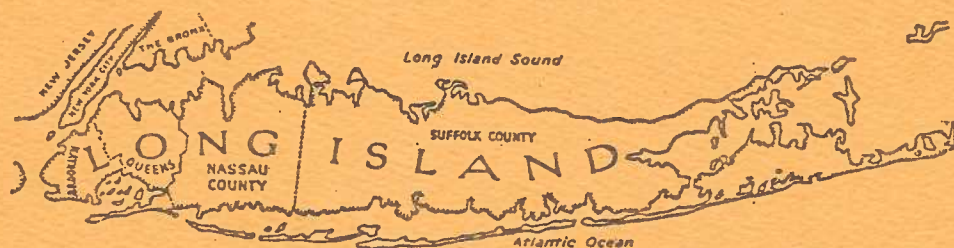


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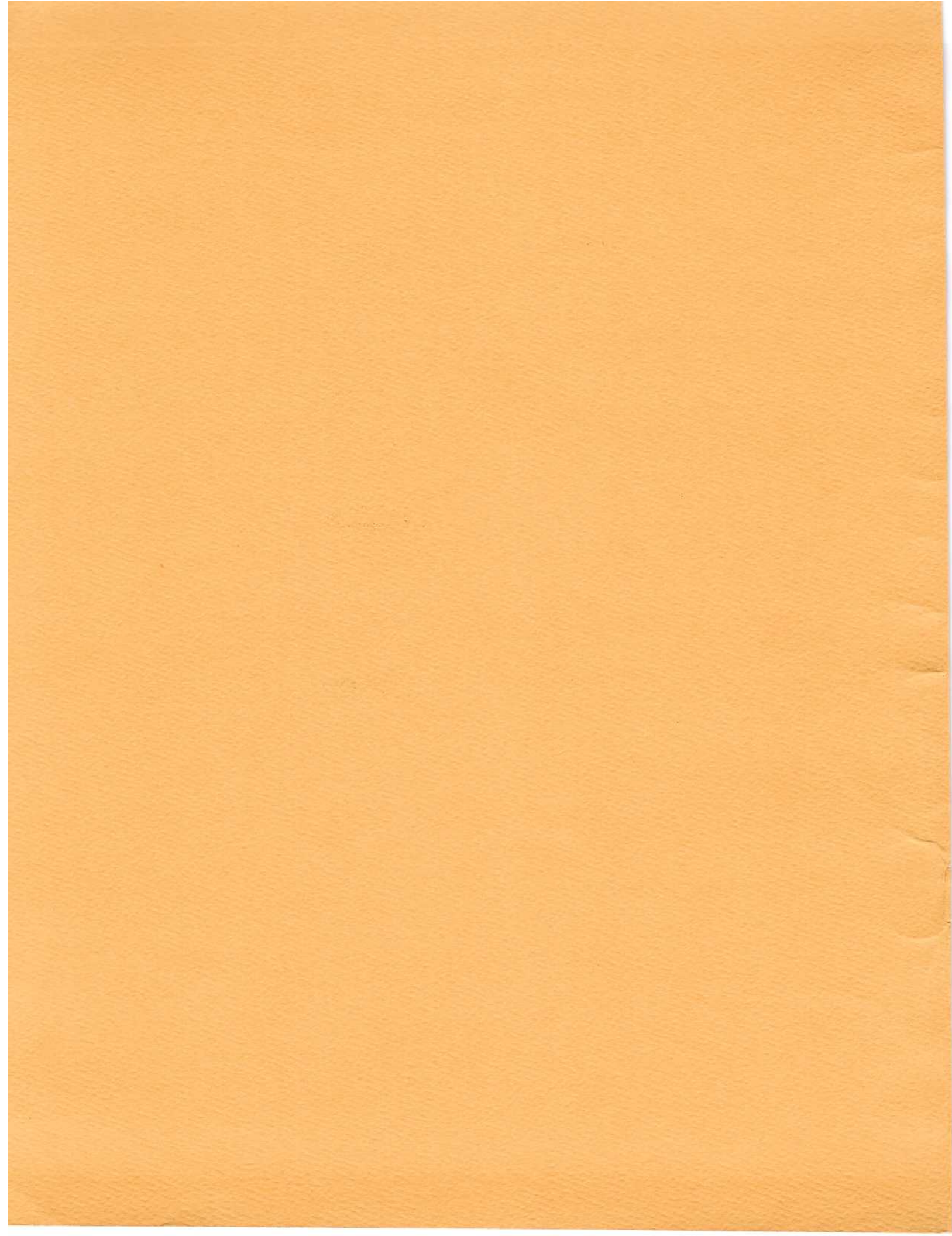
LONG ISLAND POSTAL HISTORIAN

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.





Long Island Postal Historian

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

SPRING 1987 VOLUME 11 No. 1 WHOLE No. 20

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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
Patron.....	\$ 50	Life.....	\$200

See the Classified Ads section for advertising rates.

PRESIDENT'S MESSAGE

First of all I would like to express our appreciation to the Collector's Club of New York for their permission to use their Club Meeting Room on Saturday, April 11th, as noted below. We are also grateful for the kindness of Mr. William Miller, who will represent the Collector's Club on that afternoon. Incidentally, Joel Shapiro, a member of both the LIPHS and the Collector's Club, was instrumental in making the arrangements for our meeting at this most prestigious Club.

Although the announcements below will probably be late, nevertheless they are mentioned for the record.

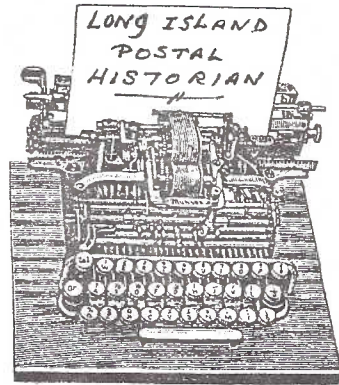
Sunday, April 5th.

The Long Island Post Card Club will hold their Annual Post Card & Paper Ephemera Show at the Knights of Columbus Hall, 52 Hawthorne Ave., East Islip, on Sunday April 5th, from 10AM to 5PM. \$1.00 Admission fee. A great opportunity to find post cards to illustrate collections of Long Island postal history, as well as to locate postal markings not always available elsewhere.

Saturday April 11th.

Our Spring meeting will be held at THE COLLECTORS CLUB, 22 E. 35th Street, New York City (between Park & Madison Avenues) on Saturday, April 11th, from 1:30 to 5:30PM. Members should make every possible effort to attend and are encouraged to bring guests with similar interests. Those unable to join us are invited to send a few words concerning themselves and our hobby. After a brief(?) business meeting, refreshments, a "show and tell" of personal collections, swapping, selling and tales of some lucky finds are planned for the afternoon. Hope you will be there. A VHS videotape of the meeting will be taken by Fred Rodriguez who will be flying up from Florida for the occasion.





FROM THE EDITOR'S DESK

As promised, we have produced a comprehensive index for your reference. An index by author, as well as a regular index by topic, alphabetized, appears as a separate publication. In addition, an updated Membership Roster is enclosed as part of the separate booklet containing the indexes.

We are in need of articles for the Long Island Postal Historian. Please contribute. It is important that we keep on producing a journal that has variety with different authors contributing material. As many an editor knows, one normally ends up writing a disproportionate amount of material for the publication that one edits. Critics have a picnic with this. They may feel that the individual is hogging the journal and appropriate it as if it were personal property, or as a forum for the editor's views, or a showcase for his/her collection. In my opinion what we need are critics that will write for the Long Island Postal Historian. I don't mind these kind of critics. Constructive criticism is good, but please accompany criticism with ideas for improvement and action. If you want something done be the first one to volunteer. Actions are better than words.

Your editor will be attending the LIPHS Spring Meeting on April 11th. I hope to see many of you there.

This issue has a fine article by President Carl Baker. Linda Wierenga continues her story of the Cold Spring Harbor whaling correspondence. Other short articles round out this issue.

An apology is in order due to the tardiness of this issue. An emergency trip to Puerto Rico due to a death in the family, coupled with a heavy work load at Citibank where more responsibility has been taken on are the reasons.

Have a nice Spring!


J. Fred Rodriguez



Secretary's Notes

& Correspondence

We welcome the following three new members:

No. 121
Mr. Bruce Millinger
26241 Lake Shore Blvd., Apt. #1459
Euclid, Ohio 44132

No. 122
Ronald Marzlock
Box N
Kew Gardens, N.Y. 11415

No. 123
John Anderson
177 Second St.
Hicksville, N.Y. 11801

Bruce Millinger collects Roslyn, New York postal history. An article in this issue about a new Doane postmark from Roslyn should be of particular interest to him.

Mr. Marzlock is interested in the post offices of Queens County, an area of Long Island postal history not yet as popular as Suffolk County postal history.

Mr. Anderson is interested in New York and Long Island history and also the United Nations. He is a member of the Empire State Postal History Society and the U.N. Philatelists.

The Empire State Postal History Society recently published its updated roster. We noted that 26 members of the ESPHS are also members of the LIPHS. President and Editor Jack Haefeli gave our Society a nice plug in the ESPHS Bulletin. We thank him for that as our Societies have a lot in common. We urge our members who do not know the ESPHS to write to the Secretary for information about it. They have an informative bulletin, a regular postal history auction, and publish a number of books valuable to the postal historian.

Member Brad Arch continues to be very active in postal history circles. We spotted and read two articles written by him which appeared in La Posta, A Journal of American Postal History. The January 1987 issue of that publication carried the second part to his research on the postal history of Block Island, entitled: "New Shoreham/Block Island, Rhode Island, Part II". The most recent issue of La Posta, March 1987 carried his article about New Jersey County and Postmaster Cancells.

Member Martin Margulis' recent addition to his continuing series on the postal history of the former post offices of the Bronx area appeared in the January 1987 ESPHS Bulletin. This one deals with the Fordham, N.Y. Post Office.

Bill Duncan, a member who has written for our Society on a number of occasions, has written to tell us that due to ill health and family illness he has been unable to contribute to the Long Island Postal Historian. He will try to write an article or two this year. We wish him a speedy recovery and look forward to his articles.

Heard from Kenneth Pitt who sent us additional copies of Greenport covers to be used for the conclusion of the Greenport P.O. in the 19th Century, to appear in the next issue.

Charter member Arthur Fitzpatrick continues to stay in touch and send along news clips from local New York papers dealing with postal matters. Arthur is quite interested in modern postal history in the making, as well as, the postal history of the North Fork of L.I., especially the post offices in the Town of Southold. One article which appeared in the Sept. 12, 1986 edition of the N.Y. Daily News reported that the U.S. Postal Service will be consolidated in a new mail-processing center in Maspeth, activities now conducted in nine post offices scattered throughout Queens. The facility will have "state of the art" equipment to sort and cancel more than six million pieces of mail daily for residents of Queens and part of Nassau County.

The other article appeared in the N.Y. Times on Nov. 16, 1986, and we quote: "The United States Postal Service, with its eye on the future...is replacing its makeshift Hicksville Post Office with a new \$30 million facility on Route 110 in Melville...The New Melville Post Office, officially called the Mid-Island Mail Processing Facility, will open next spring, equipped with the most up-to-date machines for sorting the mail...[and] will handle three million pieces of first and second-class mail a day. The Hicksville Post Office will remain open to customers, and third and fourth-class mail will be processed there. East End mail routed now at the Smithtown Post Office will be

handled at Mid-Island, and the Smithtown facility will be shut." The new processing center in Melville is slated to open this Spring.

Long Island Post Office Centennials

FLORAL PARK May 26, 1987
SAYVILLE March 22, 1987

Ann M. Gill, Director of the Cold Spring Harbor Whaling Museum sent along a complimentary copy of Mark Well the Whale! (2nd edition). A review of this fine book authored by member Frederick P. Schmitt is found in this issue. Ms. Gill enjoyed the article by Linda Wierenga on the Cold Spring Harbor whaling correspondence.

WRITERS WANTED

The Long Island Postal Historian needs your help! We have now reached the bottom of the pile and need your articles for publication. Research articles and short articles are needed. Hand written manuscripts are acceptable. Editorial help will be provided.

LIPHS SPRING MEETING

A meeting for all the members of the LIPHS is being held on Saturday April 11, 1987 from 1:30 P.M. to 5:00P.M. at the Collector's Club, 22 35th St., New York City. A business meeting will be conducted as well as a general get together to buy, sell and swap covers. Some members will have their collections for viewing. A separate announcement was mailed prior to the meeting as this publication will be mailed after the 11th.

BETHPAGE, THE HOUSE OF FIGS

By Carl F. Baker

BETHPAGE first appeared in Long Island's history when Thomas Powell, a Quaker with a long successful career in public service for the Town of Huntington, forsook his career in which official duties would often clash with his faith. Consequently, in 1687 he would purchase from the Marsapeaque, Secatogue and Matinecoc Indians a large track of land, extending southward from the West Hills to Boundary Avenue Plainedge, westward to the Massatayun Stream (Broadhollow), and eastward to the present Babylon town line, all land being within the former Queens County eastern boundary. No deed would be executed for these lands, known as The Bethphage Purchase, until October 18, 1695, yet shortly afterwards all deeds, pertaining to transfers of Powell's property referred to it as The Bethpage Purchase, as if the second "h" had never existed.

Powell had chosen to call his property Bethphage since its location between Jericho to the north and Jerusalem to the southwest had recalled to him the Biblical passage in the Book of Matthew: "And as they departed from Jericho, a great multitude followed him, and when they drew nigh until Jerusalem and were come unto Bethphage, unto the Mount of Olives, they sent Jesus two disciples." Bethphage meant the "House of Figs", the fig being considered a symbol of success, certainly indicative of what the future had in store for these lands.

Ironically, much of the present-day Bethpage lies within a later purchase by Powell, known as "The Rim of the Woods", some undeeded lands that had lain between his own property and that part of "The Jerusalem Purchase" acquired as early as 1644 by a Captain Seaman and Robert Jackson to the west. Jerusalem had played a part in Powell's choice of Bethphage in naming his purchase, but it was to play still another part upon the arrival of the Long Island Rail Road.

The Long Island Rail Road had been incorporated in 1834 under a grandiose plan for a faster route from New York City to Boston than was then possible under existing means. This route would extend eastward through the center of the Island to Greenport, with connections by Sound steamers to Stonington or Norwich, Connecticut, and then on to Boston by rail. The decision to go through the middle of the Island with no regard for the needs of the north and south shore communities would prove unwise by 1848, when a faster all-rail shoreline route had been built, putting an end to the L.I. Rail Road's prosperous "Boston Run". The "good

news" was that communities, springing up near the railroad, had a tendency to grow at a much faster rate than their more distant neighbors.

L.I. postal historians have an additional interest in this Rail Road's "Boston Run" in that several postal markings did result. The RAIL R marking was suggested by C.W. Remele in his U.S. Railroad Postmarks, 1837-1861, which was to have been applied at the Brooklyn Post Office or at the Railroad Station there, during the period, February 26-May 5, 1846. It would not explain those few RAIL R covers that travelled south from Boston.

In addition, postal markings, STEAMER/5 OREGON and US EXPRESS MAIL/N. YORK, are discussed by Calvet Hahn in his comprehensive research, "The L.I. RR's Brief Fling as An Interstate Mail Carrier", a copyrighted article appearing in our Spring-Summer 1982 Journal during his editorship.

Backtracking a bit, we find that the L.I. Railroad's Boston run had reached Hicksville, only to be delayed by a financial panic for four years, before continuing on in a southerly direction to avoid the West Hills. In taking this southerly direction the railroad would cross today's Stewart and Central Avenues of Bethpage. A railroad stop was established on Stewart Ave., just south of the tracks. This stop, and later its station, was called Jerusalem Station by the L.I.R.R., since it had been established to serve not that area but the more populated Jerusalem and Jerusalem South, not yet reached by any railroad. Understandably the residents near the railroad objected to having their station named after communities some distance away. Nor did it help when the Town of Oyster Bay built a highway from the railroad station to Central Avenue and north to Plainview and named it "The Road to Jerusalem Station" (now Broadway).

To make matters even worse a post office was established on January 29, 1857 as "Jerusalem Station" with Jeremiah T. Weaver as postmaster. Weaver ran the post office from a home on Central Ave. south of the R.R. tracks, in which he was living, though he had sold it previously to B.M. Fowler. (It gets rather confusing at times!).

Illustrated in the next page are two covers used at JERUSALEM STATION N.Y. in the 1860's. One has a black double circle postmark measuring 32mm./30mm. (Figure 1) Apparently the "S" of SEP was missing, fell off or got lost as the postmaster added the "S" in ink. This small ladies cover was mailed to "Mary P. Bunker, Quincy St., Brooklyn First door east from Franklin." A common cork killer ties the 3 cent stamp of 1861 to the cover.

Figure 1

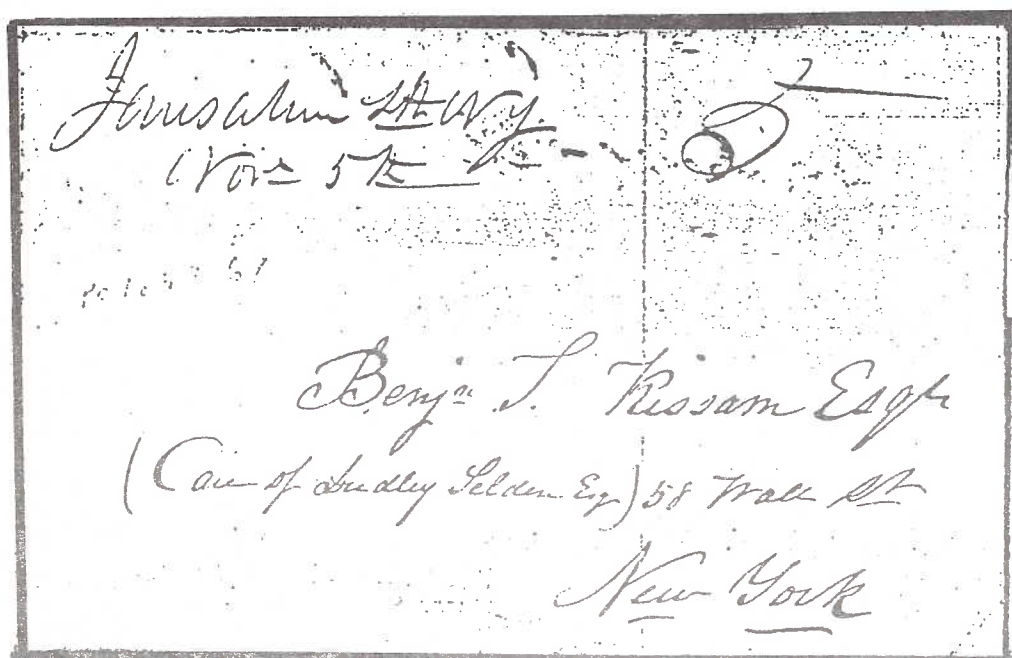
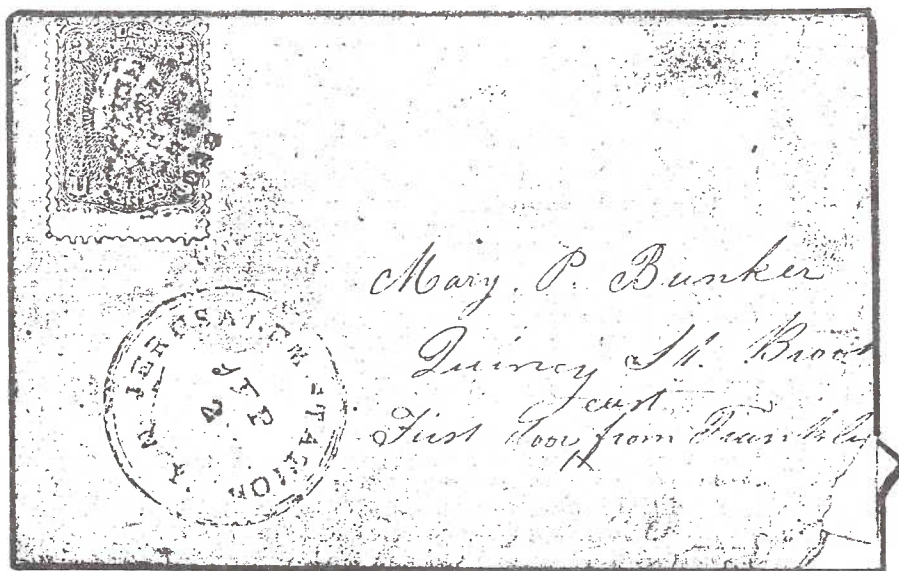


Figure 2

"Jerusalem Sta N Y/Nov 5th" (1845) on a stampless folded letter sent collect to New York City.
(From the collection of John M. Price, Jr.)

Since Jerusalem Station's name was such a "thorn in the side" of the local residents, land speculators, attracted to the area by the coming of the L.I. Railroad, had no trouble in "persuading" the voters to have it changed to "Central Park", a name selected because of its location, halfway between (New) Hyde Park and Deer Park. The Postal Department would approve the change effective March 1, 1867. The Road to Jerusalem Station was also changed to Broadway, but the L.I.R.R. was not as quick to make the change - timetables would continue to say Jerusalem (Station) for over ten years more.

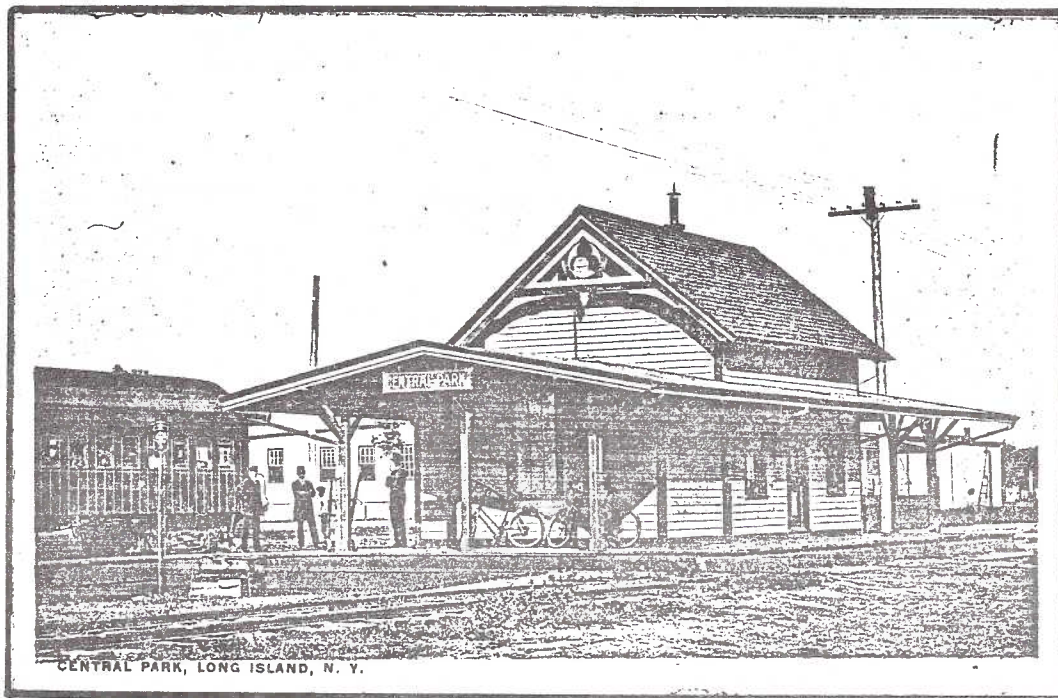


Figure 3

The Central Park Rail Road Station on a real photo post card issued prior to 1906 by photographer James Victor Feather of Farmingdale who later moved to Huntington in the early part of 1907. (Author's Collection).

Illustrated in the following page is the earliest known cover from Central Park, N.Y. used shortly after the post office name changed. [Figure 4]

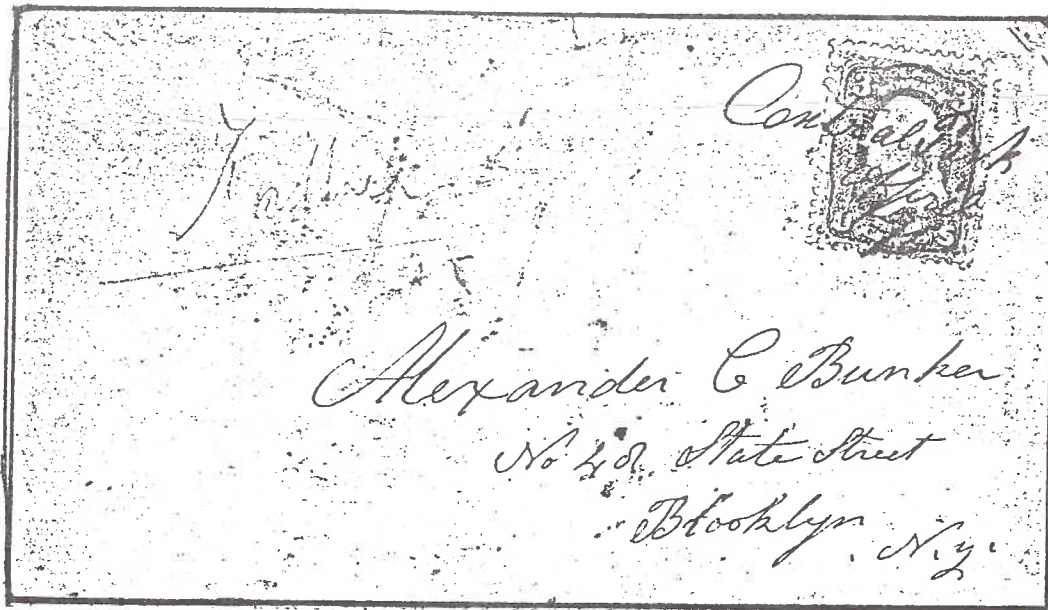


Figure 4

Manuscript "CENTRAL PARK April 15" probably used in 1867.

Notice that the postmaster failed to name New York as the State of origin as postal regulations required. A 3 cent stamp is nicely tied to the cover by the manuscript postmark. The cover, addressed to Alexander C. Bunker at No. 401 State Street, Brooklyn N.Y., is from the same family correspondence as the Jerusalem Station cover illustrated herein. (Author's Collection)

Since communities in the Jerusalem Purchase had played a part indirectly in the naming of Bethpage's first railroad station and post office, it would seem appropriate to discuss them in some detail.

The southern section along the shore had acquired a post office as Jerusalem South on March 16, 1838 with Samuel S. Jones as postmaster. This office would change to Seaford on January 7, 1868 with John B. Post, postmaster.

Shown in the next page is a ladies cover to Flushing used from this post office circa 1858. [Figure 5]

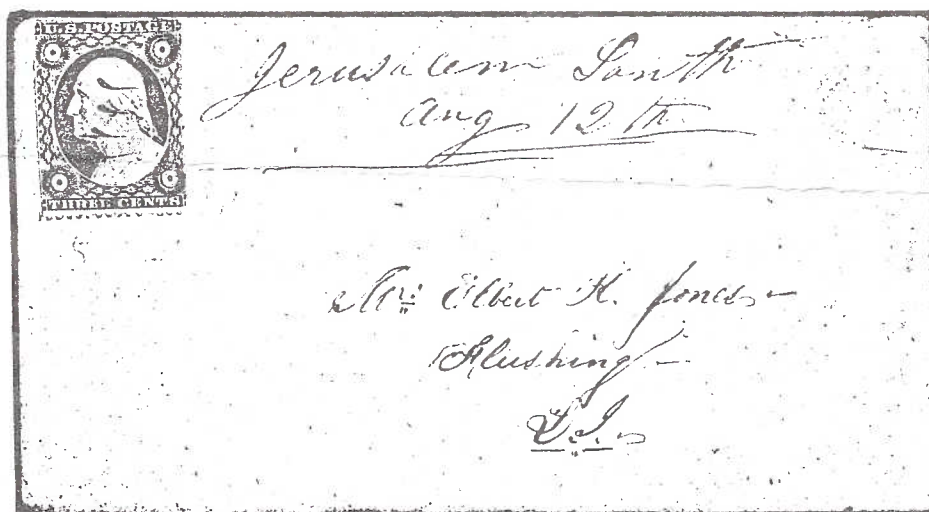


Figure 5 - JERUSALEM SOUTH/Aug 12 th manuscript postmark circa 1858 with a 3 cent stamp cancelled by four pen strokes issued in 1857 paying the 3 cent domestic rate to Flushing. (Rodriguez Collection).

Two other covers, from the John H. Jones correspondence housed in the Cold Spring Harbor Whaling Museum, used at Jerusalem South bearing manuscript postmarks were illustrated in this publication. (See Long Island Postal Historian, Summer 1985 Issue, Vol. 9, No.2, Whole #13). One of the covers illustrated in that issue was a "Way" cover, handed to the post rider in Babylon while on his way to Jerusalem South.

In the meantime the South Side R.R. of L.I. had been organized to bring the railroad to the south shore communities, a project turned down by the L.I. Railroad. When in 1867 rails had been lain down as far as Babylon, a station (actually a stop) was established as "Ridgewood" at the present-day "Wantagh". On October 16, 1868 a post office was established as Ridgewood with Henry F. Seaman as postmaster. Not until June 19, 1891 was Ridgewood changed to Wantagh, first by the post office and then by the railroad.

The northern section, a scattering of farms known as Jerusalem, continued to exist on maps by that name as late as 1946, though in all its lengthy existence it had never once had a local government nor a post office of its own. After World War II that territory would witness a spectacular growth with the rise of Levittown and subsequent developments.

With this final disappearance of "Jerusalem" as a community by 1946, the name might have been lost forever to Long Island had not a number of its roads continued to bear that name, such as "Jerusalem Avenue", running south from Hicksville to Levittown.

Once again today's Bethpage would be affected by an event occurring some distance away. On July 17, 1869 the Town of Hempstead voted to sell to the very wealthy merchant, Alexander T. Stewart, over 7,000 acres of the Hempstead Plains, at that time considered no more than "waste lands". Stewart would purchase additional acreage privately to extend his property eastward to Bethpage with a right-of-way to Farmingdale. His main interest lay in the building of an exclusive model village, Garden City, and this plan included the building of a brick yard just north of Farmingdale, in today's Old Bethpage, to furnish the quantities of bricks required to build his village.

Failing to convince the L.I.R.R. to provide service to Garden City as well as to charge reasonable rates for bringing in supplies and materials, Stewart decided to build his own railroad, the Central Railroad of Long Island. Stewart's line would run almost in a straight direction through his own property from (New) Hyde Park to what would be Bethpage Junction, where he planned to have a spur (Bethpage Branch), heading northward with a right-of-way over the L.I.R.R.'s track to reach his brick yard.

Illustrated in the next page, courtesy of J. Fred Rodriguez, are two rare stereoscopic photos of the Central Railroad of Long Island. [Figures 6 and 7] Few photos survive of this short-lived independent railroad.

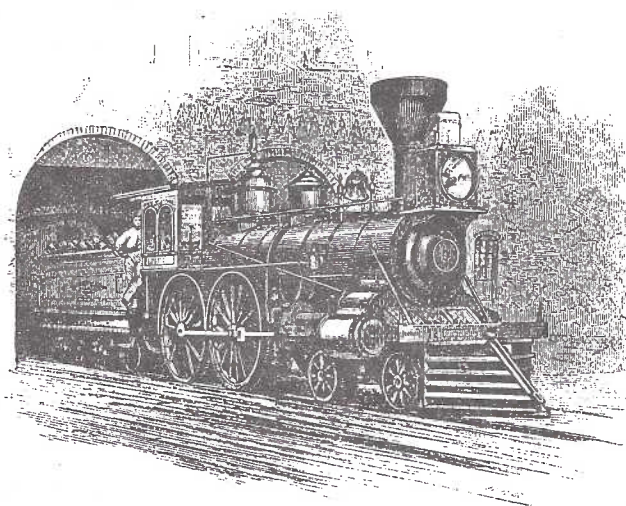


Figure 6 - A rare stereoview of the construction train near Whitestone, L.I. photographed by O. C. Smith.

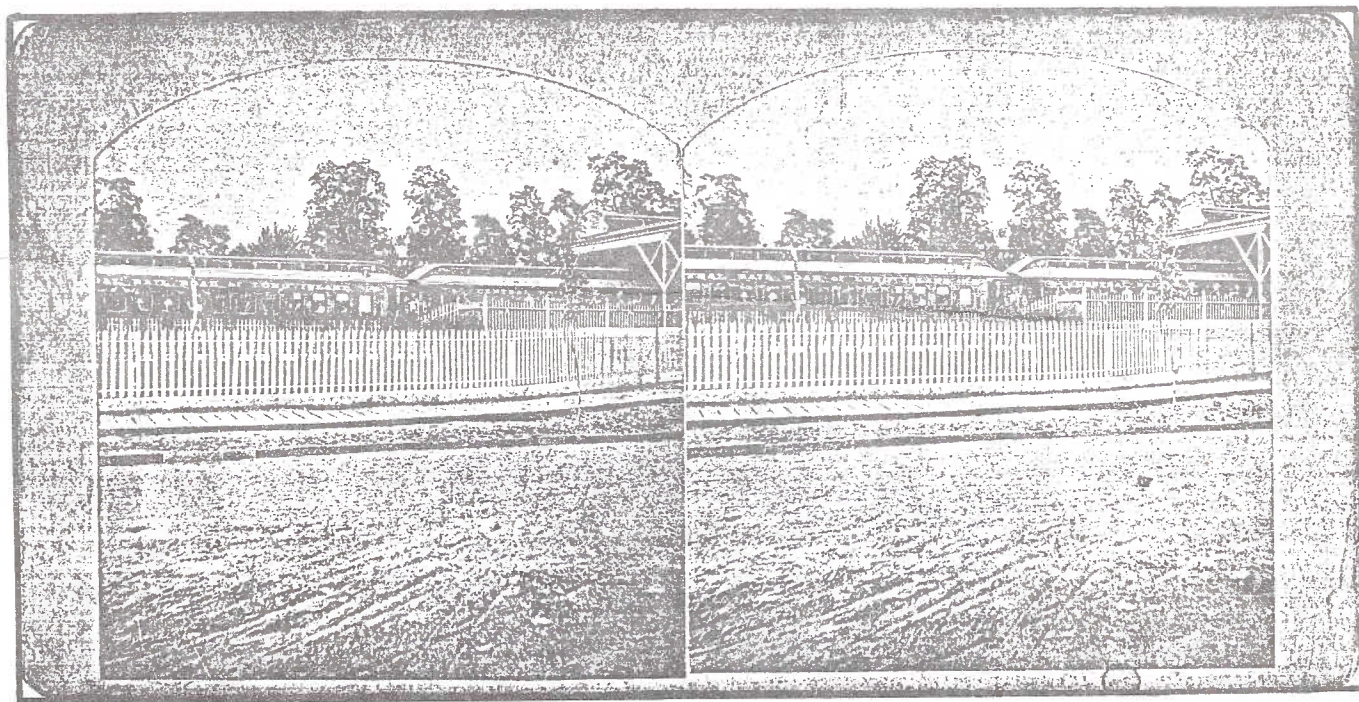
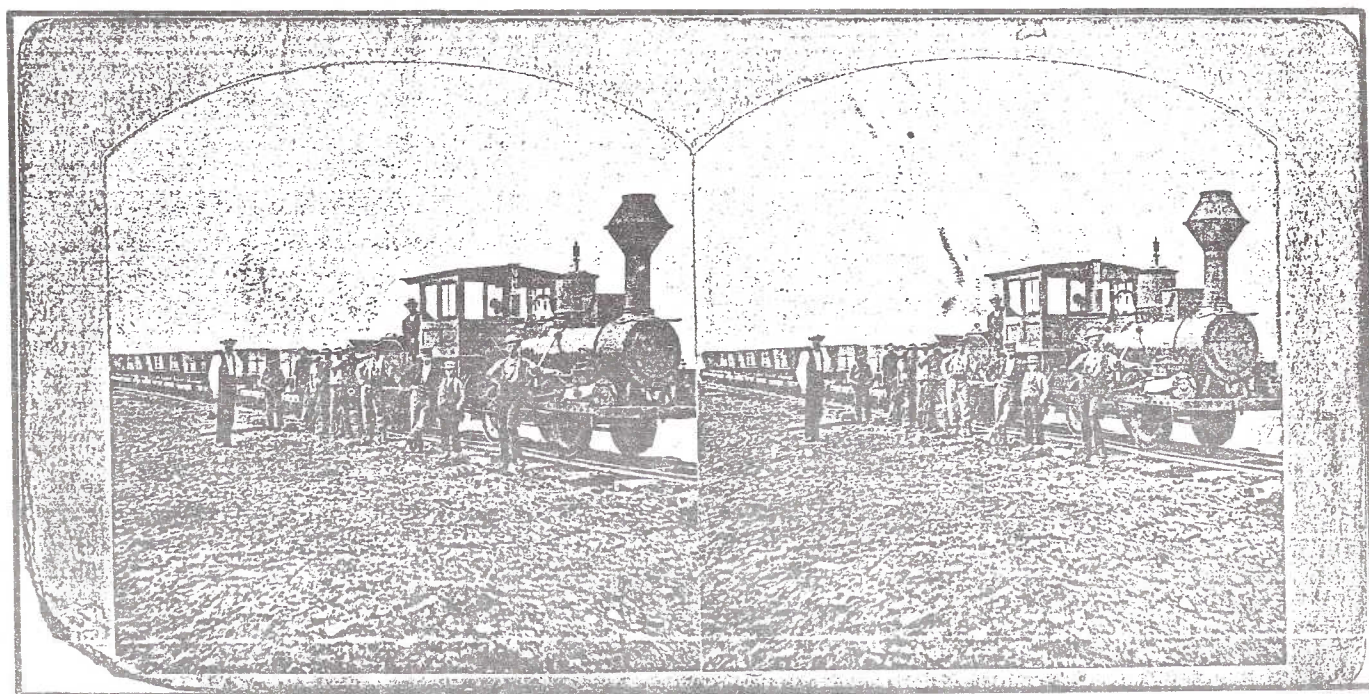


Figure 7 - A rare stereoview of the Whitestone, L.I. railroad station owned by the Central Railroad of L.I. The name of the railroad can be seen at the top of the cars. Photographed by O. C. Smith, Brooklyn, N.Y.

On July 20, 1874 there was a consolidation of several of these independent railroads to be known as the Flushing, North Shore and Central R R, the Central line being sold by Stewart for shares in the consolidation. Under this group a station (without a building) was established as Bethpage just north of the Brick Yards on November 9, 1874, passenger service and later for summer service only until its abandonment on October 1, 1877. See Figure 9 for a map of the Bethpage area showing the various railroad lines.

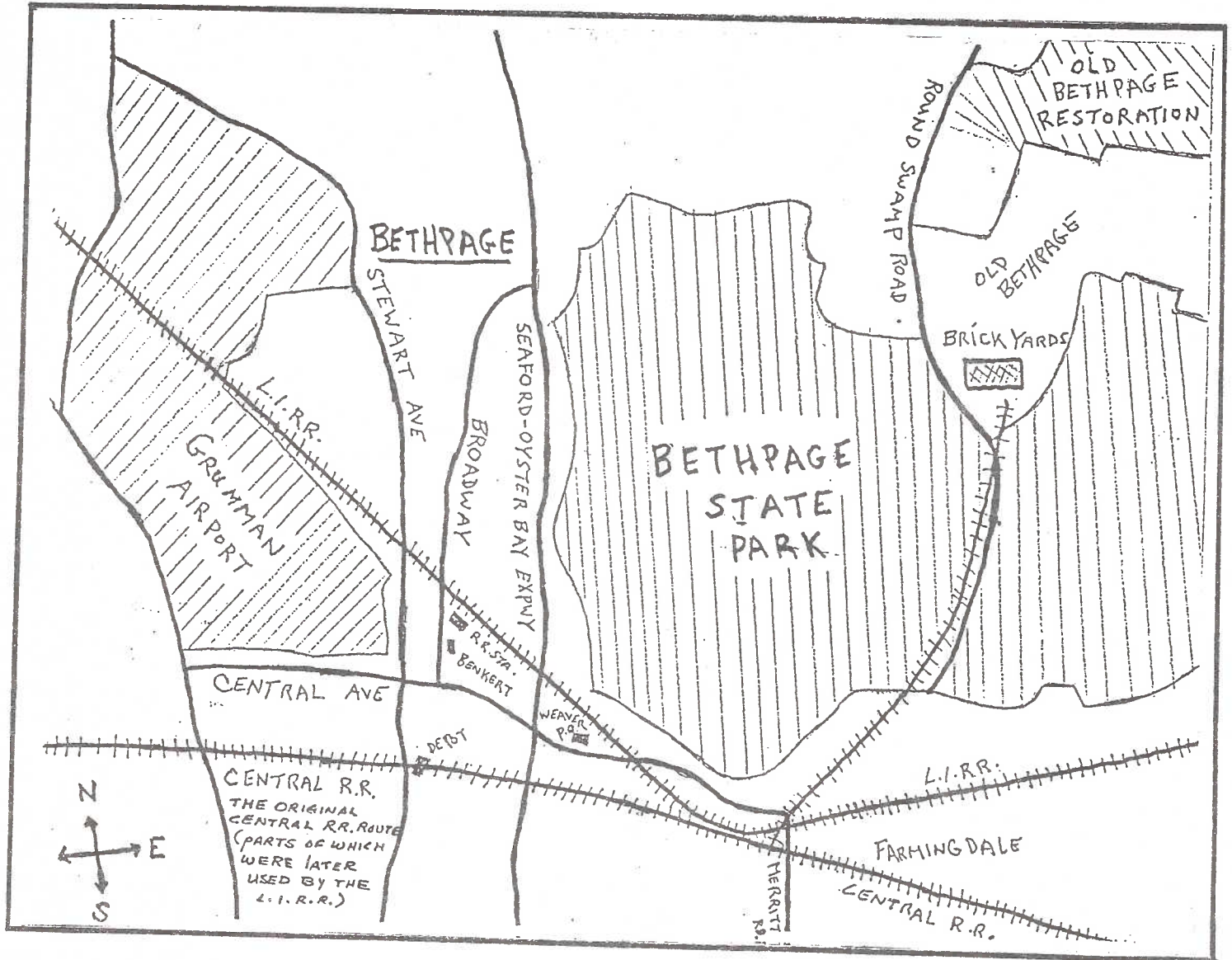


Figure 9 - Map, handdrawn by the author, showing the Bethpage area chronicled in this article.

An agreement was made with the Flushing and North Side R.R. to extend their line to (New) Hyde Park and upon completion of the Central Railroad would manage that operation as well. A cover bearing a corner card of the Flushing and North Side R.R. is illustrated in the following page. [Figure 8]

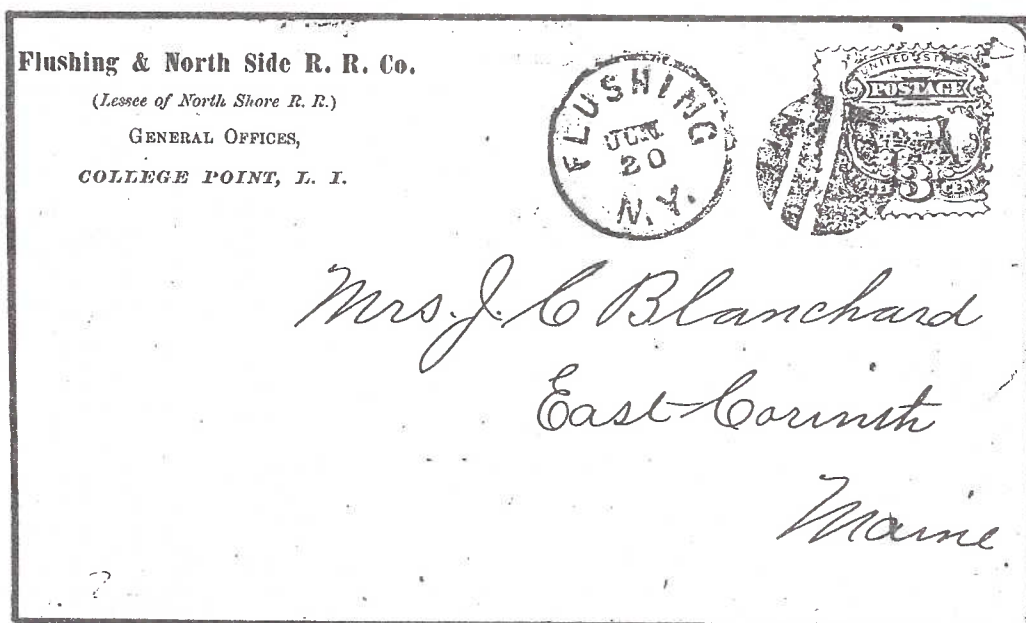


Figure 8 - A fine cover of the FLUSHING & NORTH SIDE R.R. Co. (Lessee of North Shore R.R.) with General Offices at College Point, L.I. used to Maine. A bold FLUSHING N.Y. postmark and killer tying a 3 cent 1869 stamp showing a steam locomotive makes this a very attractive and desirable cover. (Rodriguez Collection)

Early in 1873 the Central Railroad rails had been lain as far as Central Park, the terminus for a few months. This station would also be called Jerusalem (May 1873 timetable), undoubtedly because the L.I.R.R. had not yet made the change to Central Park and that possibly might be confusing to potential passengers. This station was located on the east side of Stewart Avenue somewhat south of Central Ave. and actually in today's Plainedge. No actual station was built and the railroad's agent, a Mr. Smith, used his own home for a waiting room.

By June 1873 the line had been extended to Bethpage Junction, the L.I.R.R. tracks crossed and the Bethpage Branch completed to the Stewart Brick Yard, enabling the yard's daily production of 80,000 bricks to be shipped directly to Garden City.

The history of this consolidation and the final takeover by the L.I.R.R. is very interesting reading and it will be worth your while to read Vincent F. Seyfried's The Long Island Rail Road, Part Two, (The Flushing, North Shore & Central Railroad). On page 113 of this volume we learn that the Central R.R. introduced the use of a railroad mail car on its routes beginning December 3, 1874. Letters would be delivered directly from one village to another, since sorting was to be done by the Mail Route Agent. Might be worth your while to watch for a Mail Route Marking for this consolidated line. Seems likely that letters would have been handed over to this Agent, whenever the nearest post office had closed for the day, and calling for a marking to indicate how the letter had entered the mails.

We have mentioned previously the name change of "The Road to Jerusalem" to "Broadway" following the post office being renamed "Central Park". At that time "The Road from Christopher Stymus to the Great Plains", known in much earlier times as "The Jericho Path", would briefly become "Central Park Avenue", and finally "Central Avenue". "Stewart Avenue's" name had been acquired, no doubt, as a tribute to the Central R.R.'s founder, Alexander T. Stewart. It had been known previously as "The Road to Jericho" and prior to that as "The Jericho Path". One must understand that the east to west route of "Jericho Path" had never gone as far as "The Road from C. Stymus' to the Great Plains", but had turned in a northeastly direction, up what would become today's "Stewart Avenue". Consequently, both Stewart and Central Avenues in early days bore the name of "Jericho Path".

In 1931 the State Park Commission under the leadership of Robert Moses made plans to acquire 1368 acres of land, east of Central Park and north of Farmingdale, lands lying within the original Bethpage Purchase. Heirs to the estate of Benjamin Yoakum agreed to sell this property at a fair price, but this was the time of the Great Depression and the State had no available funds for its purchase. Nassau and Suffolk Counties did provide sufficient money to obtain an option on the property for one year and subsequently had to repeat the offer for another two years. In 1933 a Bethpage Park Authority was established with power to issue bonds, and with the money raised were able to close title on May 18, 1934. Commissioner Moses approved the suggestion of Jesse Merritt, Nassau Co. Historian, that the newly acquired Park be named "Bethpage State Park", thus preserving forever the name given to these lands so many years before.

Upon the creation of Bethpage State Park in 1934 many of Central Park's residents felt that a change in name for their community was in order. Mr. Moses was contacted by William J. Ahern to see whether or not the State Park Commission would object to a change in name from Central

Park to Bethpage, citing the problems the postal service had in directing their mail. Mr. Moses' reply sanctioned the change, noting that "Central Park is a silly name for this village. It describes nothing, has no local significance and merely leads people to think about Central Park in New York City".

After receiving Mr. Moses' approval, a petition was prepared and signed by 435 residents, over half of the patrons of the post office, to be forwarded to the First Assistant Postmaster General in Washington, D.C.:

"Hon. W.W. Howes
First Assistant Postmaster-General
Washington, D.C.

Dear Sir:

We the undersigned, patrons of the Central Park, Nassau County, New York Post Office, hereby request permission to change the name of our Post Office from "Central Park" to "Bethpage" for the following reasons:

1. The name, CENTRAL PARK, is constantly being confused with Central Park, New York City. The mail is frequently mis-sent to nearby towns bearing very similar names such as Central Islip, Center Port, Center Moriches, and in many instances to New York City.
2. The name CENTRAL PARK has no historical background. On the other hand, almost the entire village of Central Park comprised part of the original Bethpage purchase. Furthermore, a large portion of Bethpage State Park is located in our town and we feel that our adoption of this name to be a distinct advantage to the residents of our community.
3. The misunderstanding occasioned by the similarity of the name of our town to the well-known Park in New York City which is only thirty miles distant, has made it seem advisable to a great many map makers to omit the name of our locality from their maps. For example, the Long Island State Park Commission has omitted the name of our village from its maps and also from the direction posts on the Southern State Parkway for fear of misdirecting out-of-towners. Recently shipments of materials to W.P.A. workers in Central Park, New York were delivered to a siding in our Village, and on the other hand shipments of building materials from out of town to our village were stranded in New York City."

The Post Office authorized the change from Central Park to Bethpage effective October 1, 1936. Harry A. Stolz was the Postmaster at the time of the change. See the card shown below issued at the time of the name change. [Figure 10] This official action would force the community just north of the State Park to be content with the name, "Old Bethpage", though known as "Bethpage" for many years. On December 15, 1964 a Post Office was established as "Old Bethpage" (Branch of Hicksville). In July 1967 that office would be designated as "Old Bethpage Branch" (Branch of Hicksville).

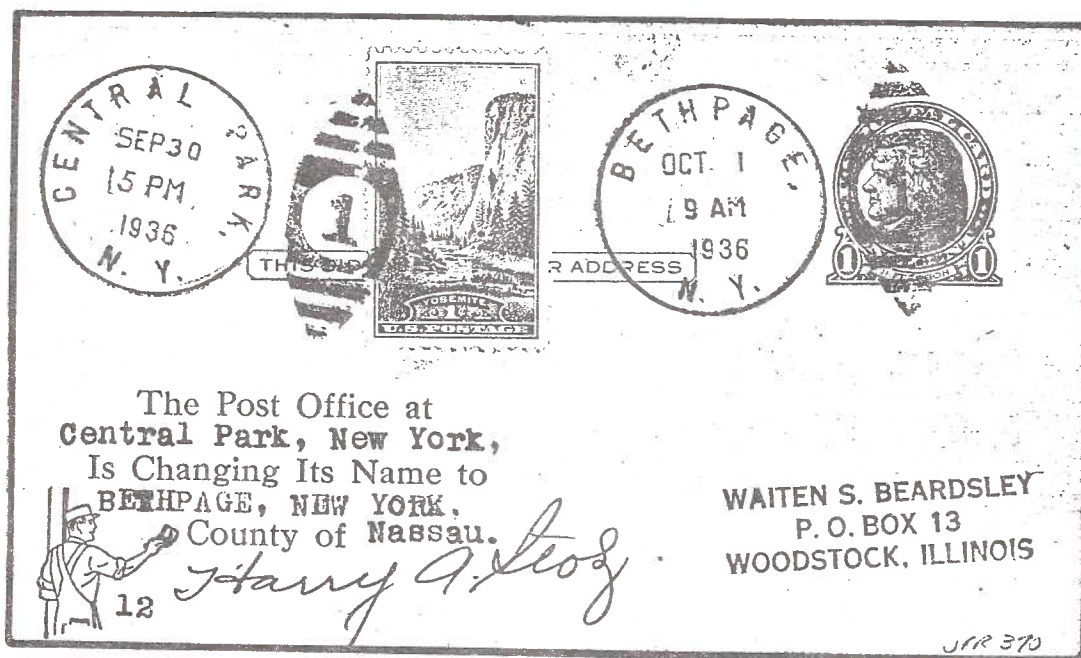


Figure 10 - Commemorative government postal card issued to announce the renaming of the Central Park Post Office to Bethpage in 1936. Postmaster Stolz autographed the card as requested by the addressee. (Rodriguez Collection)

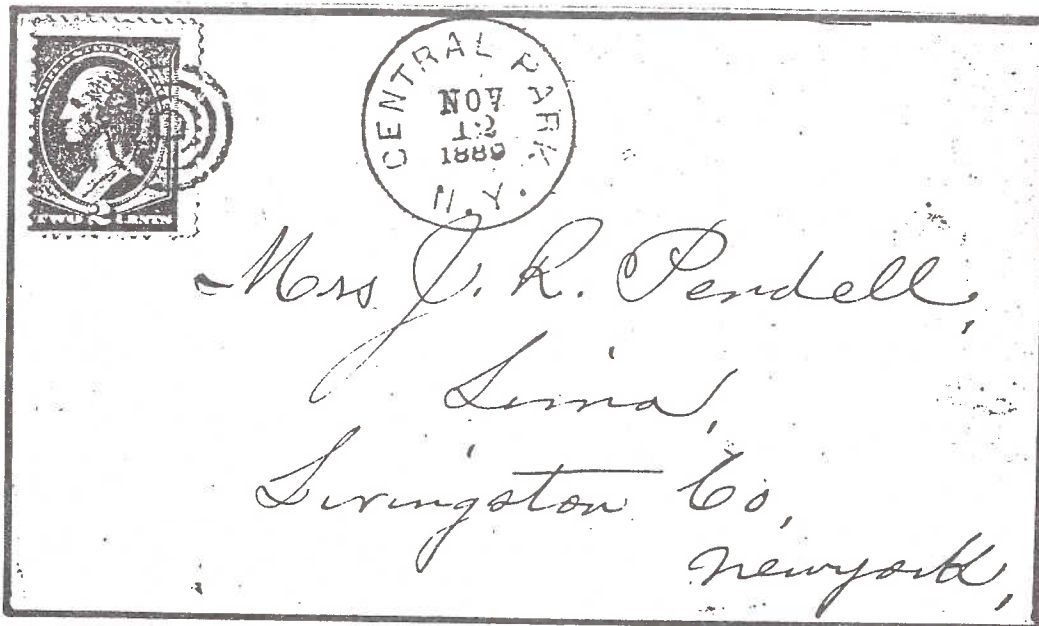
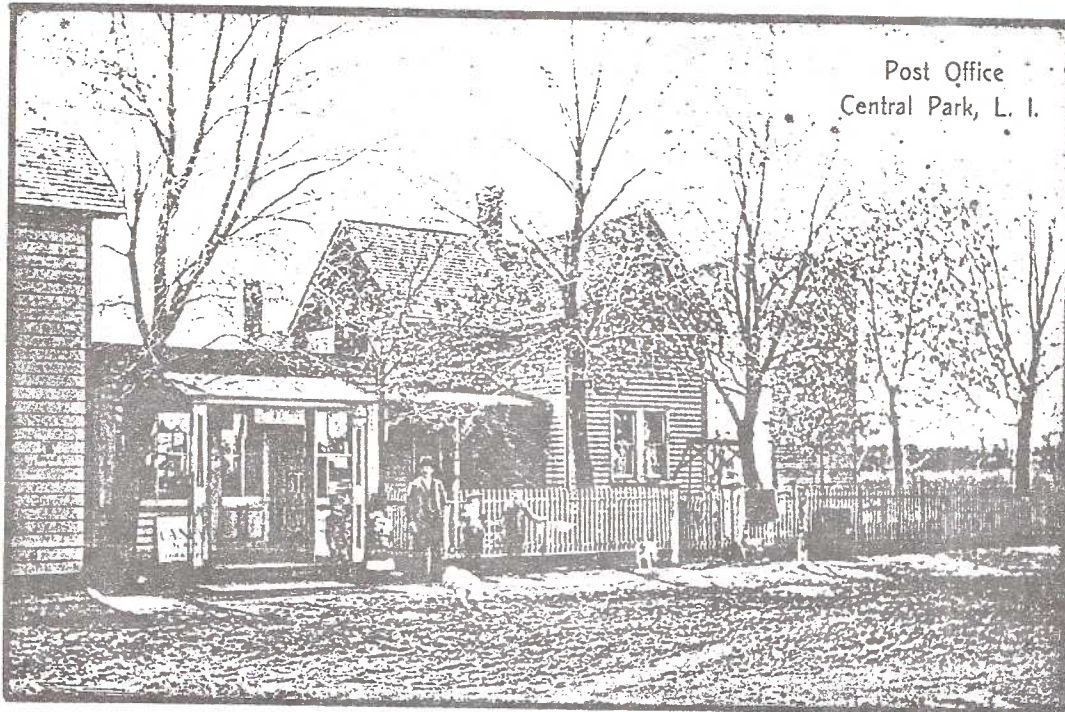
A final note of historical significance was the opening of the Old Bethpage Restoration on June 27, 1970, a project begun in the early 1960's with the Nassau County's purchase of the original Powell family farmstead in Old Bethpage. That same year the Agricultural Society of Queens, Nassau and Suffolk Counties held the first of their annual Long Island Fairs on the grounds. This proved to be a very popular event in the Fall, come rain or shine.

The Agricultural Society also gave some much needed financial support to a newly formed group, organized in December 3, 1963 as the Friends of the Nassau County Museum. This group pledged themselves to assist the County in a goal of restoration, preserving as much of the historic buildings as possible, and to furnish those building as pre-Civil War families had done. This organization, now known as The Friends for Long Island's Heritage, had successfully accepted the responsibility for stimulating the granting of gifts of historic buildings and their furnishings.

Perhaps no finer tribute than this could be given to County officials, the Agricultural Society, the Museum Staff and to the Friends for Long Island's Heritage, "...the balance sheet of this 20-year report lies not in the millions collected and disbursed, but in the sum of devotion of public-spirited citizens to the concept that we cannot understand and deal successfully with the future unless we are mindful of our deeply-rooted inheritance from the past and are willing to preserve that heritage".

And finally, are not Bethpage State Park, both Bethpage and Old Bethpage villages and the Old Bethpage Restoration fitting memorials to Thomas Powell and the name he had chosen for his Purchase, the Biblical "Bethphage", "House of Figs", fulfilling for all times the promise inferred by the fig, long considered a symbol of success or achievement?

A post card view of the Central Park Post Office located at the home and general store of George Benkert from 1890 through 1914. This view was published by Postmaster Benkert about 1910 and was printed in Germany. (Rodriguez Coll.)



A cover used at Central Park on Nov. 12, 1889 with a clear circle date handstamp and a concentric circles killer tying a 2 cent Banknote postage stamp. (Author's Collection)

A letterhead from the office of Sanborn Pickle Company, Central Park dated March 10, 1884. A pale purple handstamp straight line states: "Central Park Pickle Works, Successors to", however it can hardly be seen in this photocopy. (Author's Collection).

GEO. E. FUECHSEL.

Office of

GEO. O. SANBORN.

SANBORN PICKLE COMPANY,

Manufacturers of the

"Union Brand" Boston Pickles.

Specialties, Mixed Pickles and Chow Chow.

Boston Office,
372 Atlantic Avenue.

CENTRAL PARK, L. I. N. Y. March 10th, 1884.

Charles Wood Esq.,

Amityville } Dear Sir;

In addition to the Boxes ordered
Saturday you may send us.

100 Boxes $20\frac{3}{4} \times 14\frac{1}{4} \times 8\frac{1}{4}$

50 " $14\frac{1}{4} \times 10\frac{3}{4} \times 8\frac{1}{4}$.

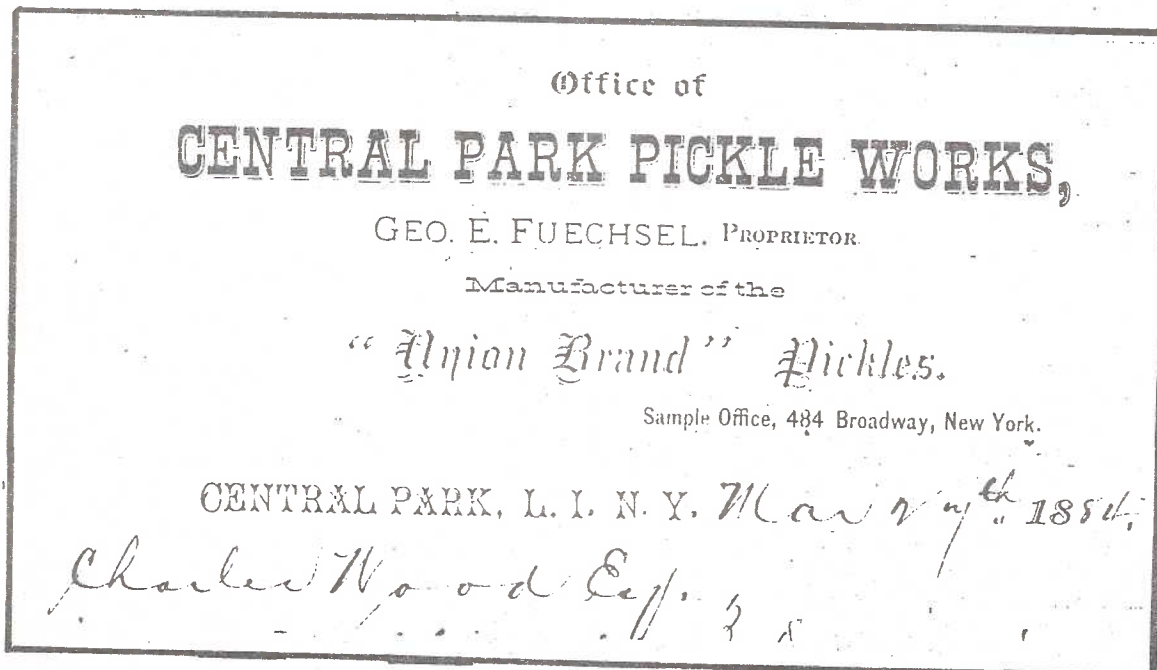
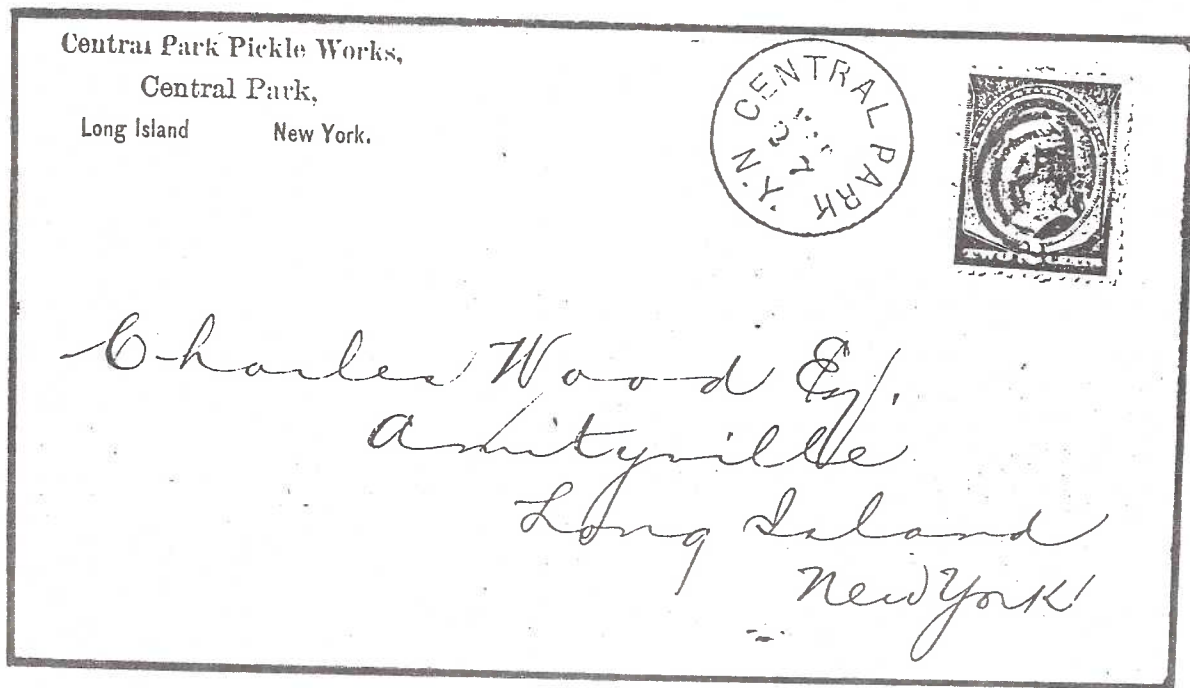
25 " $18\frac{1}{2} \times 12\frac{1}{4} \times 9\frac{1}{4}$

You can send a full load as
soon as the condition of the roads
will allow it, and you may send
at some time those 5 tin cones.

Yrs truly

Central Park Pickle Works
-H. Pike

Central Park was a major pickle farming area during the 19th and early 20th century. Illustrated below is a cover used at Central Park in 1884 with a corner card for the Central Park Pickle Works. The beautifully printed letterhead enclosure is also shown. (Author's Collection)



R E F E R E N C E S

1. BETHPAGE BYGONES by Iris & Alonzo Gibbs (Kinsman Press)
2. BETHPAGE - The Years of Development, 1840-1910 by Terry Hunt (Oakdale Press)
3. The LONG ISLAND RAIL ROAD, Part Two (The Flushing, North Shore & Central Railroad) by Vincent F. Seyfried
4. HISTORY OF GARDEN CITY by Mildred H. Smith (Chaneel Press)
5. JERUSALEM REMEMBERED by Jeanne B. Lewis (Long Island Forum - March 1971)
6. THE STORY OF BETHPAGE STATE PARK by Chester R. Blakelock (Long Island Forum - June 1958)
7. THE FIRST 21 YEARS - Friends for Long Island's Heritage (Betty Rice Associates, East Norwich)
8. NEW YORK POSTAL HISTORY by John L. Kay & Chester M. Smith, Jr. (An American Philatelic Society Publication)

Footnote: The Long Island Forum has been published by The Friends for Long Island's Heritage since 1976. Carl Starace remained as Editor.

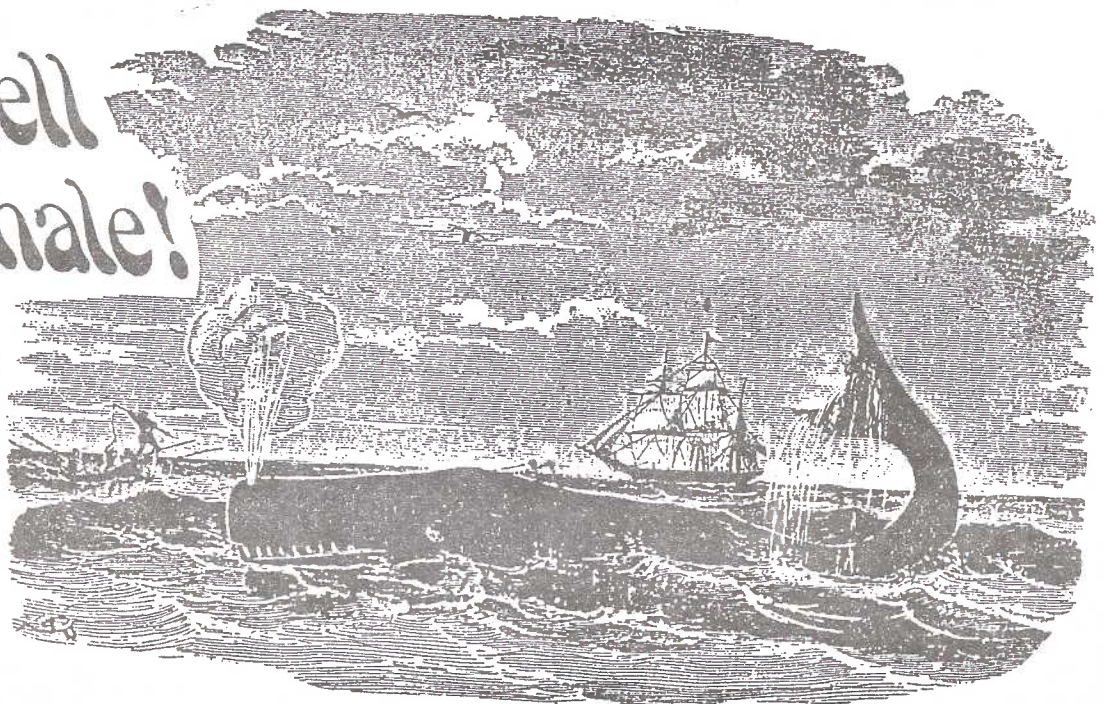
Book Review - MARK WELL THE WHALE! Long Island Ships to Distant Seas (Second Edition in paperback) by Frederick P. Schmitt.

Much has been written about the great whaling ports of New Bedford, Nantucket and Sag Harbor, but little literature has been available on the secondary ports ranging from Bucksport, Maine, to Edenton, North Carolina. These ports had as many as a thousand ships under sail in the trade during the nineteenth century. Mark Well the Whale! is specifically the story of Cold Spring Harbor, New York, a typical secondary port evocative of our whaling heritage, and ranking twenty-fifth among the nineteenth century whaling centers. The author has made excellent use of a vast store of unplished local documents, whaling logs and journals, and massive representative source material from each of the nine ships which sailed from Cold Spring Harbor. The author's research has, in actuality, spread throughout the world. Mark Well the Whale! recreates the Golden Age of Whaling. This is not just a history of whaling but an exciting and beautifully captured adventure story with all the heroism and tragedy of the thousands of hitherto anonymous whalers who have earned their places in one of this country's truly formative industries.

The second edition in paperback is now available from The Whaling Museum Society for \$9.95 each, plus applicable sales tax (NYS residents only) plus \$1.50 Postage/Shipping. Make checks payable to The Whaling Museum Society and mail them to Box 25, Cold Spring Harbor, N.Y. 11724. Allow two weeks for delivery by book rate.

[illegible]

Mark Well The Whale!



Book Review - The 1987 U.S. SPECIALIZED STAMP CATALOGUE as reviewed by Arthur Fitzpatrick.

We have for review Scott's 1987 Specialized Catalogue of United States Stamps.

Write-ups in other philatelic periodicals enlarge upon the 980 pages of price changes, expanded listings, format changes and other improvements in this new volume.

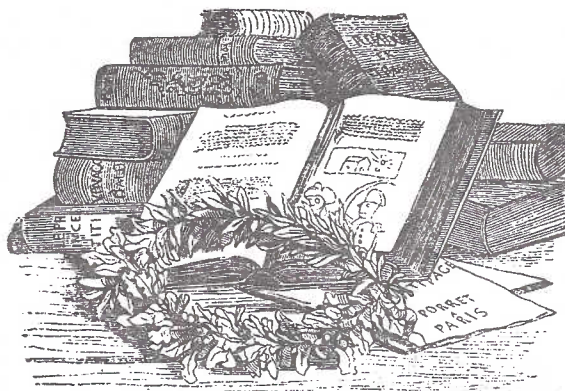
It would appear that members of our Society who collect pre-1900 material might be best served by the availability or ownership of this catalogue.

For example, I recently picked up a folded letter franked with a 1c blue 1851 imperf. and tied with a Suffolk Court House handstamp. In order to mount and describe this cover properly I must know whether the stamp is No. 5 or 5A or 6 or 7 or 8 or 8A or 9 (it's probably a 7 or 9).

At my level of collecting I don't need the help available from an Ashbrook or a Chase, but I do look forward to a session with a magnifying glass, the U.S. Specialized and my new cover. I also need the answer to "Why a one cent rate, Riverhead to Utica, in 1855?"

The quoted values and therefore relative scarcity of grille varieties, cancellations, and bank note types on covers prior to the Bureau issues is readily available. But only as a rough guide. The demand for early Long Island covers is so great that auction prices are, in many cases, far out of line. Especially when compared to sales of upstate New York covers and catalogue valuations.

This catalogue is now available for \$20 from your dealer or Scott Publishing Co., Box 1828, Sidney, OH 45365



"Long Island Wind Sock"
FIRST TRANSATLANTIC FLIGHT

Robert S. Miller

Much of the developement of early American aviation was involved with Long Island. The first trans continental flight which took 49 days and 15 crashes in 1911 took off from Sheepshead Bay. A few days later the first air mail was carried at Garden City however it was not until the first world war that aviation became more than a play thing for the wealthy, a means of making a living for the dare devils who built their own planes and performed feats that evoked OOHs and AAhs from the incredulous spectators and a competition for the prize money that was offered for the first to fly across rivers, between cities, over mountains, across the continent and even over the Ocean.

Rodman Wanamaker became the first to make serious plans for a flight across the Atlantic Ocean. Most aeronautical designers did not believe that an aircraft of the type required could be built however Glenn Curtiss agreed to build such a plane and in the spring of 1914 begun test flights on a tri motored flying boat which he named "America". Unfortunately the war began in August and plans for the transatlantic flight had to be scrapped.

Glenn Curtiss had experimented with flying off water since 1908 and in 1911 produced a hydroplane that took off and landed on water. The Navy presented specifications for a Naval version and in the winter of 1911-1912 it was produced at Hammondsport, N.Y. In the summers of 1912 and 1913 many Naval officers spent time in Hammondsport to learn about and to fly this plane. Two of note were Lieut. J.H. Towers and Lieut. P.N.L. Bellinger. The declaration of war by the U.S. in April 1917 gave raise to renewed energy being directed to aviation and Admiral Taylor, Chief Naval Constructor, directed his attention to the most efficient marine flying service possible.

Taylor, whose immediate goal was an aircraft that could be used to combat submarines, invited Glenn Cutriss for a conference in Washington with engineers from the Navy to discuss the design and construction of what Taylor choose to call submarine destroyers. The aircraft which would be known as Navy-Curtiss, shortened to NC was a three engine flying boat. The first, called NC-1, was successfully flown on October 4, 1918 however before it completed it's flight testing the armistice was signed. (November 11, 1918) Taylor's plans called for an aircraft that would be capable of flying across the Atlantic Ocean and with war time considerations behind him he directed his attention to an Atlantic flight.

Originally designed for three engines the NC-1 would have carried sufficient fuel to cross the Atlantic under the best conditions however since there would be no fuel to spare it was decided to modify the aircraft by adding another engine to provide for extra fuel. Several different mountings were tried before it was decided that the best arrangement would be a single nacelle in the center with a pusher motor in the rear and a tractor in the front with single tractor motors in the wings on each side.

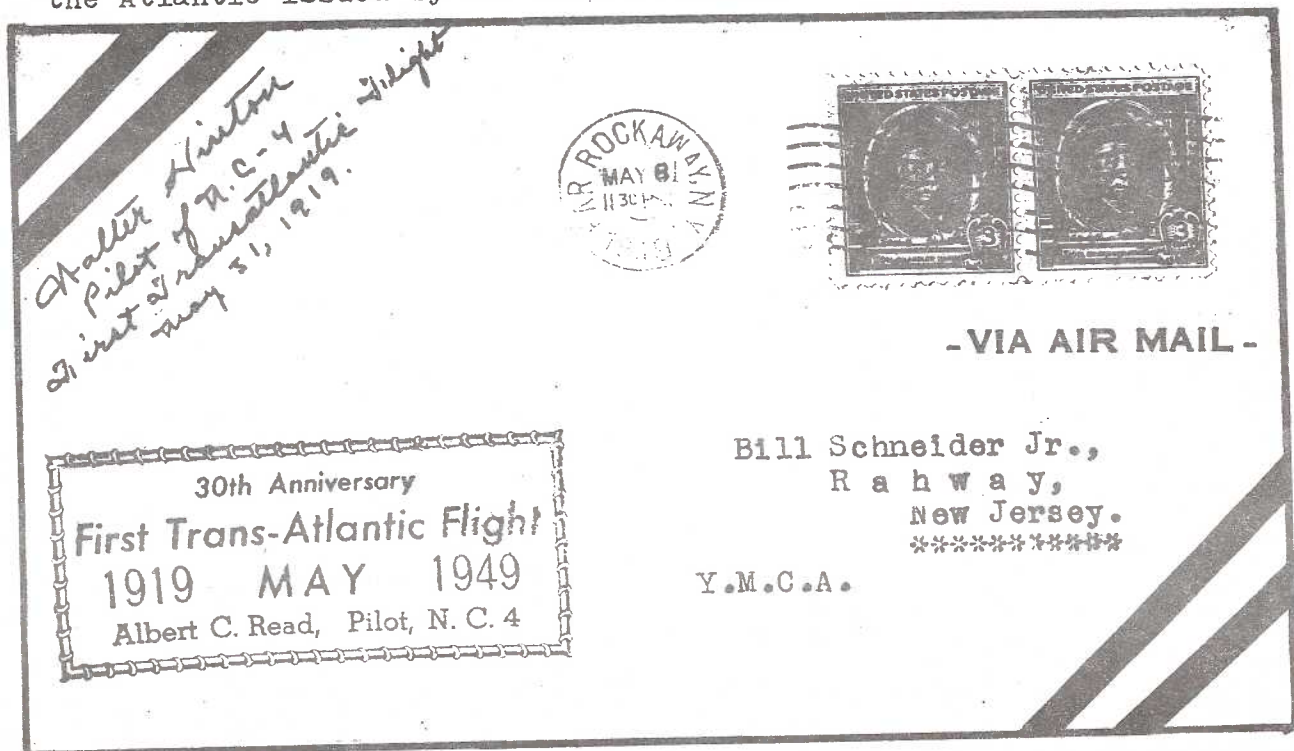
Four aircraft were built at the Curtiss plant in Garden City, Long Island, N.Y. The wings of the NC-1 were damaged in a storm and because they were designed for three engines they were replaced with the wings from the NC-2 which had been built for four engines. Three planes were left for the trans Atlantic operation which was now scheduled for May 14, 1919. On April 14th Commander J.H. Towers, who as a Lieut. in 1912 and 1913 had trained at Hommondsport received orders that the trans Atlantic route would start at Far Rockaway, Long Island and follow a line to Newfoundland, Azores, Portugal, and Plymouth, England. Towers was in command of the NC-3. Lieut Commander P.N.L. Bellinger, who also trained at Hammondsport commanded NC-1 and Lieut Commander A.C. Read commanded the NC-4.

The elaborate support team, which included, 21 Destroyers that were stationed between Newfoundland and the Azores, 14 between the Azores and Portugal, and ten between Portugal and Plymouth, England to assist in guiding the planes in no way detracted from the impressive accomplishment of being the first to cross the Atlantic Ocean by air. The NC-3 reached Ponta Delgada. The NC-1 forced to the surface by fog was only a 100 miles from Flores when she was sighted by the Ionia floating out of control in the high seas. The crew was picked up by the Ionia and shortly after the NC-1 sank.

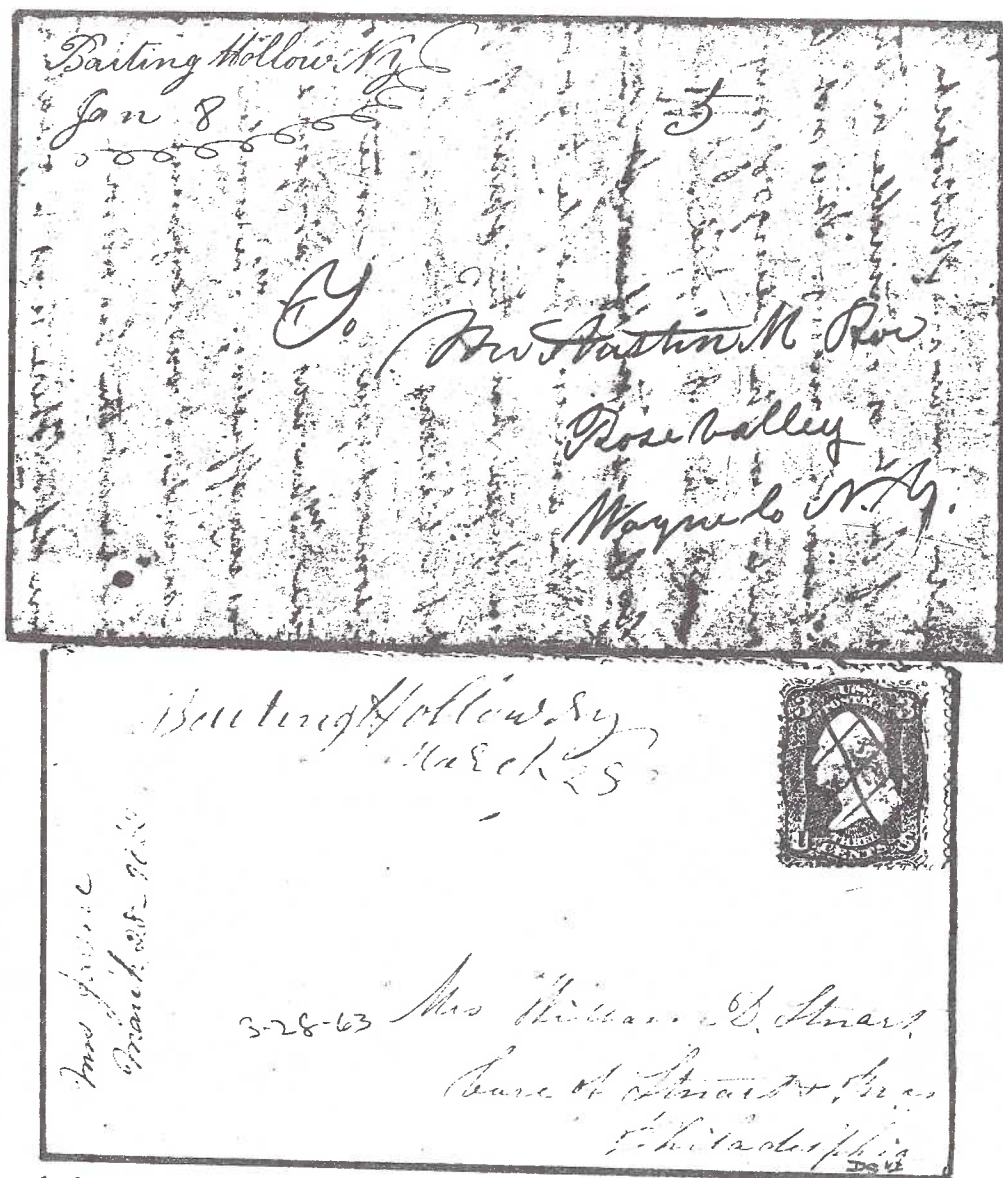
The NC-4 was the only aircraft to complete the entire journey to Plymouth, England and to this day when one thinks of the first flight across the Atlantic it is the NC-4 that is associated with it.

No official mail was carried on any of the planes however a letter was privately carried from Newfoundland to Horta by Chief Machinist Eugene "Smokey" Rhoads where it was mailed on the U.S.S. Columbia to Corp. Charles M. Carroll stationed with the U.S. Army in France. A second letter addressed to a Mr. Weiler in Iowa was carried by the same "Smokey" Rhoads. Rhoads accepted it from a Mr. Bashe stationed aboard the U.S.S. Columbia. He forgot to mail it in Portugal and carried it all the way back to Far Rockaway from where he sent it to Weiler.

References: The Airpost Journal of the A.A.M.S. and The flight Across the Atlantic issued by the Curtiss Aeroplane and Motor Corporation.



30th Anniversary Cover Signed by Walter Hinton, Pilot on the NC-4

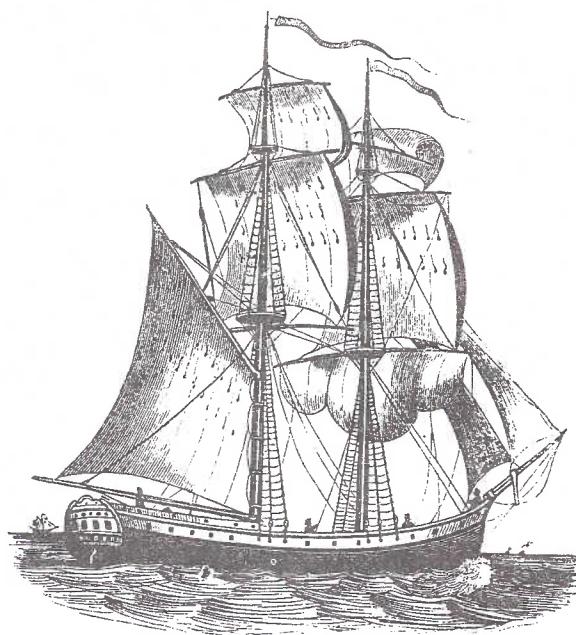


Illustrated above are two very special and probably very rare Suffolk County, Long Island covers. They are rare because of their point of origination, Baiting Hollow, a small town on the North Shore of Long Island. According to Kay and Smiths' "New York Postal History" the Baiting Hollow Post Office began operations on January 12th, 1838 and discontinued operations on May 31st, 1912. The area has since been serviced by the Calverton Post Office. The Baiting Hollow Post Office had a very low mail volume which is reflected by the small net revenue from this office to the Post Office Department. According to Colton's 1856 Post Office Directory, Micah Howell was the Postmaster in 1856. The net revenue from the Baiting Hollow office to the Post Office Department in 1856 was only \$11.32. For comparison with other Suffolk County post offices, the net revenue from East Hampton was \$137.00, from Greenport \$495.12, from Huntington \$308.87, and from Sag Harbor \$781.99. Indeed, only a very few post offices, such as Centreport, Coram, Flanders, New Village, Springs, and West Hills had lower net revenues.

The stampless cover has a manuscript town marking, an accompanying January 8 date, and a 5 rate. The letter is headed Baiting Hollow, January 6th, 1848 in a clearly different handwriting than that appearing on the face of the cover. This cover appears to be the listing item for the earliest known manuscript marking from Baiting Hollow listed in the "Manuscript Post Offices of New York State" by Chlanda and Wilcox. The stamped cover also has a manuscript town marking and date. Pencil docketing on the front of the cover indicates the year 1863. A 3¢ rose (issued 1861) is lightly pen cancelled in the same ink as the manuscript town marking, indicating that the stamp belongs to this cover. This cover represents the listing copy for the latest known manuscript town marking from Baiting Hollow listed in the same Chlanda and Wilcox book.

Handstamped markings from Baiting Hollow are not listed in the "American Stampless Cover Catalogue" and, to the best of my knowledge, no such markings have been recorded. These are the only two Baiting Hollow covers which I have ever seen. Both represent listing copies in the Manuscript Post Offices of New York State. The stampless cover was picked-up in a small auction in 1978. I am unaware of its prior owner although someone did take the time and trouble to report this marking to the Empire State Postal History Society. The stamped cover was formerly in the Loundsberry Collection. Given this entire scenario, it is conceivable that these two items represent the only Baiting Hollow covers on record. If any members have seen or have in their possession other items from Baiting Hollow, then I would very much like to know of their existence and to see photocopies if possible.





LETTERS FROM THE COLD SPRING HARBOR WHALERS
PART II - ADDITIONAL VOYAGES
(From the Collection of the Cold Spring Harbor Whaling Museum)

By Linda Wierenga

Alice - September 18, 1844

The only letter in the collection from this voyage was written by Captain Freeman H. Smith while in port. It has a SAG HARBOR/JUL 31/N.Y. marking with a 5 rate marking in circle. This is a simple 5 cents rate introduced on July 1, 1845, for inland postage on a letter carried under 300 miles. In the letter the captain disputes that Seaman Cuffers has any further claim to compensation. Cuffers' attorney threatened to sue, saying he had been cheated out of part of his share. Smith says that Cuffers' share would have been a trifle over \$300 had he completed the voyage, and he paid him \$175.85 in cash, which would have been equal to a draft of \$195.75. Smith paid Cuffers his share on October 6th 1845 at Lahaina.

Huntsville - October 23, 1844 to June 29, 1847

The first of two letters from this voyage was written by the second officer. It is postmarked NEW LONDON/MAR 5/Conn., and has a SHIP marking and manuscript 7, which was again the common 5 cent inland rate, plus 2 cents ship rate. The letter is datelined Maui March 22d 1846. In it he tells Jones that they have lost three men, two of whom drowned, and one who died of consumption.

The other is also not written by Captain Howe, but rather by Nathan Sayre, the ship's cooper. It has a NEW-YORK/SHIP FEB 1/7 cts marking, as well as a handwritten forwarding marking which reads "Forwarded by U.S. Consul/Sandwich Islands". It is illustrated in the next page.

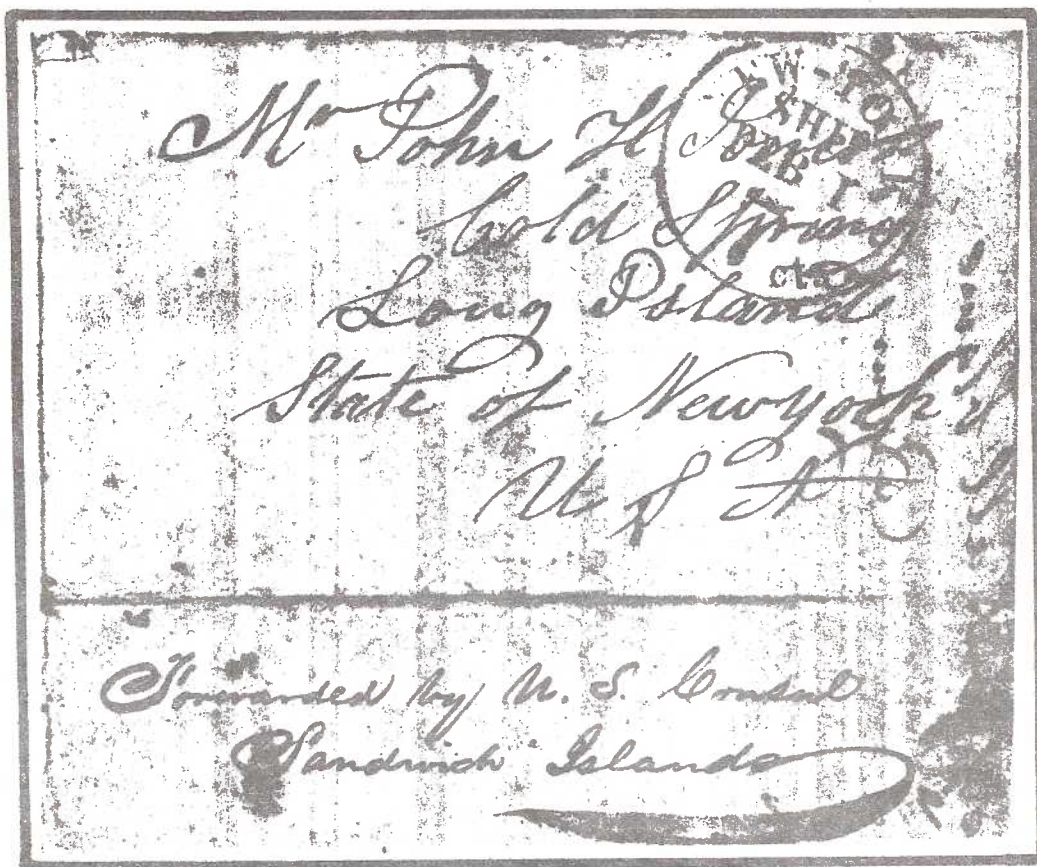


Figure 1 - SFL to John H. Jones of the Cold Spring Whaling Company at Cold Spring Harbor, N.Y. sent from Maui in the Sandwich Islands (Hawaii) in April 1846 and received at New York on February 1, 1847.

This letter is datelined Maui Sandwich Islands - April 1, 1846. In it Sayre informs Jones that he has been discharged due to liver problems. He complains vehemently about the captain because he wouldn't "drive" the oil.

It is worth noting at this point the role the consul played in the lives of seamen (1). The consul was to collect three months' advance wages on behalf of sailors discharged under certain circumstances, and was to use part of it to provide for the subsistence and return passage of destitute seamen. The consul's office was meant to be a haven of refuge for American sailors when abroad. Sailors in varying degrees of distress appealed for assistance in such numbers that the consuls in larger ports came to view this phase of their duties as an onerous burden.

In reality, the consul usually favored the captain rather than the crew, largely because they were poorly remunerated and had to supplement their earnings (2). This frequently resulted in the consul doing business with the ship's captain. Instances of consular prejudice and injustice were many.

Tuscarora - August 12, 1845 to March 24, 1848

The letters surviving from this voyage make it appear that Captain Elisha Doane had a particularly difficult time with his crew on this voyage. The first letter is postmarked NEW BEDFORD/FEB 8/Ms. with a SHIP marking and a manuscript 7. It is datelined Lahaina March 30 1846. The captain mentions that one of the seamen is encouraging the men to mutiny. (Figure 2)

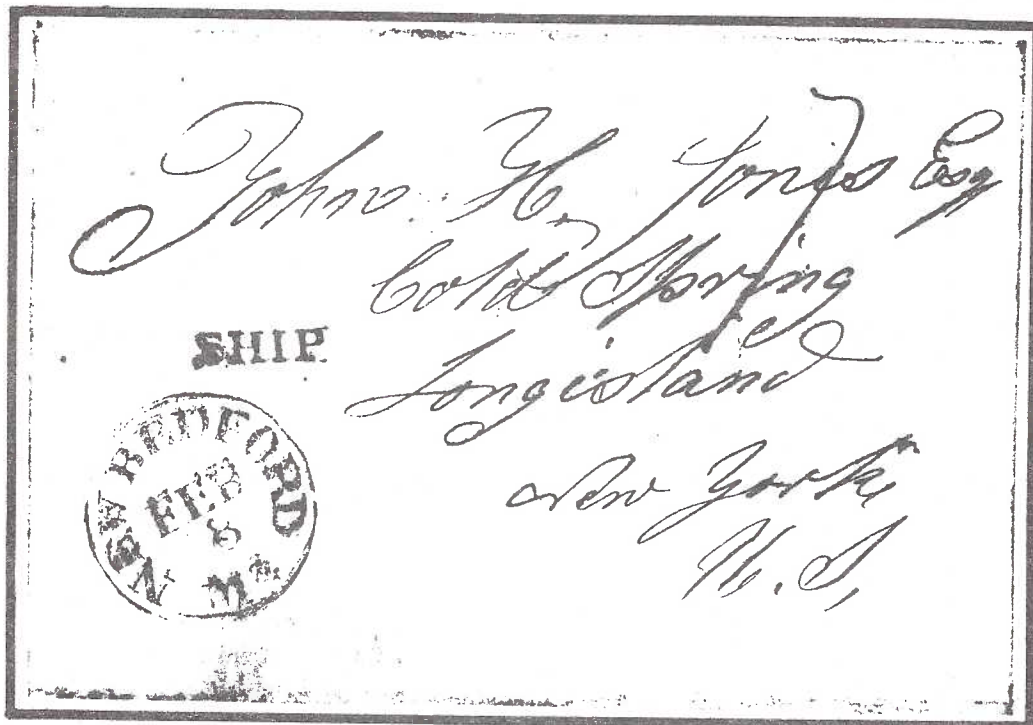


Figure 2 - Red NEW BEDFORD/FEB 8/Ms. (1847) postmarked with red straightlined SHIP and manuscript 7 on stampless letter to Jones at "Cold Spring, Long Island". Most every letter in the collection omits the "Harbor" of Cold Spring Harbor which caused a number of the letters to be missent to Cold Spring, N.Y. in Putnam County.

The next letter has the same markings on the front, indicating that both letters were brought into New Bedford by the same ship. The first letter took almost a year to get to the United States. The second letter was written at sea on June 27, 1846. He mentions they have only one whale and that they had a throat cutting on board.

The last letter also has a NEW BEDFORD/Ms. marking, but it is dated May 25. It also has a SHIP marking and a 7. It is datelined Dec. 24th 46, Talcahuano (Chile) and the contents tell that he took out two drafts on Jones.

Sheffield - November 11, 1845 to February 7, 1848

Five letters from this voyage are in the collection. They were all written by Captain Eli H. White, and the contents of all deal exclusively with business matters. One letter is postmarked NEW BEDFORD/MAY 5/Ms. with a SHIP and 7 markings. It was written on November 18th 1846 and tells that they had a poor cruise with only one barrel of oil.

All of the other letters have the common NEW-YORK/SHIP/7 cts marking. One letter is written at sea January 11, 1846, saying they found no whales (postmarked APR 7). The next is written April 18th 1846 (postmarked FEB 1) at the Sandwich Islands and he mentions that they have no oil yet after spending five months getting there. The last two letters are both written on December 18, 1847 and both arrived in New York on October 19. One mentions that he has shipped bone home and the other details what is currently on board.

THE SHEFFIELD
Sailed from Cold Spring Harbor 1845-1859

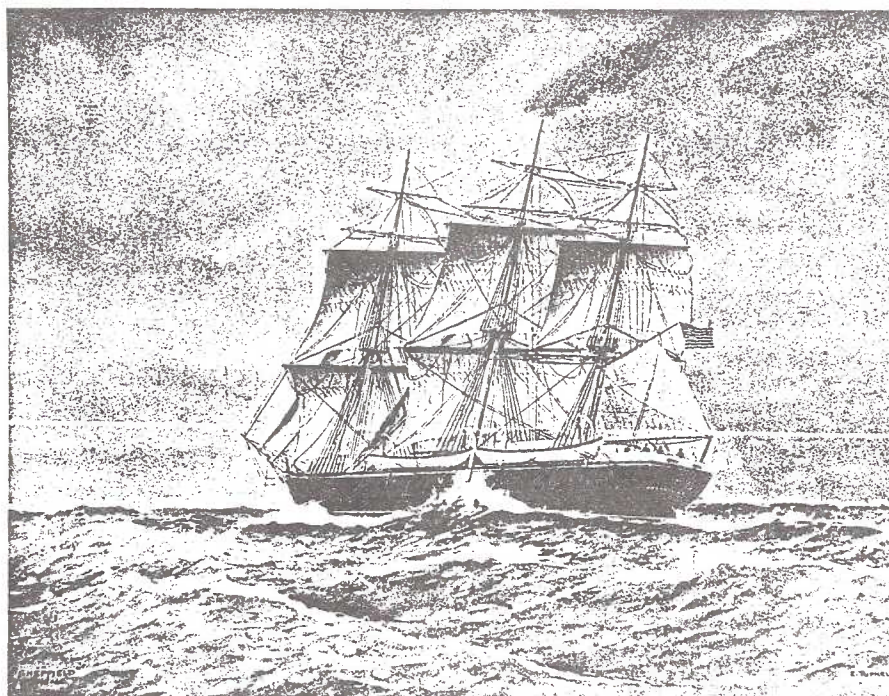


Figure 3 - The Whaler SHEFFIELD as illustrated in Frederick P. Schmitt's book Mark Well the Whale! from a painting by E. Tufnell.

Tuscarora - August 12, 1845 - March 24, 1848

This letter was sent by Elisha Doane on June 14, 1845, giving his qualifications as a captain. He did in fact set out as captain of the Tuscarora two months later. This was the only time he sailed out of Cold Spring Harbor. (Figure 4)

The letter was originally postmarked NANTUCKET/JUN 14/Ms., but was missent to Cold Spring, cancelled with a COLD-SP. N.Y./JUN 18 marking and then "forwarded" to the correct address at Cold Spring Harbor as that postmaster was already use to receiving letters intended for that Long Island post office. There is also a manuscript 18 3/4 rate marking, representing the domestic rate for 150 to 400 miles.

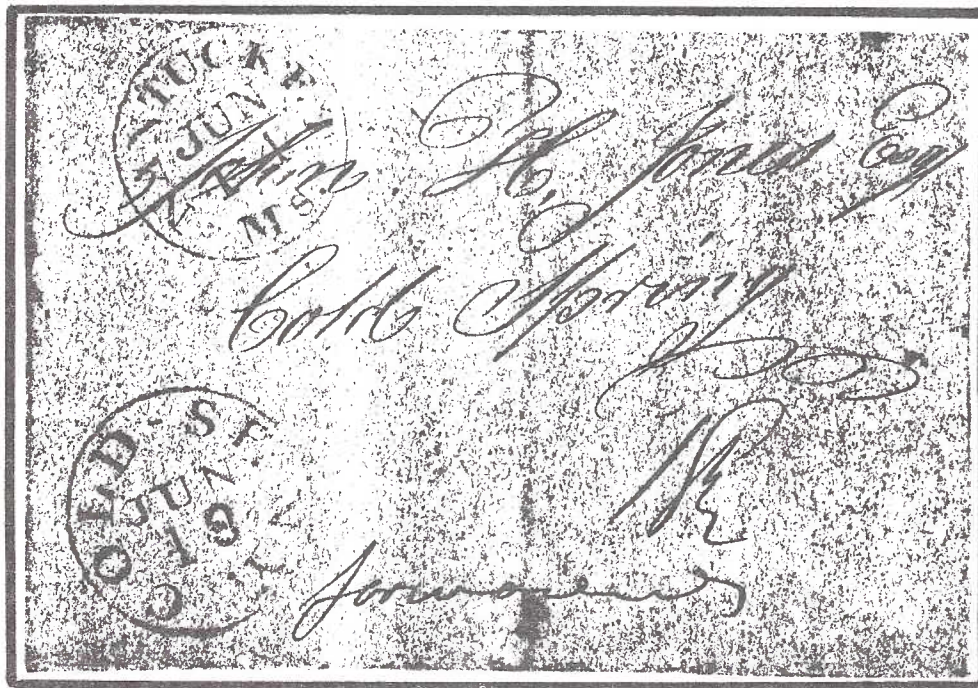


Figure 4 - Letter from NANTUCKET, Mass. sent to Cold Spring, misrouted to Cold Spring, N.Y. (Putnam Co.) receiving a bold COLD-SP. N.Y. postmark four days later and forwarded to Long Island. A manuscript "18 3/4" postal rate is noted.

N.P. Talmadge - June 5, 1845 to May 1, 1848

This letter was sent by Baring Brothers of London and included a circular with prices current. It is datelined London 3 Sept. 1847. This cover has a London ship mark in a maltese cross. It was carried by the Hibernia, a packet steamship of the Cunard Line (4). It left Liverpool September 19 and arrived in Boston on October 3. This letter was sent prior to the British postal convention and such letters were treated as ship letters prior to the British Postal Convention of 1849.

In the letter, the agent acknowledges receipt of Jones' letter requesting that they keep the money for now for selling whalebone brought from Sydney by the George. The George was a 360 ton whaling ship out of Fairhaven, Massachusetts. (5) It made many trips out of Fairhaven; this particular one began on September 10, 1846 and she returned home on April 2, 1849. She took home 300 bbls. sperm oil, 2500 bbls. whale oil, and 25,000 lbs. of whalebone from this trip. (Figure 5)

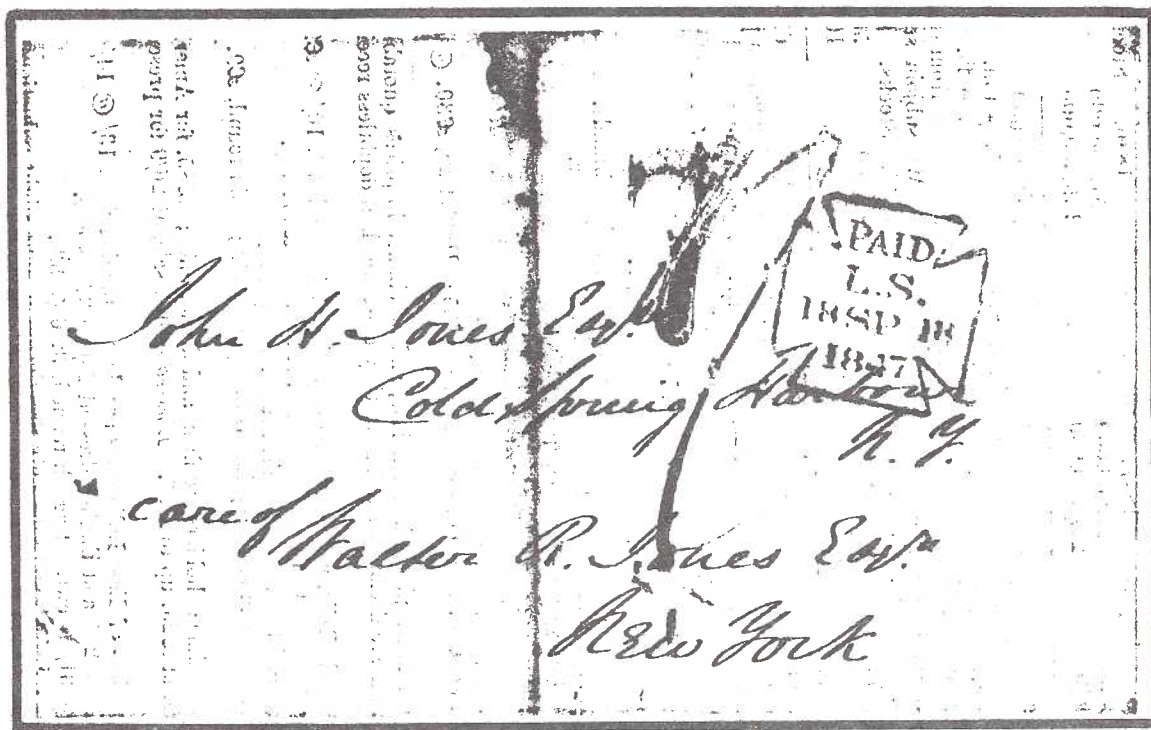


Figure 5 - A stampless folded letter with preprinted prices current with a finely struck maltese cross ship postmark PAID/L.S./18SP18/1847 of the Liverpool post office. A manuscript 7 and a large handstruck 7 are also prominent markings. The letter was addressed to John H. Jones Esq. at Cold Spring Harbour, N.Y. care of Walter R. (Restored) Jones Esqr. New York. Walter R. Jones was an insurance magnate in New York City, the brother of John H. Jones, and a leading spirit and backer in the Cold Spring Harbor Whaling Company.

Alice - September 3, 1846 to April 27, 1849

The first letter from this voyage is postmarked NEW BEDFORD/MAR 7/Ms. (1848). It was struck with STEAM in error, and then SHIP was struck on top of it, along with a 7. There is a manuscript "forwarded by Bush Makee & Co. Lahaina" marking. The first marking from this company is Rowe is an oval marking from 1850, so this precedes it by some three years. (6) It is datelined October the 6th (1847) and was written by the mate. (Figure 6)

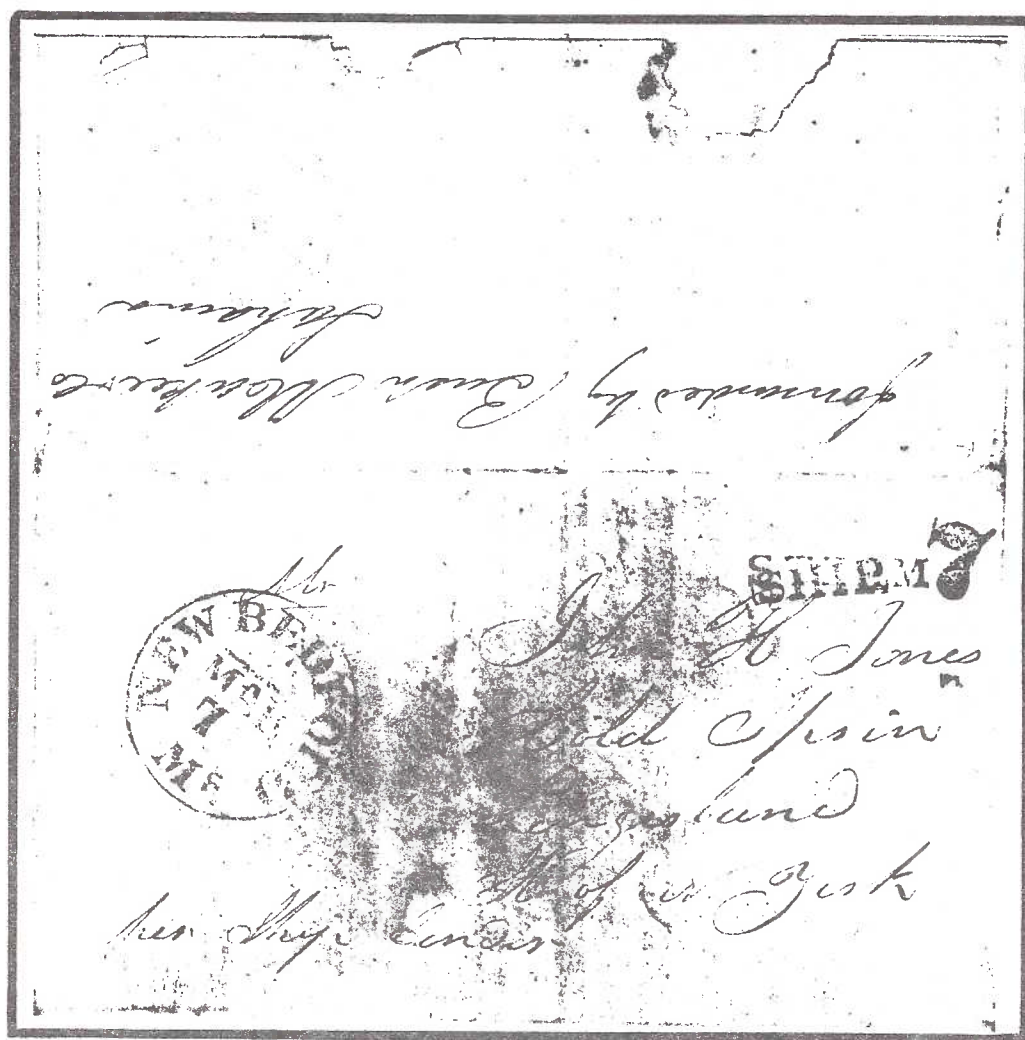


Figure 6 - Letter forwarded by Bush Makee & Co. Lahaina, Sandwich Islands, an early manuscript forwarder's marking. The New Bedford SHIP and STEAM handstamps are seen together by error, making this cover unusual.

The other letter is postmarked BOSTON/24 JUL./5 Cts. It is datelined Lahaina Maui Sep 29th 1848, so it was obviously bootlegged into Boston, where it was charged only the 5 cents domestic rate. It was written by Captain John Woolley and he mentions that he has paid off some of the men and purchased other things, and so has therefore run up a bill of \$1369. He is now leaving for New Zealand. (Figure 7)^

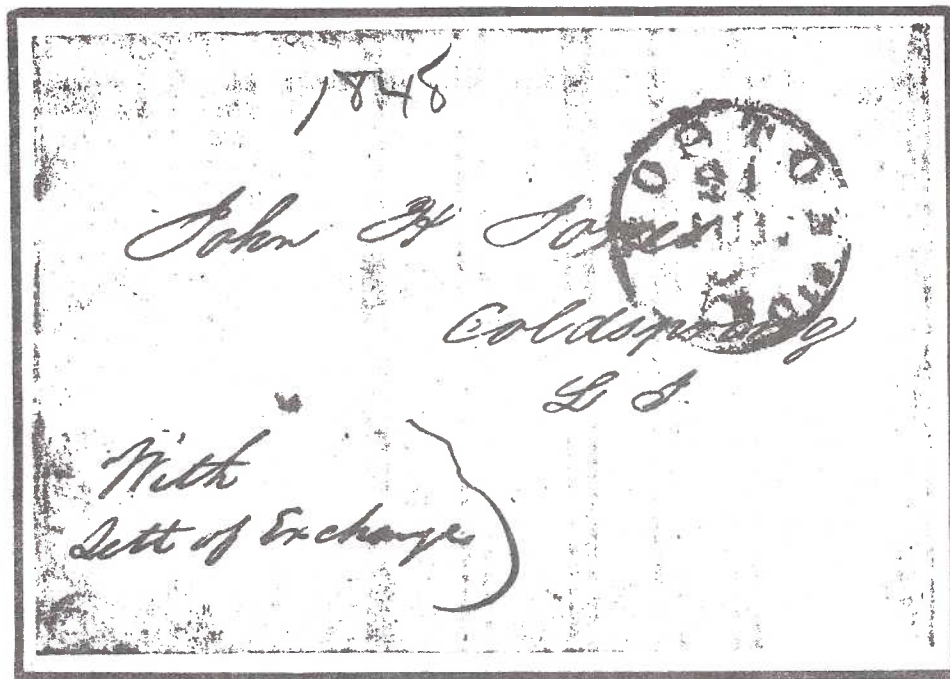


Figure 7 - Letter bootlegged via ship to Boston where it entered the mails at the Boston Post Office as a regular domestic letter in 1849.

Huntsville - September 30, 1847 to April 21, 1849

Included in the documents at the museum is a set of Instructions dated October 8, 1847 to Captain Freeman H. Smith. The instructions are about three pages in length and tell the captain in great detail what is expected of him. They are preprinted with the exception of the date, ship, captain's name, and directions telling him to proceed to "the South & North Seas or where ever it may be deemed expedient to cruise for whales." At the end, Captain Smith signed in receipt of the instructions and \$250 in cash.

There are also three letters which survived this voyage. The first is postmarked SALEM/10 APR/Mass., with a SHIP and 7 markings as well. The letter is from Captain Smith and is datelined Cape DeVerde Islands Nov 12th 1847. He tells that they had a 30 day passage there after coming through a storm which ruined sails. He mentions that they will pick up 3-4 men and depart for the Northwest Coast. He reports that they must pump every eight hours and that the principal leak is under the bowsprit. (Figure 8)

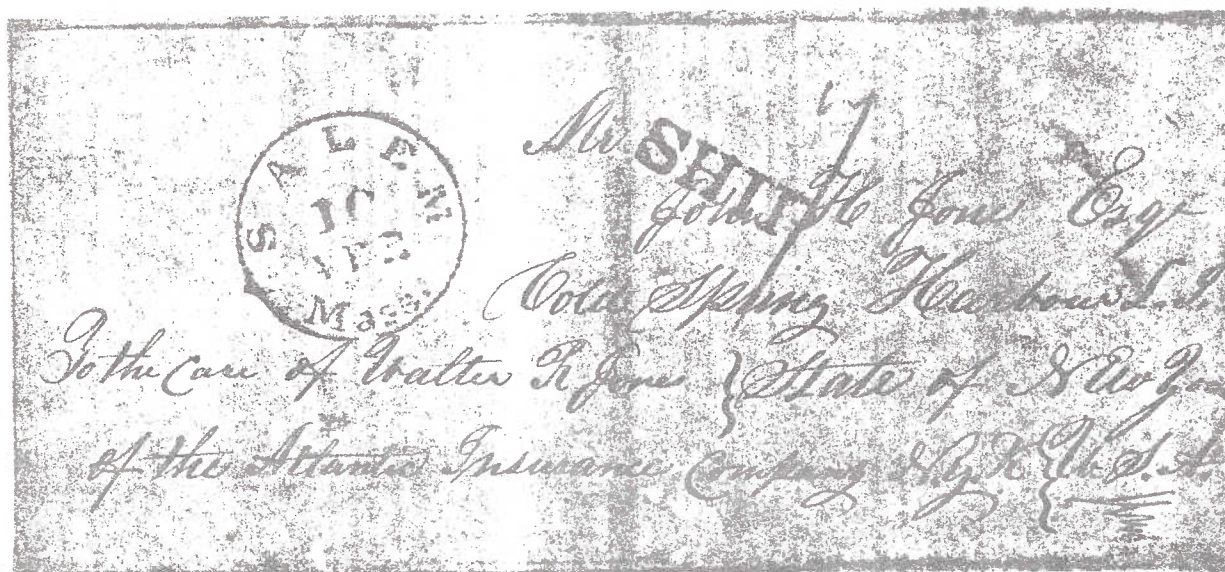


Figure 8 - Letter from Fayall, Cape DeVerde Islands which entered the U.S. mails at the port of Salem, Mass. on April 10 (1848). A large SHIP handstamp denotes the mode of transportation used to deliver the letter to Salem.

The next letter from the captain is postmarked NEW BEDFORD/Ms. /SEP 7 with SHIP and 7 markings as well. The letter is datelined Dec. 31, 1847 and informs Jones that they have been out about 80 days and have 200 barrels of sperm oil, 400 barrels of right whale oil, and 4,000 pounds of bone. The ship is not leaking much any more.

The last letter in the group is in regard to the Second Mate on the Huntsville. It is postmarked L.I. RAILROAD/5/N.Y./Apr. 24 (the date is in manuscript) and datelined Canoeplace January 23rd 1848. The postmark is very faint and thus it is not shown here. It is from George Seaman, who wishes to sell Jones a note to collect on a note from George Conklin, second mate on the Huntsville. Jones replies that he will discount the note 33 1/3 and pay in goods. Canoe Place was a hamlet near Shinnecock Bay in the Town of Southampton, and never had a post office. (7)

Tuscarora - August 3, 1848 - Sold in Sydney March, 1851

There are no letters in the collection from this voyage. However, there is a letter from a Jeremiah Ludlow in regard to the qualifications of Samuel C. Leek for a captain. This letter has a manuscript Bridgehampton N.Y., May 22th, (1848) and 5. Samuel Leek was hired and took charge of the Tuscarora. See a copy, on the next page, of a certificate issued and signed by Jacob C. Hewlett, the Surveyor at Cold Spring Harbor, wherein he certified that "no plague, or any dangerous or contagious disease, at present exists in the said port." This certificate was dated "Thirty First day of July, and in the Seventy second year of the Independence of the United States of America." (July 31, 1848). This certificate was necessary to allow entry to the whaler at the first port of call. (Figure 9)

It would appear that this was the only time that Leek sailed for Jones and that this was a very unpleasant experience for him. (8) Nine of the crew on the Tuscarora drilled several large auger holes through hew bows. Apparently, the captain gave them a boat and set them off near Aitutaki, Cook Islands. The nine were recruits Leek had obtained at Mangaia and then refused to serve. Leek knew he would have to heave out for repairs, so he set a course for Sydney, Australia, which was some 3,000 miles away. They arrived there on January 24, 29 months out, with 2100 barrels of whale oil. She was condemned in March and sold for \$7,500.

Port of Cold Spring **DISTRICT OF NEW-YORK.**

TO ALL THE FAITHFUL IN CHRIST TO WHOM THESE PRESENTS SHALL COME:

Whereas, it is pious and just to bear witness of the truth, lest error and deceit overthrow it;

AND WHEREAS, the *Ship Tuscarota*
~~COLLECTOR~~ of *Cold Spring*
of which *Samuel C Leek*
under **GOD**, is master; and now ready to depart from the Port of ~~the City of~~ *Cold Spring*
District of New-York; and, if God please, to sail for *Sea* and
Jacob C Hewlett other places beyond sea, with *Twenty Nine* persons, including the master
Surveyor of the said *Ship*

WE THEREFORE, to you all, by the Tenor of these Presents, do make known, that (praise be to God, the Most High and Good,) no plague, or any dangerous or contagious disease, at present exists in the said port.

~~NAVAL OFFICER~~
GIVEN under ^{my} ~~the~~ Hands and Seal of Office, this *Thirty First* day
of *July*, and in the *Seventy-second* year of the Independence of the United States of America.

Figure 9 - A certificate from the Port of Cold Spring in the District of New York certifying the port of Cold Spring free from plague, or any dangerous or contagious disease. A required document issued a few days prior to the departure of a whaling ship.

Huntsville - December 4, 1851 to April 7, 1854

The first two letters of the four from this voyage are from Captain Freeman Smith. Neither have any postal markings on the front, indicating they were carried out of the mails to Jones. The first is datelined Cape DeVerde Islands Dec 31, 51. He tells that he has a 31 person crew and that they had a 20 day passage to port. He questions whether there was a mistake on the shipping articles, which say that the captain gets 1/2 the slops profit sold to crew rather than 1/2 of all slops profit. (Slops were clothing and personal items sold to the crew on board during the voyage.-Ed.) The second letter is datelined Lahina Maui Sandwich Islands 1st November 1852. He tells Jones what he has shipped of oil and bone. In addition, he mentions that the ship needs to be caulked and that he wants to purchase a schooner while the ship is repaired.

The next two letters are from an agent in London. The first has a BR. PACKET/AUG 26/24 marking, which is a Boston exchange marking. It was sent fully unpaid and has a 19 CENTS debit marking to Britain on the face. (Figure 10) It is datelined London 13th August 1852 and the letter tells Jones that the agent is waiting for instructions on oil sent by Captain Freeman from Hobart Town (Tasmania).

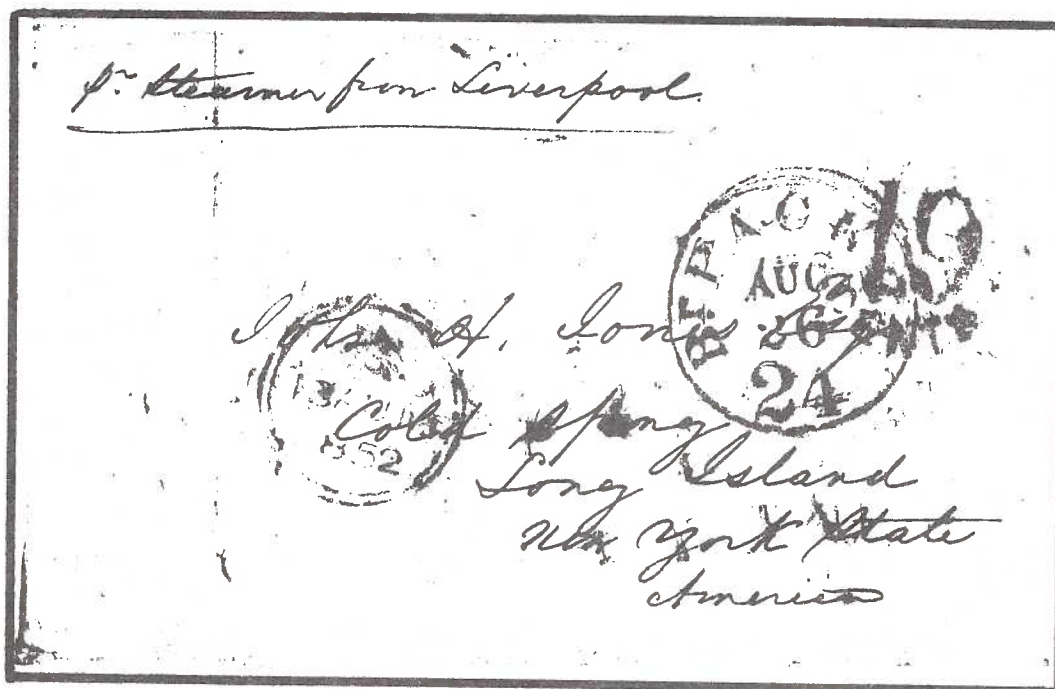


Figure 10 - A stampless letter from London "per Steamer from Liverpool" to Cold Spring Harbor which entered the U.S. mails at the Boston Post Office in 1852. The letter received an August 26th Br. PACKET marking and was received by John H. Jones on Sept. 10, 1852.

The next letter has a BR. PACKET/12/NOV/24/BOSTON marking. (Figure 11) It is datelined London 25th Novem 1852, and this time the agent tells Jones that they will honor his request as to principal, but that they do not pay interest. (The Boston exchange marking is dated 12/NOV, however it is apparently an error as the most likely date would have been DEC 12th. The letter received a LIVERPOOL/NO26/1852 departing postmark, a day after the letter left London.-Ed.)

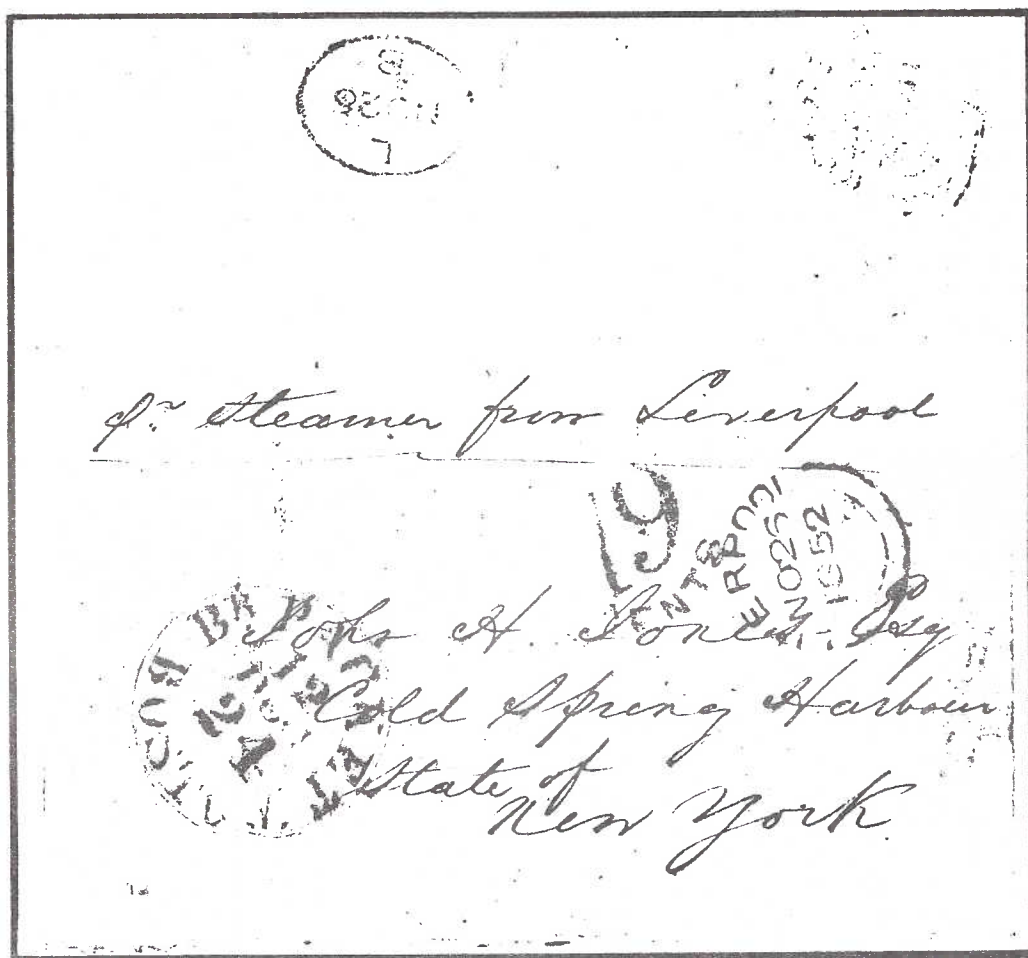


Figure 11 - Stampless letter to Cold Spring Harbour from London via Liverpool sent collect with a 19 cents credit to Britain.

Splendid - October 15, 1851 to April 12, 1853

The only letter from this voyage has an interesting set of markings. The *HONOLULU*NOV 2/U.S. Postage Paid indicates that the letter was prepaid in Honolulu. The marking is in a bright red on blue letter paper. The other markings are in black making this a striking cover although it doesn't reproduce well here. (Figure 12) This letter was carried on the "Baltimore" to San Francisco; it cleared Honolulu on November 2 and arrived in San Francisco on November 22. It was postmarked SAN FRANCISCO/1 DEC/CA and marked PAID 8 (in circle), indicating that the 2 cents ship rate and 6 cents rate for mail from San Francisco going over 3,000 miles were prepaid. The letter was carried from San Francisco to Panama on the steamship "Panama", of the Pacific Mail Steamship Company, where it was carried across the isthmus, and then put aboard a steamship of the United States Mail Steamship Company for New York.

The letter is datelined Honolulu November 1st 1852. The captain, Richard P. Smith, tells that he is returning home because the ship is leaking badly, otherwise she is quick and in good condition. They wore out two or three sets of pump bolts keeping her pumped. He tells they will take cargo from the Huntsville, and that the Huntsville crew is there on a schooner from Lahaina. This corresponds with the letter mentioned above from Captain Smith in which he said he would acquire a schooner while the Huntsville was recaulked. Smith says that they will cruise for two months before they return home.

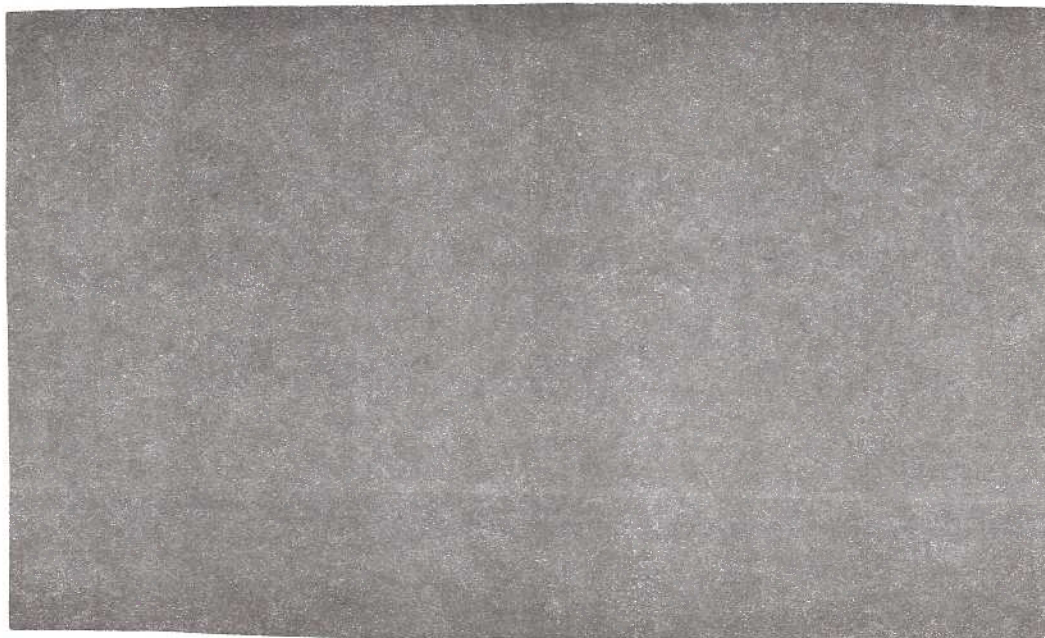


Figure 12 - Bold Honolulu Postage Paid postmark accompanied by San Francisco marking to New York City for ultimate delivery to John H. Jones at Cold Spring Harbor.

Edgar - November 25, 1852 to June 5, 1855 (wrecked)

All three of the following letters were sent from Captain Samuel B. Pierson. The first has a *HONOLULU*DEC 2/HAWAIIAN ISLANDS marking in red, indicating that Hawaiian postage was paid. It also has a SAN FRANCISCO/1/JAN/CAL. marking with SHIP and 12 on the face. This represents the 2 cent ship rate and the 10 cent rate for letters unpaid from the Pacific to the Atlantic coast. The letter is dated Honolulu Nov 28 1854 and a bill of lading for 21,128 gallons of whale oil was included. Jones docketed the letter "Recd January 22, 1855" (Figure 13).

The next letter has identical postal markings on the face. Captain Pierson tells that he was only able to take 1200 bbls last season due to damage to the rudder. He needs a new rudder, windlass, and copper to the bows. He also tells that he has paid off some of the crew, which makes his expenses look especially large. This letter is docketed as received on January 30, 1855, eight days after the previous letter was received even though they left San Francisco on the same date. (Figure 14)

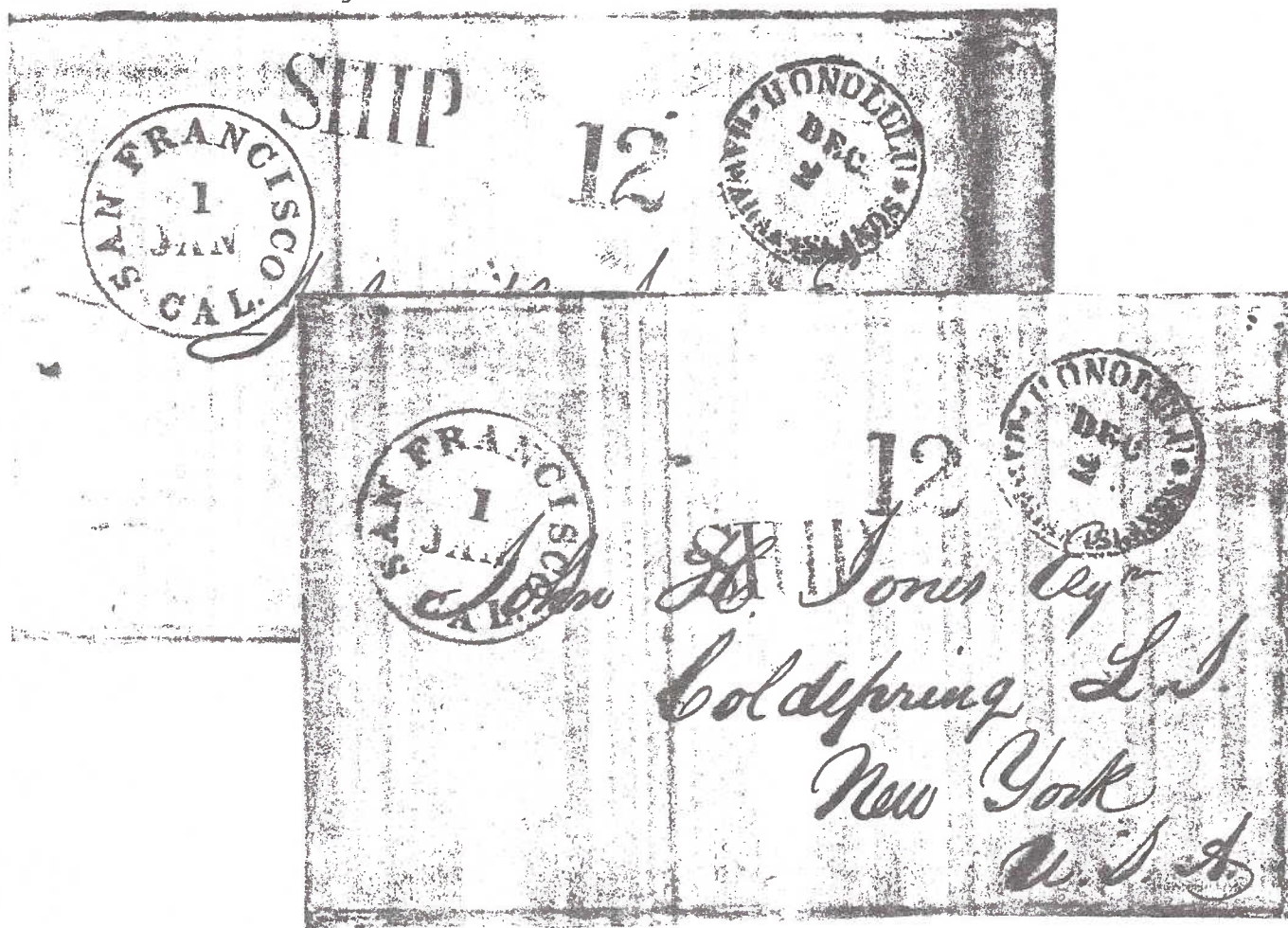


Figure 13 and 14 - Two letters from HONOLULU with identical markings posted on the same day and year but received eight days apart at Cold Spring Harbor.

The third letter has again the same postal markings, except this time the Hawaiian marking is dated JAN 6 and the San Francisco marking is dated 1 FEB. The letter is datelined Dec 22, 1853 and reports accounts owed to the Edgar. (Figure 15)

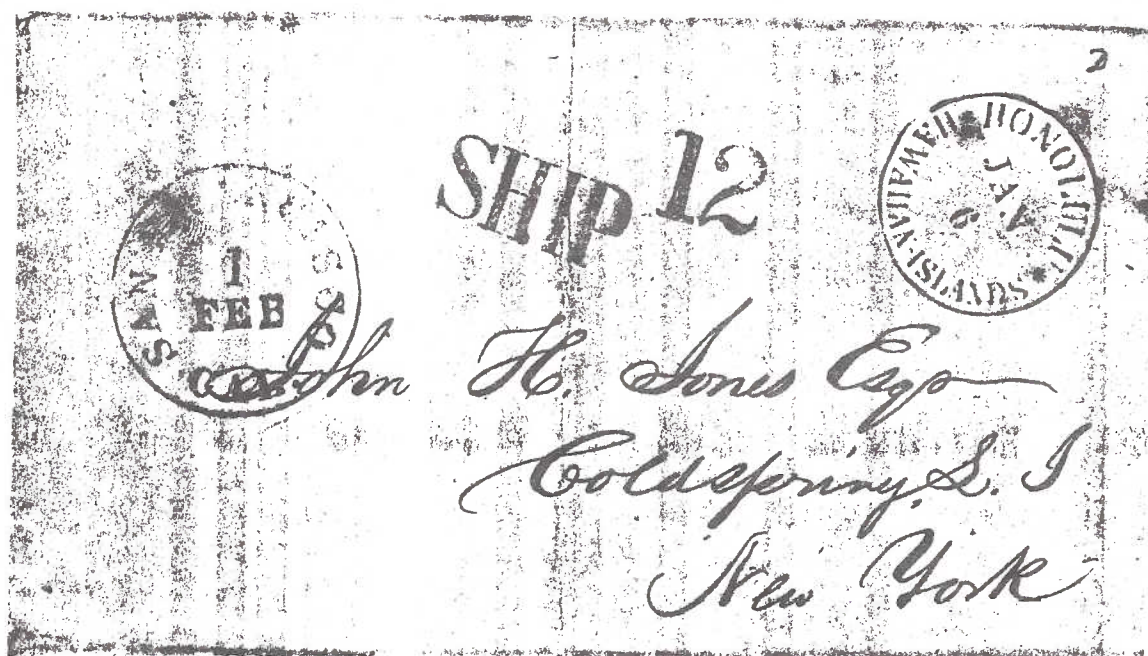


Figure 15 - Clear markings typical of whaling letters from Hawaii delivered to the San Francisco post office for routing to the Atlantic coast. A stunning cover with nice strikes.

On the morning of June 5, 1855 at about 4 a.m. thick fog set in on the Edgar. (9) She was about 12 miles away from the island of St. Jona in the Sea of Okhotsk. Suddenly, the island appeared, barely two or three ship's lengths away. The Edgar ran fast into the rocks. At the time, the Edgar had about 1,600 barrels of whale oil and 7,500 pounds of bone. Captain Seth Blackmer, of the Roman II out of New

Bedford, salvaged the bone and 48 1/2 barrels of whale oil, and according to the custom of the time kept half of each for himself. Other ships in the area helped salvage some of the rest of the cargo. The oil and bone salvaged from the Edgar netted \$3,600 and the owners received \$15,700 in insurance settlements. Considering the value of previous shipments of oil and bone from Honolulu, plus the proceeds of the salvaged cargo and insurance, against the value of the ship, her outfits and two and one half years of costs, the owners at worst broke even and probably made a slight profit.

While these letters most assuredly represent only a small portion of communication sent to Jones during the whaling years of Cold Spring Harbor, enough has survived to allow us, 150 years later, to develop a realistic understanding of the intricacies of communication in this time and place. There is a rich history, both philatelically and in whaling which is contained in these letters.

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A New ROSLYN, NEW YORK Doane Cancellation

By J. Fred Rodriguez

All of the Doane cancellations from Long Island known to the author were previously reported in the Fall issue, Vol. 10, No. 3, Whole # 18 of the Long Island Postal Historian. The Roslyn, N.Y. postmark with a numeral "17" was the highest number reported for L.I. and to my knowledge it is the highest number for a Doane cancellation anywhere. I have now located a Roslyn Doane with the number "18" dated November 1, 1906.

High numerals on Doane cancellations are scarce as Doane's were issued regularly to fourth class post offices at the turn of the century, but only issued to a few third class post offices, such as Roslyn, on an experimental basis during that time. The numeral stood for the postmaster's compensation for the preceeding fiscal year (ending June 30th). Thus, in this case, a 17 represented a compensation of \$1700 for the Roslyn postmaster. A new Doane postmark was issued which indicated the increased to the \$1800 level, rounded to the nearest \$100.

I recently came across a number of Roslyn post cards and found six additional examples of the "17" Doane. One of them was dated August 17, 1905, now the earliest reported date. Another was dated August 24, 1906, now the latest reported date for the numeral 17 Doane.

Unlike the Doane "17" which is a type 2, the Doane "18" is a type 3 with the killer consisting of 4 solid black bars. Type 2 has 4 hollow bars in the killer. The "18" is clearly a type 3 and not merely an overinked type 2.

This Long Island Doane cancellation is the only one where we have examples of two different types of Doanes with different numerals from the same post office. Both are illustrated in the next page.

Please report any new Doane cancels and new information of earliest and latest dates to the author at P.O. Box 112005, Miami, Florida 33111.

ROSLYN, /JAN/8/4 PM/1906/N.Y. and 17 killer duplex postmark on Registry Return Receipt showing the Type 2 Doane used experimentally at Roslyn.

This card must be neatly and correctly made up and addressed at the post office where the article is registered.
The postmaster who delivers the registered article must see that this card is properly signed, postmarked, and mailed to the sender.

Post Office Department.
OFFICIAL BUSINESS
Penalty of \$300 for private use.

RETURN TO

Name of Sender *H. Fredham*

Street and Number, or Post Office Box. *49 Wall St*

NEW YORK,
NEW YORK.

Postmark of Delivery Office
ROSLYN, N.Y. JAN 8 4 PM 1906

and Date of Delivery. *17*

UNITED STATES OF AMERICA

THE SPACE ABOVE IS RESERVED FOR POSTMARK

POSTAL CARD

THE SPACE BELOW IS FOR THE ADDRESS ONLY

Mr. Edward Beck
Roslyn

ROSLYN, N.Y. NOV 1 12 PM 1906

POSTAGE ONE CENT

ROSLYN, /NOV/1/12PM/1906/N.Y. with 18 killer duplex postmark on a government postal card mailed locally. A newly reported Type 3 Roslyn Doane with the highest numeral on a L.I. Doane and possibly the highest of all the Doane's reported in use in the United States. This postmark measures 32mm vs. the one above which measures 30mm.

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WANTED - UNITED STATES PIONEER AIRMAIL CARDS, Covers, related items, 1910-1916. Send photocopies and asking prices. Stephen Reinhard, P.O. Box 110, Mineola, N.Y. 11501

FOR SALE - Good duplicates from my collections. Long Island books, photos, postcards and many L.I. covers. Send for net price list. Fred & Rebecca Rodriguez "The Poolside Collectors" P.O. Box 112005 Miami, Florida 33111-2005

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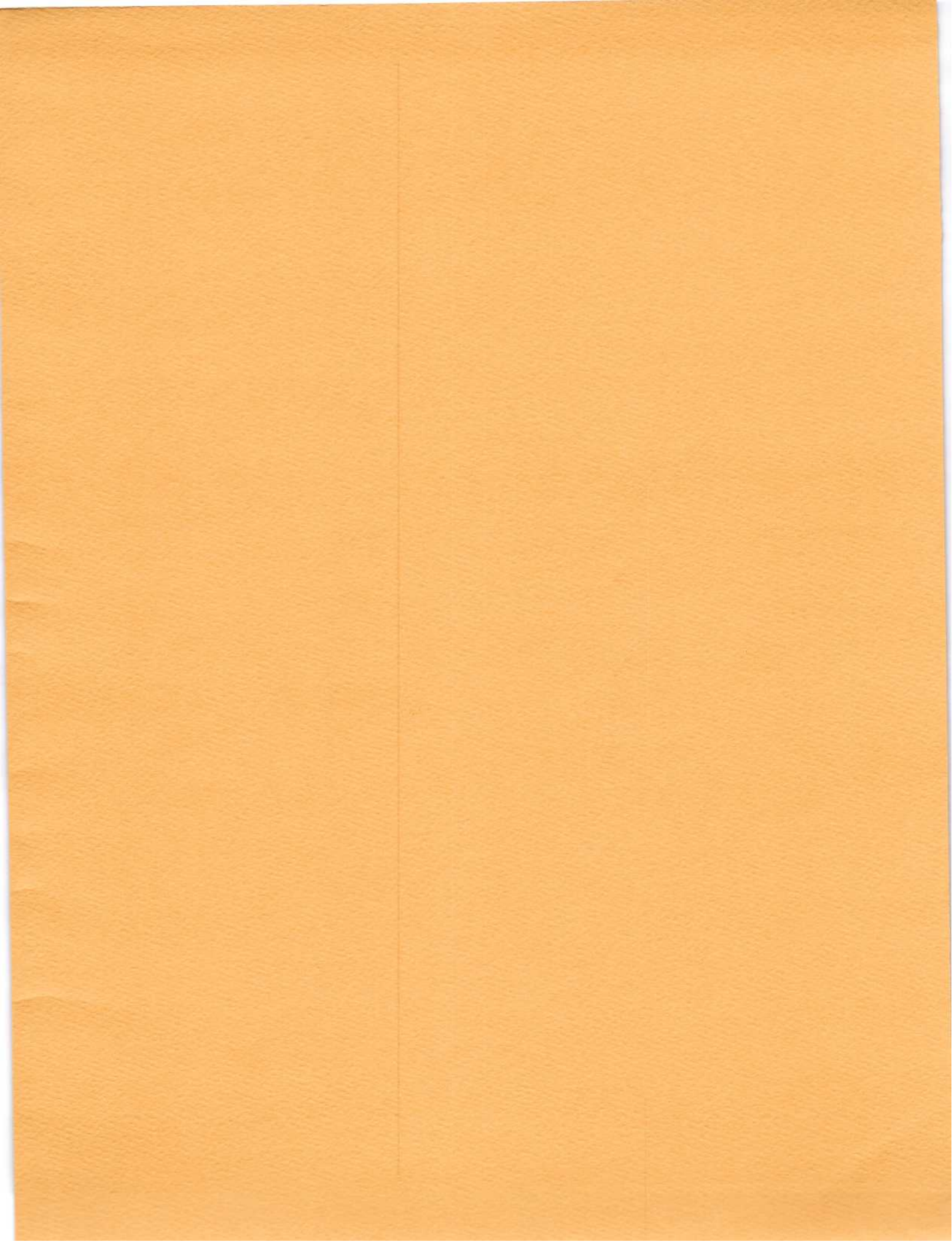
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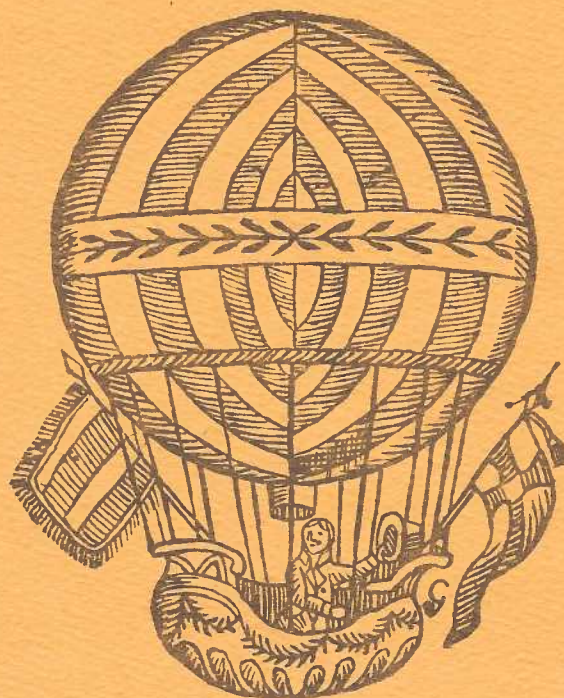
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