's dream and his personal fortune.

In the beginning those who sought gold were mainly from California or were those who had deserted the ships that had pulled into San Francisco for supplies. The first official report of the discovery of gold in California was made by the Naval Agent at San Francisco to the Secretary of State in Washington, D. C. on June 1, 1848. President Polk's announcement quickly confirmed the discovery of gold and with this official news the gold fever would reach epidemic heights.

The idle whalemens of the east coast were especially susceptible to the highly contagious gold fever. The whaler Iowa was the first Sag Harbor ship to leave for the California gold fields. Accounts do differ as to her sailing date, but it is safe to say that she had sailed by the first week of January 1849. There is no question as to when the second ship, the Sabina, left - February 7, 1849.

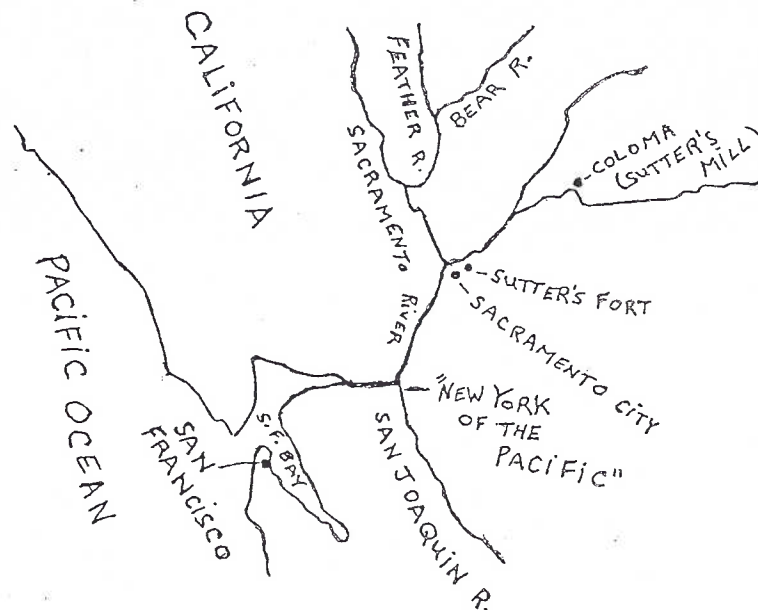


In Alfred Frankenstein's book William Sidney Mount, 1975 Harry N. Abrams, Inc. Publishers, New York we find a color plate of a painting by that celebrated Long Island painter entitled California News (News from the Gold Diggings; Reading the Tribune). The original oil on canvas measuring 21 1/8 x 20 1/4" is now in the collection of The Museums at Stony Brook, L.I. which is the repository for most of Mount's surviving work. The painting shows the interior of the post office (see the sign above the door), probably the Stony Brook P.O. On the wall there are a number of broadsides one of which is for the Sabina. It says: "For California - Ship - SABINA of Sag Harbor will sail on the 7th....." The painting was executed in 1850, however the study for California News shown on page 31 of that book was probably done in 1849 as it would be improbable that the broadside would still be on the post office wall a year after the Sabina left Sag Harbor. -Ed.

The Sabina was purchased by the newly formed Southampton and California Mining and Trading Company. Under its constitution, adopted January 15, 1849, 60 shares at \$500.00 each were sold, mainly to men from Sag Harbor and the Hamptons. Of these 60 stockholders 50 of them sailed on the Sabina to California and the remaining 10 sent substitutes. William M. Parker, the addressee of the letter shown above, was one of the substitutes.

The Sabina would sail with considerable fanfare since the 50 sailing stockholders included 19 whaling captains, a fact not overlooked by the newspapers and comedians of that time. The sailing stockholders also included Alfred H. Sandford, the sender of our second stampless letter, as well as Albert Jagger of Southampton. Jagger's letters sent home from California were excerpted by historian James Truslow Adams for his "Memorials of Old Bridgehampton", published privately in 1916 and then reprinted in 1962 by Ira J. Friedman, Port Washington, L.I., N.Y.

Whatever difficulties the Sabina may have encountered on that voyage to San Francisco around the Horn were no more than what the Master of the ship, Henry Green, and the other whalers undoubtedly had experienced many times before. These Long Islanders were amazed by their first sight of San Francisco Bay on August 9, 1849 - ships were everywhere, many of them already abandoned by their crews and officers in their haste to reach the gold fields! In every case these ships had been expected to return to their home ports, but adequate crews were impossible to hire for such a return trip. Some of the abandoned ships were purchased for the proverbial song, beached and quickly renovated as temporary buildings to alleviate a definite shortage in that rapidly growing city. Far too many of the ships, however, continued to lie there, gradually rotting away until finally succumbing to burial under the swiftly expanding waterfront.

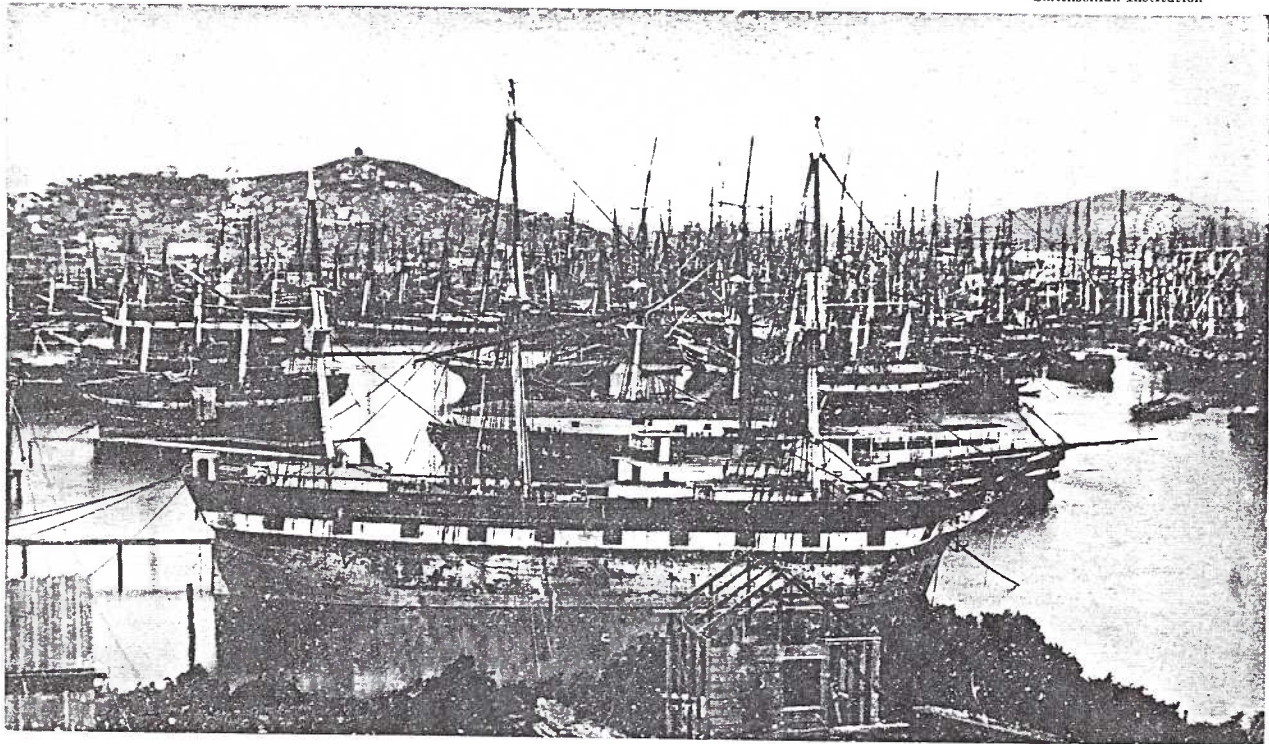


A rough sketch of California circa 1849 showing the area where the Sabina was reported to have been in her crew's quest for gold.

One of five whole plate daguerreotypes showing a panoramic view of San Francisco in 1852 now in the collection of the Smithsonian Institution. The full five plates and many other fantastic daguerreotypes of California are illustrated in Beaumont Newhall's The Daguerreotype in America, 3rd Edition Published by Dover Publications, Inc. New York.-Ed.

↓ With the discovery of gold in 1848, thousands set sail for San Francisco. These rotting ships, their masts like a fire-swept forest, were abandoned by passengers and crews alike in the frantic search for wealth. Part of the phantom fleet now lies beneath sand fill and rock used to extend the city's waterfront (map, page 191).

Smithsonian Institution



Long Island historians, well aware of the unfortunate fate that befell so many sailing ships in San Francisco Bay during those hectic gold rush days, had no hesitation in assuming that our Sabina, having failed to return to Sag Harbor, had suffered the same unhappy ending. Consequently, James Truslow Adams in discussing the Sabina in his Memorials of Old Bridgehampton stated "the old ship's bones now lie under the city of San Francisco, the harbor having been filled up and the streets and wharves extended beyond where she was moored and used as a store ship". Strange to say, that statement was rather inconsistent with the information in the Jagger letters, quoted by that author in his "Memorials".

Historian Paul Bailey, undoubtedly influenced by Adams, in a reference to the Ship Sabina in his article, "More About L.I. Whaling", in the January 1958 issue of the Long Island Forum, noted "After reaching San Francisco she was practically abandoned as her gold-feverish personnel rushed off in quest of pay dirt. Day after day, month after month, year after year, she lay, finally settling into the mud as the city grew up around her". It was a fitting eulogy but the reports of Sabina's death at that time were grossly exaggerated and her burial definitely premature!

In support of this assertion one must recall that the Southampton and California Mining and Trading Company had been formed not only to take the Forty-Niners to California but also to carry cargo to be sold to hopefully eager buyers at the gold fields. Therefore, it is not surprising that in a letter sent home, Jagger reported that within two days of her arrival in San Francisco on August 9th, the Sabina sailed up the Sacramento River about 45 miles to a place then called "New York of the Pacific" at the junction of the Sacramento and San Joaquin Rivers. There on August 15th a business meeting was held, which led Jagger to believe that the Company would disband before the time specified in the Company's constitution. Jagger had expectations of leaving shortly for the diggins - some 100 miles by water and then one day's journey by land.

Several months later Jagger noted in a letter, dated January 23, 1850, that he had not yet left the Sabina, still at New York of the Pacific. Sales at the ship were dull, undoubtedly due to the unfavorable weather keeping the miners from working their diggins.

New York of the Pacific, March 20, 1850: A large inventory remains to be disposed of. Reports that Mr. Ross of Shelter Island, who had come out on the Iowa, had died aboard the Sabina.

New York of the Pacific, April 7, 1850: Reports that at a meeting a wee ago the Company ordered the Ship to San Francisco and the effects sold within 30 days. Mr. Sanford and Capt. Green were appointed agents to settle the accounts. Jagger will go to the mines with William M. Parker, the brother of the Sag Harbor merchant, John Parker.

April 17, 1850: The ship awaits a fair wind and a pilot for the trip to San Francisco.

San Francisco, April 23rd, 1850: Jagger, who had gone there on business, reports that the Panama had arrived with about 40,000 letters and he plans on remaining another day in the hopes of receiving one or more. [The Panama was a 1,100 ton steamship, one of three built by the Pacific Mail Steamship Company which was granted a ten-year mail contract by the Post Office Dept. on Oct. 1, 1848. The steamer Panama first arrived in San Francisco on June 4, 1849-Ed.]

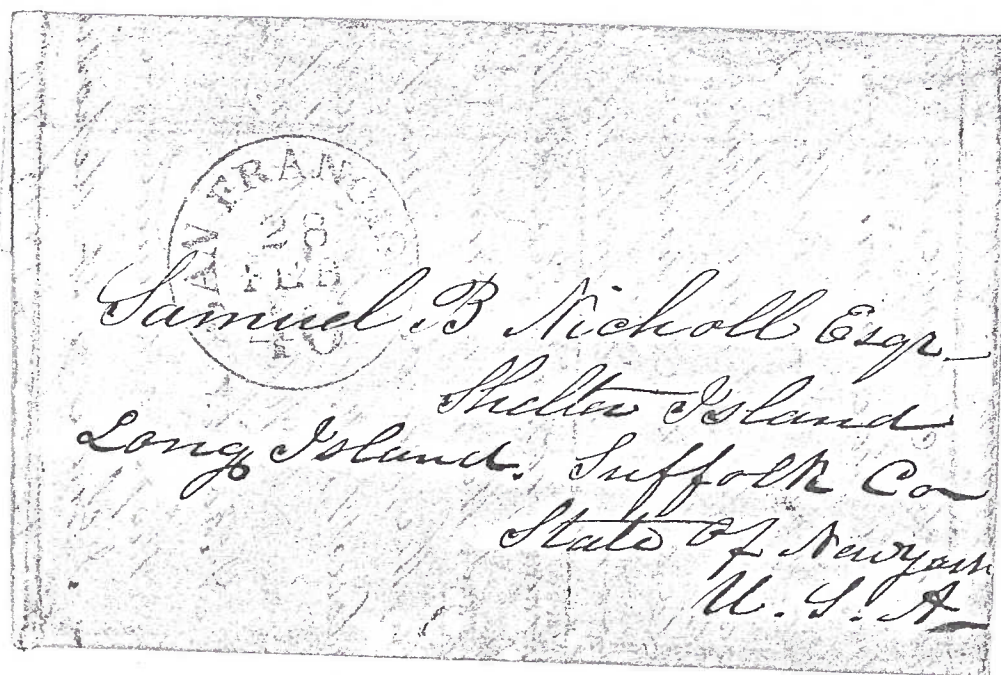
Bear River, August 25th, 1850: Now at these diggings, where he heard that the dividend from the Sabina was \$350.00 and that Capt. Green had purchased the Sabina for \$1,150.00. The Company had paid \$8,000.00.

Bear River, November 3rd, 1850: His partner, William M. Parker, had left for the southern California mines around the middle of September. Capt. Green had sold the Sabina to one of "Johnny Bull's" subjects.

Centreville, February 2d, 1851: Noted that William M. Parker had left for home in the early part of that winter.

The excerpts from the few concluding Jagger letters make no mention of William M. Parker nor of the Sabina. However, we do have an interesting complaint by Jagger from Bear River on May 4th, 1851: "There must be several letters for me somewhere. I don't believe the express carriers interest themselves except so far as pecuniary advantages are concerned, and these ought not to be considered trifling for I have several times paid as high as \$2.40 per letter and never less than \$2.00".

The second stampless cover, a folded letter shown below, is addressed to Samuel B. Nicholl Esqr, Shelter Island, Long Island, Suffolk Co., State of New York, U.S.A. It bears a weak red 33mm circle date strike, "San Francisco/28/0/28 FEB /40".



This letter is also headlined "Ship Sabina, New York of the Pacific, Feb 5h, 1850". Undoubtedly, the wide difference in dates was due partially to the time in getting the letter to San Francisco, but more so to the usual wait for the periodic outgoing mail.

The writer of this second letter is Alfred Sandford of Southold, who you may recall had been appointed agent with Capt. Green to close out the effects of the Sabina. This lengthy letter entirely pertains to the death of Henry Ross of Shelter Island and the disposition of his effects. Ross had operated a store at Bear Creek. Upon becoming ill he had come aboard the Sabina, only to die on January 25th. While this letter lacks the interest of Jagger's letters, it does support the information found in the former letters as to the Sabina's sailing from San Francisco Bay up the Sacramento River to "New York of the Pacific" at the junction of that river with the San Joaquin River.

In fairness to those historians with whom we differ, the writer confesses that the Sabina's final hours are still a mystery to him. We do know that this ship upon reaching San Francisco Bay, had not remained there, but had sailed up the Sacramento River to "New York of the Pacific", where eight months later she was reported still waiting for a favorable wind to return to San Francisco. Subsequently, Capt. Green had purchased the ship and then sometime before November 1850 had resold her to one of "Johnny Bull's Subjects", providing, of course, that Jagger had not been misinformed.

Whatever the new owner had in mind for the Sabina could not be ascertained. Alexander Starbuck's "History of the American Whale Fishery" was checked but revealed nothing. *[We also checked Jesse L. Coburn's new book LETTERS OF GOLD but found nothing on the Sabina. We did notice in that book a few exceptional gold rush covers addressed to Long Island -Ed.]* It is interesting to note a footnote in that history stating the difficulty of finding any records pertaining to the few whalers out of that port (Sag Harbor). It is possible that the British owner had purchased the Sabina for housing or as a warehouse in San Francisco Bay only to face burial as time went on by that harbor's expanding waterfront. If so, my apologies to Adams, Bailey and possibly other historians, who would then be guilty at the most of their premature timing of Sabina's demise. Someday we may solve the mystery of the Sabina's final hours, but in the meantime we must accept the fact that even a shipwright can be wrong! Sorry about that pun (?) - wouldn't want to take the wind out of your sails, just when we're about to pull into home port. Certainly hope you enjoyed the "voyage".

Long Island Post Offices - Part VII - More Suffolk County  
By John M. Price, Jr. and J. Fred Rodriguez

\*\*\*\*\*

A 1907 post card view of the Blue Point post office housed in R. L. Moore's general store built in 1891. The fire house is attached to the right of the store. The building was originally the real estate and insurance establishment of C.E. Coutant. Thomas J. Coutant was postmaster in 1891 and Mary E. Coutant from 1895 through 1904. In that year Roscoe "Rocky" Moore became postmaster until 1917. The building still stands across from the library on Blue Point Ave.



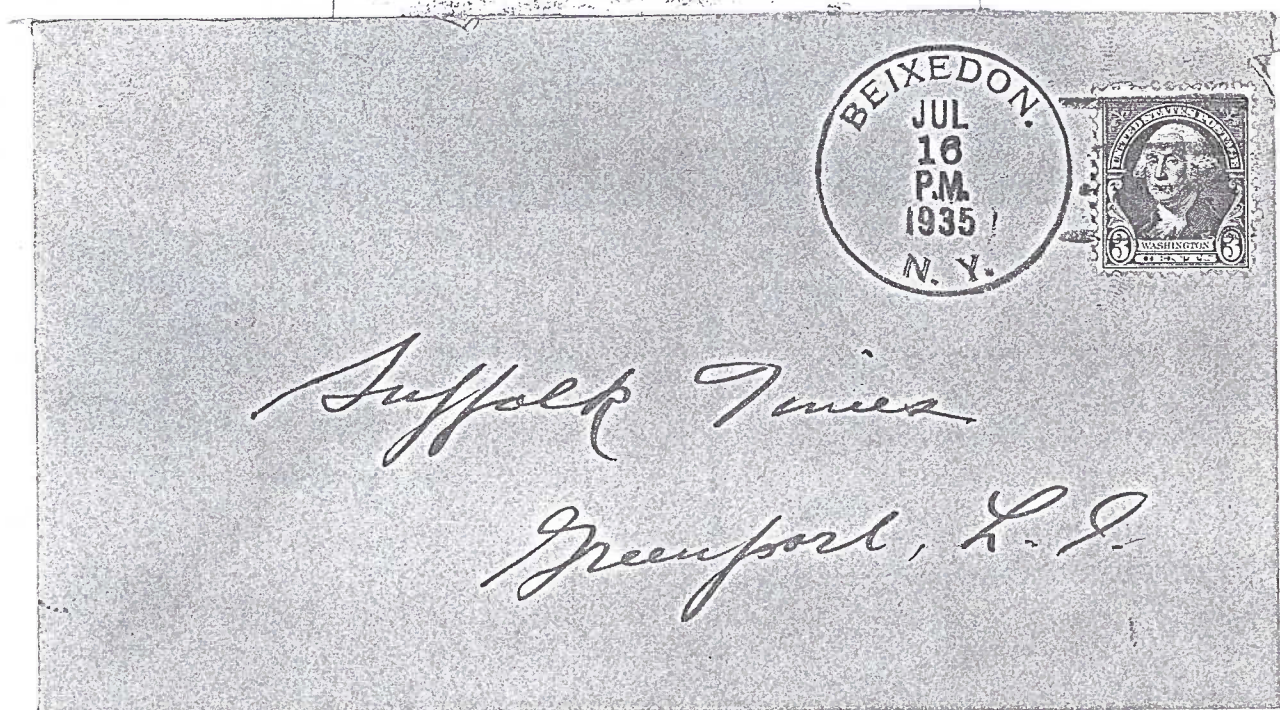
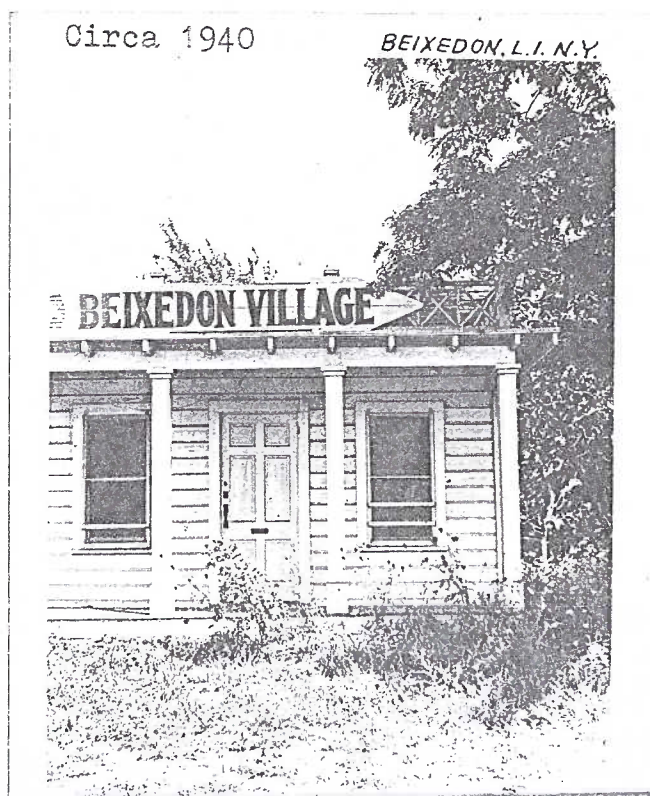
POST OFFICE  
AND  
TRUCK HOUSE,  
BLUE POINT,  
L. I.

*Dear friend. Do  
you recognize this  
place?  
This is where you  
got the postals.  
Your friend,  
Olive Tuthill.  
Write soon.*



An 1886 cover from Blue Point to Fla. A nice double circle postmark denotes the post office of origin. (Both items from the Price Coll.)

A circa 1940 photo of the small building housing the post office at Beixedon, near Southold. This p.o. was established on June 11, 1935 and ceased operations on Jan. 15, 1940 when the Southold P.O. began to service that area.



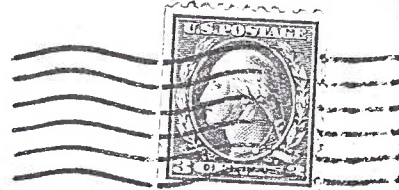
A nice cover from Beixedon during the first year of service. (Both items from the Rodriguez Collection).

The Camp Upton P.O., branch of the Riverhead P.O. during World War II. Camp Upton was also used during WWI, the post office being a branch of the Brooklyn P.O. from 1917 to 1921. On Aug. 1, 1947 the UPTON post office was established on the site of the Brookhaven National Laboratory under Jean C. Hove as postmaster. (Rodriguez Collection).

AMERICAN RED CROSS



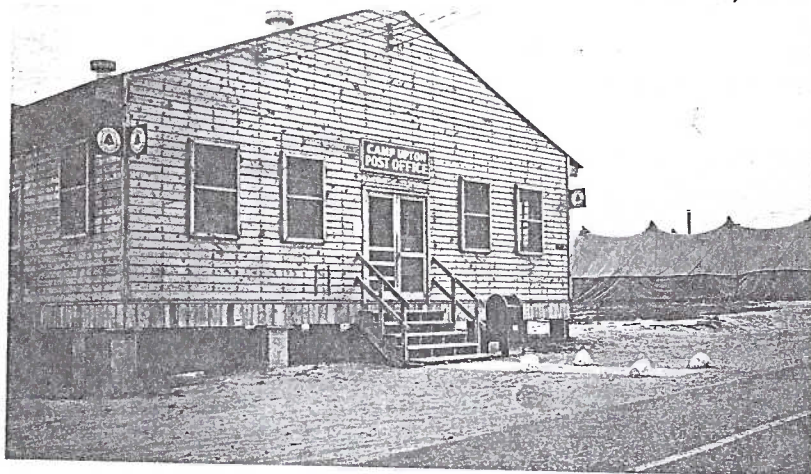
BASE HOSPITAL,  
CAMP UPTON, N. Y.



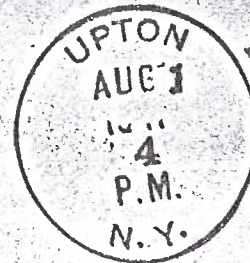
*Miss Beth Bubb*

Circa 1942

CAMP UPTON, L.I., N.Y.

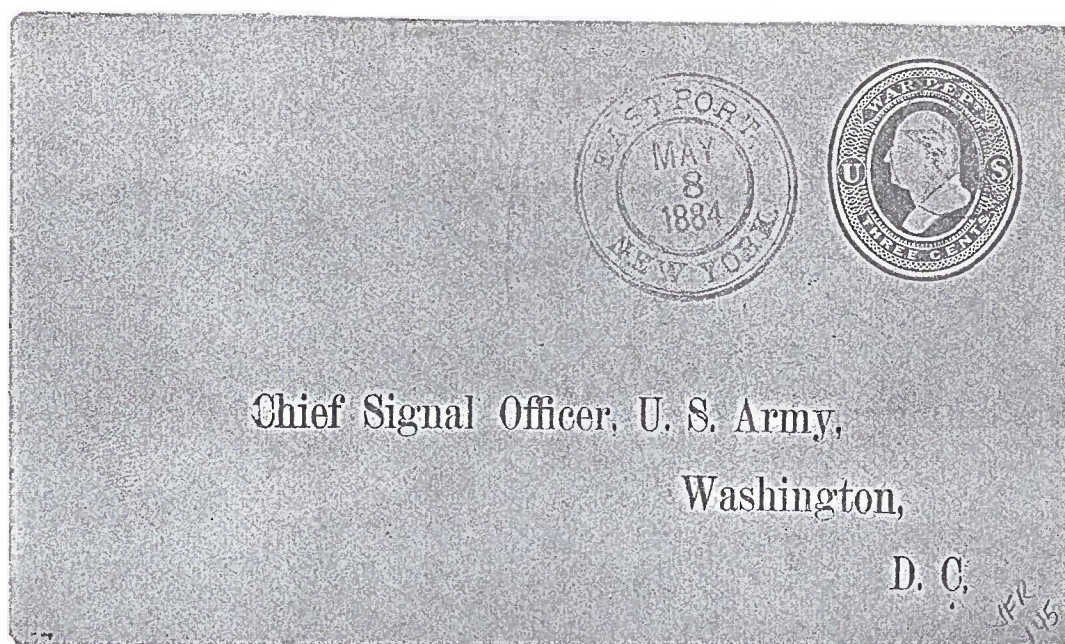
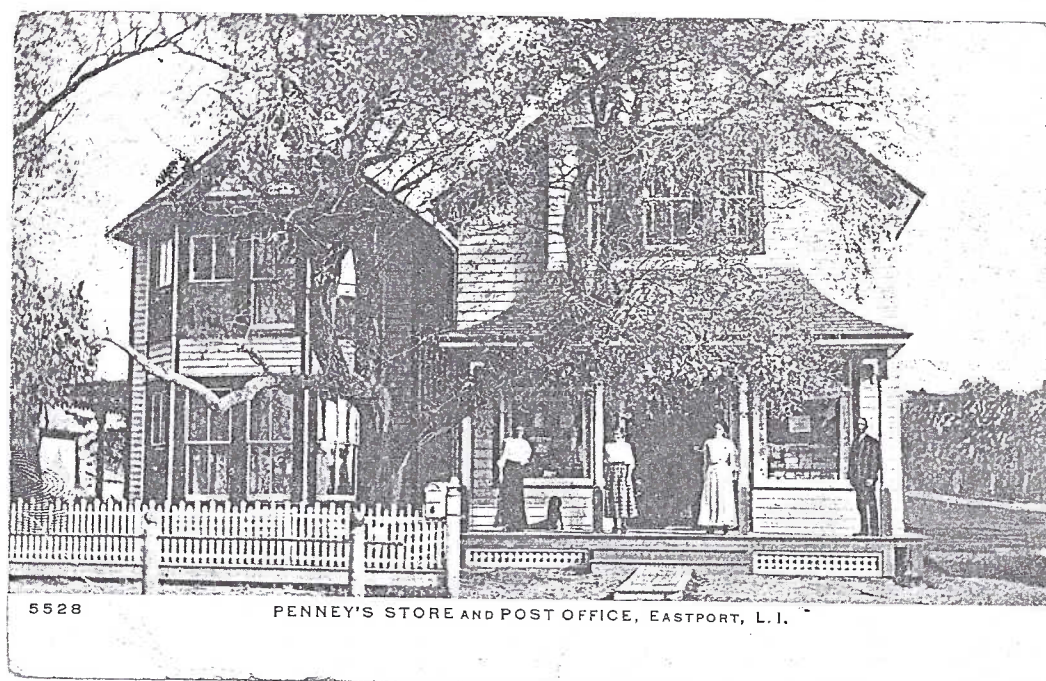


**POST MARKED**  
ON THE FIRST DAY OF MAIL SERVICE  
AT  
UPTON, NEW YORK  
ON THE SITE OF  
BROOKHAVEN NATIONAL LABORATORY  
ASSOCIATED UNIVERSITIES, INC.  
**A CENTER FOR PEACETIME  
ATOMIC RESEARCH**



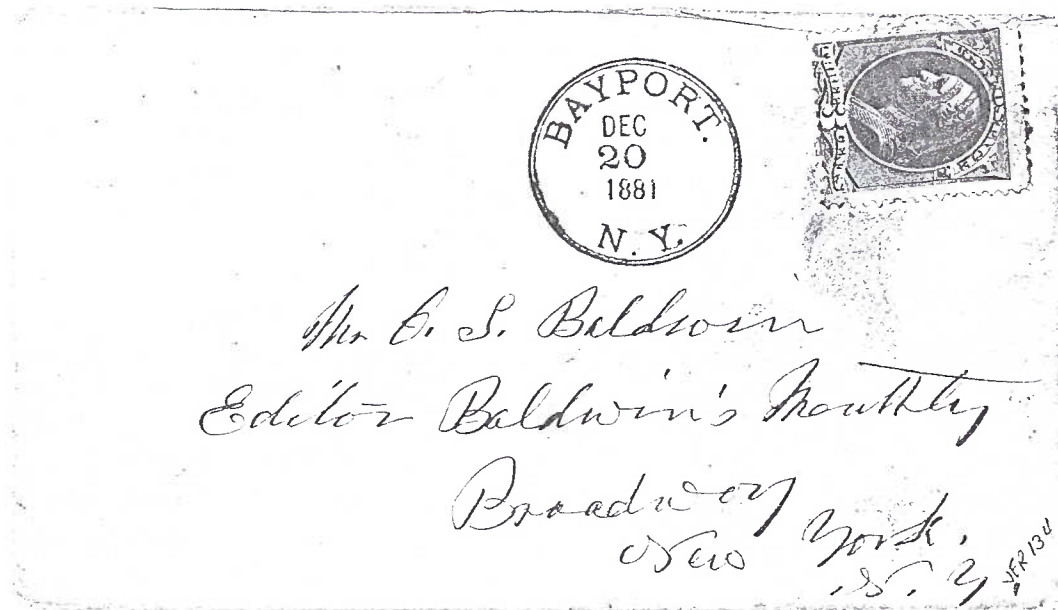
*FRANK C. SMITH,  
341 SO. NINTH AVE,  
MOUNT VERNON, N.Y.*

A 1906 post card view of Penney's Store and Post Office at Eastport

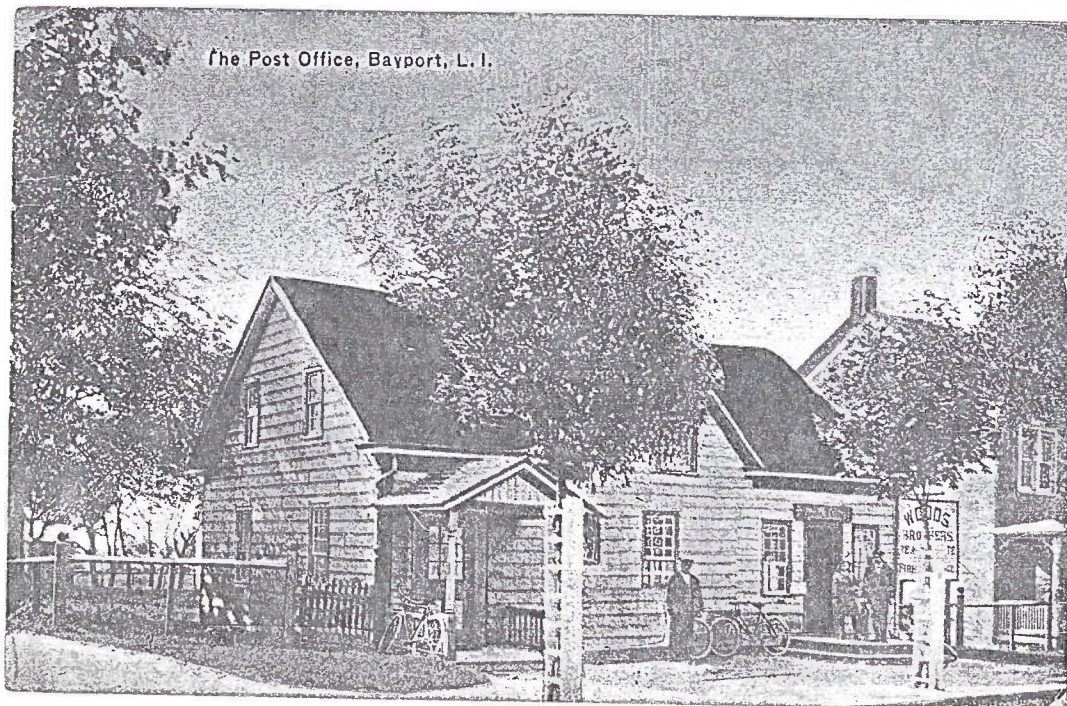


A very nice black triple circle handstamp from Eastport in 1884. A matching star within circle killer ties a War Dept. entire addressed to the Chief Signal Officer in Washington D.C. re weather reports. (Both items from the Rodriguez Collection)

An 1881 purple double circle postmark from BAYPORT. A matching purple cocentric circles killer ties a 3c banknote stamp. (Rodriguez Coll.)



The Bayport P.O. at the turn of the century. (John M. Price, Jr. Coll.)



The East Patchogue community got its first post office on Oct. 31, 1878 under postmaster Augustus F. Smith. In 1958 that post office merged with the much larger Patchogue P.O. and today it exists as a branch under zip code 11772. Shown below are two photo views of the East Patchogue P.O. at two different locations. Also shown is a very nice 1886 black triple circle postmark from that post office.  
(Rodriguez Collection)

EAST PATCHOGUE, L.I., N.Y.

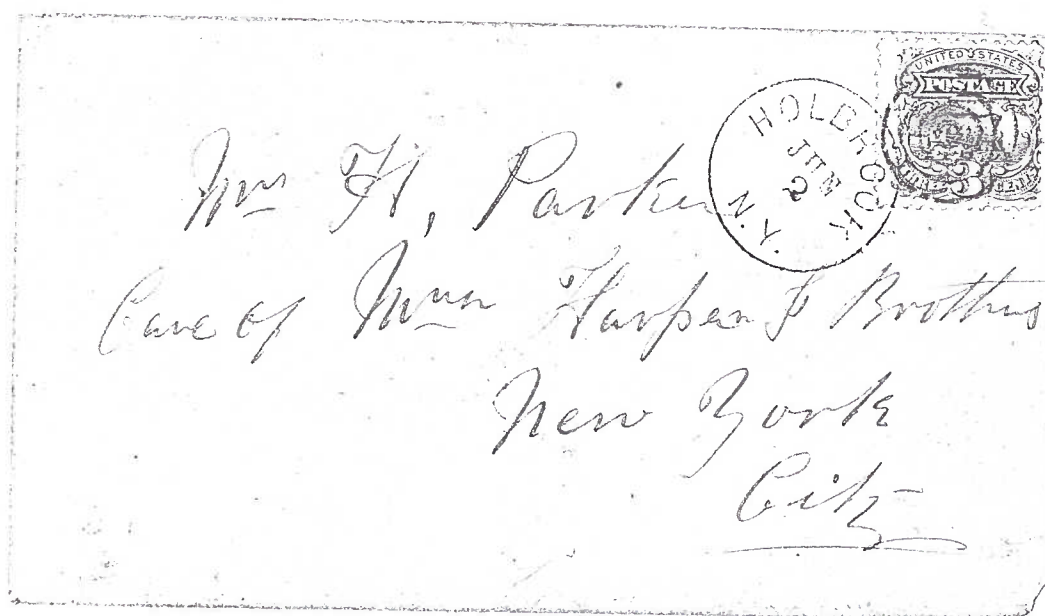


Miss Lenobia W. Brigham.  
23 Madison ave.  
Brooklyn.



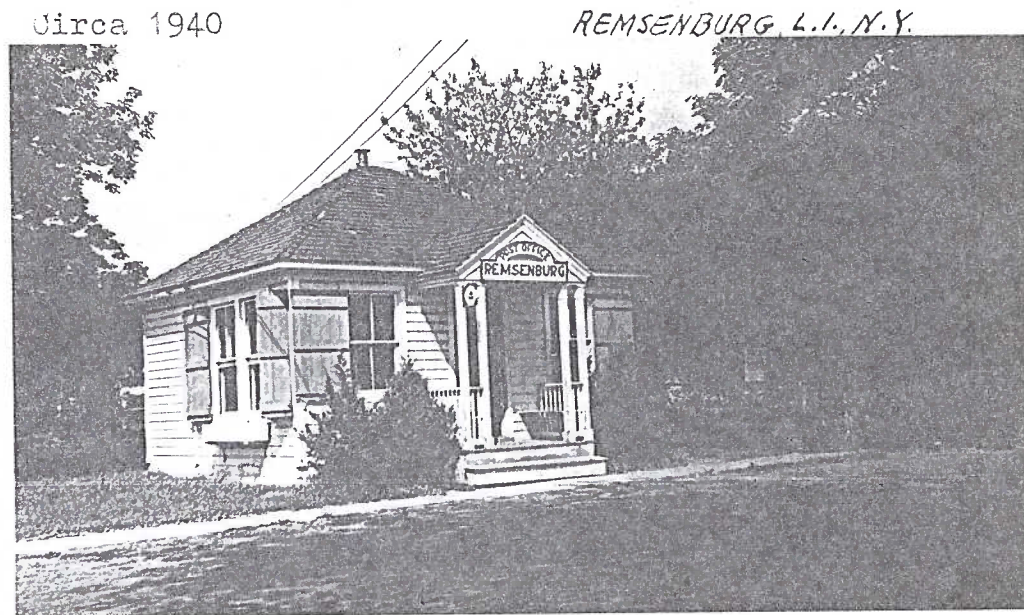
P.O. East Patchogue N.Y.

A post card view of the Holbrook P.O. in 1910 as pictured in the recently published Suffolk County, Long Island in Early Photographs 1867-1951 by Frederick S. Lightfoot, Linda B. Martin and Bette S. Weidman, 1984, Dover Publications, N.Y.

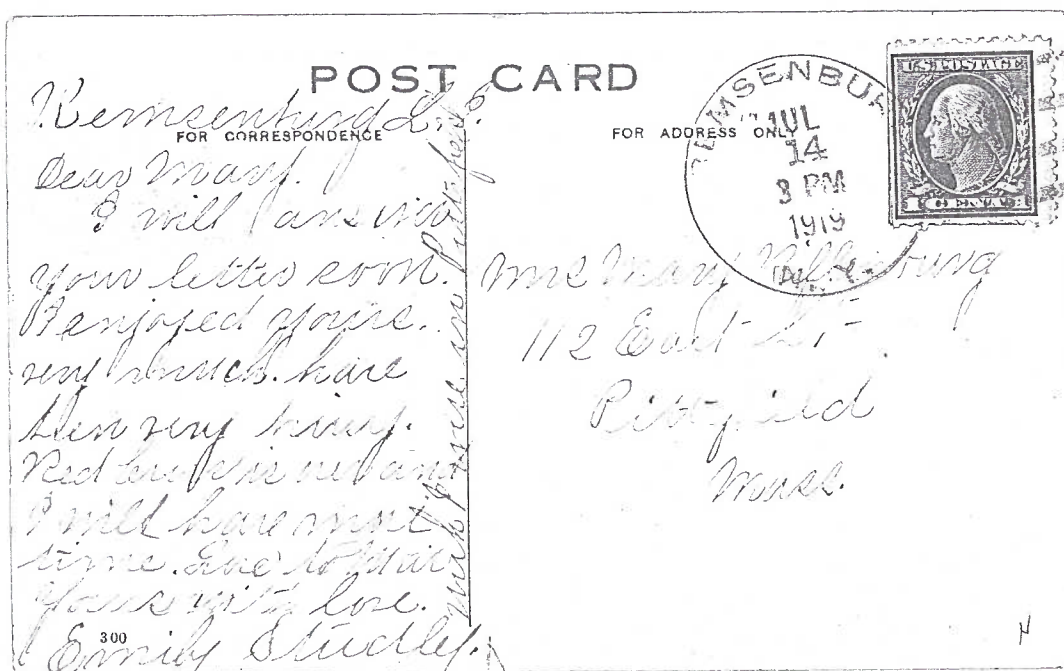


A beautifully struck postmark from Holbrook tying the popular 3c 1869 (#114) stamp on a yellow cover to NYC. (Rodriguez Collection)

A photo view, circa 1940, of the Remsenburg P.O., a small hamlet in the Hamptons area. The post office was established on July 27, 1895 under postmaster John Leary. (Rodriguez Collection)



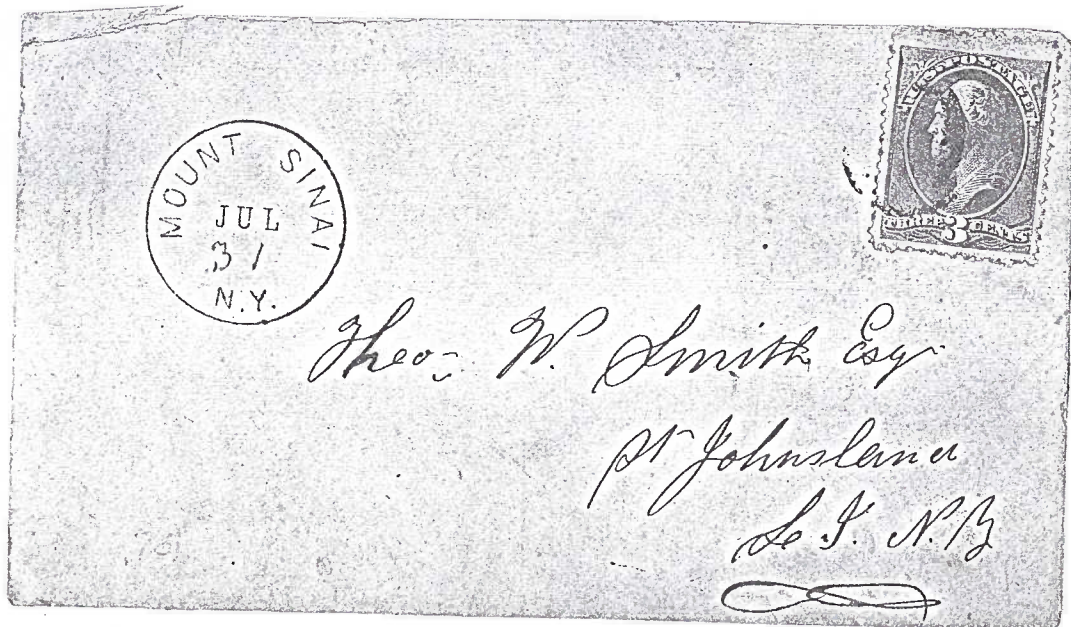
A duplex postmark from Remsenburg on a post card. (Rodriguez Coll.)



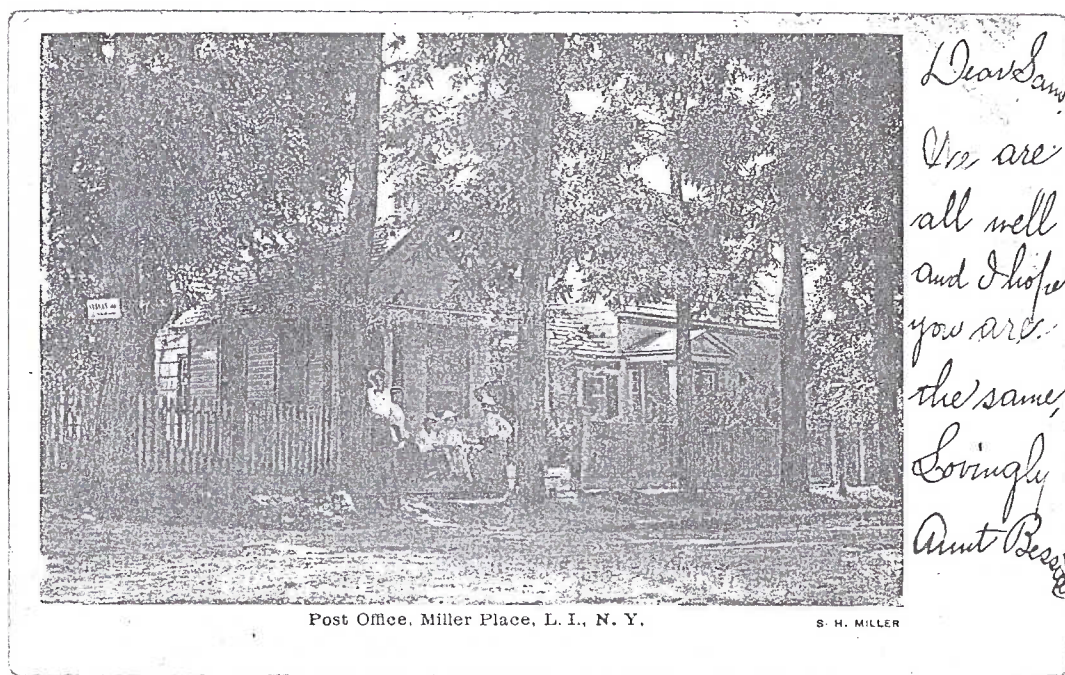
A nice 1908 real photo post card of the Mt. Sinai P.O. taken by the well known Port Jefferson photographer, A. Green. The post office was located in the general store in the background. (Rodriguez Coll.)



A 26mm cds from Mt. Sinai, just east of Pt. Jefferson, on a yellow cover addressed to St. Johnsland, L.I., now Kings Park in the Town of Smithtown. (Rodriguez Collection)

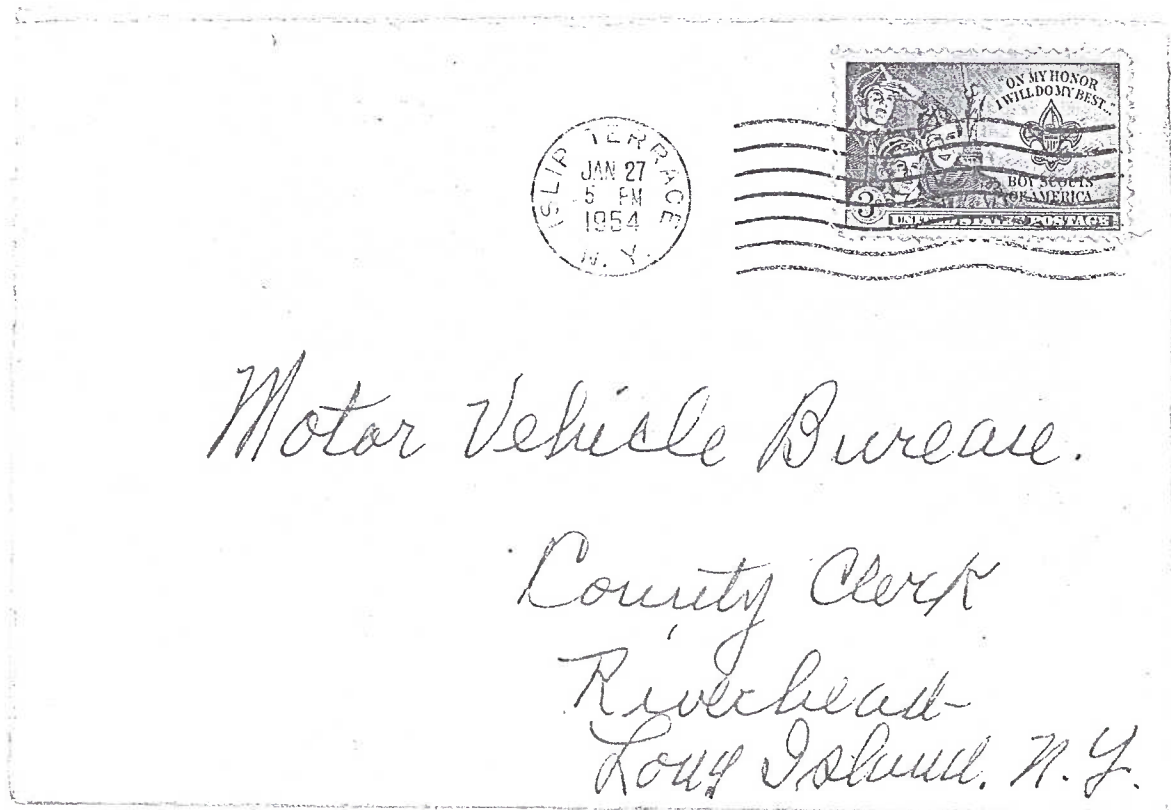
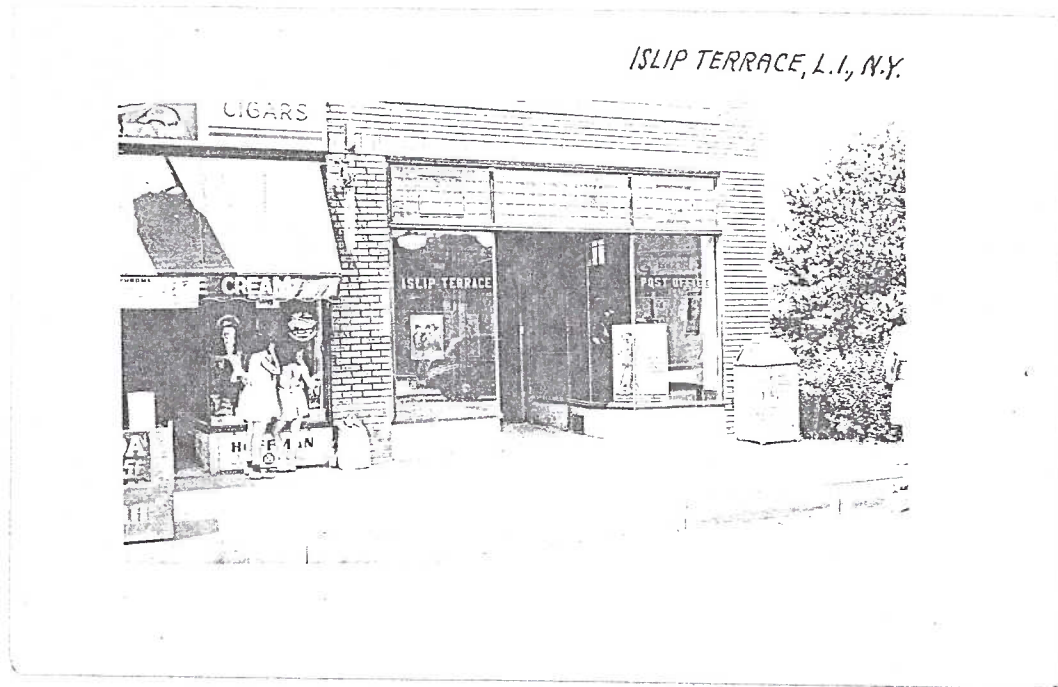


A clean registered cover from Miller Place used in 1898. A "doughnut" type fancy cancel ties the 10c Daniel Webster stamp covering the 2c first class postage plus the 8c registry fee. (Rodriguez Collection)

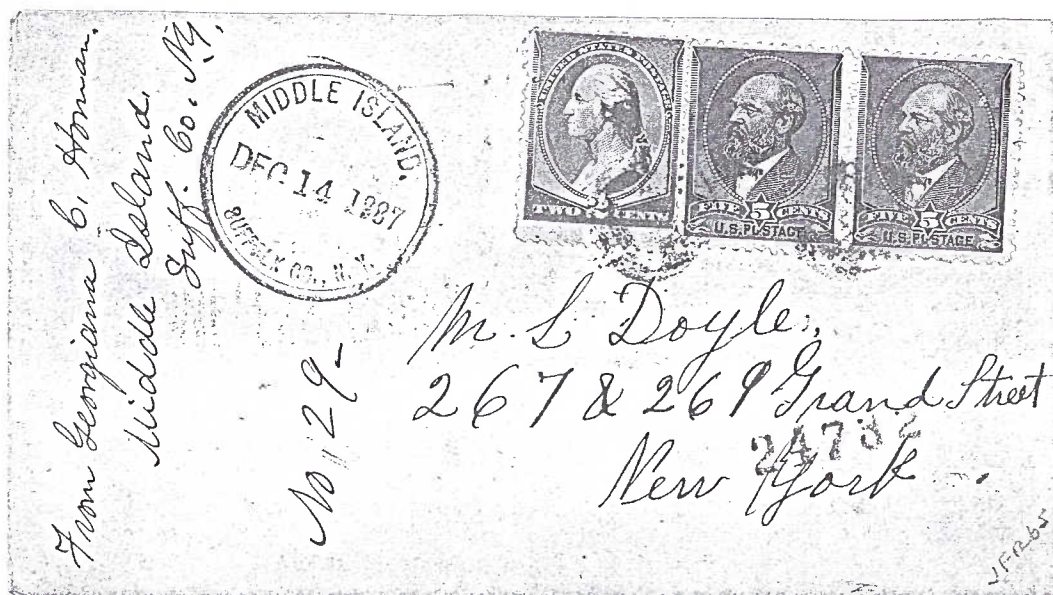
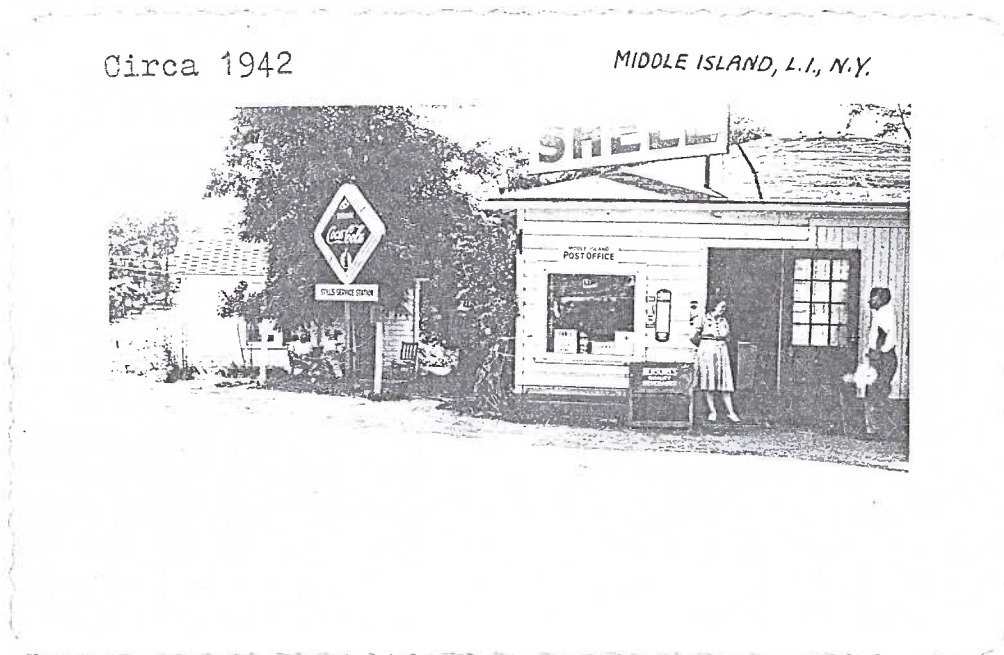


A 1906 post card view of the Miller Place P.O. next to the Samuel H. Miller homestead, the postmaster. (Rodriguez Collection)

A real photo card of the Islip Terrace P.O. in 1942. This post office was established on Dec. 16, 1922 under postmaster Henry H. Meinkin. Also shown below is a 1954 cover used from this post office. (Rodriguez Collection)

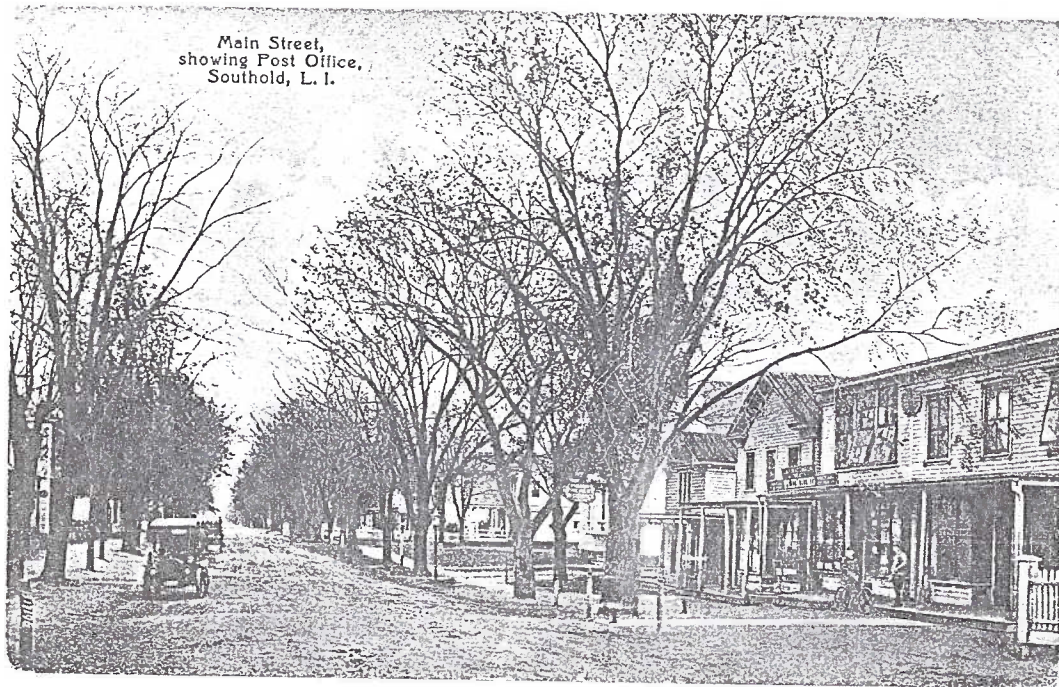


A 1942 photo of the Middle Island P.O. housed in the Still's Service Station. Middle Island's first post office started in 1795 when it was called Middletown. It changed to Brookhaven at the beginning of 1796 and then it changed permanently to Middle Island on March 24, 1821. (Rodriguez Collection)



A very nice 1887 registered cover from Middle Island postmarked with a purple double circle county cancel. (Rodriguez Collection)

Henry O. Korten's keen photographic eye captured this Main Street view at Southold in 1910. The P.O. is located in the building at the extreme right. (Rodriguez Collection)



A fine 1872 Southold cover with a 25mm black cds with year date and an unusual "negative H" killer tying a 3c entire. The "H" stood for the initial of Southold's postmaster Jonathan W. Huntting who took office on March 22, 1869. (Rodriguez Collection)

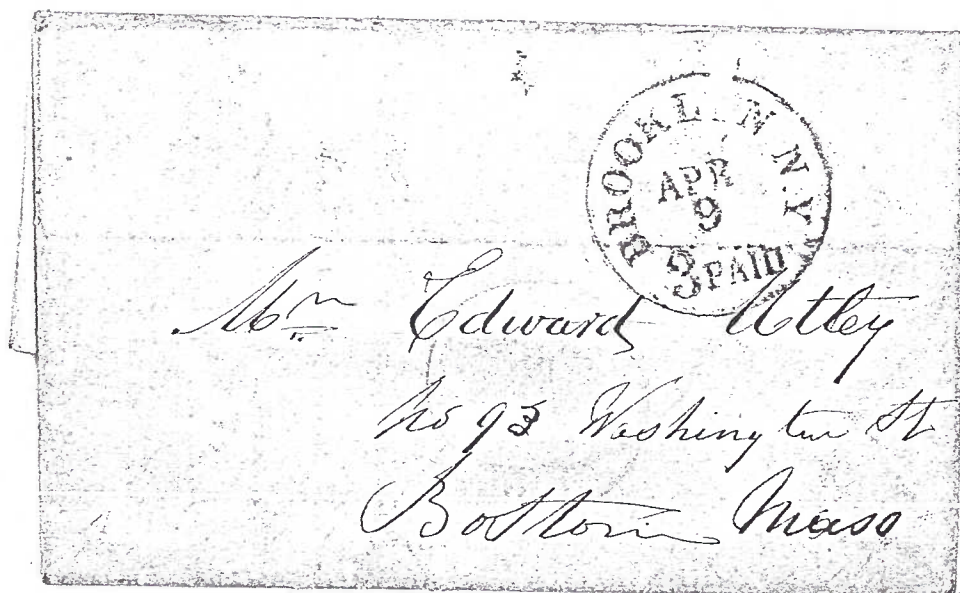


AUCTION ACTION  
LONG ISLAND POSTAL HISTORY AT AUCTION  
\*\*\*\*\*

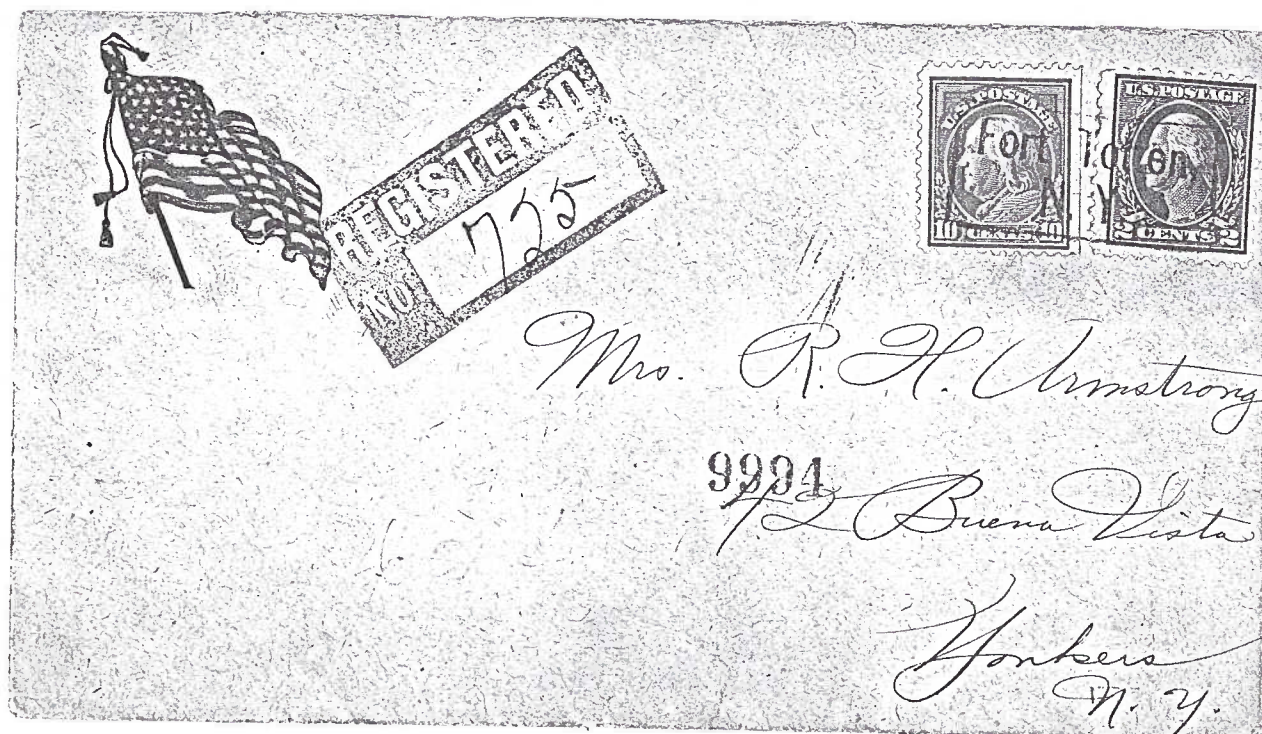
Auction House	Date of Sale	Lot	Description	Estimate	Price Realized
Apfelbaum	7-24-85	35	1c & 7c (145,149 pair) #U58 on registered cv with SOUTHOLD/N.Y. March 7, 1873 cds to Bklyn.	-	425/450 (F)
J. Fox	11-2-85	306	Garden City Estates Sept. 23, 1911 first day on ppc.	450	600
		307	Garden City Estates with Oct. 1, 1911 hs, "1" inverted on ppc. VF	125	200
Robbins	12-6-85	252	U.S. Naval Lyceum, bold strike of full rigged ship in oval hs on front only to Valparaiso, Chile Red Boston cds & PAID, ms 18 3/4.	100-125	80 (F)
		593	Large Cross bold strike tying #65 from Brooklyn to military address in Va.	50-75	42 (F)
		602	Negative Shield, bold strike ties #65 on cover to Conn. Brooklyn NY cds, VF Strike	150-175	180 (F)
		933	2c (Scott's #210) cork killer, Riverhead NY cds on cover with all-over map of L.I. in green. Suffolk Co. Agricultural Society cc in red. Fine	75	115 (F)
Phillips	12-7-85	46	1/18/1840 Folded letter with red NY cds, sl FREE to PMG Kendall from PM Coddington re mails lost in burning of Steamer Lexington on L.I. Sound	100-125	250 (F)
		205	Lot of 6, 1847-1855 covers and sfl each with red or black Brooklyn strikes.	20-30	12/14 (F)
		454	FORT TOTTEN NY boxed cancel ties stamp to registered cover with red & blue flag cc. Used 1917. VF	20-30	16/17 (F)

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.

One of the Brooklyn covers in lot #205 of David G. Phillips Dec. 7th sale. This one a stampless folded letter with a nice red BROOKLYN N.Y./APR/9/3PAID datelined 1855, just 8 days after prepayment of letters became compulsory as per the Act of March 3, 1855. (Now in the Rodriguez Collection)



Lot No. 454 FORT TOTTEN N.Y. boxed cancel used in 1917 from this World War I camp. Sold at auction by David G. Phillips on Dec. 7th. (Now in the Rodriguez Collection)



\*\*\*\*\*  
 \*\*\*\*\*C L A S S I F I E D A D S\*\*\*\*\*  
 \*\*\*\*\*

WANTED - Pre 1915 Great Neck, Roslyn, Manhasset, Port  
 Washington and Brooklyn cancels, covers, view cards.  
 Bob Juceam, 106 Hemlock Road, Manhasset, N.Y. 11030

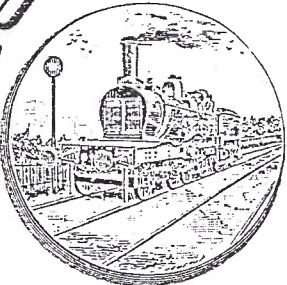
\*\*\*\*\*O\*\*\*\*\*

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