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# LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



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



VOLUME 10 NO. 3 FALL 1986 WHOLE NO. 18





# Long Island Postal Historian

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

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FALL 1986 VOLUME 10 No. 3 WHOLE No. 18  
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Membership in the LIPHS begins on August 1st of each year. Back issues will be provided to those joining or renewing after that date. A completed application and dues check are to be sent to the Secretary at the above address. See back page for application form. Dues are as follows:

Regular.....	\$ 10	Sustaining.....	\$ 25
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DEPARTING PRESIDENT'S MESSAGE

Our little island, Long Island, which sticks out from the Eastern Coast of the United States, has always been considered special by its inhabitants, many of whom have worked hard to preserve the memories of its unique history and culture. It is no surprise then that a rather large group of postal history collectors have chosen this tiny area as a focal point for their collecting activities. It is the very special nature of Long Island and its inhabitants that has allowed LIPHS to grow from the original nine charter members to approximately 75 members in the few years that we have been in existence.

The LIPHS is a very special little group. Despite our small size, we have been able to develop a respectable journal, the Long Island Postal Historian, which is now being printed by Raven Press. The journal has received attention in Linn's, in the local Long Island newspaper, Newsday, in La Posta, in Stamps, and in other philatelic publications. We have held successful auctions and meetings and have communicated some important aspects of Long Island Postal History to those members and non-members who have read the journal.

As one of the individuals involved in the numerous conversations during the 1970's which led to the actual formation of the LIPHS and as one of the original charter members of the group, I am particularly pleased that we have come so far. However, in order for our impact to be significant and long lasting, it is imperative that we make our mark via publication and research. Although a major benefit of our group is to attend meetings wherein one can buy, sell and chat, these activities will not put the LIPHS on the philatelic map. During the past two years, I have come to believe more and more that the club-like nature of the LIPHS is nice but that these activities should be more active role in contributing to the journal. I urge all members to play a secondary to publication of the journal. Long Island Postal Historian. In order for the LIPHS to continue as a functioning society, it is imperative that members contribute. Illustrating the rare and unusual covers from our collections and contributing our own original research, will help make the LIPHS productive.

I have always enjoyed being a member of LIPHS. My faith in the success of the LIPHS has been demonstrated by my life membership and in various other ways. I am proud to have been President of the LIPHS and I hope to continue to play an active role in the direction of the LIPHS. I believe that as Secretary of the Society I can be extremely helpful in promoting membership and the dissemination of information concerning our group. I thank you very much for your support while I was President and hope to continue to have the support of members during my tenure as Secretary.

*David Knowles*

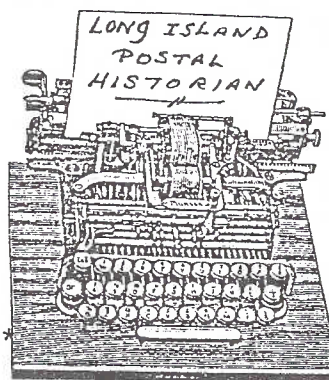
Incoming President's Message

As your newly elected president, I would like to thank my predecessors, John Price and Dan Knowles, for their successful leadership of our society during our growing years since its early formation of nine charter members in 1980. Unquestionably, much of that growth can be traced to our publication, going as far back as those earlier years when existing as a separate journal under the editorship of Calvet Hahn and a Newsletter edited by Arthur Fitzpatrick. As time went on, our present editor, Fred Rodriguez, combined the two as the Long Island Postal History Journal and Newsletter, later to become the "Long Island Postal Historian". Our society was very fortunate to have had those early pioneers, Calvet and Arthur, and we must confess that under Fred's editorship we have gained national recognition for its outstanding appearance and the quality of its contents. It is my pleasure to report that our society has been accepted as an affiliate member of the American Philatelic Society and should benefit considerably therefore.

Of course, any successful society does demand the efforts of more than just a few. Both editors have known a lack of response from the membership as a whole in answer to their requests for individual reporting of cancels, etc., on covers or postcards in their collections either to illustrate upcoming articles or even one of your own. Simply stated, Fred can certainly use your help, and please bear in mind that even the smallest collection may have that one great example or postal history, the envy of your fellow collectors.

Carl F. Barker

From the EDITOR's Desk



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In the current issue of The American Philatelist the editor headed his message: "Knowledge Is This Journal's Mission" That goal which has guided the publication of that fine APS periodical for the last 100 years is really what the mission of the Long Island Postal Historian is all about. Our membership roster includes well known and not so well known authors which we count on to impart knowledge about philately, postal history, and Long Island history. Many of you have written for this journal but some of you haven't. The NEW Long Island Postal Historian has been well received. Our efforts to continue improving this publication will not stop and I ask for all of you to chip in. Although form is important, content is even more so. We invite you to write for your journal.

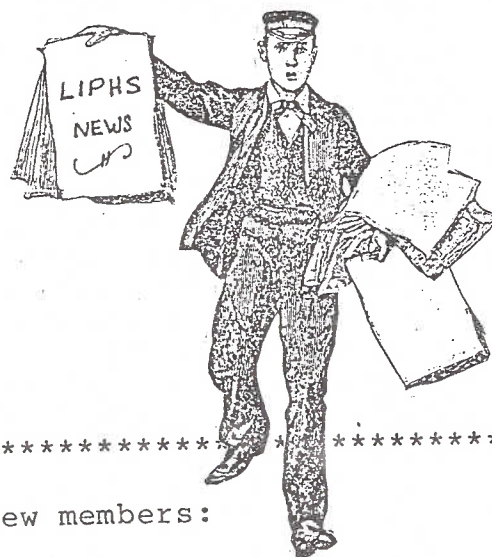
The lead article in this issue is written by Linda Wierenga, a first-time author for this journal. We are excited about her series on the Cold Spring Harbor Whaling Co. correspondence and trust that you will be also. Bob Miller continues with his popular series on Long Island aerophilately, now a regular feature column. Dr. Price and your editor are back with another selection of Long Island post office views and covers which is popular with many of you. To roundout this issue Dr. Knowles writes about another interesting cover story in his Long Island Cover Corner.

The next issue will have the conclusion to the Greenport P.O. story as well as other interesting articles. We plan to include a comprehensive index as well, covering everything this Society has published since its inception back in 1980.

Have a great Autumn!

  
J. Fred Rodriguez





## Secretary's Notes

### & Correspondence

\*\*\*\*\*

We welcome the following six new members:

No. 109  
Nassau Council Stamp Club  
c/o Kenneth A. Lawson, Pres.  
21 Farragut Road  
Old Bethpage, N.Y. 11804

No. 110  
The Collectors Club  
22 East 35th Street  
New York, N.Y. 10016

No. 111  
Mrs. Harriet Valentine  
30 Titus Lane  
Cold Spring Harbor,  
New York, 11724

No. 112  
Mr. George A. Fredericks  
P.O. Box 99  
Franklin Square, N.Y. 11010

No. 113  
Mr. Frank J. Pichardo  
P.O. Box 1116  
Flushing, N.Y. 11354

No. 114  
Mr. Thomas F. Schweitzer  
89-19 218th St.  
Queens Village, N.Y. 11427

We also welcome two re-instated members:

No. 81 David H. Proulx  
7629 Homestead Dr.  
Baldwinsville  
New York 13207

No. 83 Smithtown Library  
Long Island Room  
1 North Country Road  
Smithtown, N.Y. 11787

The Collectors Club of New York is a wonderful organization for the philatelist. It has an excellent research library and its own historic building in NYC. The Club was organized in 1923 for the benefit of serious philatelist around the nation. It publishes an excellent award winning bi-monthly magazine - The Collectors Club Philatelist which is highly recommended. Write to for information about this fine organization.

We are pleased to have another fine author and local historian in our membership roll. Mrs. Harriet Valentine is well known to many of us as the author of An Island's People, Window to the Street and many L.I. Forum articles written in conjunction with her late husband Andrus T. Valentine. Her interests span many topics and her contributions to local history, enriching the lives of many fourth graders in our schools, are appreciated by many.

We also welcome the other four members, two of which joined after hearing about us through the LONG ISLAND POST CARD CLUB Bulletin and at their regular meeting. Members Gary Hammond (LIPCC President) and Carl Baker have been promoting our Society at the LIPCC and already we see some results. The LONG ISLAND POST CARD CLUB meets every first Thursday of the month at 6 P.M. 'till 10 P.M. at the Knights of Columbus Lodge, 52 Hawthorne Dr., East Islip, N.Y. We invite you to attend for lively meetings, good programs, refreshments and good buying, selling and trading.

Our new treasurer, John M. Price, Jr. tells us that 14 members have renewed at the Sustaining Membership level. This is much appreciated and demonstrates the commitment that our membership has to the well being of our Society. Their names are listed below:

Carl F. Baker	William Stearns	Richard O. Jones
Brian R. Levy	Jose L. Rodriguez	Herbert R. Stannard
Arthur Fitzpatrick	John M. Price, Jr.	Joseph O. Mortensen
Falk Finkelburg	Edith H. Wyckoff	Brendan McCann
Richard C. Frajola		William A. Anderson

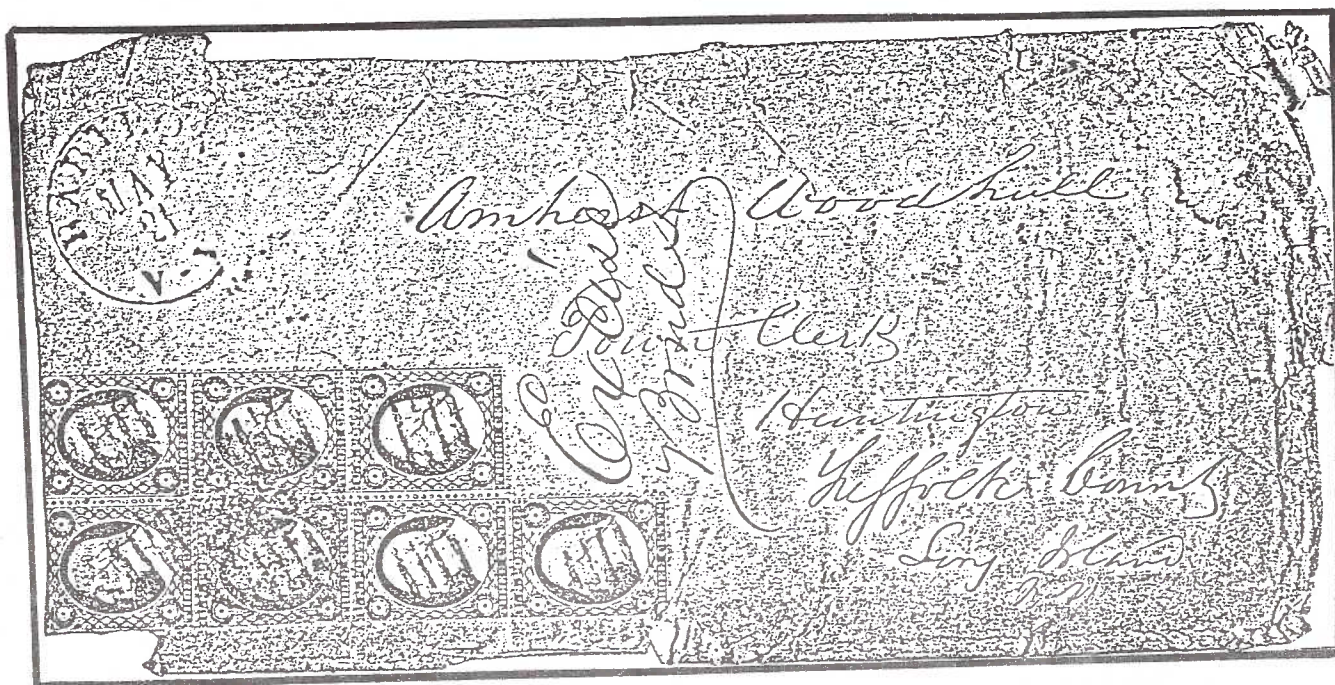
The Board of Directors will determine at its next meeting what will be the appropriate gift i.e., free ads etc. to those that support the Society with other than regular membership.

The Sunday August 17, 1986 issue of Newsday carried Ernest A. Kehr's regular STAMPS column which mentioned the L.I. Postal Historian. We thank him for the publicity received.

Congratulations are in order to Bob Miller for his GRAND AWARD at Kazoopex '86 in Kalamazoo, Michigan. Bob entered his exhibit of Nineteenth Century Staten Island Covers judged the best at that regional show.

Member Rufus B. Langhans, Huntington Town Historian, sent us a scarce multiple-rate cover from Babylon mailed to the Huntington Town Clerk in 1860 (a reduced copy is shown in the next page). Mr. Langhans asks why so much postage? The cover carried Excise Bonds in an oversize envelope which judging from the number of the 3 cent 1857 stamps used weighed between 3 1/2 and 4 ounces. The postal rate then in force was 3 cents for every 1/2 ounce. Multi-rate covers are scarce and sought after by collectors. We thank Mr. Langhans for sharing a bit of postal history from the Town's archives with us.





Member and Director Brian Levy has taken responsibility for obtaining an affiliated membership status for the LIPHS with the American Philatelic Society which is celebrating its centennial. The application has been submitted and was accepted. We are now APS AFFILIATE NO. 154. He will be our representative with the APS and will be reporting on the benefits and services available to us in the next issue.

Member and Director Joel Shapiro has willingly taken responsibility as the advertising manager for our journal. He is already doing a fine job and has sold the back cover to our member Richard C. Frajola, Inc. a top-notch auction house. We thank him for his continued support. Joel reminds us to PATRONIZE OUR ADVERTISERS!

We notice that Martin Margulis is doing a lot of writing. He is now a regular contributor to the ESPHS Bulletin. We noticed his fine article on early Long Island post offices in LA POSTA and just read his article in the U.S. Cancellations Club NEWS. Martin's specialty is the postal history of the Bronx among other areas.

There are still 9 members that have not renewed as of Sept. 15th. A checkmark (✓) next to your name on the address label indicates that this issue will be the last one to be received.

Another fine color illustrated article by member David L. Jarrett appears in the current issue of the The American Philatelist. This one deals with two rare fancy steamboat cancels from New Orleans. The strikes, story, covers and research shows postal history at its best.

The September 6, 1986 issue of STAMPS magazine carries the regular U.S. Classics column written by Theron Wierenga. A historic Sag Harbor cover from 1813 is illustrated in that article dealing with Dering Harbor. Theron also mentioned our Society and this journal. His comments and the free advertising plug for the Society are appreciated.

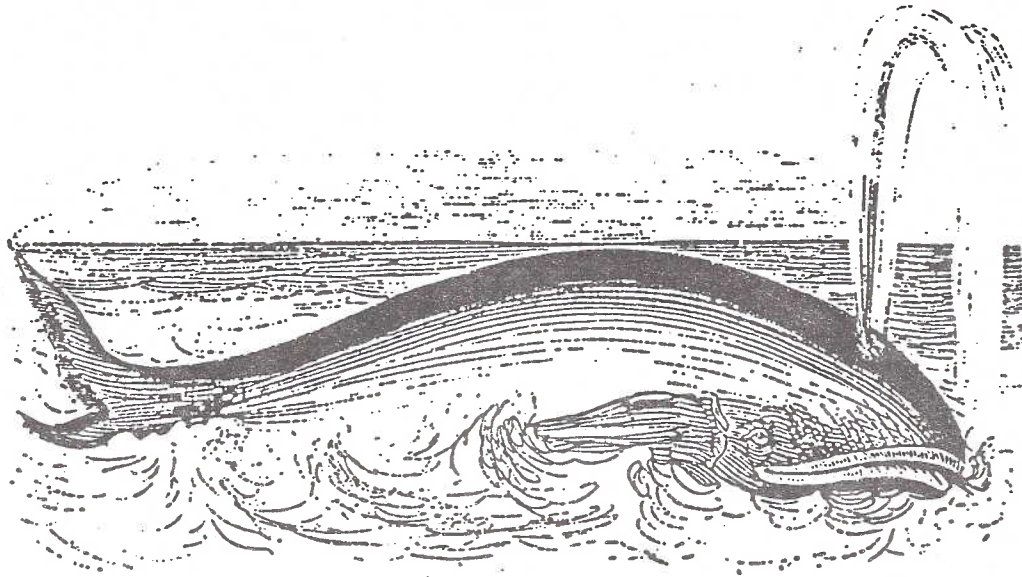
A number of Long Island postal history lots are up for auction in September and October. Realizations will be reported in the next issue. Look for AUCTION ACTION - Long Island Postal History at Auction.

LA POSTA: A Journal of American Postal History just issued its 100th number. To celebrate the occasion, it also printed an accompanying Occasional Papers Number 1 which includes a fine article by Herman "Pat" Herst, Jr. on the evolution of postal markings -- a fine piece of writing by the prolific Mr. Herst useful for the novice in postal history. Also included in that special issue is an article, entitled, "The State of the States: An Appraisal of Local Postal History in the United States" by Richard W. Helbock, Alan H. Patera and Robert J. Stets. In it is a bibliography of all state postal history references in print as well as a list of all the regional, state, and local postal history societies known to the authors. A total of three regional societies were listed, 22 state societies listed, and one local postal history society. The LIPHS has the distinction of being the only local (a region within a state) postal history society in the United States. For a sample copy of LA POSTA write to P.O. Box 135, Lake Oswego, Oregon 97034.

\* \* \* \* \*

The last issue of the Long Island Postal Historian and the first one in its new bound format proved to be very popular. We had 100 copies printed - none are left. For this issue we plan to print more copies so that we will have available back copies for future members. We normally print enough copies in order to send to the philatelic press, reviewers, and to a number of societies as exchange copies, plus some for back orders and for those interested in a sample issue at a cost of \$3.00; one hundred was not enough!





## Letters from the Whalers of Cold Spring Harbor, New York

By Linda Wierenga

\*\*\*\*\*

Cold Spring Harbor, which is 40 miles from New York City, is a small and charming village on the North Shore which is still reminiscent of the time when it flourished as a whaling port. The village was known as Cold Spring locally, but the word "harbor" was added by the Post Office Department when it was established on January 7, 1825. [1] [For years, many letters were addressed to Cold Spring, L.I. and consequently many ended up "Missent" to Cold Spring, N.Y. in Putnam Co. We noted over 30 letters in the museum collection with different Missent and Forwarded markings used at Cold Spring, N.Y. #ed.]

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Editor's Note: Much of the information in this article was obtained from "Mark Well the Whale: Long Island Ships to Distant Seas", by LIPHS member Frederick P. Schmitt. [2] A special thank you is due its author for permission to use portions of his work freely in this article. Readers are referred to this volume for an in depth study of the Cold Spring Harbor whalers. We also want to thank Mr. Robert Farwell, former director of the CSH Whaling Museum for giving us access to the museum archives. The editor also wants to thank Mrs. Linda Wierenga and her husband, Theron, author of the weekly U.S. Classics column in STAMPS Magazine and a prominent student of ship markings, for their willingness to research and write this fascinating history of the CSH Whaling Company correspondence.

Cold Spring emerged as a whaling port in 1836. John H. Jones, a prominent businessman who owned two woolen mills, persuaded 33 friends, relatives and neighbors to purchase the three-masted bark "Monmouth" from Boston and outfit her for the whaling trade. A second ship, the 379 ton "Tuscarora", was acquired in August, 1837. In 1838, a corporation was formed to back the whaling industry in Cold Spring Harbor, but it was not profitable and was dissolved in 1851. Most ships out of Cold Spring Harbor were privately owned. John H. Jones served as managing agent for the ships and the headquarters were informally located in his shop, along with the post office. [ Devine L. Hewlett was the first Cold Spring Harbor postmaster serving from 1826 through 1845. He was a close friend of Jones, and a shareholder in the whaling company. Samuel A. Jones, a relative of John was postmaster during the 1849-1861 period and again took office on Feb. 10, 1862. He probably carried out his postal business out of the Jones store. -ed.]

By 1848 the ships and outfits of Cold Spring Harbor represented a total value of \$227,000, aggregated 3,272 tons and employed 250 men. The following table is taken from Schmitt, and provides a summary of the nine whaling ships which sailed out of Cold Spring Harbor. [3]

Name	Rig	Tonnage	Capacity (Barrels)	Year Built	Years of Operation
Monmouth	Bark	280	2,000	1825	1836-62
Tuscarora	Ship	379	3,000	1819	1837-51
N.P. Tallmadge	Ship	370	3,000	1835/6	1843-55
Huntsville	Ship	523	4,000	1831	1844-58
Richmond	Ship	437	3,000	1825	1843-49
Splendid	Ship	423	3,200	1832	1844-60
Alice	Bark	281	2,500	1830	1844-62
Sheffield	Ship	579	3,500	1831	1845-59
Edgar	Ship	420	3,500	1844	1852-55

As many Long Island collectors are already aware, there is a splendid whaling museum in Cold Spring Harbor. Among the many artifacts gathered there are a number of stampless folded letters written aboard or about the Cold Spring Harbor whalers. Today, they can offer us much insight into the lives of the captains and seamen of the whalers. In addition, it is interesting to make note of the postal history reflected in these letters. Many bear interesting postal markings, even if they are not from Long Island. Obviously, most whalers were out of Massachusetts and when letters were sent back to Cold Spring Harbor, they usually entered Massachusetts ports. The table which follows outlines all the voyages of Cold Spring Harbor whalers and is helpful in following the progression of letters to be presented here. It is also taken from the Schmitt book.[4]



Ship	Captain	Whaling Grounds	Sailed	Arrived
Monmouth	Richard S. Topping	SA	7/18/36NY	4/10/37
Monmouth	David Smith	SA	7/-/37	5/8/38
Tuscarora	William Dennison	SA-IO	9/9/37	4/23/39
Monmouth	Smith	SA	7/17/38NY	5/24/39NY
Monmouth	Charles Bennett	SA	7/27/39NY	5/3/40SH
Tuscarora	Edward Halsey	SA-IO-SP	7/27/39	5/25/41
Monmouth	William H. Hedges	SA-IO	8/4/40SH	6/19/41
Monmouth	William H. Hedges	SA-IO	9/25/41	6/25/42
Tuscarora	Eli H. White	SA-IO-SP	8/3/41	6/26/43
Monmouth	Hiram B. Hedges	SA-IO	8/13/42	7/11/43
Monmouth	Hiram B. Hedges	SA-CH-SP	10/11/43	1/1/46
		NWC-CAL		
N.P. Tallmadge	William H. Hedges	SA-SP-NWC-IO	6/14/43NY	2/19/45NY
Richmond	Jeremiah Ludham	NWC-SP	12/2/43	3/13/46
Tuscarora	Eli H. White	NWC-OK-SP	9/23/43	5/26/45
Alice	Freeman H. Smith	NWC-SP	9/18/44	6/17/46
Huntsville	George T. Howe	NWC-SP	10/23/44	6/29/47
Splendid	Henry C. Fordham	NWC-SP	6/28/44	4/26/48
N.P. Tallmadge	Jeremiah Mulford	SA-NWC-SP	6/5/45	5/1/48
Sheffield	Eli H. White	SA-NWC-OK	11/11/45	2/7/49NY
Tuscarora	Elisha Doane	CH-SP	8/12/45	3/24/48
Alice	John Woolly	NWC-CAL	9/3/46	4/27/49
Monmouth	Edward Halsey	SA-SP-CH-IO	3/13/46NY	8/8/50NY
Richmond	Philander Winters	SA-IO-NWC	7/21/46	Wrecked
		BS-OK-SP		8/2/49 Bering St.
Huntsville	Freeman H. Smith	SP-OK	9/30/47	4/21/49
N.P. Tallmadge	Jeremiah Mulford	SP-NWC	9/26/48	3/26/51
Splendid	Samuel B. Pierson	SP-NWC-OK	10/28/48	3/15/51
Tuscarora	Samuel C. Leek	SP-IO-BS	8/3/48	Sold 3/51 in Sydney
Alice	Richard P. Smith	SP-BS	8/17/49	3/23/51
Huntsville	Freeman H. Smith	SP-BS	10/26/49	3/21/51
Sheffield	Thomas W. Roys	SP-OK-BS	8/17/49NY	1/23/54NY
Alice	Eli H. White	SP-BS	10/6/51	4/13/54
Huntsville	Freeman H. Smith	SP-OK	12/4/51	4/7/54
Monmouth	Isaac Ludlow	SA-IO	8/28/51	5/3/54
N.P. Tallmadge	Henry H. Edwards	SP-NWC-A	10/3/51	4/26/55
Splendid	Richard P. Smith	SP-OK-BS	10/15/51	4/12/53
Edgar	Samuel B. Pierson	SP-OK	11/25/52	Wrecked
				6/5/55 Okhotsk Sea
Splendid	Richard P. Smith	OK	11/30/53	4/4/56
Alice	George G. Penney	SP-OK	10/31/54	4/24/58
Huntsville	William James Grant	SP-OK-NWC	10/15/54	5/6/58
Monmouth	Jeremiah Eldredge	SA-SP-IO	11/28/54	6/2/57
Sheffield	H.J. Green	SP-OK-CAL	9/12/54	5/4/59
Splendid	Samuel B. Pierson	SP-OK-CAL	9/15/56	4/27/60
Monmouth	Hiram B. Ormesby	SA-SP-OK-CAL	8/22/57	Sold 5/62 Valparaiso
Alice	William S. Beebe	SP-OK-CAL	10/-/58	6/8/62

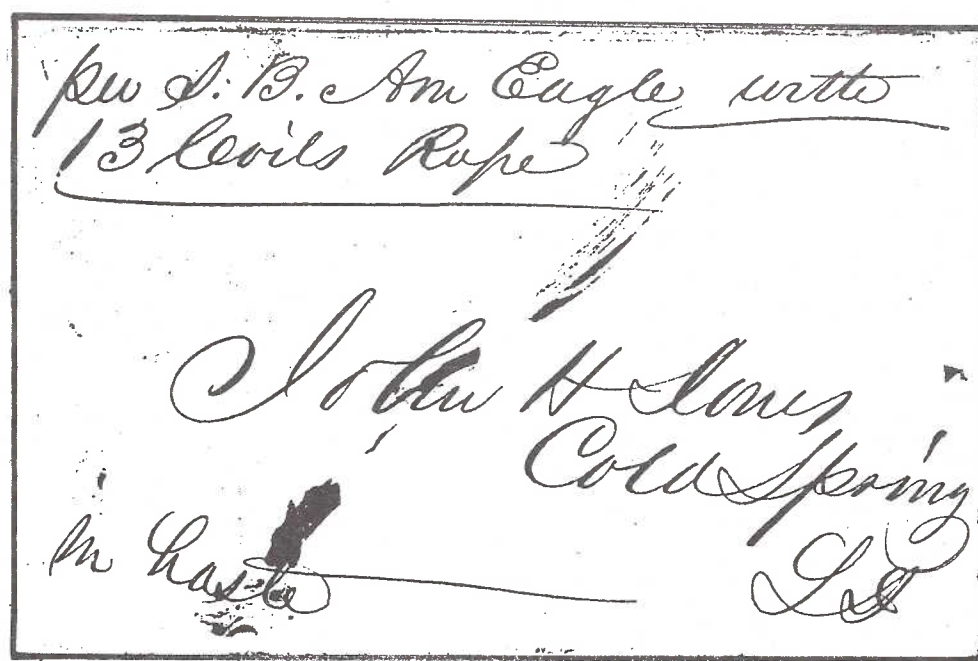
KEY: A=Arctic Ocean; BS=Bering Strait; CAL=California; CH=Chile; SH=Sag Harbor; IO=Indian Ocean; NWC=North West Coast (Alaska); NY=New York City; OK=Sea of Okhotsk; SA=South Atlantic; SP=South Pacific.

The letters in the collection have been grouped into the individual voyages. The first voyage from which there are letters is that of the Monmouth. The first letter is from prior to the departure.

Monmouth \* October 11, 1843 to January 1, 1846

One of the earliest letters in the collection is dated inside on March 31, 1843 [Figure 1]. The contents deal with filling orders to prepare the Monmouth to sail. The author notes that he is sending 13 coils of rope and that the whale line is ordered and will be ready in time. He asks how many sheets of copper and nails are needed, and says that if he does not hear from the addressee (John H. Jones) in time, he will send enough of each by way of the "Peruvian".

The letter appears to be headed from New York and on the front is inscribed to be carried by the steamboat "American Eagle". There are no postal markings on it, indicating that it was carried out of the mails to accompany the rope. The "American Eagle" was a steamboat which ran on the Long Island Sound between New Rochelle, Glen Cove, and Cold Spring Harbor. It was built in 1833, carried 186 tons, and was first registered in New York in 1837. [5]



Per A. B. Am Eagle with  
13 coils Rope

John H Jones  
Cold Spring  
Harbor

In haste

Figure 1

In the collection of letters, there are three written by Captain Hiram B. Hedges to John H Jones during or after this voyage of the "Monmouth". The first letter [Figure 2] is datelined "Talacahuna, March 29th 1844". This is, in fact, Talcahuano, Chile. The cover is postmarked NANTUKET/Ms. on June 18. The "Enterprise" arrived in Nantucket on June 17, 1844. [6] Also on the face are a large straightline SHIP marking and manuscript 20 3/4 rate, which covered the 150 to 400 mile rate to Cold Spring Harbor. The 20 3/4 rate included 2 cents ship rate and 18 3/4 inland postage. The captain tells Mr. Jones that he is planning on recruiting at Talcahuano, rather than at the Sandwich Islands, as they have been heavily recruited in Sandwich, so the recruits at Talcahuano are better. He notes that he has three hundred barrels on board and 75 of them are sperm. He mentions having shipped about 2000 to 2500 pounds of bone on the ship "Enterprise" on its way to Nantucket.

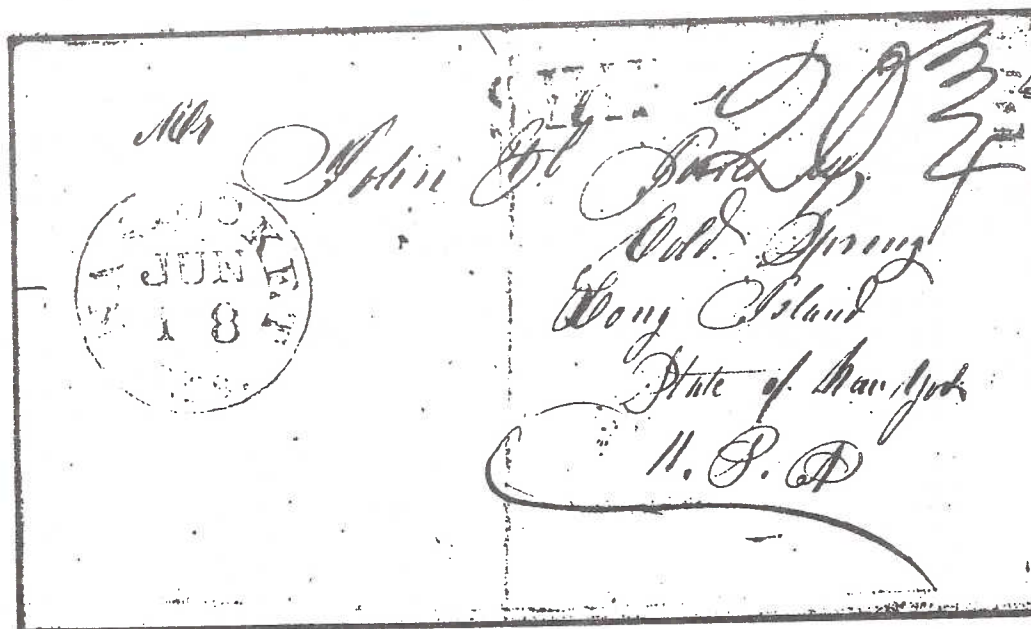


Figure 2

The next letter is datelined "February 5th, 1845" [Figure 3]. This cover has a FALL RIVER/Ms. cancel in deep red dated July 9. It is rated as a ship letter with a 17x4 mm. SHIP marking and a manuscript 7 due marking. The seven cents includes the 5 cents inland rate, since it is addressed beyond the port of arrival, and the 2 cents ship fee. This rate was implemented on July 1, 1845, making this an early cover with this rate.[7]



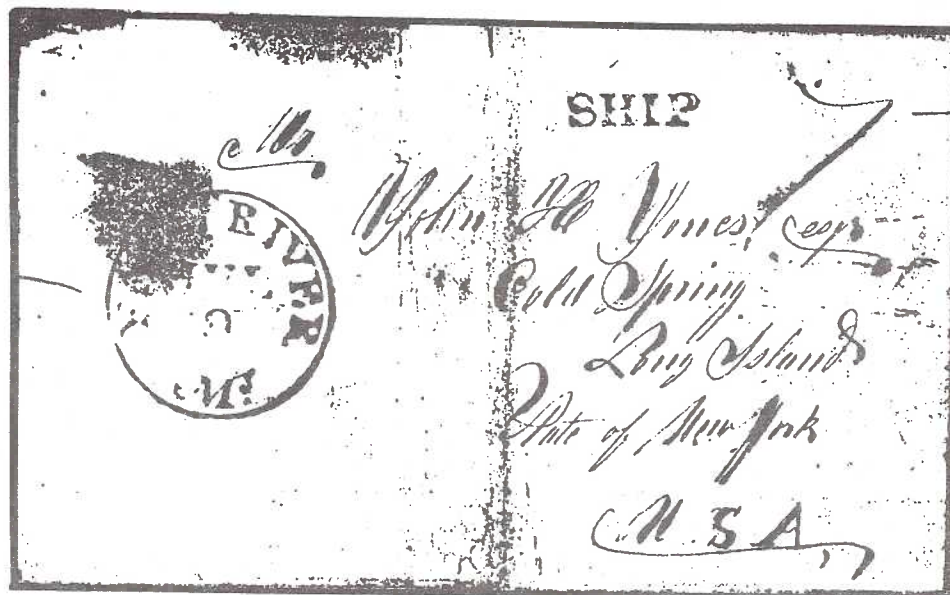


Figure 3

In this letter Captain Hedges mentions having shipped 11500 pounds of bone, in one hundred and one bundles, on the Brig "Delaware" of Fall River. The rest of the letter is about supplies and the money he will yet need to draw on to supply the crew with food and clothes. He predicts he will return in October, but in fact did not get to Cold Spring Harbor until January 1 of the following year.

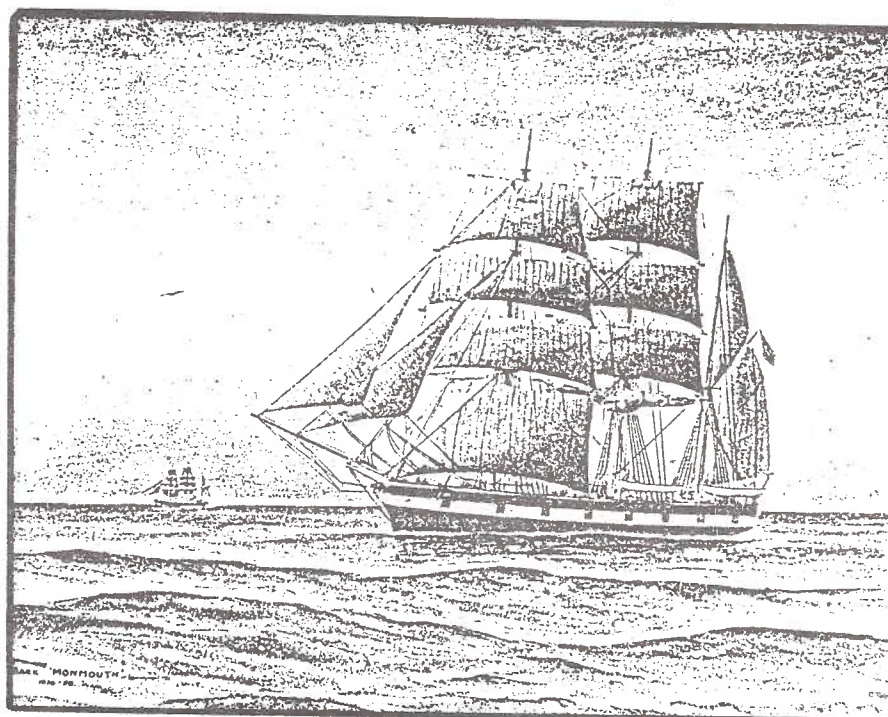


Figure 4 • An artist's rendition of the Bark Monmouth

The third letter in this group was sent by Captain Hedges, while in East Hampton, to John H. Jones. [Figure 5] On the face is a manuscript East Hampton N.Y. Jan 9" with a manuscript 5. It was written on January 7, six days after the "Monmouth" returned to port. Its contents deal with several items of business. He agrees with Jones' suggestion to sell the oil as soon as proper. The amount of money raised by selling the oil acquired on the voyage was important to the captain as he was paid between 1/14 to 1/19 of the profit from the voyage.

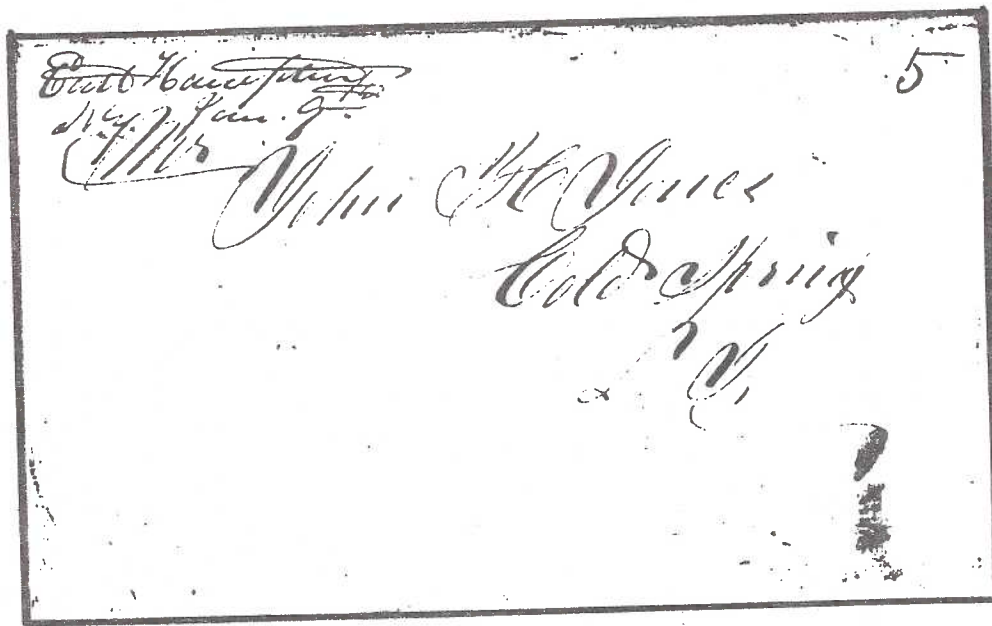


Figure 5

The process of each officer and seaman receiving a share of the catch is called the lay system. The system was put into effect in the early days of whaling. The whalers seemed to find taking a gamble on the amount of profit appealing. They knew when they signed on what their lay would be, but of course had no way of knowing what the voyage would net. Fairburn related that initially the lay system was very fair and stimulated enterprise, as all stood to gain from a successful voyage. [8] However, the system became so corrupted in New Bedford (and other ports to a lesser degree) by the second quarter of the nineteenth century that it became known as a "foul system of exploitation". The seamen had charged against their lay fees for fitting out (obtaining necessary supplies prior to sailing), purchasing items from the ship's slops chest while out to sea, and medical supplies. The slops chest contained such needed items as clothing, gear, knives, tobacco, and others. In addition, they were charged exorbitant interest rates on these "loans" until the end of the voyage. It was not uncommon for whalemens to receive as little as \$5.50 after a four year voyage, as a result of the subverted lay system.

Splendid \* June 28, 1844 to April 26, 1848

The most extensive set of letters comes from the "Splendid" during its voyage from June 28, 1844 through April 26, 1848. The "Splendid" was the most beautiful ship in the line, and a veteran of the China trade. She was built in Baltimore in 1832 and was among the very first of the forerunners of the American clipper ships. In 1843 she returned from Canton in 102 days, a very good passage as the record is 77 days. [9] In 1844 she was sold to John H. Jones and his associates to be outfitted for the North West Coast whale fishery.

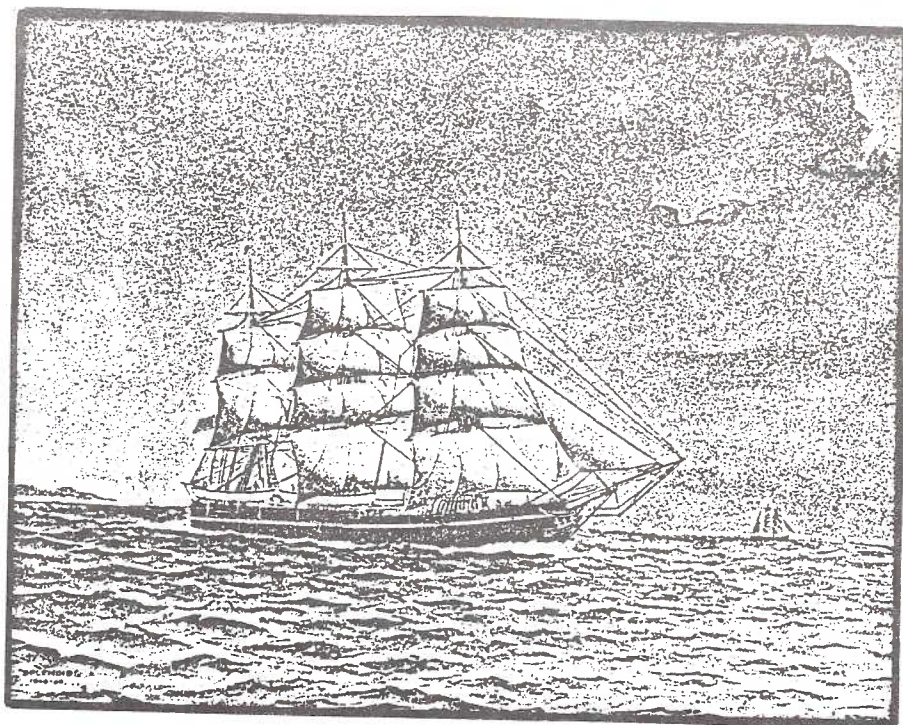


Figure 6 - The Ship "Splendid", an oil painting by E. Tupnell from Schmitt's book.



While most of the letters come from Captain Fordham, one of the earliest is from John Drewrey, and was written in July of 1844 at Cape De Verde [Figure 7]. This letter was delivered into New York on March 31, 1845. It was routed differently than most of the other letters in the group, which were usually carried by another ship directly into an American port. This letter went from Cape Verde to Lisbon, where it was marked with an 80 reis rate (a reis is a tenth of a cent). It also received (probably in Lisbon) a large blue straightline handstamp "CORO MARITIMO" which translated means "Maritime Post". It was then delivered into New York, where it was rated at 12 cents, which included the 10 cents inland rate and 2 cents ship rate. Drewrey mentions that the ship is leaking, but claims to be optimistic that this will be a short voyage and that they hope to be home by April of 1846. In fact, the "Splendid" did not return home until April of 1848!

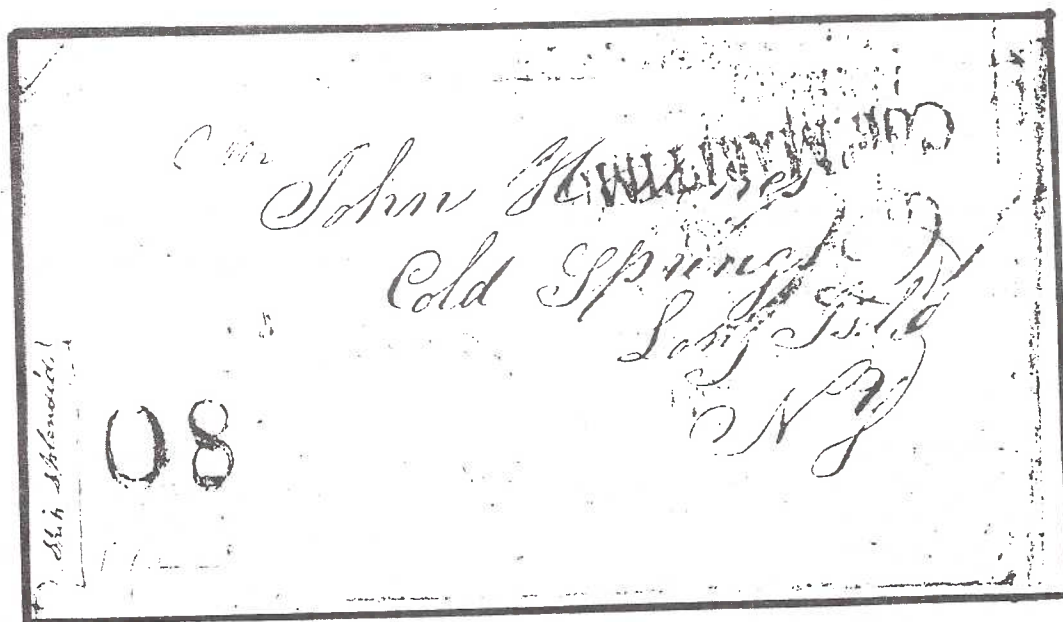


Figure 7

The first letter from Captain Fordham is dated July 19, 1844 from 40 miles west of Fayal (Azores) [Figure 8]. On the front, the letter is postmarked MARBLEHEAD/Mas. on September 19. The rate on the front is 20  $\frac{3}{4}$ , which is the 18  $\frac{3}{4}$  inland rate for 150-400 miles, plus the two cents ship rate which was payable to the captain. This letter was brought into Marblehead by the brig "Margaret", which was coming from Cadiz and Fayal, displaced 246 tons, and brought salt as its cargo.[10] The captain also mentions that the ship is leaking, and while it is not really a problem, he is disappointed. He states they will be picking up vegetables in Fayal and then heading south immediately.

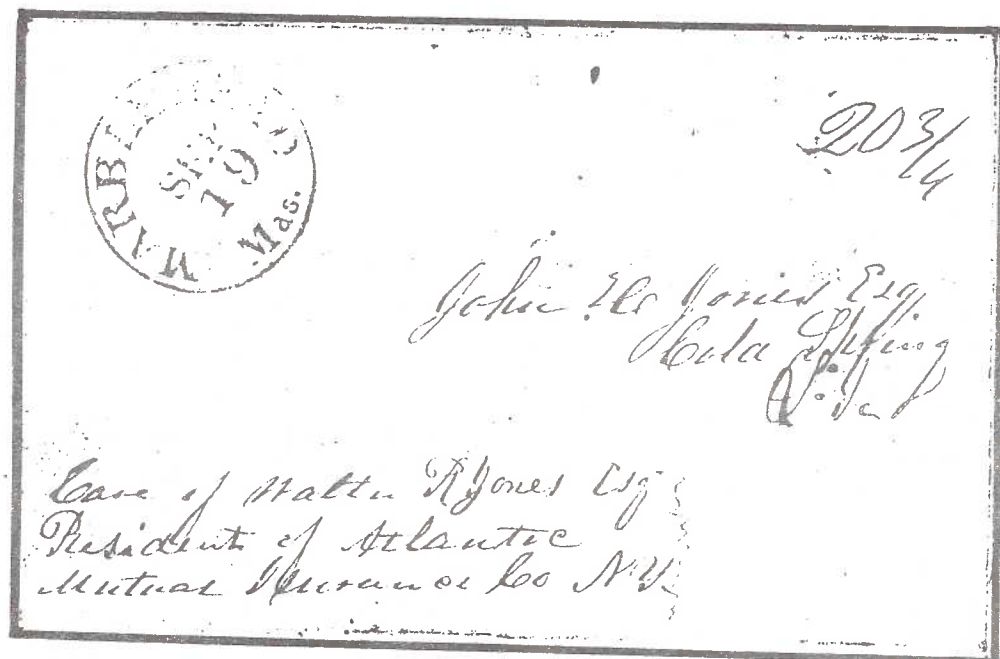


Figure 8

The next letter from Captain Fordham is headed Honolulu (Oahu) March 16th, 1845 [Figure 9]. The cover is marked SHIP with the 7 cents ship rate from the period handwritten on the front. Captain Fordham mentions sending this letter on the ship "Inez" from Boston. This 356 ton ship, built in 1828 at Haverhill, Maine was probably on its last trip before it became a whaler when it carried Captain Fordham's letter into New Bedford.[11] The cover is datelined September 3 (1845) and according to Starbuck the "Inez" sailed from New Bedford on its first whaling trip on October 30, 1845. This would have given the new owners enough time to outfit the ship for whaling.

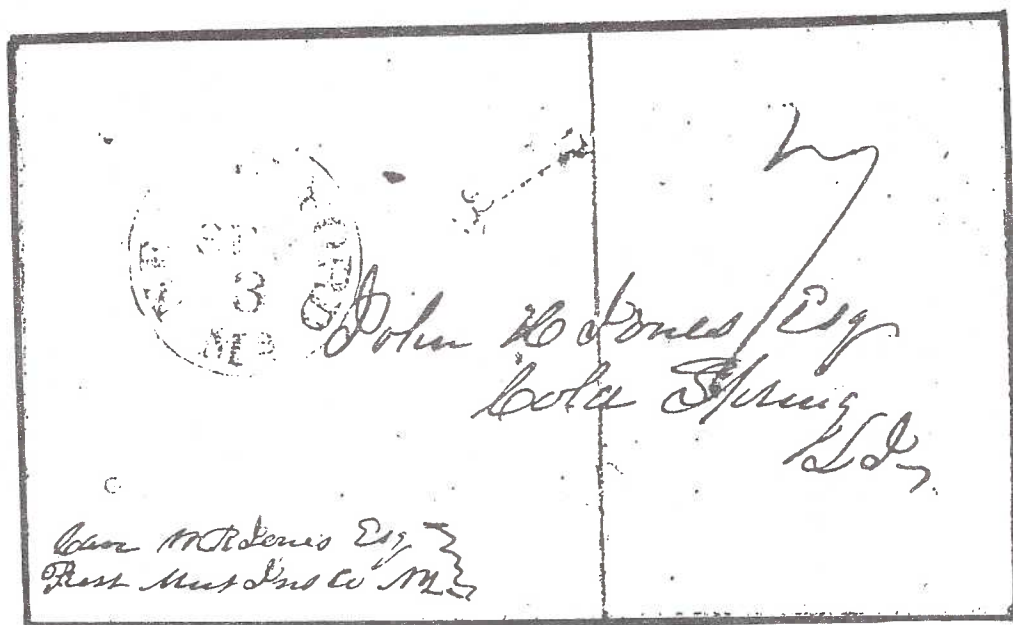


Figure 9

Fordham informs Jones that he has stopped to have the leak repaired, since for the past four months it has leaked about 6000 strokes per day. Twenty-five sheets of copper were purchased to replace those that were removed and the captain expresses concern that the ship will not be prepared well enough to survive another cruise in the Pacific, with its destructive storms.

Apparently, there was a seaman on board the captain was having problems with. He had a felon on his thumb, had lost one joint of it, and had been of no use during the voyage. The seaman had gone to the consul in Honolulu to seek discharge, at which point the captain would owe him \$30. Captain Fordham was seeking confirmation from the hospital surgeon that he could be cured on board the ship, thus avoiding paying him \$30. The captain's hope was that the seaman would be "missing" when they put to sea, and they would then be only out the price of his outfit.

The next letter was written by Captain Fordham on March 24, 1845 from Honolulu [Figure 10]. This letter was carried into New Bedford and postmarked on September 3, 1845. It has a straightline SHIP marking and a manuscript 7 which represents the 5 cent inland rate and the 2 cent ship rate.



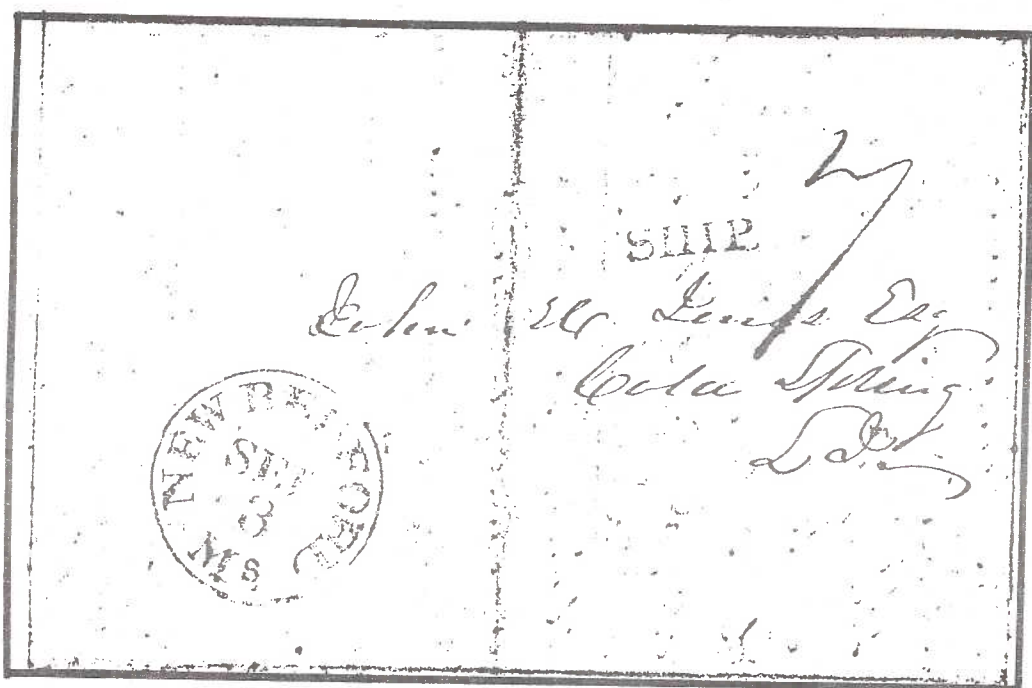


Figure 10

He continues to be encountering difficulties on the voyage. One of his officers, John Drewrey (author of a previously mentioned letter), died, so there was the additional expense of his funeral and procuring another officer. He mentions having his "share of perplexities with the crew also." He has to get one or more from the Fort (jail) every morning or pay a constable 6 or 8 dollars for apprehending a runaway. He says they are currently seeking three missing men but "I shall not wait longer than tomorrow for them as the longer you stay the less men you will have in such a place as this."

The next letter in the collection is datelined "Honolulu Oct. 20th 1845" [Figure 11]. It is a bill of lading from Brewer & Co. notifying Jones that 81 bundles of whale bone from the "Splendid" were shipped aboard the Barque "Allioh". It has a NEW YORK/SHIP 7 cts marking on the cover. It was delivered into New York in April, 1846.

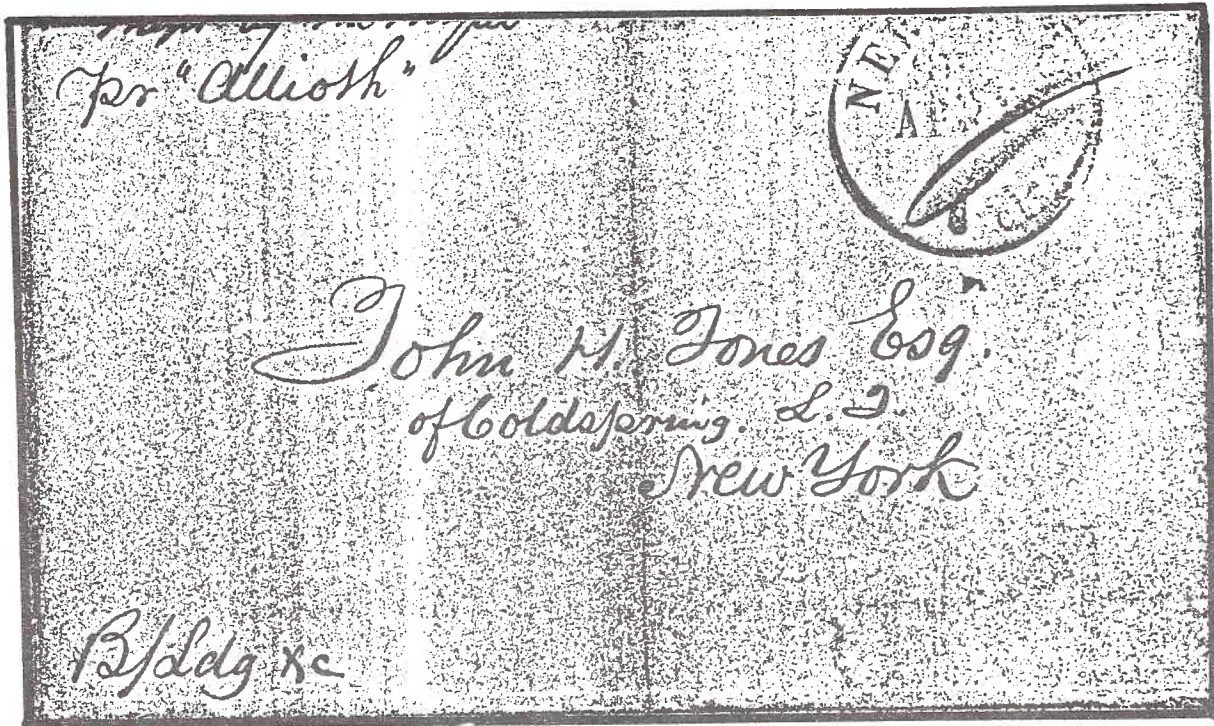


Figure 11

Captain Fordham sent a letter headed "Honolulu Oct. 20th 1845" [Figure 12]. The markings on the cover indicate that this letter was carried out of the mail to Vera Cruz, Mexico where it was placed aboard a ship and carried to New Orleans, where it arrived January 13, 1846. It is stamped "SHIP" and has a manuscript 12, which represents the 2 cent ship rate and the 10 cent inland rate for a destination over 300 miles. The unfortunate captain is again facing major problems with a leaky ship. He is going to have the copper stripped off, and recaulk and sheathe the ship. He mentions they hope to be back to sea in forty days to make a short sperm whale cruise before recruiting for the right whale season.

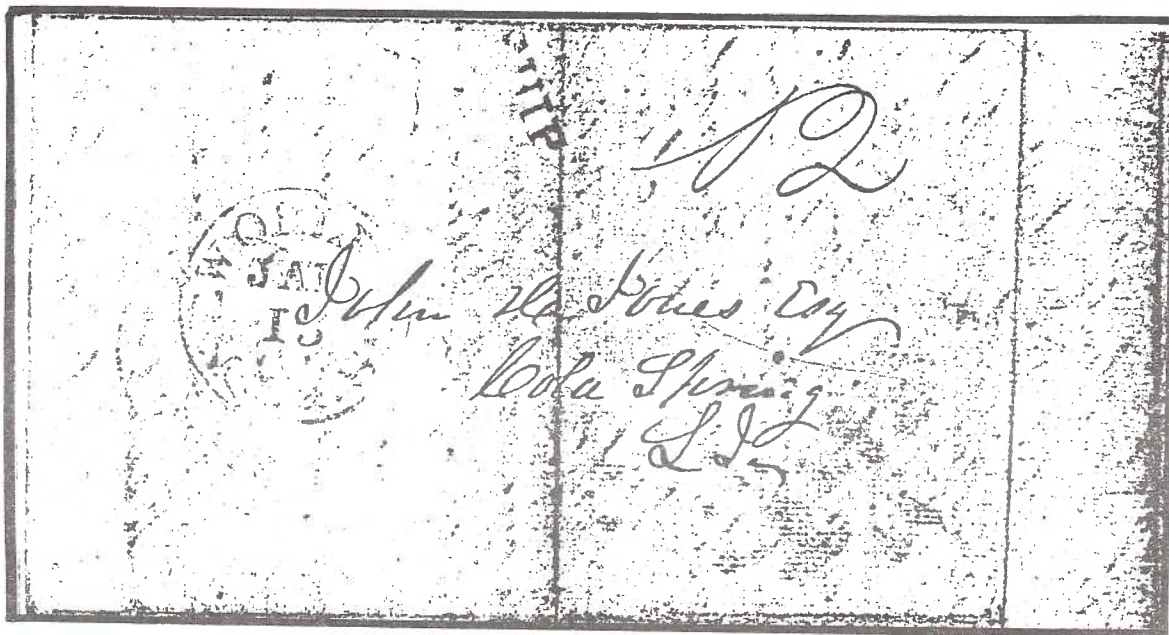


Figure 12

Fordham wrote to Jones from Honolulu again on October 25, 1845 [Figure 13].

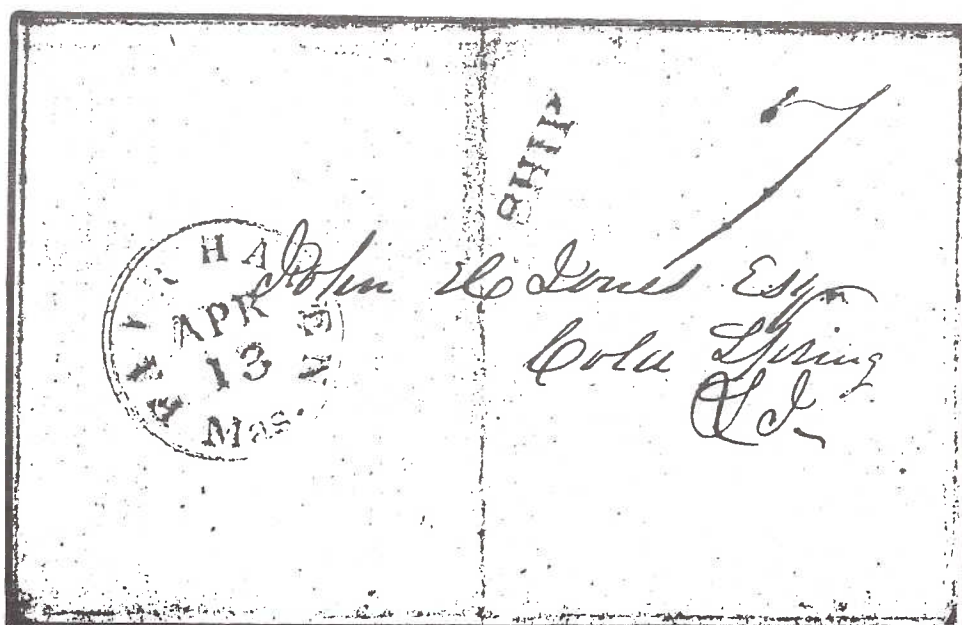


Figure 13



The cover has a straightline "SHIP" marking and a manuscript 7 rate marking. In addition, it is postmarked FAIRHAVEN/Mas. April 13 (1846). The subject was again the repairs on the "Splendid". He mentions sending this letter on board the Ship "Columbus", which was out of Fairhaven, Massachusetts.[12]

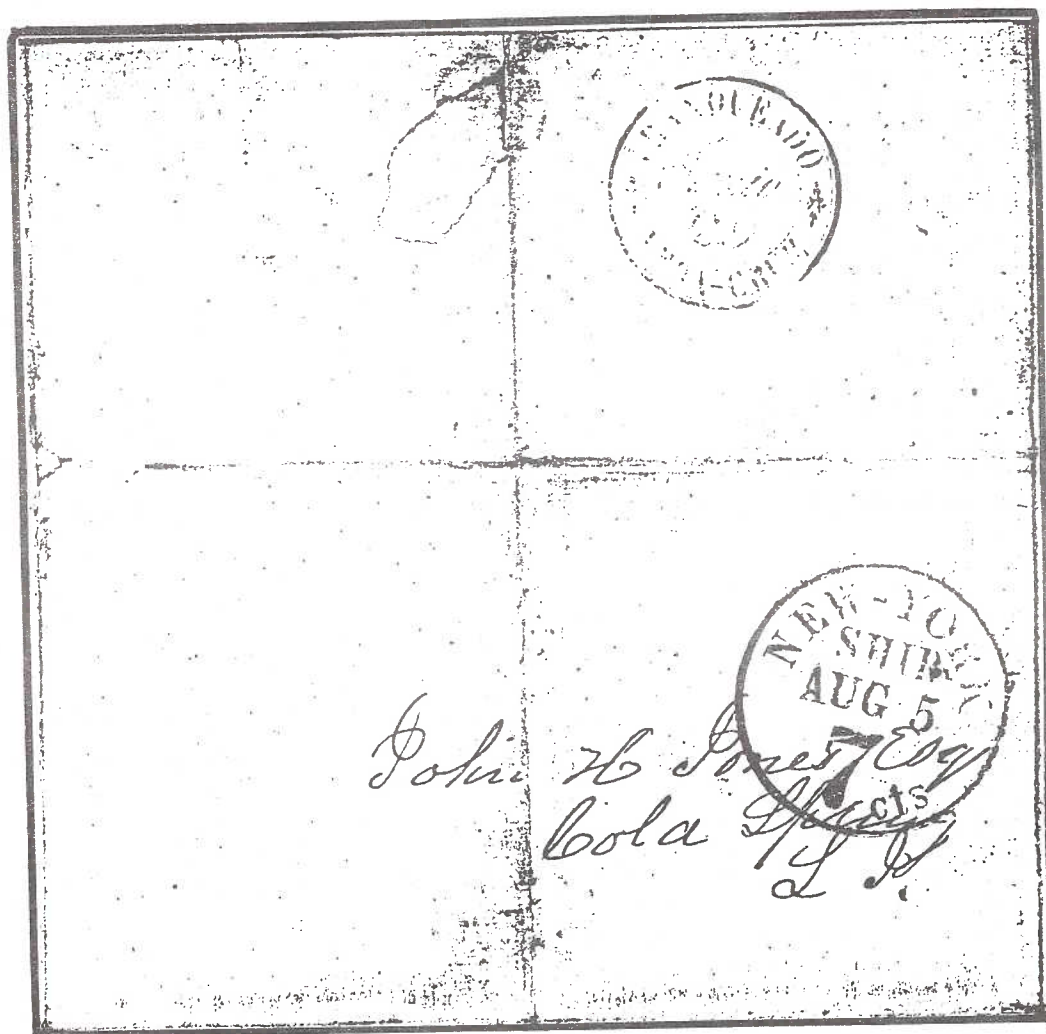


Figure 14.

The next letter, shown above, is dated February 24th 1846 from Captain Fordham [Figure 14]. It has a NEW-YORK/SHIP/7 cts marking dated Aug 5. It was carried from Hawaii, out of the mails, to Vera Cruz. There it received a "Franqueado" or Paid (?) handstamp on the back of the stampless letter and entered into the mails going by ship to New York. Fordham mentions that they left Maui that afternoon and expect to be in Oahu the next day, from where he intends to mail the letter. He reports they did not even see a sperm whale, but are heading for the Right Whale ground now. He reports that the ship is now tight and that he needs to purchase more sail.

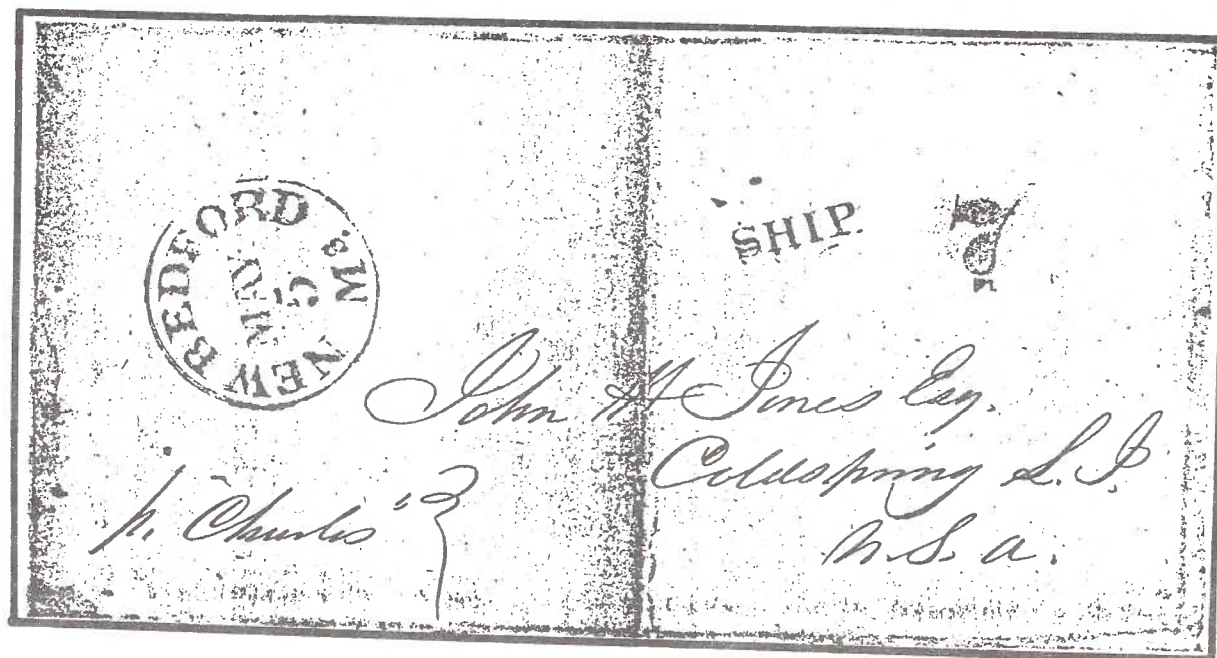


Figure 15

On October 10, 1846, Captain Fordham sent a brief note to Jones. It is postmarked NEW BEDFORD/Ms. May 5 (1847) and has stamped on it a straightline SHIP and numeral 7 [Figure 15]. His note was written in Lahaina and states that he was sending a bill of lading for one hundred nine bundles of whalebone shipped with Captain Knox on the ship "Charles". This does not appear to be the whaler "Charles," because although she was in the area at the time, she did not return to New Bedford until 1849. [13]

Captain Fordham wrote again from Lahaina on the next day, October 11, 1846. This cover is postmarked STONINGTON/Conn. Mar 5 (1847) and has a straightline "SHIP" and manuscript 7 markings [Figure 16]. There is also a manuscript forwarder's marking "Forwarded by Geo W \_\_\_?\_\_\_ & Co Lahaina". This forwarder is not listed in Rowe.[14] He informs Jones that they took 10 whales this season, making 1075 barrels of oil and 12016 pounds of bone. He says he is not willing to return home with such a small quantity of oil, so he is going to Sydney to procure provisions for another season. He mentions having lost 3 men in the past season, and that currently four of the men have scurvy. He ends by noting that he has shipped bone on ahead and that he would like his share of the profit remitted to his wife. Receiving partial payment in advance was surely a privilege for the captain only!

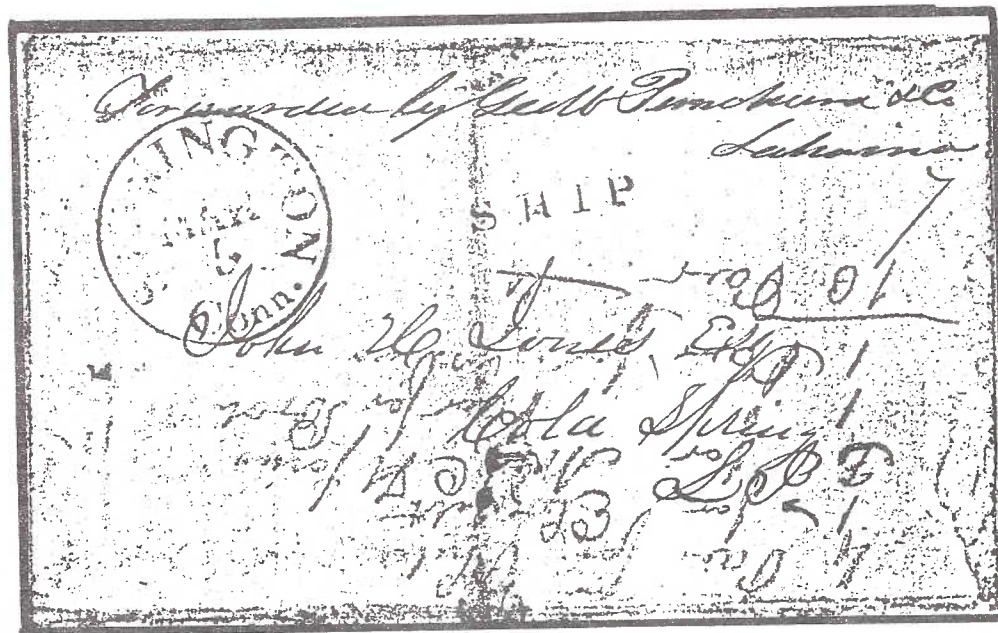


Figure 16

The next letter, illustrated in the next page [Figure 17], was carried privately through the courtesy of the forwarder F.W. Clarke to Boston, where it was placed in the mails. It is postmarked with a BOSTON/5 Cts and dated AUG 16. The five cents covers the inland postage. The letter is datelined "Sydney Jany 9th 1847". He mentions having procured enough provisions for prologing the cruise 18 months, and also tells of the good prices there paid for oil and bone. He mentions that all but three of the crew have deserted and he has replaced what he can, but is about four short. He mentions that he has had dysentary, but otherwise his health is holding out - which is good as there is no one left to take his place.



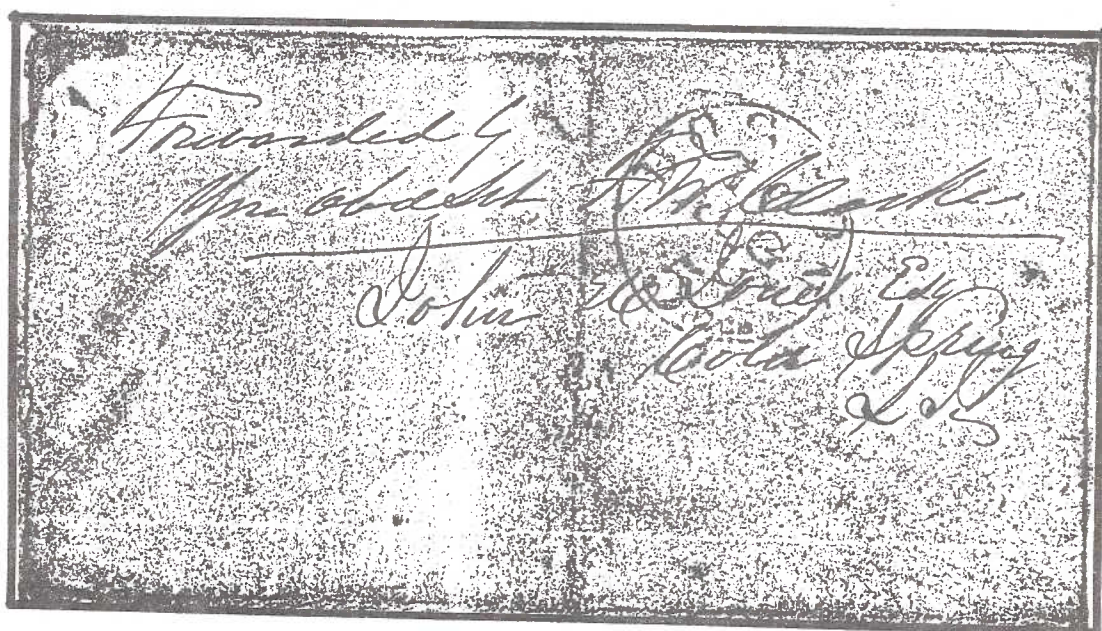


Figure 17

The last letter from this voyage has a NEW BEDFORD/Ms. postmark of MAR 7, along with the straightline STEAM marking, apparently used in error, and then struck over with the straightline SHIP marking, and a handstamped 7 [Figure 18]. The letter is datelined "Lahaina Maui Oct 7 1847" and has a manuscript notation from the forwarder - "Forwarded by Bush Makee & Co. Lahania". This marking is not found in the book Postal History of the Forwarding Agents by Kenneth B. Rowe. The marking Bush & Co. does appear as a handstamp marking in 1850, and this marking is apparently a predecessor to it. He mentions they are leaving that day for home via New Zealand and expect to be back by May, 1848. He mentions again not having been able to acquire a full crew, and in fact having to dismiss three as being unseaworthy. After paying off those dismissed, he estimates that what oil he returns home with will all belong to the owners, but obviously feels quite concerned that it was not a very profitable cruise. He ignored a doctor's warning that he should go home due to poor health because he wanted to try to make up some of the losses. From all the difficulties encountered during this voyage, it would appear unlikely to have been a profitable one.



Figure 18

**WHALEMEN  
WANTED.**

Experienced and Green Hands are  
wanted for the Ship's of the  
**COLD SPRING WHALING COMPANY**  
to sail from Cold Spring Harbor, Long  
Island. Apply immediately to  
**JOHN H. JONES, Agent.**

Cold Spring, 6th July, 1839.

A rare 1839 broadside to announce the recruitment of whalemens for the Cold Spring Whaling Company. Shown in the Schmitt book through the courtesy of Mr. John D. Hewlett.

(To be continued)

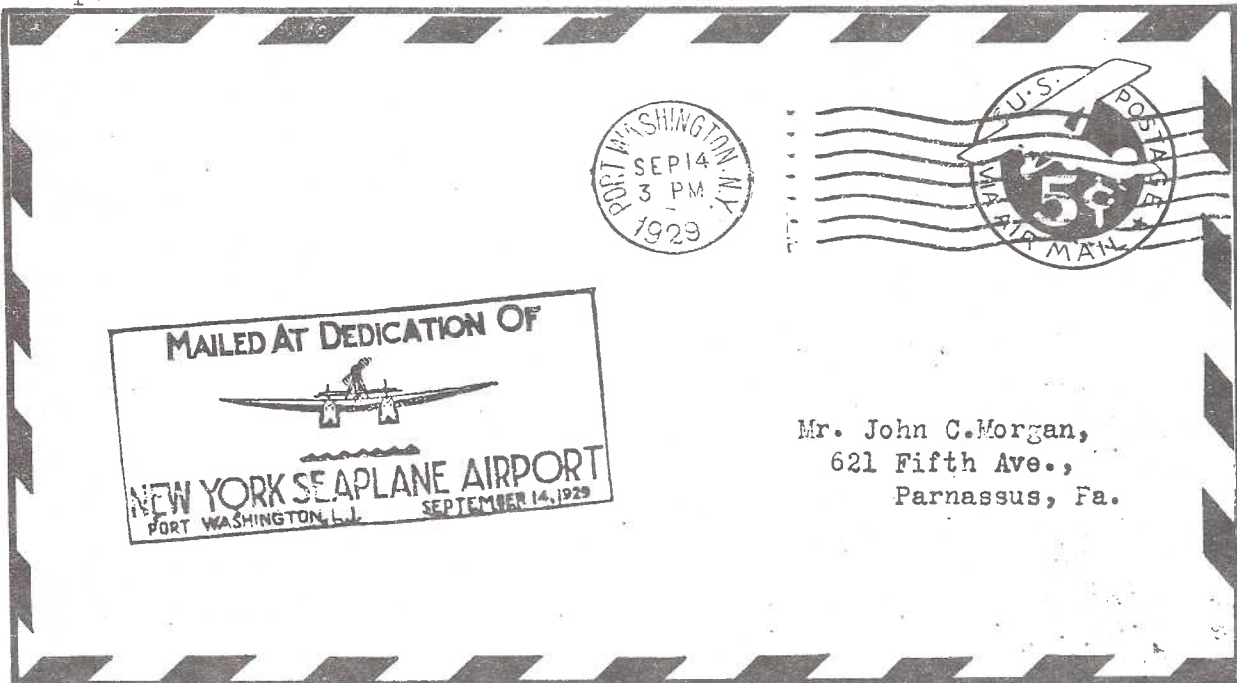
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- [2] Schmitt, F.P. Mark Well the Whale! Long Island Ships to Distant Seas. Port Washington, N.Y. Kennikat Press, 1971.
- [3] Schmitt, p. 15.
- [4] Ibid., p. 138.
- [5] Morrison, J.H. History of American Steam Navigation. New York: Sentry Press, 1967, p. 359.
- [6] Starbuck, A. History of the American Whale Fishery. New York: Argosy-Antiquarian, 1964, p. 367.
- [7] Wishnietsky, B. (Ed.) American Stampless Cover Catalog (3rd Ed.) North Miami: David G. Phillips Publishing Co., 1978, p. 8.
- [8] Fairburn, W.A. Merchant Sail, Volume II. Center Lovell, Maine: Fairburn Marine Educational Corp., Inc., 1945-1955, pp. 1013-1014.
- [9] Cutler, C.C. Greyhounds of the Sea. Annapolis: United States Naval Institute, 1930, p. 110.
- [10] Bradley, F.B.C. Marblehead's Foreign Commerce: 1789-1850. Salem, Ma.: Essex Institute, 1929, p. 101.
- [11] Starbuck, Volume II, p. 422.
- [12] Ibid., Volume I, p. 401.
- [13] Ibid., Volume II, p. 421.
- [14] Rowe, K. The Postal History of the Forwarding Agents. Louisville: Leonard H. Hartmann, 1984.

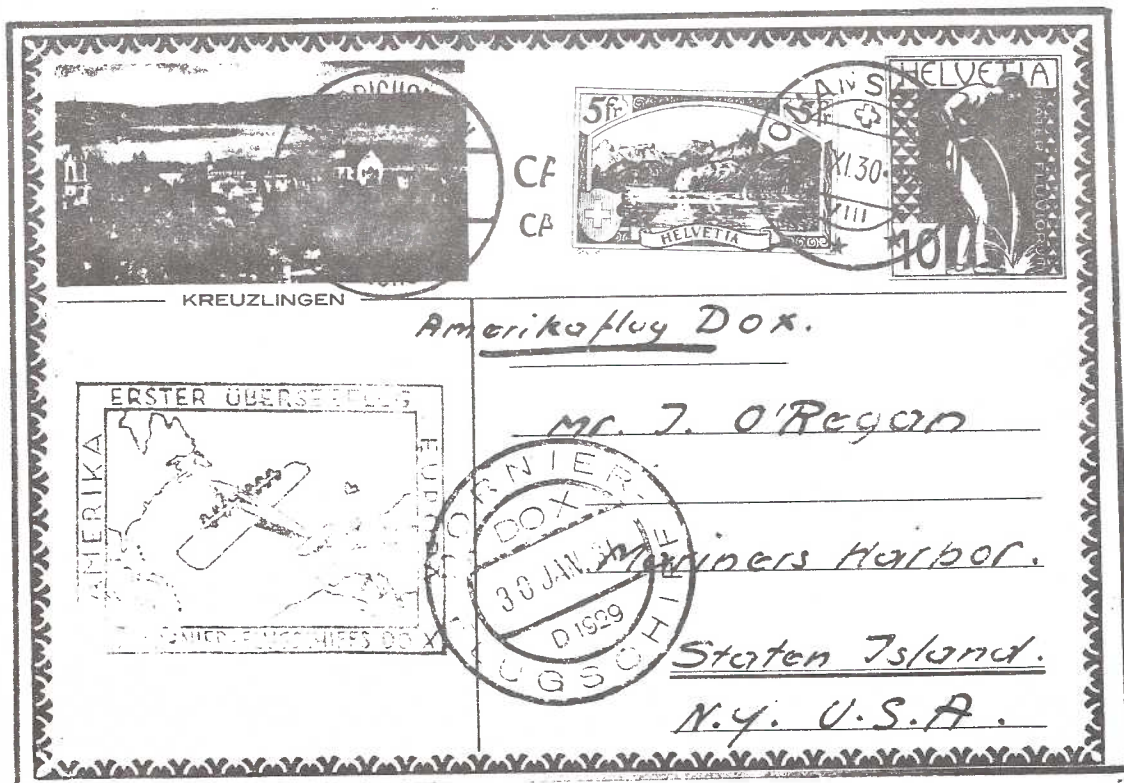


PORT WASHINGTON SEAPLANE BASE  
Manhasset Bay, Long Island  
By Robert S. Miller

The American Aeronautical Corp. organized in late 1928 purchased 12 acres of land in Port Washington, New York where by 1929 they were producing S-56 seaplanes for the Savoia-Marchetti organization. The base became an official airport when it was dedicated on September 14, 1929.

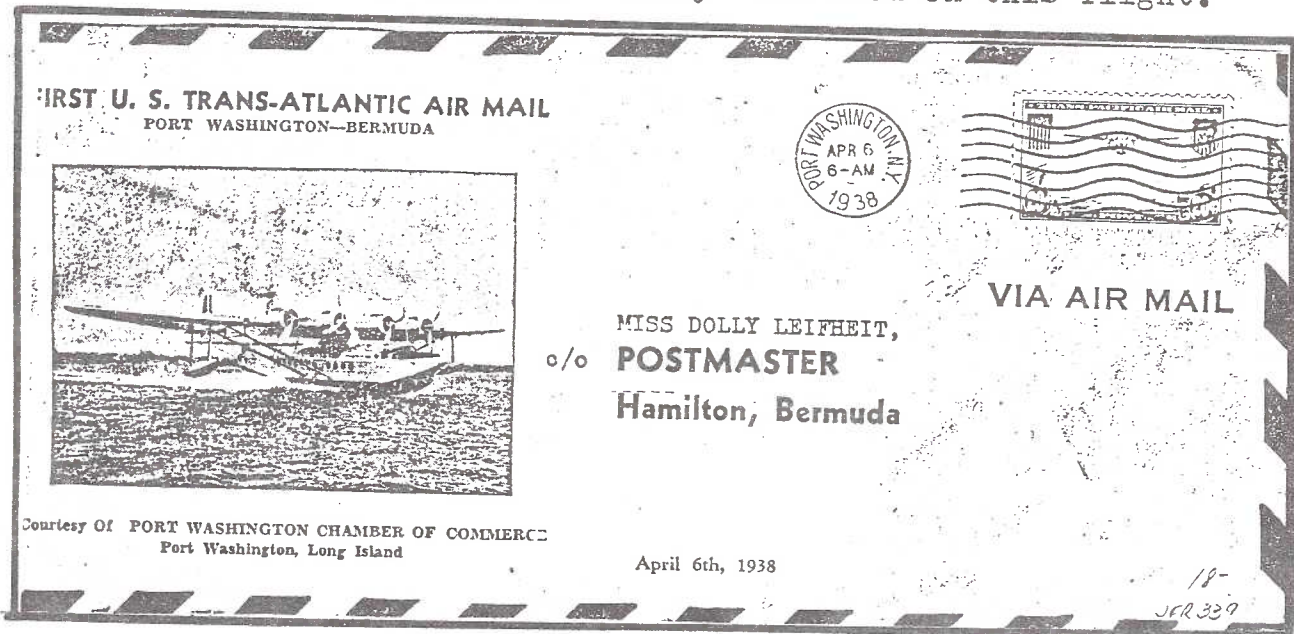


Production of the Savoia seaplane ceased in 1931 but the company kept a token force and in 1931 the DO-X used the base before it moved to North Beach.

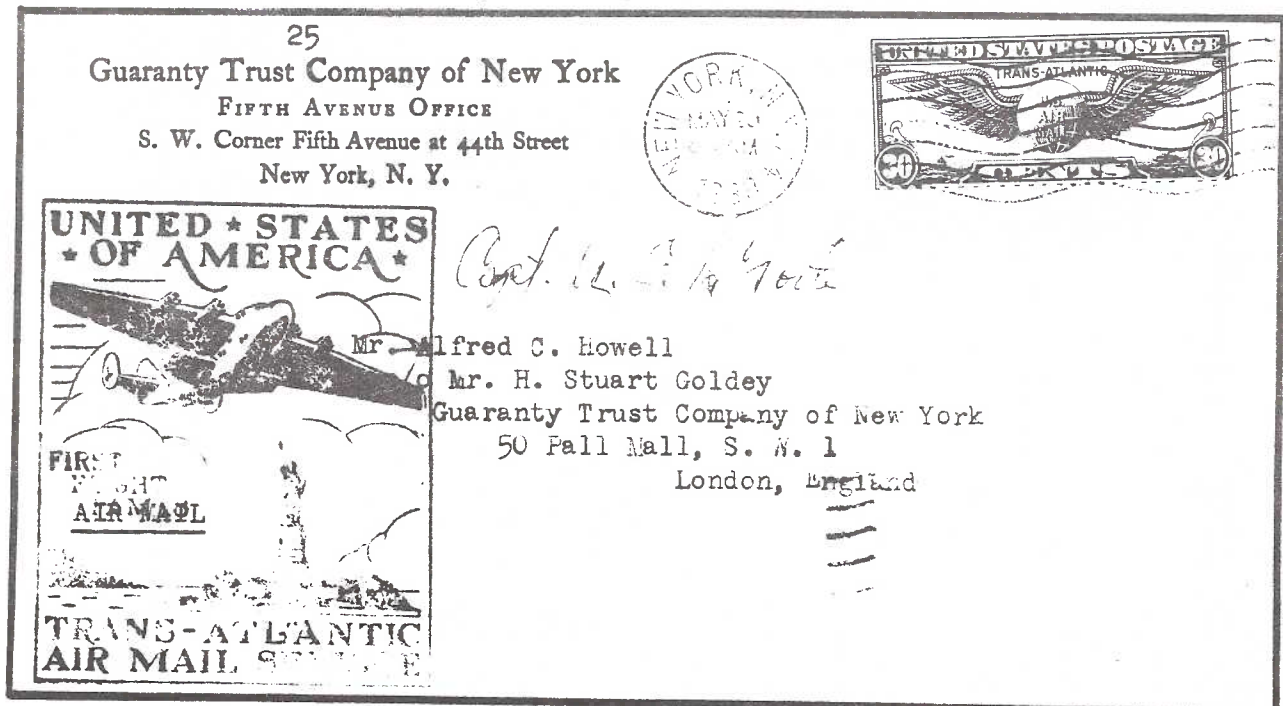


Pan Am's five survey flights across the Atlantic took off from Port Washington between June 25 and August 16, 1937. The Sikorsky S-42B NC 16736 "Pan American Clipper III" was commanded by Captain Harold E. Gray. There are covers from these flights but they are very rare.

The first mail from Port Washington to Bermuda was carried on April 6, 1938. The Sikorsky S-42B NC 16736 formerly "Pan American Clipper III" renamed the "Bermuda Clipper" and fondly known as "Betsy" was used on this flight.



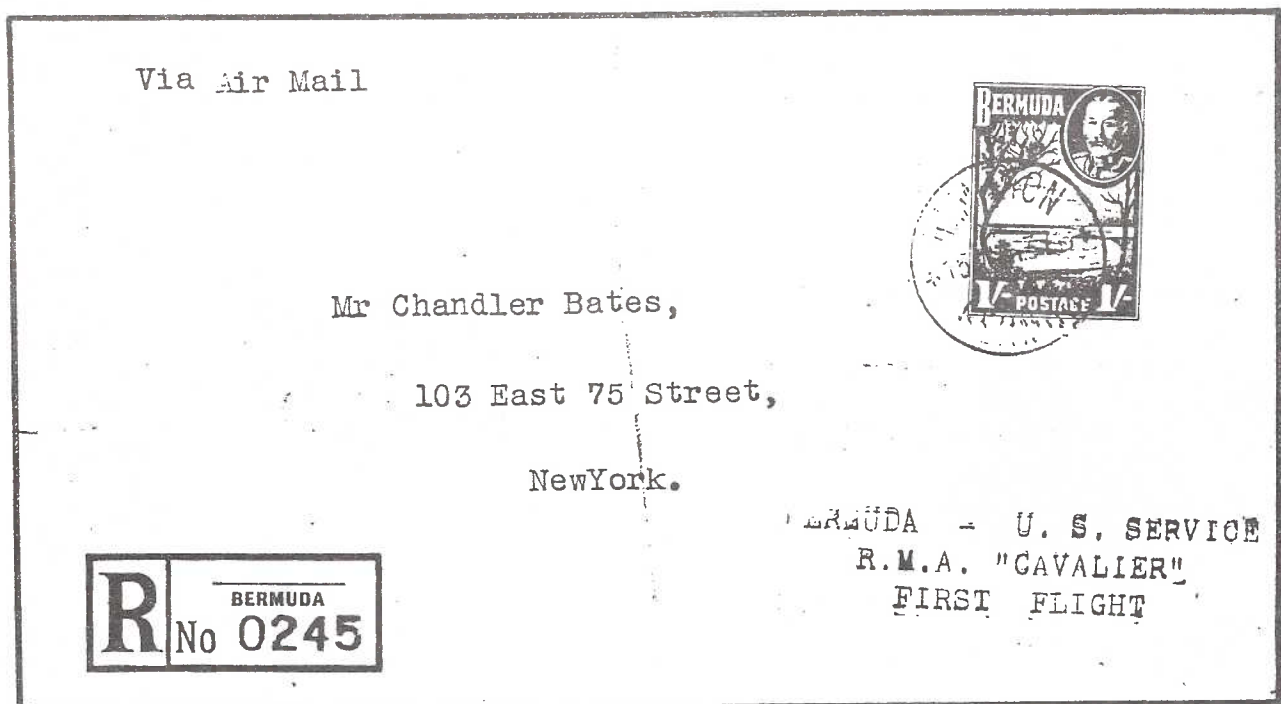
Port Washington reached the peak of it's glory on May 20, 1939 when Pan Am's "Yankee Clipper" NC 18603 a Boeing B-314 flying boat under the command of Captain Arthur E. La Porte took off on the first scheduled trans Atlantic flight.



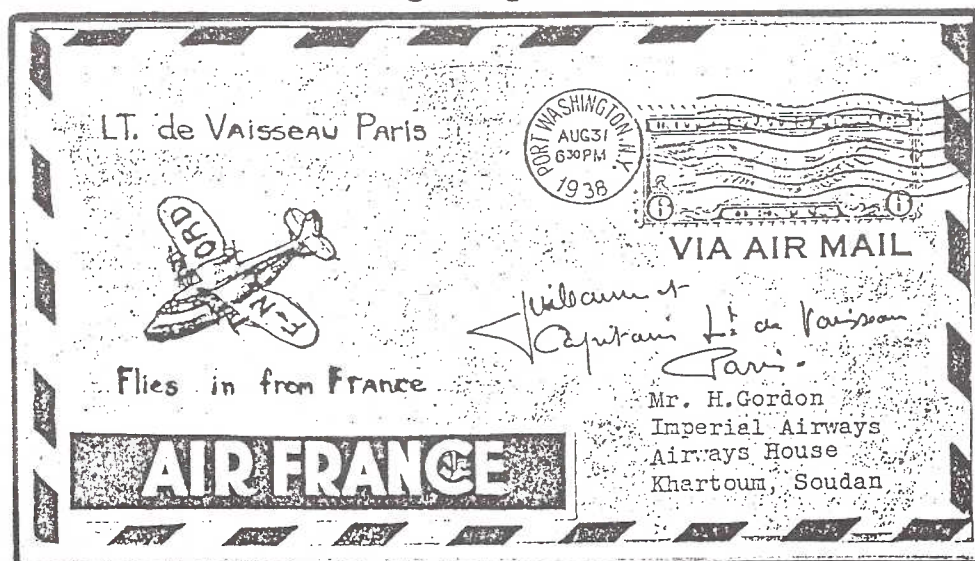


Pan American Airways ran this facility for private seaplane operators after it purchased it for it's real estate value in 1933 until 1937 when it became the base for the Atlantic Division of Pan Am. Between May 25 and June 12, 1937 the "Bermuda Clipper" a Sikorsky S-42, NC 16735 made five survey flights from Port Washington to Bermuda with Captain R.O.D. Sullivan in command.

Service was inaugurated on June 18, 1937 however unlike prior first flights this one carried passengers to Bermuda but no mail because the U.S. post office had not issued a mail certificate. Another unusual aspect of this operation is the listing in the American Air Mail Catalogue. FAM routes are for American carriers. In this case an Imperial Airways flight is listed. (Note the cachet)



Port Washington played host to the "Lieutenant de Vaisseau Paris on it's record breaking flight from the Azores in 1939





## LINN'S PAID-IN-CIRCLE TYPE XV FROM ORIENT, LONG ISLAND, NEW YORK

The word PAID was handstamped or handwritten on stampless folded letters to indicate that the postage had been prepaid by the sender. The use of postage stamps precluded the need to use the word PAID on stamped envelopes. However, PAID markings continued to be used even after U.S. postage stamps appeared in 1847. Collecting the various types of PAID markings, especially the fancy and unusual PAIDs on the 3 cent rose stamp of 1861 has been a very popular collecting area for many years. George Linn first catalogued these markings in a book published in 1955. Since then, numerous collectors have collected these markings and periodically published lists of additional towns and photocopies of newly discovered types of PAID markings. I, for example, have collected these markings for more than 20 years and published a list of PAID markings on the 3 cent rose of 1861 originating in New York State towns in the June, 1974 Chronicle.



A rare PAID-in-circle marking which I did not list in that 1974 article is the one illustrated above. George Linn designated this distinctive PAID-in-circle marking as his type XV, among 20 different types of PAID-in-circle markings. He noted that this marking was listed in the Herst-Zareski book but that no town of use had been mentioned. Linn also failed to identify the town and apparently had never seen this marking. A slightly different and perhaps more crude rendition of this marking made its way into the Eno-Skinner book (page 324 as PM-PG II). This marking is listed as having been used in 1857 but no town of origin was identified.

The town of origination for this PAID marking came to light when this cover from the Robert Hutchinson Collection of New York State postal history was sold by Richard Frajola, Inc. on June 10th, 1984 for \$187. This cover probably resided in the Hutchinson Collection for many years, perhaps up to a half-century. Mr. Hutchinson noted that he paid \$1.50 for this item but does not indicate the year of purchase.

The PAID marking is light, but nonetheless, corresponds nicely to the tracing provided in the Linn book which no doubt came from the original listing in Herst-Zareski. In more than 20 years of hunting down PAID markings, during which time I have gone through many, many catalogues and listings, this is the first example I have seen of this PAID marking. At the present time, to the best of my knowledge, this cover represents the listing cover for this PAID marking. If other covers with this marking or off-cover copies exist, they are unknown to me at this time.

It could be argued that the PAID marking does not tie the stamp to this cover and therefore its origination from Orient is questionable. However, I have other letters from this same correspondence originating in Orient and addressed to the same individual. These other letters also show the very attractive corner card of the Atlantic Fish Oil and Guano Works. They also date the correspondence during the 1860's with all of the other letters also using the same 3 cent stamp for postage. Interestingly, the Postmaster placed the Orient CDS in the same location, the lower left-hand corner, in the other covers as in the present cover. Thus, I believe that this represents a genuine usage of this PAID marking on the 3 cent rose of 1861, legitimately used from Orient, Long Island.

Orient was at that time, and still remains, a relatively small town. Postmarks from this town are uncommon but are not generally expensive. The illustrated corner card makes this item particularly attractive. The distinctive and possibly unique use of this PAID marking on this cover makes this a very rare and desirable Suffolk County, Long Island cover. If any collectors are aware of any other covers from Orient, Long Island with this same PAID marking, I would appreciate very much hearing from them.



# LONG ISLAND POST OFFICES - Part VIII - A Mixed Bag

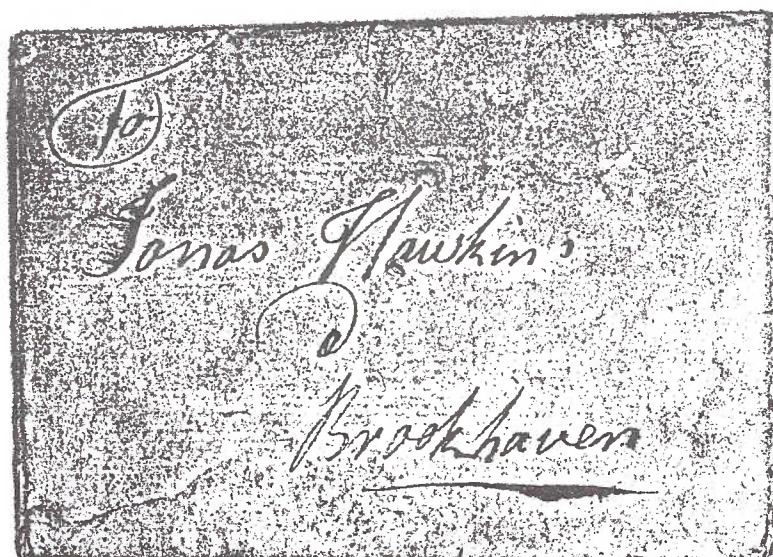
By John M. Price, Jr. and J. Fred Rodriguez

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We resume our series of L.I. post office buildings and covers used therefrom with a nice batch of post offices from all over the Island. In the first seven parts we have illustrated 89 different post offices from the four counties comprising Long Island, some more than once with 51 being from Suffolk, 35 from Queens and Nassau, and 3 from Kings.



An extremely nice view of the Brookhaven P.O. and store mailed in 1906. This post office was one of the five established in N.Y. State in 1796 and the only one opened on L.I. that year.



A stampless folded letter carried outside the mails or by post rider, datedlined "New York January 25, 1778" addressed to Jonas Hawkin, probably the village merchant judging from its contents.



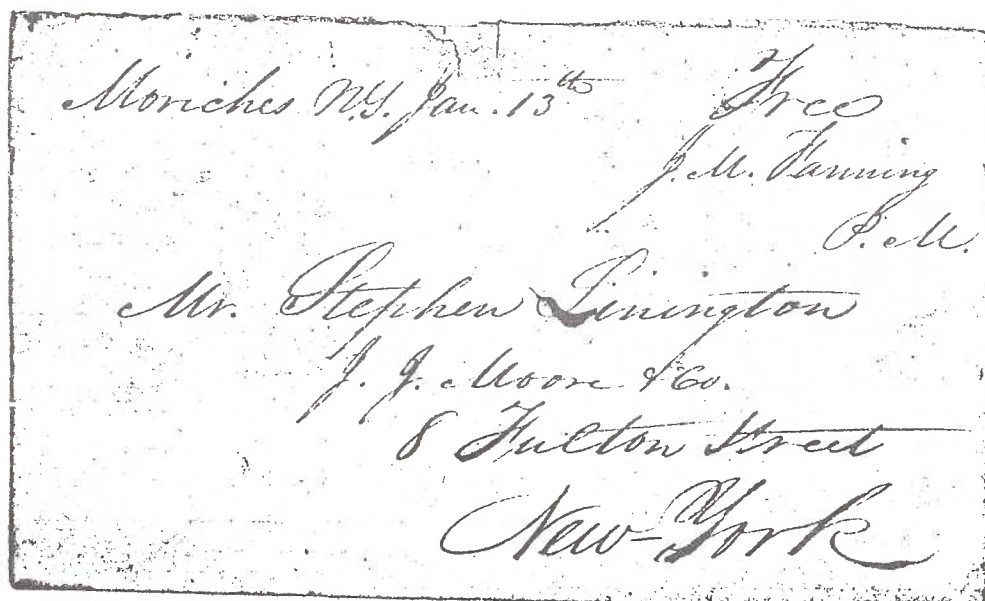
A Tuck post card of Jones Street showing the PORT JEFFERSON post office building at left. This P.O. was first established as Drown Meadow in 1810 changing to Port Jefferson on May 28, 1836.



A black 37mm balloon postmark from PORT JEFFERSON used circa late 1850's.



A stampless folded letter from Moriches mailed on Jan. 13 (1841) and free franked by Postmaster J.(ames) M. Fanning. He writes to Mr. Stephen Livingston of J.J. Moore & Co. of New York City requesting a "oe half chest of young Hyson Tea" asking for delivery by "some marketman who will pass here."



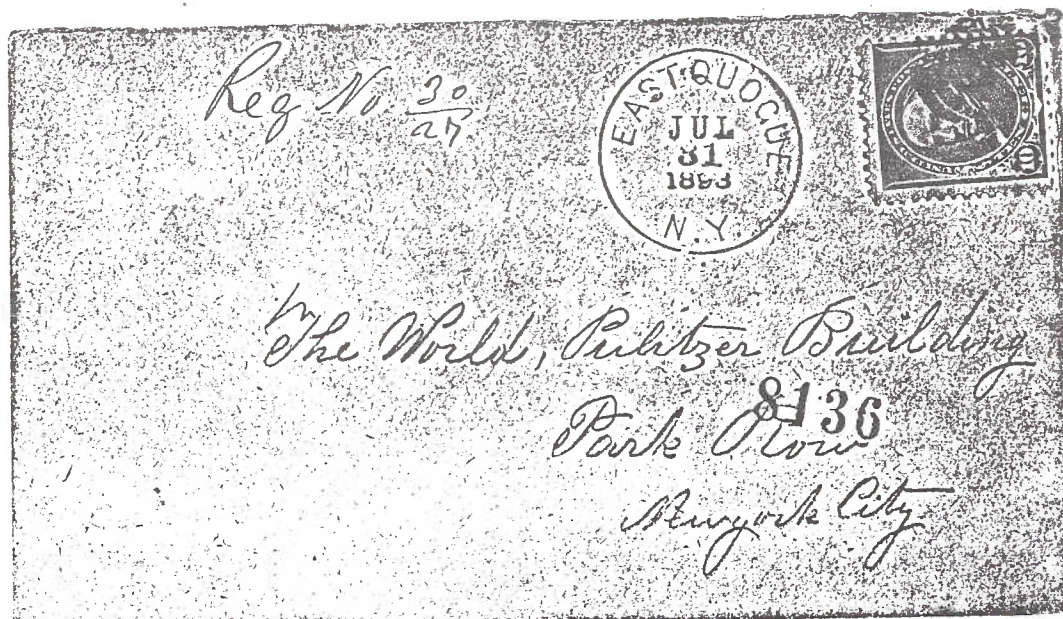
A 1942 photo of The White Bungalow General Store and Post Office, Moriches, L.I. This was one of the very early post offices on L.I. established on Sept. 7, 1802.







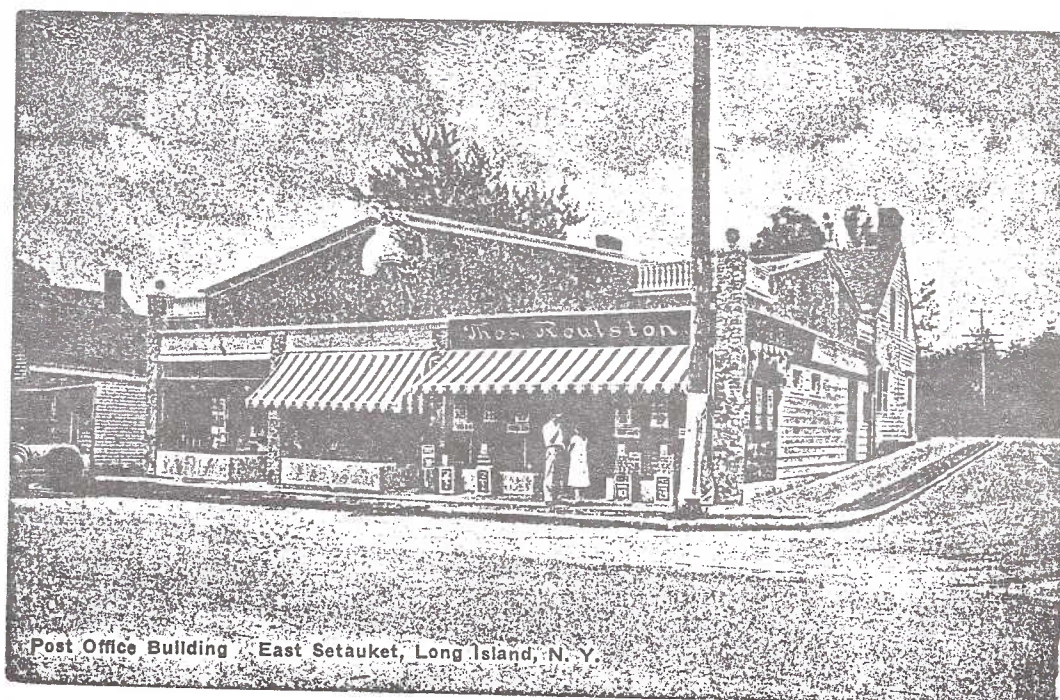
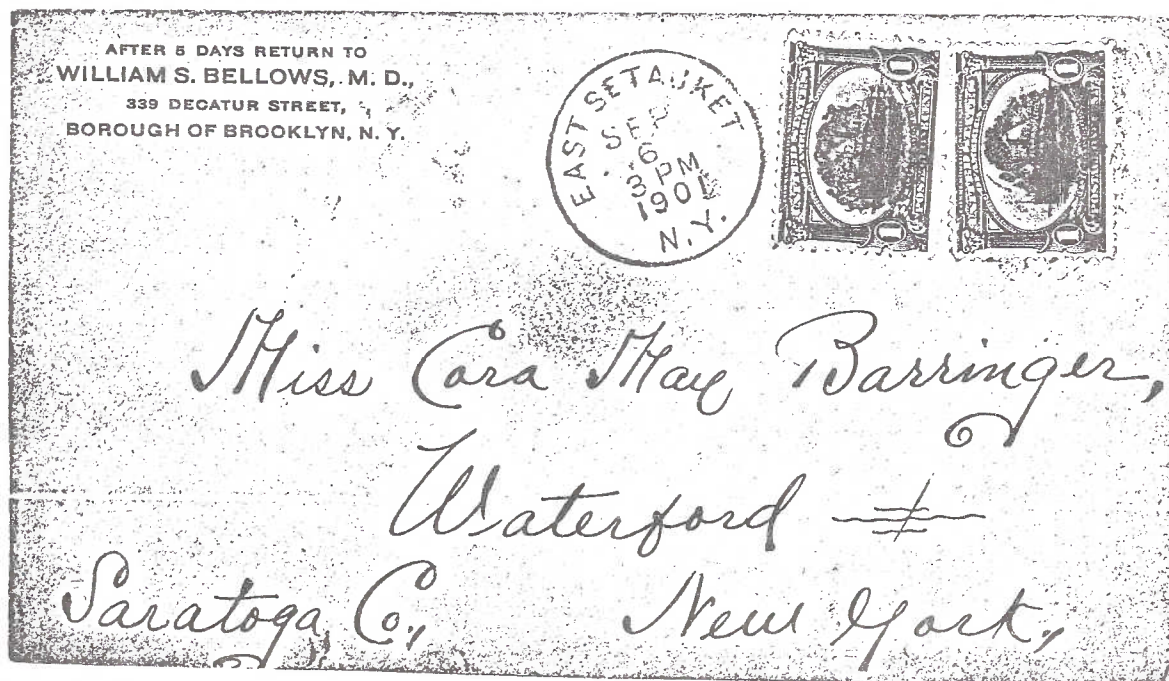
A 1910 color post card by Sea Cliff photographer H.O. Korten of the new post office at East Quogue located next to Frank Terrell's Ice Cream Parlor, the publisher of the post card.



A nice East Quogue July 31, 1893 registered cover used just over a year after the post office was established. The area was known as Atlanticville before changing its name to East Quogue.



A very nice East Setauket cover used in 1901 with corresponding 1901 Pan-American Expo 1 cent commemorative stamps. Covers bearing Pan-American Expo stamps are strikingly beautiful because of the stamps' rich colors.



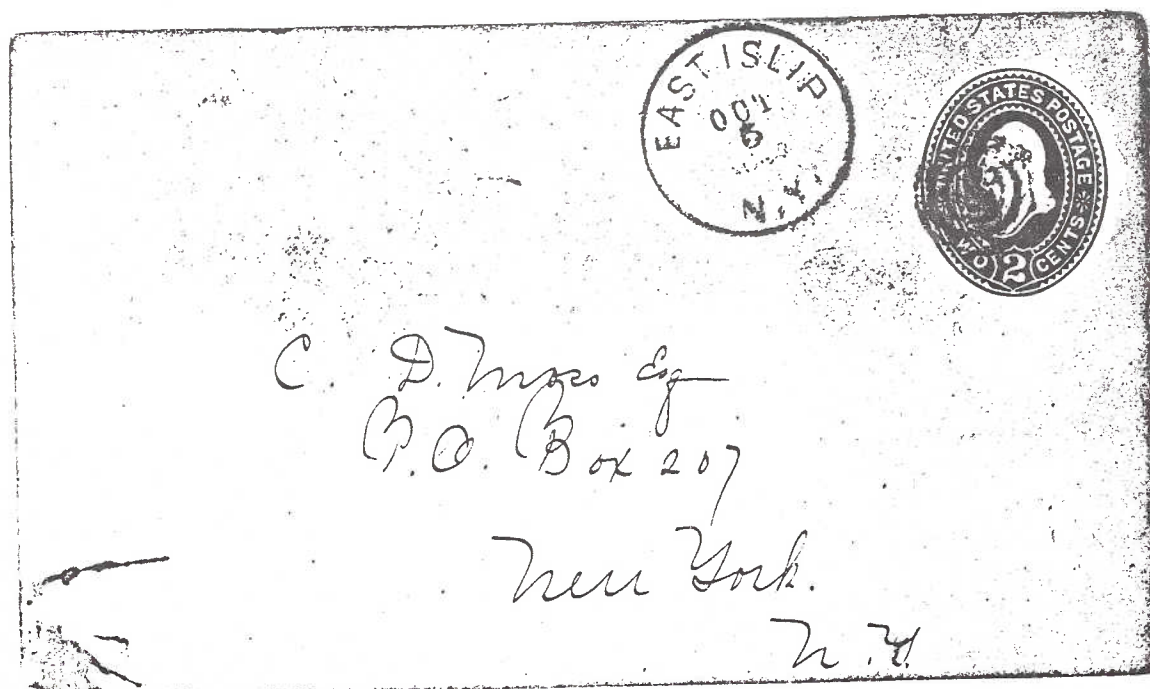
The East Setauket Post Office building in the 1930's.

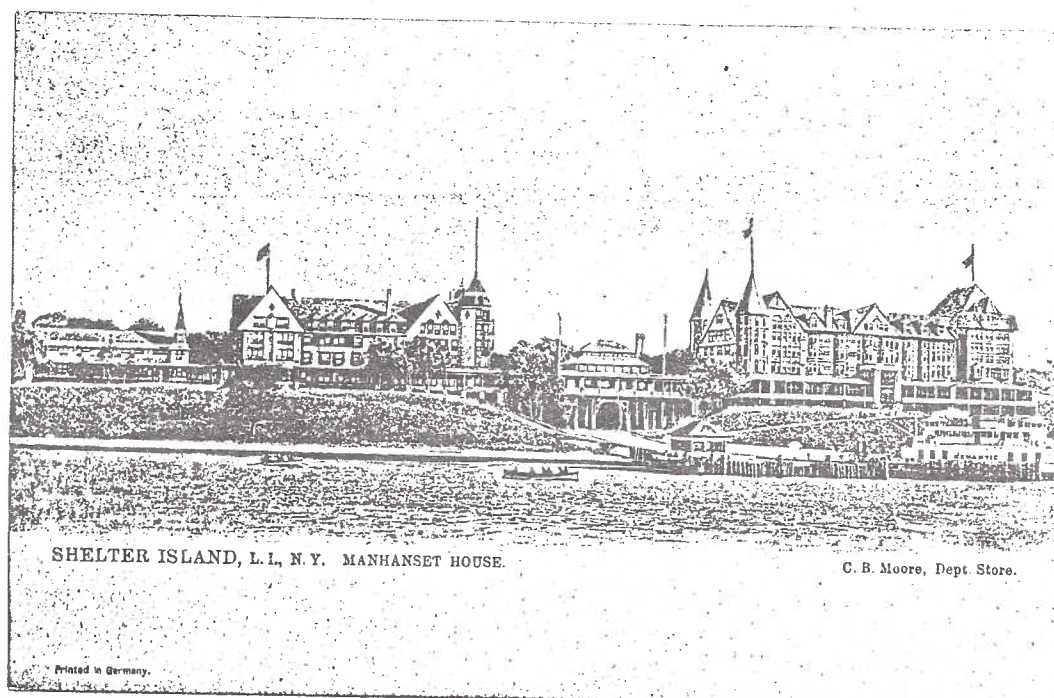


EAST ISLIP - a sharp photo post card with sign naming the postmaster in charge, A. Hanford. This p.o. was established on Jan. 16, 1890 with George Hanford as first postmaster.



Cover with East Islip cds circa 1893 on stamped envelope.





The magnificent Manhanset House on Shelter Island as depicted on a 1905 post card view by Raphael Tuck & Sons', London.



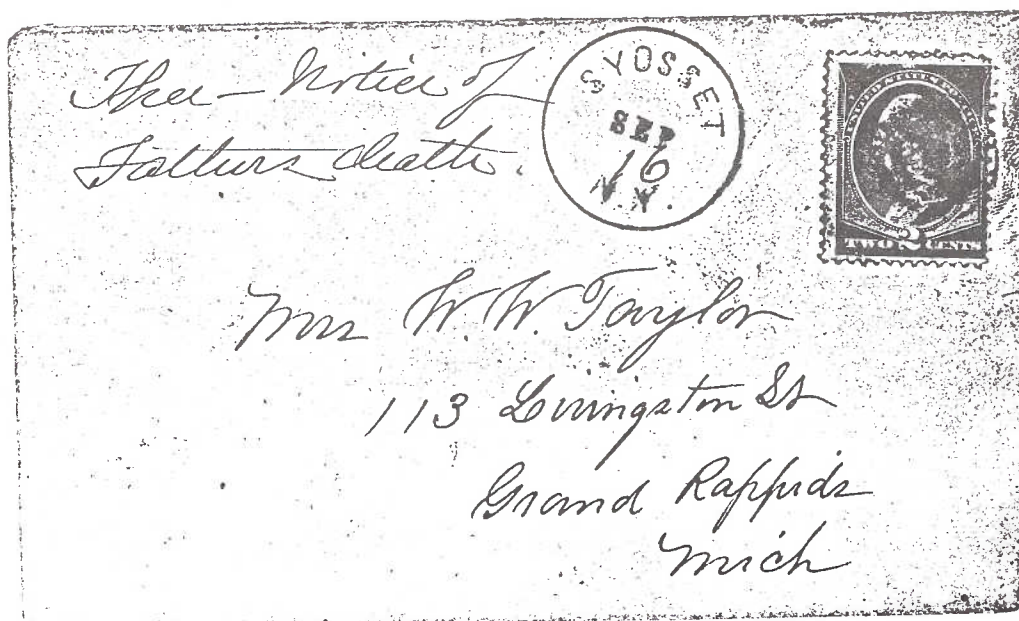
A beautiful reddish purple duplex handstamp with star killer on a corner card from that famous summer retreat used in 1880.



Great Photo card of the SYOSSET post office and store of C.A. Van Sise. This building still stands on Cold Spring Road.



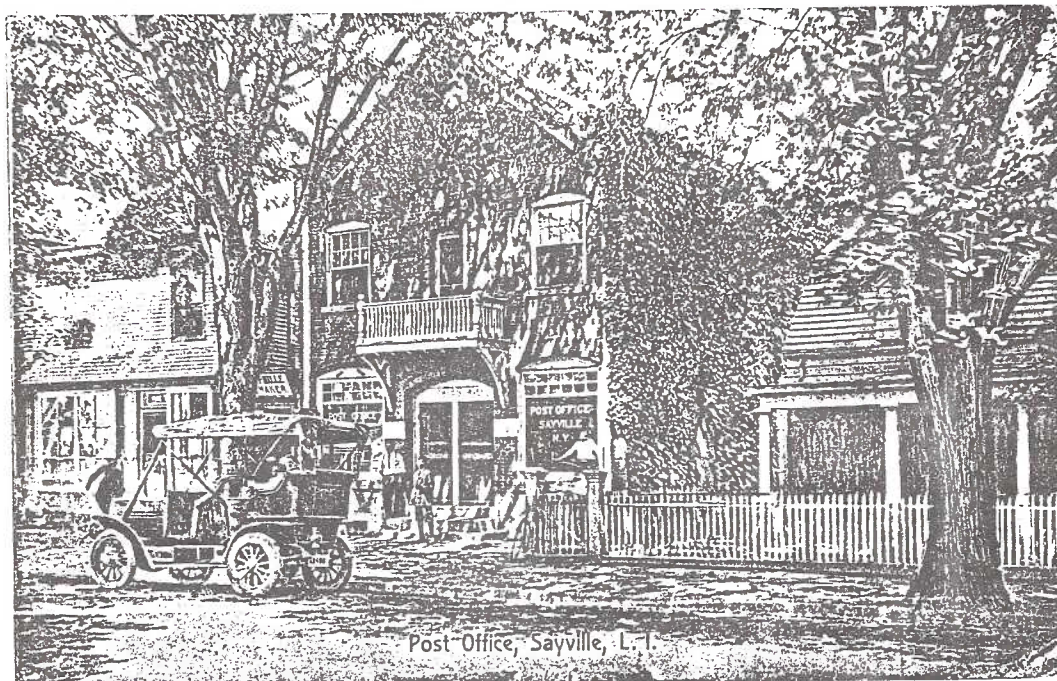
A SYOSSET postmark from 1887 on cover to Michigan.



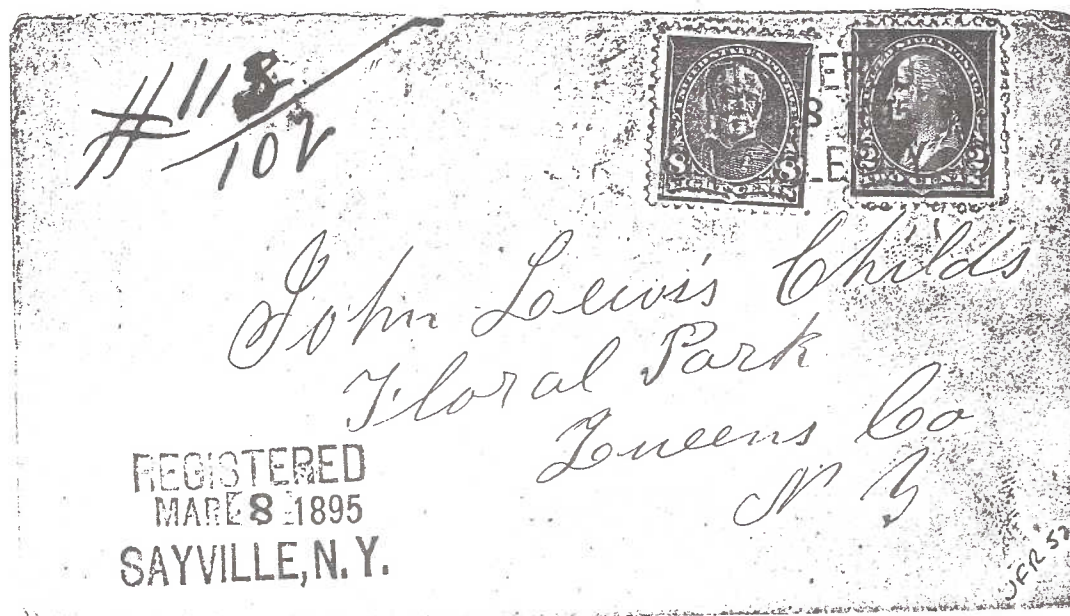




A nice 1910 post card view of the Sayville Post Office.



A registered cover from Sayville 1895 with a purple 8 cents stamp paying the registry fee and the 2 cent Bureau issue stamp paying the first class rate.

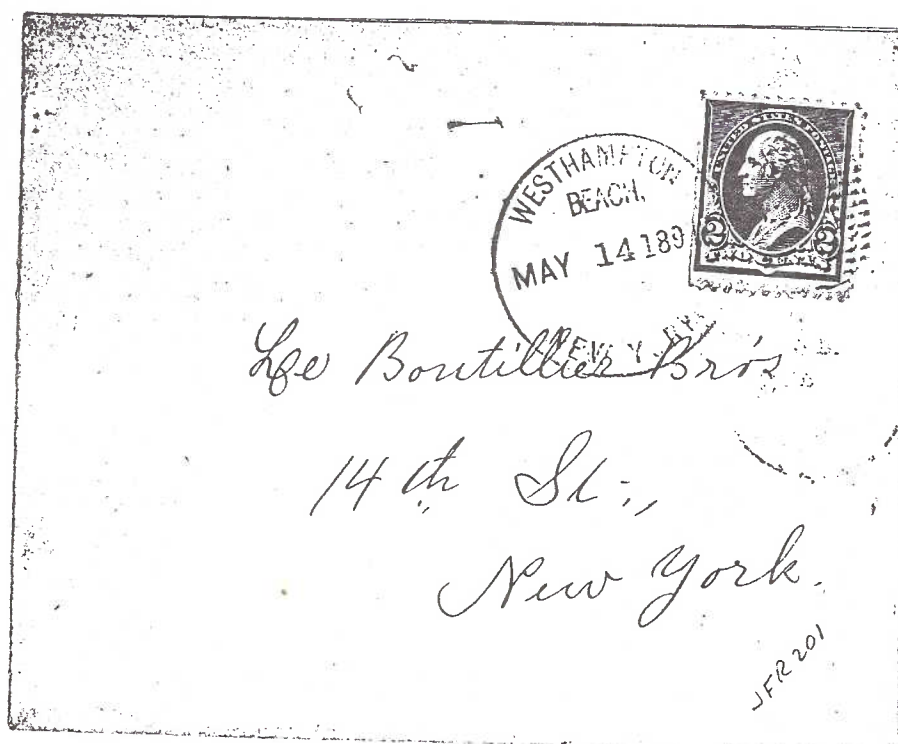




WESTHAMPTON BEACH P.O. and store. Postmaster Bishop's delivery wagons for groceries are stationed strategically for the photographer's camera.



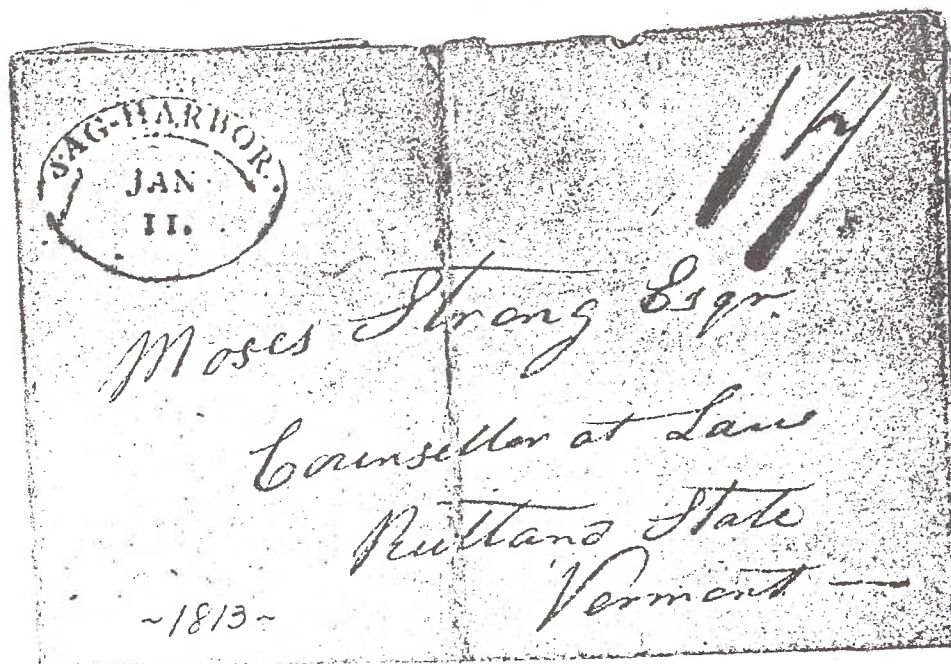
A nice blue duplex handstamp of 1891 from this post office.



Sag Harbor post office building in 1906 at mail time.

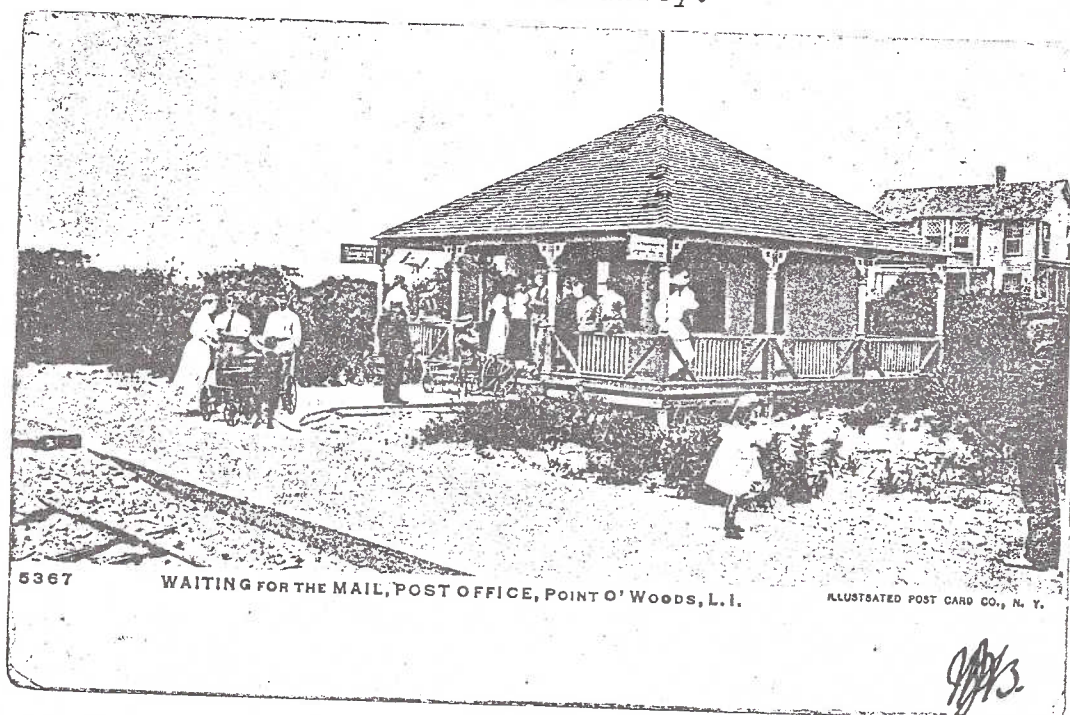


A fine example of the SAG-HARBOR oval handstamp in brown ink used in 1813. The 17 cent rate of 1799 to be collected at its destination - Vermont.

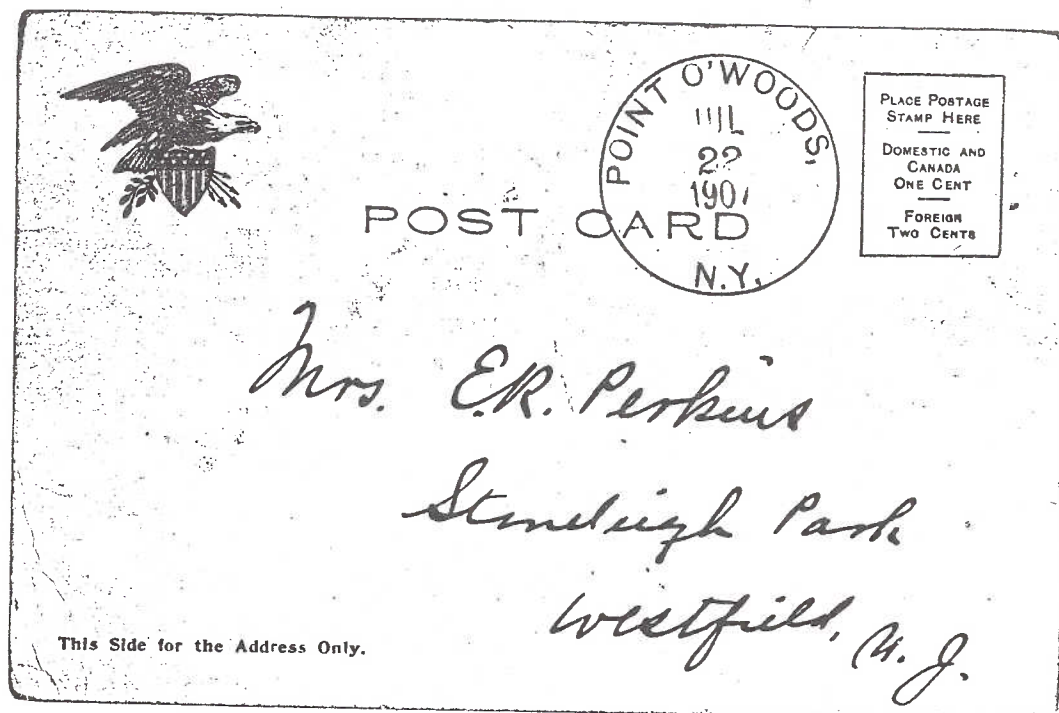




POINT O'WOODS post office building was used for decades at this beach community.

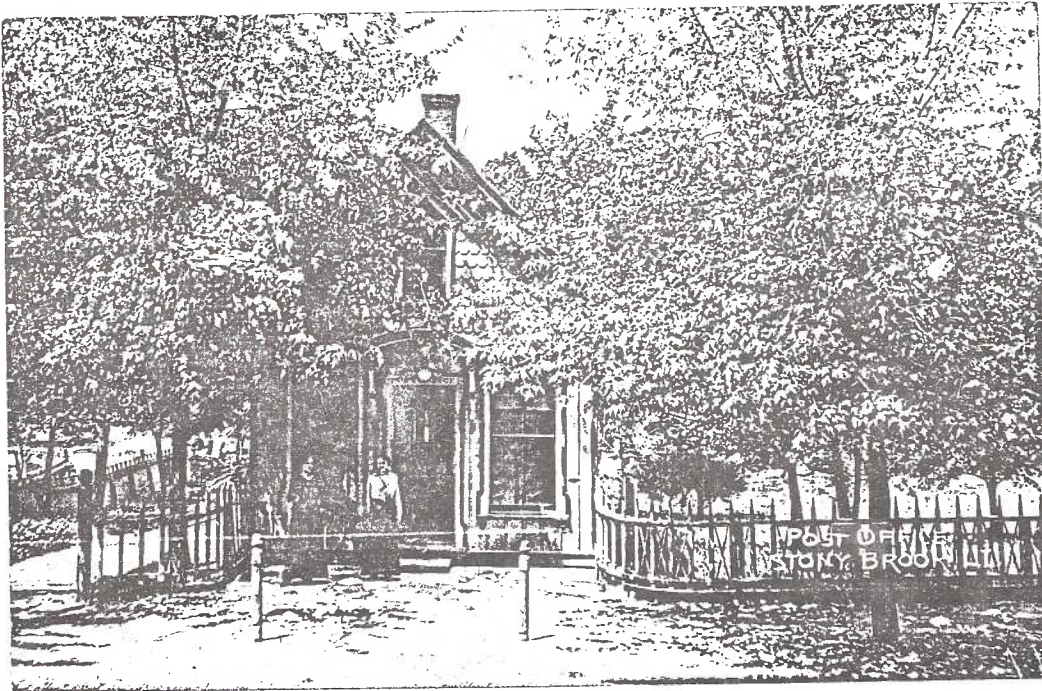


A clear postmark from this office used in 1907. The 1-cent stamp apparently fell off as the card shows water stains.

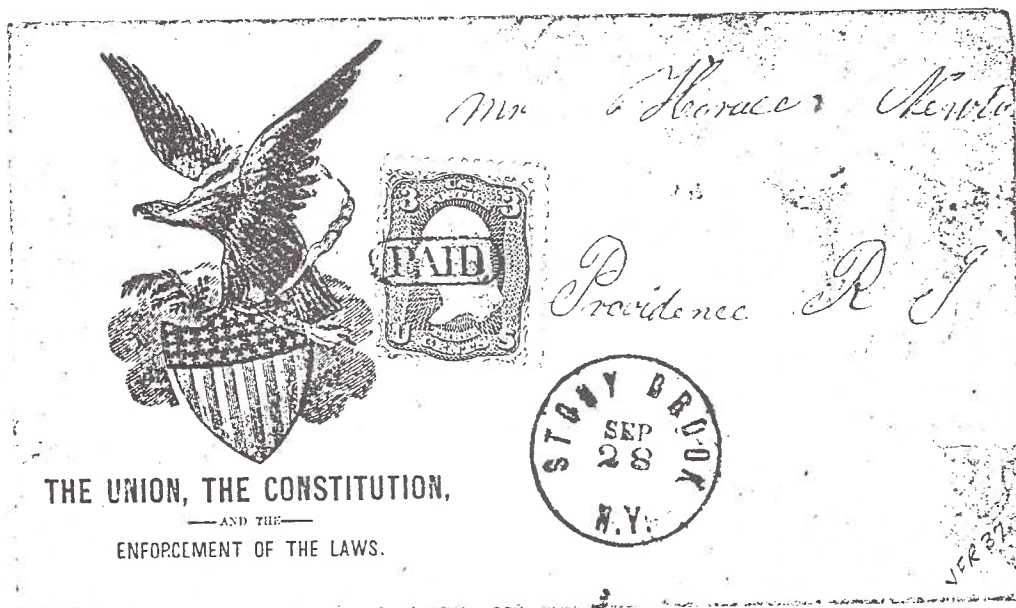


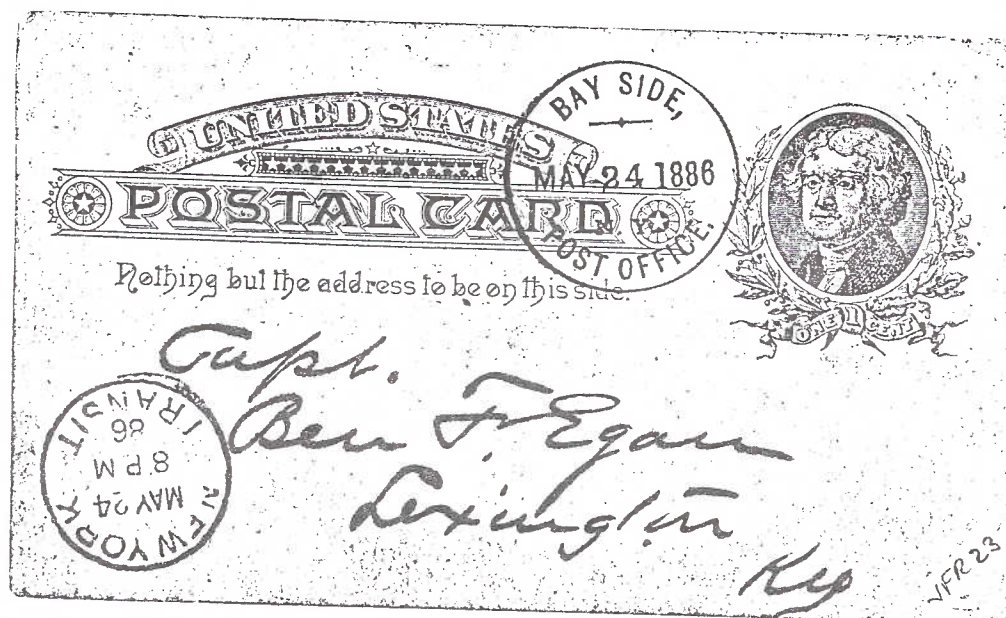


A superb photo post card of the post office building at  
STONY BROOK, L.I. circa 1900.

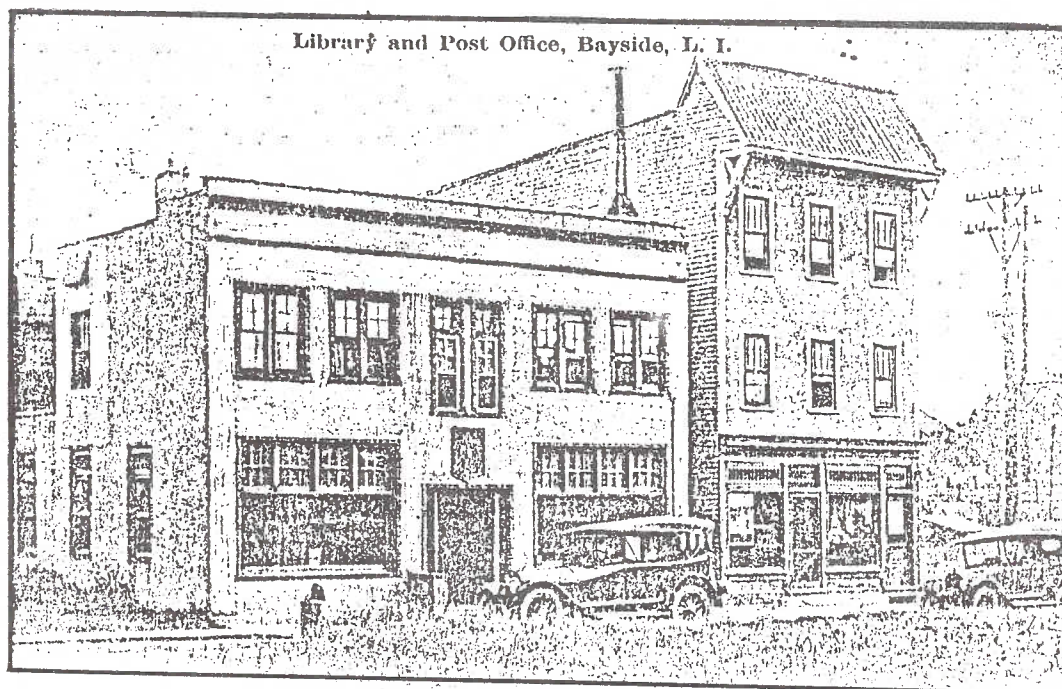


One of the nicest civil war patriotic covers from L.I. is this  
example used at Stony Brook. A scarce PAID killer ties a 3 cent  
1861 stamp.



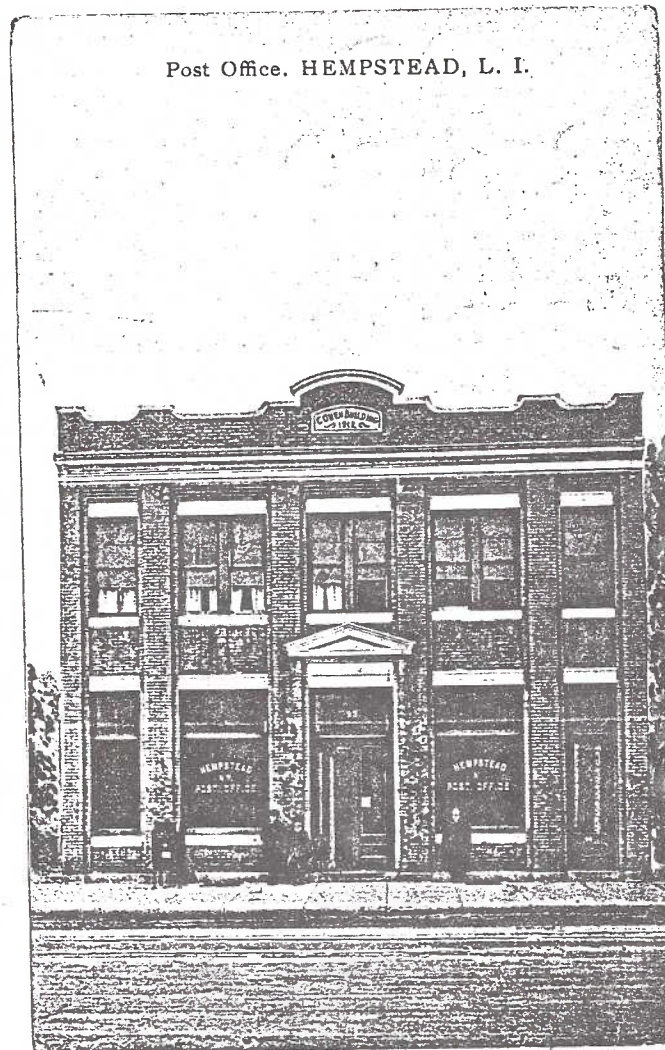


BAY SIDE,/--o--/MAY 24 1886/N.Y./POST OFFICE. bright purple handstamp on a postal to Kentucky.

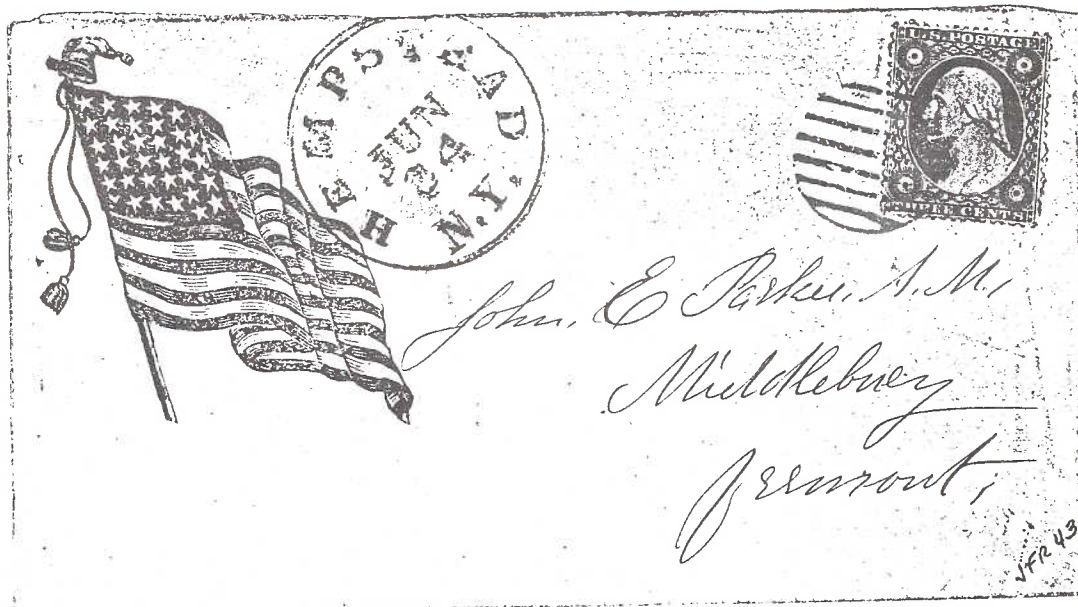


The Library and P.O. at Bayside, L.I. on a post card from the Bob Stonehill Collection.

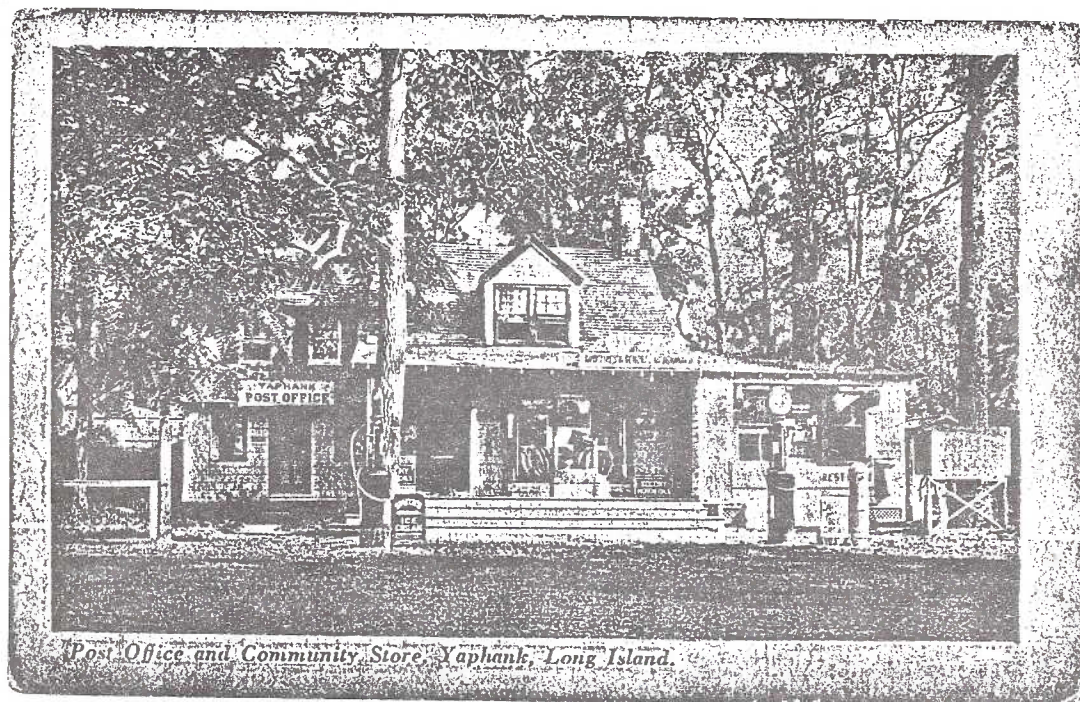




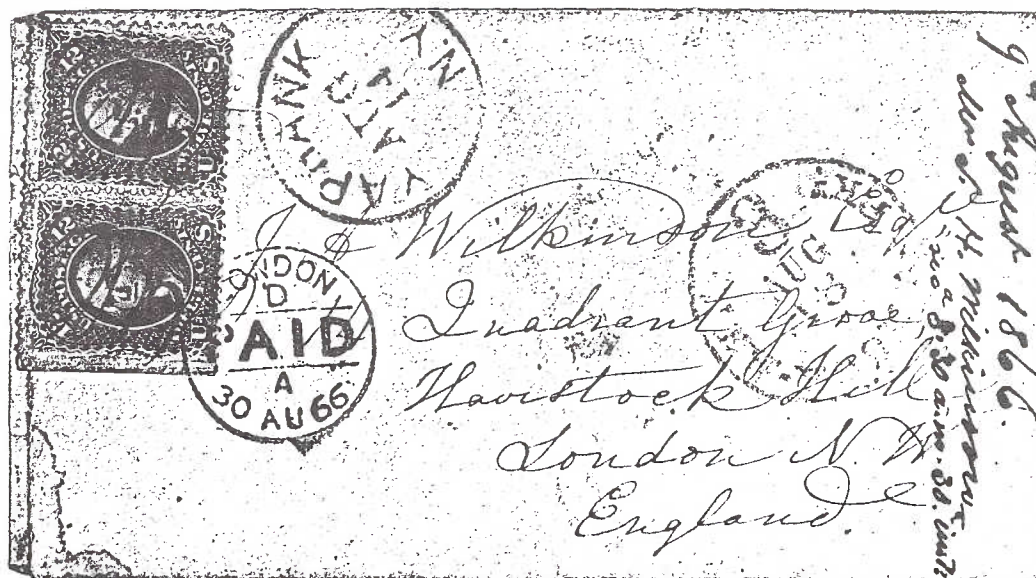
The Cohen Building in 1912, home of the HEMPSTEAD post office.



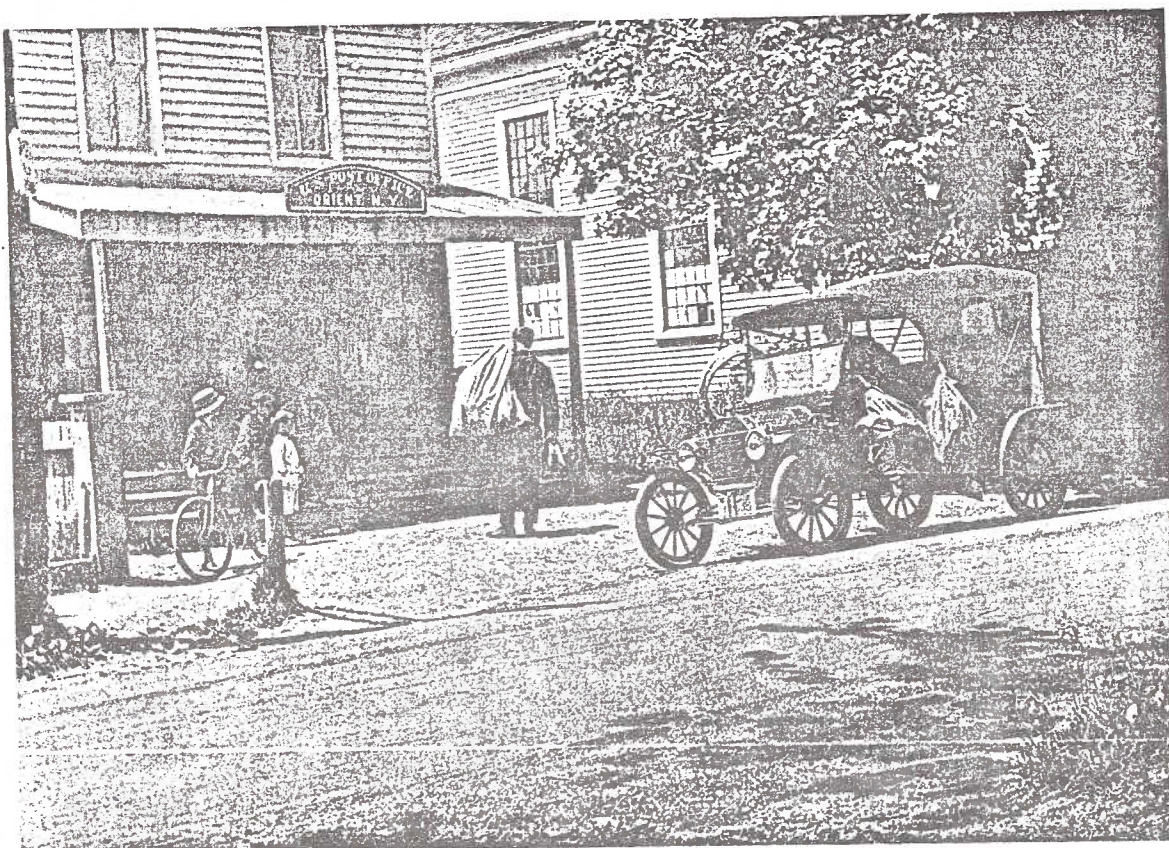
A colored post card of the Yaphank Post Office, Store and Gas Station circa 1910.



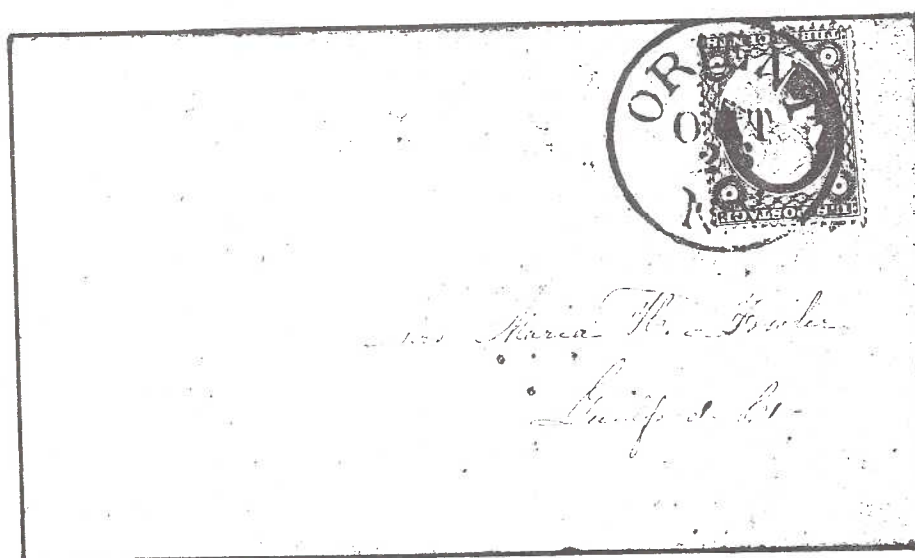
An example of a cover from the Wilkinson correspondence to London, England. A pair of 12 cent black stamps of the 1861 issue are tied by a bold receiving handstamp from London. A black YAPHANK/AUG/14/N.Y. denotes the post office of origin. Other examples of covers to Wilkinson are known from Bellport and Speonk.







Mail Car at the Orient Post Office, June 2, 1916 on a modern post card published by Dover Publications from an original photo in the Oysterponds Historical Society.



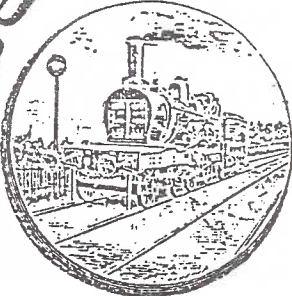
A nice cover from Orient, N.Y. with a bold cds on an 1850's ladies cover. Orient was established first as Oyster Pond in 1821 becoming Orient on March 8, 1838.

\*\*\*\*\*  
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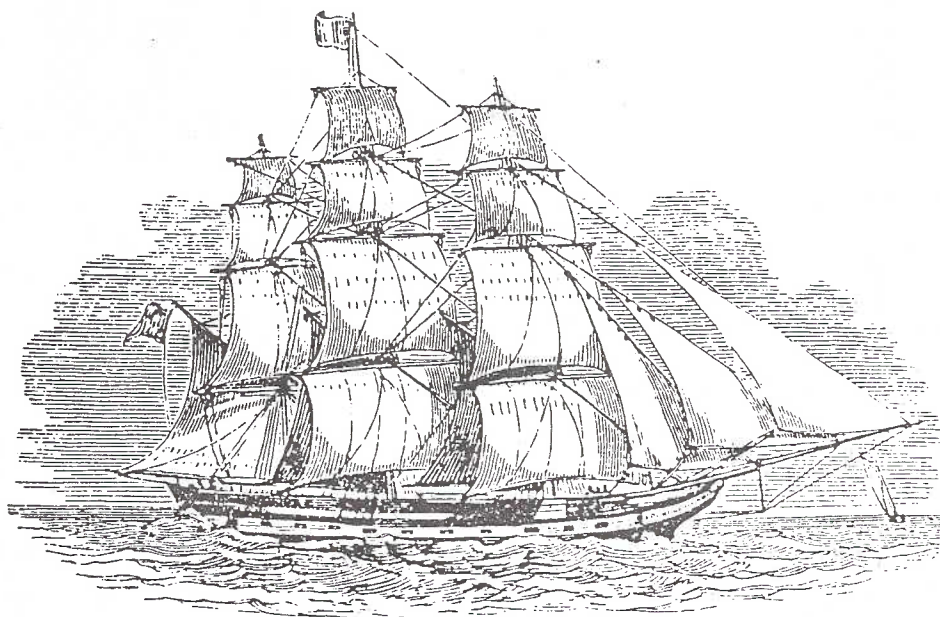
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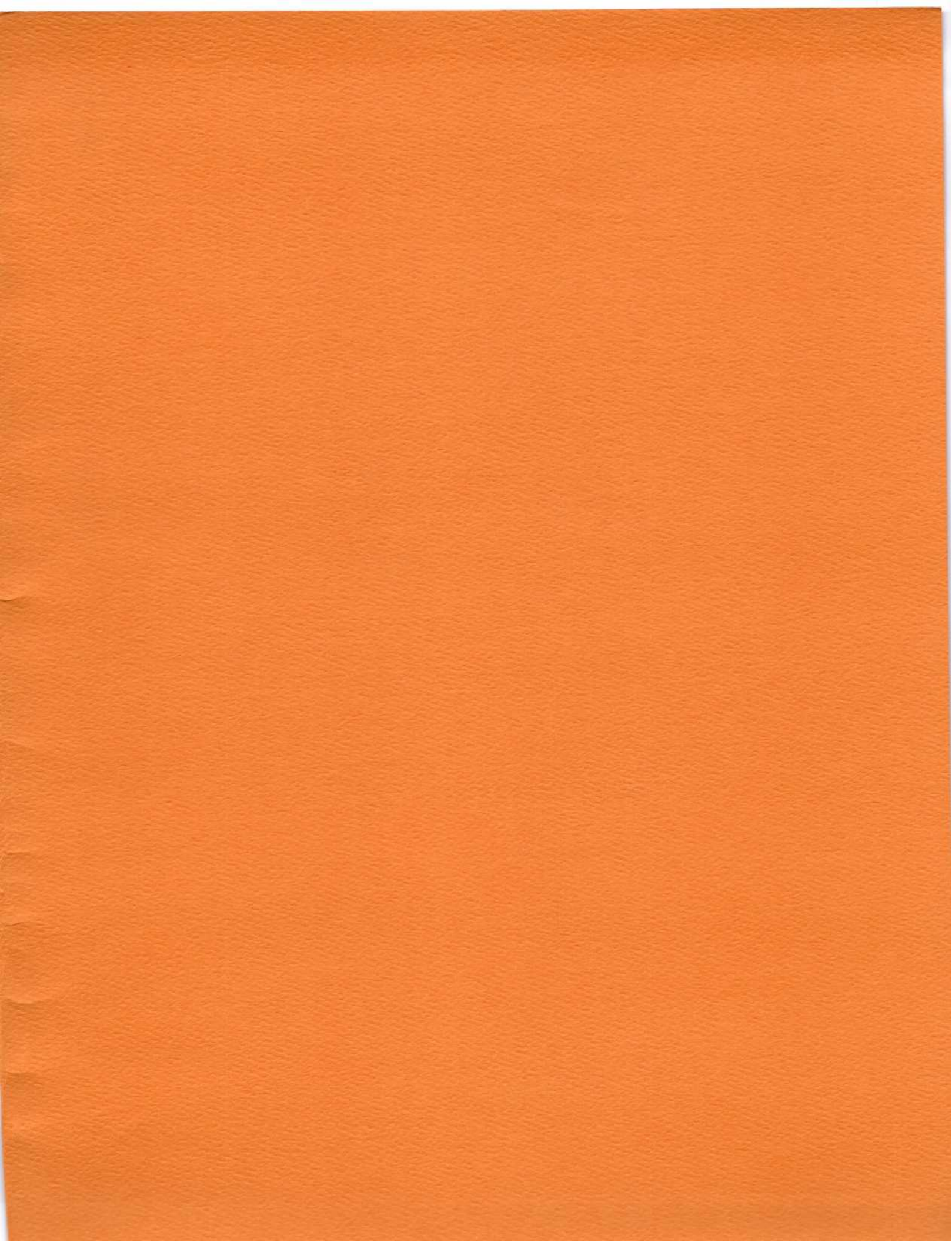
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