



The Journal of the Empire State Postal History Society

March 2019

Whole No. 29 New Series

David Przepiora, President
David E. Williams, Editor

Drew A. Nicholson, Chr. Publ. Comm.
Lawrence J. Laliberte, Bulletin Editor

Inside This Issue

Articles

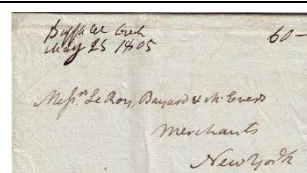
<i>Two Unusual Postmarks from Halls Corners, N.Y.</i>	3
By Douglas Penwell	
<i>An 1845 "Ship Letter" From Port-Au-Prince, Hispaniola To New York City On The Brig Hayti</i>	5
By Charles J. DiComo, PhD	
<i>A New Star Cancel from Olean, N.Y.</i>	13
By David E. Williams	
<i>Two Free Franks of Franklin Hyde Postmaster at Hyde Settlement N.Y.</i>	14
By David E. Williams	
<i>Two Manuscript Covers from Buffaloe Creek</i>	15
By David Przepiora	
<i>7/1/71 Affair in Essex County, N.Y. Part I: Au Sable Forks to North Pole</i>	17
By Glenn A. Estus	
<i>Cover of the Issue:</i>	Back Cover



Page 5



Page 13



Page 15



EXCELSIOR!

The Journal of New York State Postal History
Published March and September by the
EMPIRE STATE POSTAL HISTORY SOCIETY



P.O. Box 482
East Schodack, NY 12063-0482
Web site: <<http://www.esphs.us>>

Articles for **EXCELSIOR!** are solicited.
They remain the property of the authors and
the ESPHS. Please contact the Editor and the author
to request reprint rights or use in another publication.
Please send articles and re-publication requests to the

Editor:

David E. Williams
7115 Abbey Woods Dr. NE
New Salisbury, IN 47161-9644
812.366.4749/ Fax: 812.366.4749
E-mail: <davidinindiana@aol.com>

* * * * *

The **ESPHS** also publishes a
quarterly **Bulletin**.

Bulletin Editor:

Lawrence Laliberte
15 Sunset Hill Ct.
Carmel, NY 10512-5027
E-mail: <largin1@verizon.net>

Webmaster: Charles J. DiComo, PhD

1298 Hammock Way, Lancaster, PA 17601
914.450.3791
Email: <Charles.dicomo@gmail.com>

For membership in the ESPHS, write to the Secretary at the heading address, or print and mail the application on
our website. Dues are \$20.00 (\$25.00 for non-US residents) for applications dated January to June. For applications
dated July to December (for 1.5-year term) dues are \$30.00 (\$35.00 for non-US residents).

ADVERTISEMENTS are gladly accepted. Please contact the Secretary at the above address.

SOCIETY OFFICERS

President: David Przepiora
1505 Emery Rd.
East Aurora, NY 14052-9729
716.652.1076
E-mail: <djprez@hotmail.com>

Vice President: Frank Braithwaite
56 Morewood Dr.
Smithtown, NY 11787
631.265.4307
E-mail: <FrankBraith@gmail.com>

Secretary: George McGowan
Address in heading
518.479.4396
E-mail: <geolotus2003@nycap.rr.com>

Treasurer: Dr. George Dekornfeld
1014 Clove Rd.
Hobart, NY 13788
518.592.1232
Email: <docstamps@optonline.net>

If errors are noted in any future mailings of *Excelsior!*, please let me know so that we may post the
corrected version on the ESPHS web site.

Don't forget to submit articles for publication in future issues of *Excelsior!*. Deadline for the March
issue is February 1, while the deadline for the September issue is August 1.

Also, if you have back issues of the *Bulletin* or *Excelsior!* please let our webmaster know, as we are
trying to have all back issues of these publications on the website. We are also interested in other older
postal history materials that would be of interest to our website readers. Contact Charles DiComo for
details.

TWO UNUSUAL POSTMARKS FROM HALLS CORNERS, N.Y.

By: Doug Penwell

The post office at Hall's Corners, Ontario County was first established in 1830. This was the possessive form of the name; many postal historians have seen such markings or have one in their collection. The name was changed in the 1890's to the non-possessive form and stayed that way until the word Corners was officially dropped in 1910. Postal markings from Hall are relatively abundant because that name change occurred in the postcard era.

In the 20th Century, practices were standardized enough that it is much rarer to find odd or unusual spellings in postal markings. This is unlike the 19th Century, when local variations or community member preferences could make a difference. For example, post offices with names ending in "burgh" can easily have actual examples with the postmark spelled "burg." Another common example is the word Centre, with examples recorded using the old "tre" spelling and the modern or Americanized spelling "Center." In the same way, post offices with plural sounding names can have actual examples show up with and without the final "s."

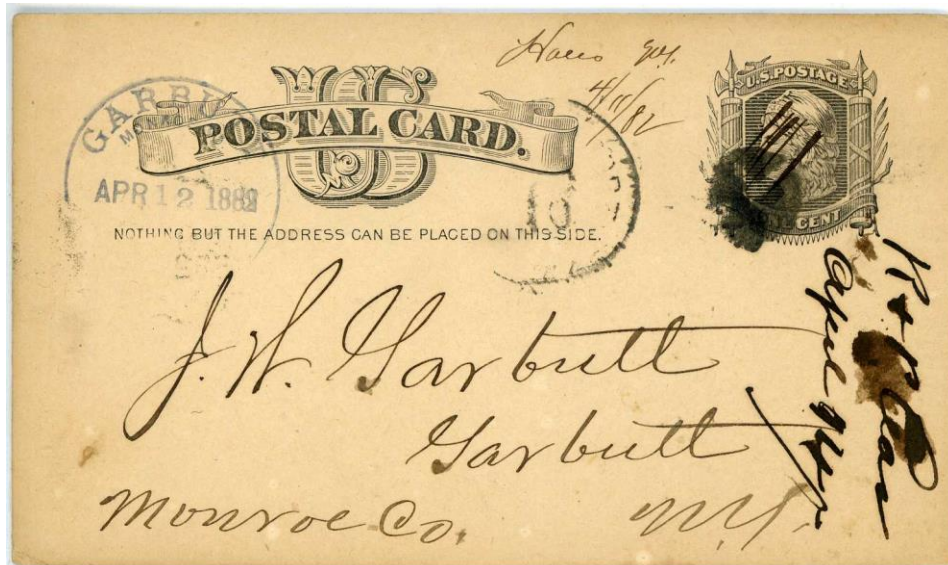


Figure 1. Mailed on April 11, 1882, this postal card bears a manuscript "Halls N.Y."

The postal artifacts in the illustrations here are on postal cards from the 1880's. The first (**Figure 1**) is dated April of 1882 and is from the voluminous Garbutt correspondence. This correspondence was presumably found by Joe Palskis, a long-time member of ESPHS. Joe collected Monroe County discontinued post offices. The entire holding consisted of hundreds of stampless and a good selection of later material, including postal cards. Philip Garbutt was a plaster dealer in Southwest Monroe County.

The postmark here reads "Halls, N.Y." It is addressed to J.W. Garbutt, son of Philip, who took over the business from his father. The message is headed Halls Corners and was written by E.S. Dixon. Edward Dixon was postmaster at Halls Corners at three times; first appointed in March of 1852 but showing no returns. Second, in July of 1855 until October of 1863 and finally from April of 1865 until November of 1874 when he was replaced for the last time.

Coincidentally, the card also has what appears to be a transit marking from Spencerport, but this is not conclusive due to the poor strike. It is also dated the 10th, which is the same date as the message but a day earlier than the Halls marking. Lastly, it has a Garbutt, Monroe County marking at upper left as received. The Garbutt post office was established in 1880 and named for this (presumably leading) family.

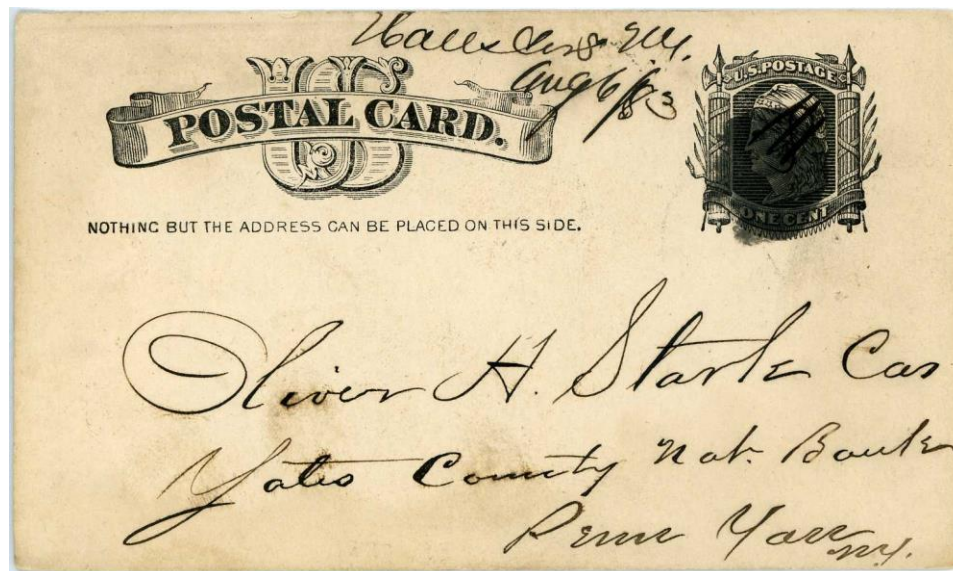


Figure 2. Mailed on August 6, 1883 this postal card bears a manuscript “Halls Cors N.Y.”

The UX7 shown in **Figure 2** is postmarked “Halls Cors.” It is dated August of 1883 and was also written by E.S. Dixon. It is peculiar that the message is headed “Halls” in this case. So, we have 2 cards written by a former postmaster with 2 different variations of the town marking. The most logical speculation is that Mr. Dixon “postmarked” both cards before bringing to, or while at the Halls Corners post office. It is also noteworthy that there are several star cancellations dated 1880 from this office.

The speculation about the origin of these markings is further supported by the presence of cork cancellations over the indicia of each card. This despite there being pen strokes at the same location. These cards are also the latest “recorded” markings in manuscript from this post office. There are also a few manuscript markings recorded from the 1860’s, those being the earliest surviving markings from Halls Corners.

In this writers’ experience collecting Ontario County over many years, less than a dozen markings from Halls Corners in the 19th Century have been seen. It would be wonderful to find an example from the 1830’s on a stampless folded letter, or another example in manuscript from a later period (starting 1870’s) where the writer *was not* E.S. Dixon.

When recording markings for the ESPHS manuscript publication, items like these are always debatable for inclusion. Information about other postal markings not applied by the local postmaster would be welcome.

Doug Penwell may be reached at dougpenwell@mail.com.

AN 1845 “SHIP LETTER” FROM PORT-AU-PRINCE, HISPANIOLA TO NEW YORK CITY ON THE BRIG HAYTI.

By: Charles J. DiComo, PhD

I recently acquired a stampless folded letter (SFL) for my research studies on “Ship Letters”; those letters from foreign (or domestic ports) which travelled over water routes (which had not been designated post roads) by ships or other vessels having no mail contracts. The law required the ship’s Captain to deposit such letters in the Post Office where he first made port. For this service, the Captain was entitled to a 2¢ fee per letter provided the ship was not foreign-owned. This fee was added to the postage, whether it was paid to the ship’s Captain or not. The rate for each ship letter received at the port of entry was 6¢ if it was delivered at the port of entry. If it was addressed to a point beyond the port of entry the rate was 2¢ plus the normal inland postage from port of entry to destination or place addressed. The 2¢ and 6¢ charges were regardless of weight.

Figure 1 illustrates the obverse of the SFL written by Thomas Trefry on Sunday 4 May 1845 from Port-au-Prince, Hispaniola (the Caribbean island of the Greater Antilles; today’s Haiti and Dominican Republic). The letter is addressed to his wife in Marblehead, Massachusetts (MA); the contents of which shall be examined and discussed later in this article. Due to the lack of a Port-au-Prince circular date stamp, the letter did not enter the mails in that city, but was placed in a pouch and given to the Captain of a Brig sailing for New York City (NYC).



Figure 1. 1845 “Ship Letter” from Port-au-Prince, Hispaniola to Marblehead, MA. Letter entered mails at NYC, where red “NEW-YORK MAY 15” CDS and matching “SHIP” handstamp were applied.

Thomas was aware of the U.S. inland postage rates and Ship Letter fee, and in the same hand and blue ink as the address, wrote the postage due marking “20½” at upper right; which

is equivalent to **18½¢** U.S. inland postage to Marblehead, MA (for >150 miles) plus a **2¢** incoming Ship fee (**Figure 2**).

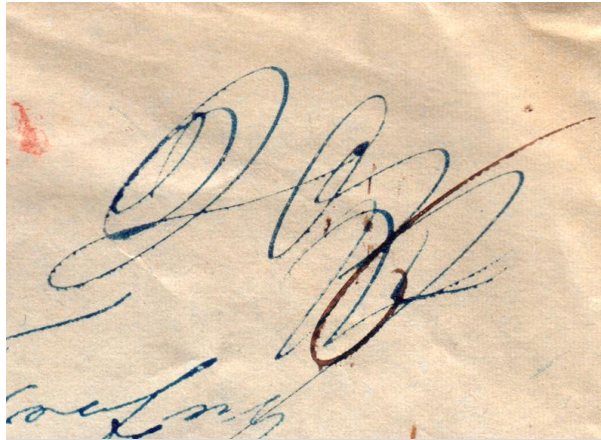


Figure 2. Manuscript Rate Markings: in blue ink, “20½” (18½¢ U.S. inland postage to Marblehead, MA [for >150 miles] + 2¢ incoming Ship fee). In black ink, “6” to the right and overlapping the “20½”.

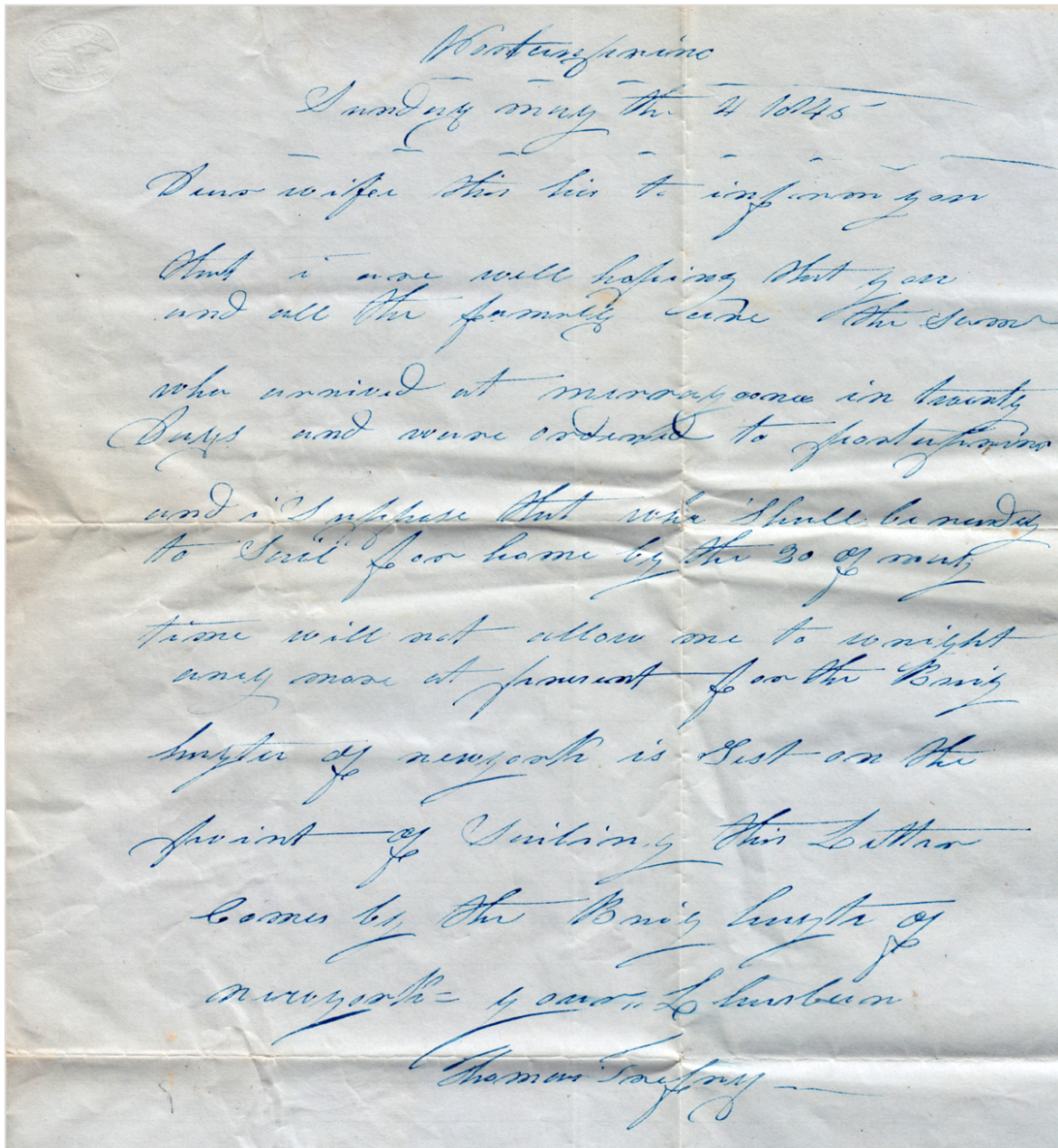
After an eleven day sailing through the Caribbean Sea and northward along the Atlantic coast, the vessel arrived in New York harbor, where the Captain took any mail he carried to the Post Office as his first action. He was paid 2¢ for each letter carried. A New York postal clerk marked the letter with the red “**NEW-YORK MAY 15**” circular date stamp (CDS) and matching red “**SHIP**” handstamp (**Figure 3**), indicating an incoming ship letter. Interestingly, there is also a manuscript “6” in black ink at upper right written on top of the blue “20½” (**Figure 2**). It is likely that the postal clerk thought New York was the final destination and in error rated the SFL “6” as per regulations.



Figure 3. At left, a crisp strike of the red 31 mm “**NEW-YORK MAY 15**” CDS. At right and enlarged, matching red 18x5 mm “**SHIP**” handstamp applied at same time by the postal clerk upon arrival in NYC.

Figure 4 illustrates the original letter, cropped from the much larger single sheet of bluish, unwatermarked paper, measuring 255x400 mm. At the upper left is an embossed paper manufacturer’s seal which reads “*Hubbard’s Norwich,*” with an Eagle and Shield in the center (**Figure 5**). In 1818, Amos H. Hubbard founded the Hubbard’s Paper Mill below the Yantic

Falls in Norwich, Connecticut. Of note, in 1829 he placed and operated the first Fourdrinier machine made in America. This used a moving woven mesh to create a continuous paper web by filtering out the fibers in a paper stock. It produced a continuously moving wet mat of fiber which was dried to produce a strong paper. Previously, paper had been made by hand, one sheet at a time.



Port-au-Prince
Sunday May the 4 1845
Dear wife this is to inform you
that I am well hoping that you
and all the family are the same
who arrived at New-York in twenty
days and were ordered to quarantine
and I suppose that you shall be ready
to sail for home by the 30 of next
time will not allow me to write
any more at present for the Brief
length of New-York is but on the
point of quitting this letter
comes by the Brief length of
New-York - your L. husband
Thomas Taylor

Figure 4. Digital scan of the original letter, dated Sunday May the 4 1845 from Port-au-Prince.



Figure 5. Paper manufacturer Hubbard's of Norwich, CT with Eagle and Shield embossed seal.

Let us next analyze his words to his wife. We find that Thomas had distinctive penmanship and a commonplace writing style. There is also a lack of punctuation, making his communiqué one long run-on sentence. Additionally, he made more than a few spelling errors (“wright” for “write”, “Gist” for “just”; “whe” for “we”, “his” for “is”, etc.). Finally, the letter “p” resembles an “f”; the “r” an “n” or “v”; the letters “y” and “g” are nearly identical, as are the “a” and “u”. This made deciphering the contents of the letter more difficult than usual, but I do like a challenge. What follows is a literal translation:

Port un princ [sic]

- - - - -

Sunday May the 4 1845

- - - - -

Dear wifer [sic] this his [sic] to inform you that i [sic] are [sic] well hoping that you and all the family are the same Whe [sic] arrived at mirragone [sic] in twenty days and were ordered to port u prince and i [sic] suppose that whe [sic] shall be ready to Sail for home by the 20 of May Time will not allow me to wright [sic] any more at present for the Brig [Xxxxx] of new york is Gist [sic] on the point of Sailing this Letter comes by the Brig [Xxxxx] of new york =

your L husbun [sic]

Thomas Trefry---

Thomas' letter is brief; he is letting his wife know he is well after his voyage to Hispaniola and hopes that she and the family are the same. On line 2 he refers to arriving at “mirragone” in twenty days, which I believe is his attempt to spell the port town of Miragoane, which is 100 km west of Port-au-Prince and was one of the major ports of trade on the island. He later mentions he was ordered to Port-au-Prince, from where he penned and eventually mailed this letter.

So who was Thomas Trefry and why was he in Hispaniola? The Trefry's of Marblehead, Massachusetts had a long history of being a seafaring family. My research identified a Thomas Trefry born 19 Oct. 1794, the son of William and Mary Thompson Trefry.¹ On 27 Aug. 1824, he married Sarah (Sally) Proctor (Procter) (b. in Marblehead 24 May 1801), the daughter of William Proctor Jr. and Deborah Goss. They had at least two children, Sarah (b. 10 Sept. 1830) and Thomas Jr. (b. 11 Jun. 1825), who was a Civil War soldier.

Captain Trefry was master or mate aboard a number of schooners engaged in the West Indies trade. These included the schooners *Alciope* (92 tons, built Amesbury, MA 1835), *Brilliant* (73 tons, built Newbury, MA 1831), *Combine* (100 tons, built Scituate, MA 1820), *Echo* (70 tons, built Kingston, MA 1819), and *Splendid* (98 tons, built Hollis, ME 1832).² This is most likely our Thomas Trefry who was engaged in trade in Hispaniola writing to his wife

Sarah, assuring her that he was well and that he would be sailing home soon. It is not surprising then that he knew the Ship Letter fee and U.S. internal postage rates home and marked up his SFL in his own hand. Moreover, Thomas surely knew the Captains of other vessels making regular trips to and from the West Indies from the United States. But which Captain, and which vessel?

On the letter obverse, in the lower left corner, is an inverted notation or docketing, which is shown right-side up in **Figure 6** at top. It is in the same hand and blue ink as the address, postage rate and contents and surely must be Thomas'. It reads "*by the Brig [Xxxxx] new york*". While the vessel name cannot be deciphered from this entry, Thomas also mentions in the body of the letter on lines 12 and 14 that the SFL shall be sent by a Brig to New York (**Figure 6**, bottom). Even with these two other instances, I still found the Brig difficult to decipher; though I was fairly confident the last three letters were "*yti*" based on analysis of other words and letters. So where to turn next?

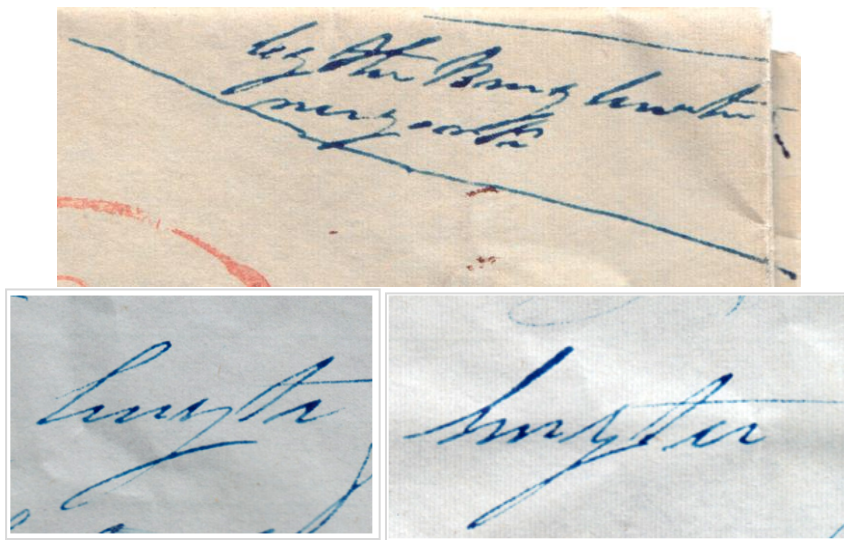


Figure 6. At top: docketing on the obverse of letter at lower left reading "*by the Brig [Xxxxx] new york*". At bottom: enlargements of the two mentions in the letter of a Brig [Xxxxx] of New York.

As you recall, after an eleven day journey the vessel arrived in New York Harbor and the Captain took any mail he carried to the Post Office as his first action. The postal clerk then marked the letter with the red "**NEW-YORK MAY 15**" CDS and red "**SHIP**" handstamp (**Figure 3**) and sent the SFL on its way to Marblehead, MA. Therefore, 15 May 1845 was the most likely date of arrival of our unnamed Brig that sailed from Port-au-Prince to NYC.

I subsequently turned to an invaluable database, the National Archive's *Passenger Lists of Vessels Arriving at New York, 1820-1897*.³ This free online archive allows one to easily search through thousands of digitized microfilm records of original manifests designating vessels arriving at the Port of New York. After selecting the micropublication M237, Roll 57 hyperlink covering the period from 2 Jan 1845–31 May 1845, I was able to quickly scan the database and locate the vessels that arrived on 15 May.

DISTRICT OF NEW-YORK—PORT OF NEW-YORK.

I, *Oliver Cutts*, do solemnly, sincerely, and truly *Swear* that the following List or Manifest of Passengers, subscribed with my name, and now delivered by me to the Collector of the Customs for the District of New-York, contains, to the best of my knowledge and belief, a just and true account of the Passengers received on board the *Brig Hayti*, whereof I am Master, from *Port au Prince*.

Sworn to this *15 May*, 1845, *Oliver Cutts*
 Before me *M. L. Harris Esq.*

So help me God.

LIST or MANIFEST of all the PASSENGERS taken on board the *Brig Hayti* is Master, from *Port au Prince* burthen *112 1/2* tons.

NAMES.	AGE.		SEX.	OCCUPATION.	The country to which they severally belong.	The country in which they intend to become inhabitants.	Died on the voyage.
	Years.	Months.					
<i>J. Cocheves</i>	<i>35</i>	<i>07</i>	<i>Male</i>	<i>Merchant</i>	<i>Port au Prince</i>	<i>Port au Prince</i>	
<i>L. Blancher</i>	<i>35</i>		<i>w</i>	<i>Wife</i>	<i>Port au Prince</i>		
<i>Wm. Dickson</i>	<i>40</i>		<i>w</i>	<i>Labourer</i>	<i>St. Marks</i>		

Figure 7. Digitized microfilm Record 270 of the Brig *Hayti* under Captain Oliver Cutts arriving in the Port of New York on 15 May 1845 from Port-au-Prince.

To my delight, I quickly found the manifest illustrated in **Figure 7**. This is the original record documenting the arrival of the Brig *Hayti* from Port-au-Prince on 15 May 1845 to New York; carrying three passengers, and under the direction of Captain Oliver Cutts. We can now establish that the Brig *Hayti* carried Thomas' letter from Port-au-Prince (**Figure 8**) and that Captain Cutts collected the 2¢ Ship Letter fee in NYC.

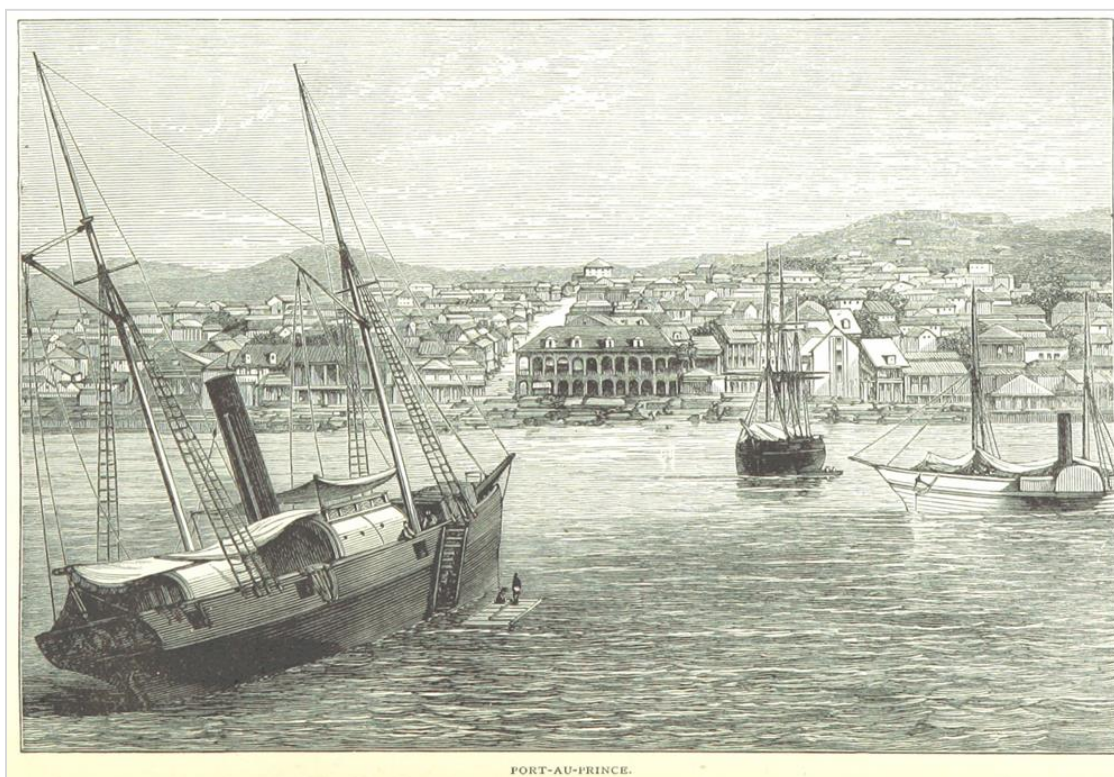


Figure 8. Port-au-Prince, from “*Santo Domingo Past & Present With A Glance at Hayti*,” c. 1870.⁴

It is worth mentioning that Oliver Cutts, Esq. (1815 – 1885) was not only an American Brig Captain, but a gentleman of wealth. He was a merchant and owned Oliver Cutts & Co., which was largely engaged in Haitian trade (**Figure 9**). He was the co-owner of a thousand acre plantation in Port-au-Prince, lived in Haiti for nearly 14 years, worked to bring an automated sugarcane process to the island, and later in life endowed a professorship in Mathematics to Wesleyan University. He died 16 February, 1885 in Washington, D.C. at age 70.



Figure 9. 1881 cover from Port-au-Prince to New York with “**Oliver Cutts & Co, Port-au-Prince, Haiti.**” violet oval handstamp at top left. Care of Robert A. Siegel Auction Galleries, Auction 1143, Lot 3785.

With the SFL now at the New York City Post Office, its final inland transit to Marblehead, MA could begin. **Figure 10** illustrates the probable route the Brig *Hayti* sailed (blue line) from Port-au-Prince, Hispaniola (yellow dot), to the Port of New York (red dot), then overland via coach or rail (black line) to Marblehead, MA (green dot). While we cannot be absolutely certain that Sarah received this note from Thomas as there is no docketing confirming receipt – I would like to believe that she did – and a few weeks later being able to embrace her seafaring husband after his long journey. We are fortunate that this Ship Letter has survived after 170 years and that we could ascertain the sequence of all those that handled this piece of postal history on its voyage.

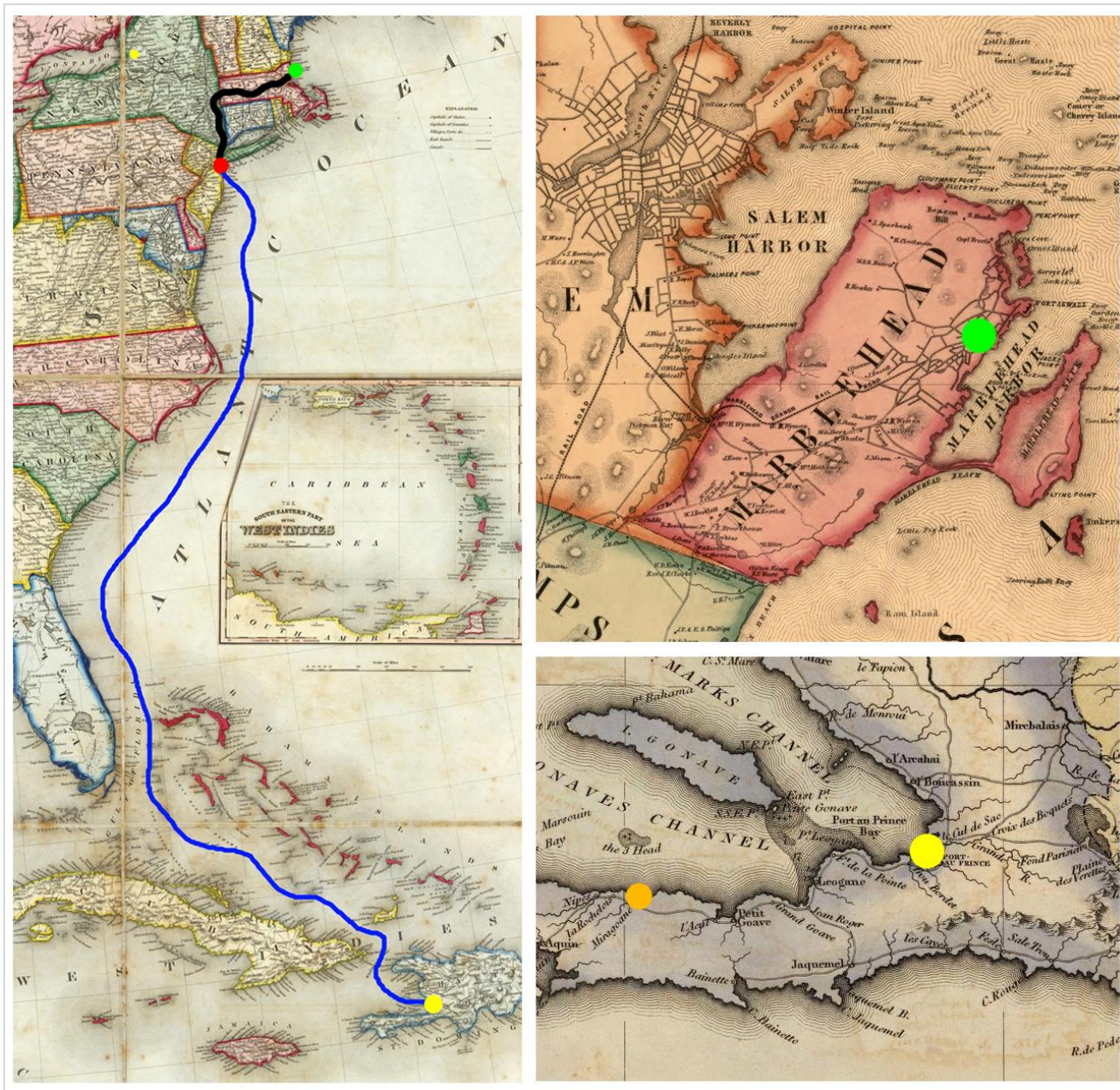


Figure 10. Left Map: Probable route the Brig *Hayti* sailed (blue line) from Port-au-Prince, Hispaniola (yellow dot) through the Caribbean, north along the Atlantic coast to the Port of New York (red dot); then overland via coach or rail (black line) to Marblehead, MA (green dot). Top right: topographical map of Essex County, 1856, showing the Marblehead peninsula and harbor.⁵ Bottom right: topographical map of eastern Hispaniola, showing Port-au-Prince Bay, Port-au-Prince and Miragoane (orange dot), 1823.⁶

Acknowledgements

The author wishes to thank Richard F. Winter for sharing his knowledge of maritime postal history and my brother-in-law Julio A. Diaz-Faes for assisting in the translation of the letter. Any error and/or omission is the author's responsibility. He can be reached at charlesdicomo@gmail.com

References

1. John Cole (1828-1902) Papers, MH 61, Phillips Library, Peabody Essex Museum, Salem, Mass., <http://phillipslibrarycollections.pem.org/cdm/ref/collection/p15928coll1/id/1898> (last viewed 5 October 2018).
 2. *Old Marblehead Sea Captains and the Ships in which they Sailed*, by Benjamin J. Lindsey, Marblehead Historical Society, 1915.
 3. National Archive's micropublication M237, *Passenger Lists of Vessels Arriving at New York, 1820-1897*," [https://www.familysearch.org/wiki/en/Free Online New York Passenger Lists, 1820-1897](https://www.familysearch.org/wiki/en/Free_Online_New_York_Passenger_Lists_1820-1897) (last viewed 5 October 2018).
 4. Image taken from *Santo Domingo, past and present. With a Glance at Hayti*, by Samuel Hazard, London, 1873, pg. 536, Free Media Repository, The British Library @ Flickr Commons.
 5. *Topographical Map of Essex County*, Massachusetts, by H.F. Walling, 1856.
 6. David Rumsey Historical Map Collection, Reference cf. 4584.000, *Hayti or Saint Domingo*, Engraved by B.T. Welch Sc., Drawn & Published by Fielding Lucas Jr., Baltimore, MD, 1823.
-

A NEW STAR CANCEL FROM OLEAN, N.Y.

By: David E. Williams

I recently made a discovery on an eBay auction site of a new star cancel from Olean (Cat), NY. It is also the first star cancel of any type to be reported from Olean. According to the *Star Cancells of New York State* by Dave Proulx, it is a Type 10 star in black. An image of the cover is seen below in **Figure 1**.

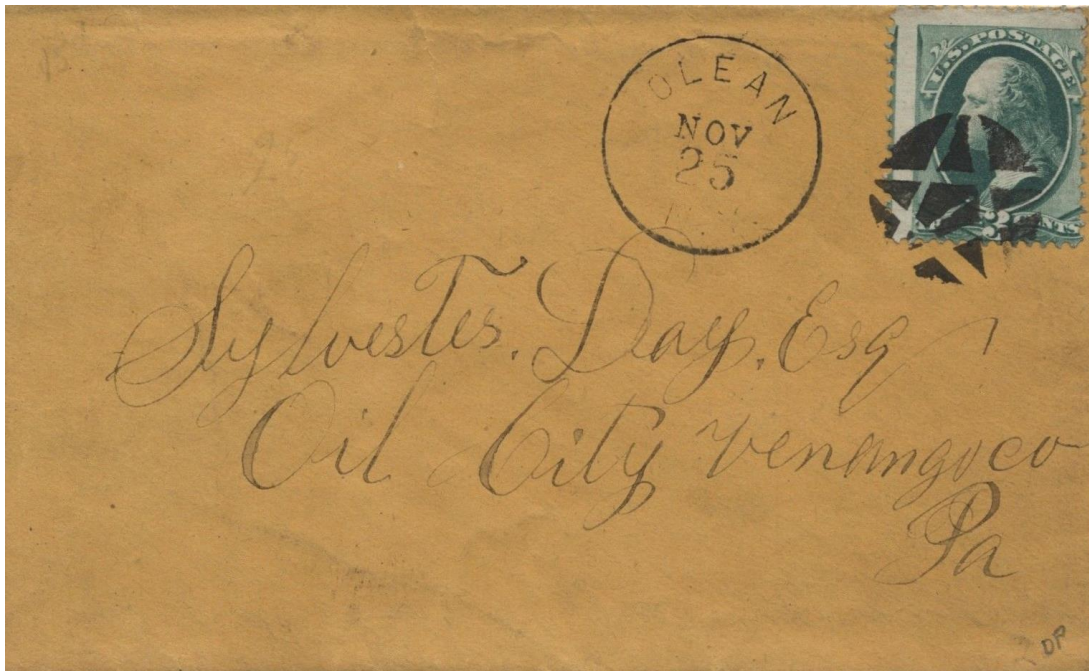


Figure 1. This previously unreported 1870's Type 10 star from Olean is the only known star type from there.

This just goes to show that there are still new discoveries to be made in the study of New York postal history. One just has to be observant and have access to the proper references.

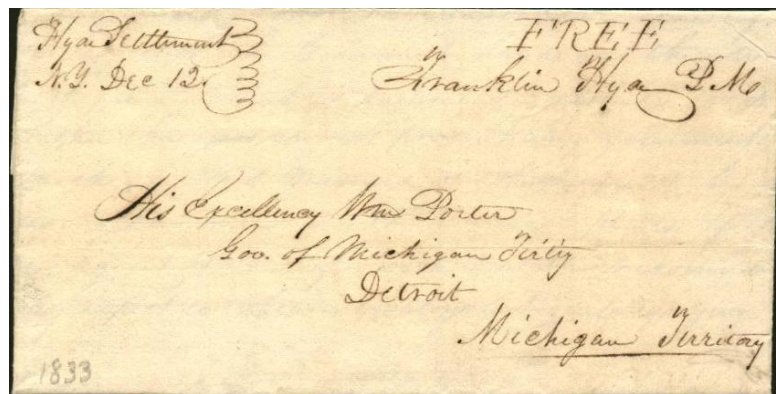
David Williams can be reached at davidinindiana@aol.com.

**TWO FREE FRANKS OF FRANKLIN HYDE,
POSTMASTER AT HYDE SETTLEMENT, N.Y.**

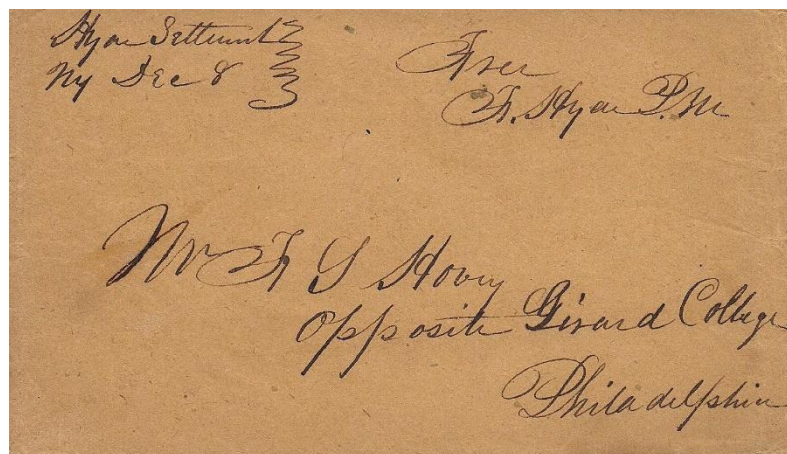
By: David E. Williams

The Hyde Settlement post office was established in Broome County on August 14, 1832 with Franklin Hyde as the first postmaster. Seen below are two early covers that utilized the free franking privilege of postmasters. The first one was mailed on December 12, 1833, and bears a manuscript town marking as well as an ornate "FREE" underwritten by the signature of Mr. Hyde.

It is interesting that this cover is addressed to His Excellency William Porter, Governor of Michigan Territory at Detroit. However, my research did not turn up a Governor of the Michigan Territory by that name. The Governor at this time was actually a George Bryan Porter who served from 1831 to July 6, 1834, when he died in office. Was Mr. Hyde simply mistaken?



The second cover was mailed on December 8, year unknown. In this case Mr. Hyde only used his first initial and last name under the "Free" designation. What is common to both covers are the squiggles to the right of the manuscript town and date. I have two other stampless covers from Hyde Settlement, the latest being sometime after 1851. Both of the covers exhibit the same squiggles; making me think that Mr. Hyde was still postmaster until the 1850's at a minimum.



To date, I have been unable to determine the exact term of service of Franklin Hyde as the postmaster of Hyde Settlement. That will take further research of post office records.

TWO MANUSCRIPT COVERS FROM BUFFALOE CREEK

By: David Przepiora

The Buffalo Creek post office was established in Genesee County, New York on September 30, 1804. On March 11, 1808, when Niagara County was formed from parts of Genesee County, it existed as Buffalo Creek in Niagara County until sometime in 1810, when it became Buffalo. From the six plus years that the Buffalo Creek post office existed, only two covers are known by the author to exist from there. It is interesting that both are from the year 1805 and were sent within four months of each other. Let's take a close look at each of them.

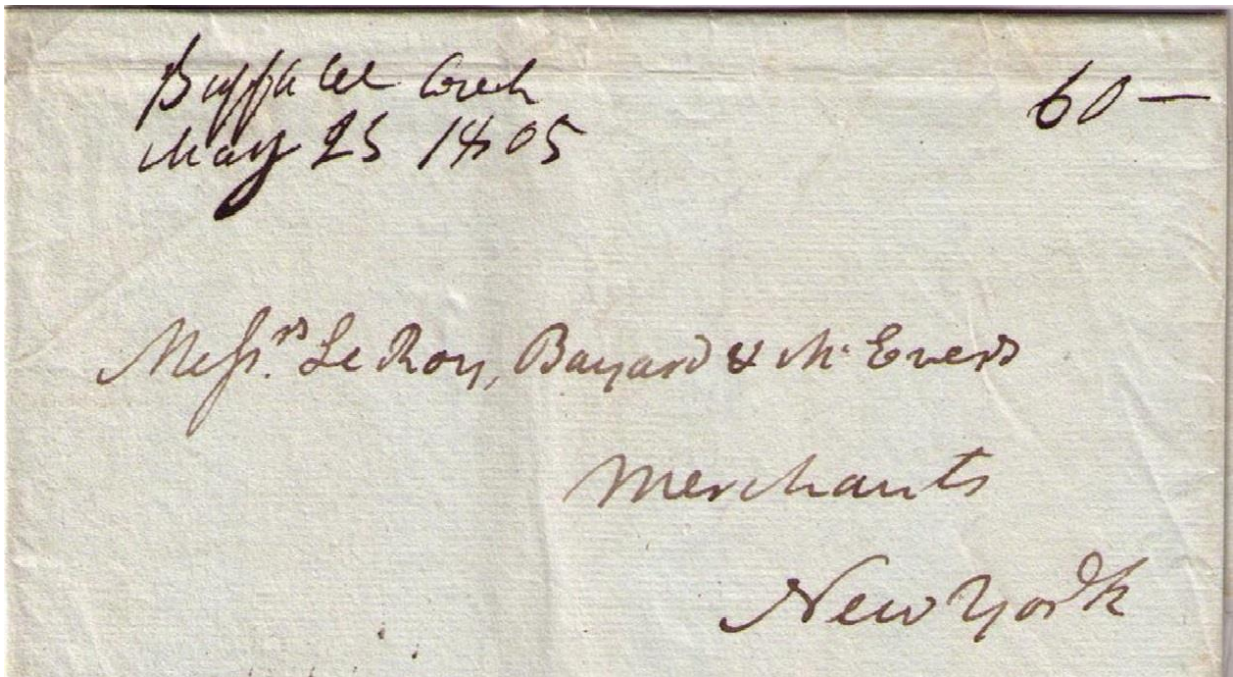


Figure 1. Manuscript Buffalo Creek cover dated May 25, 1805.

This cover was written in Fort Erie Ontario, Canada and carried across the border to be posted in the US. It was written by Father Alexander MacDonnell, a Scotsman, who was the chaplain of the Glengarry Fencibles, a Scottish regiment in the British Army. In 1804 the British government provided the members a 160,000-acre tract in Upper Canada. Father MacDonnell accompanied them to Canada and established churches, schools and organized the settlement. During the War of 1812 he raised another regiment for the defense of Canada, the Glengarry Light Infantry Fencibles. In 1826 Father MacDonnell was elevated to Bishop of Upper Canada and later given the title of Apostle of Ontario.

This cover contained an enclosure that was written to the Earl of Selkirk, (Thomas Douglas 5th Earl of Selkirk) who was also a Scotsman. He became the earl in 1799 after the death of his father. He used his inherited wealth to settle poor Scottish farmers in Belfast, Prince Edward Island in 1803 and Upper Canada in 1804. He traveled extensively in North America and died bankrupt in 1820.

The cover bears a manuscript rate of 60 cents, which was unpaid by the sender. The 60 cents marking equates to the triple rate (three sheets at 20 cents each) traveling 301-500 miles in effect from March 2, 1799 to January 31, 1815.

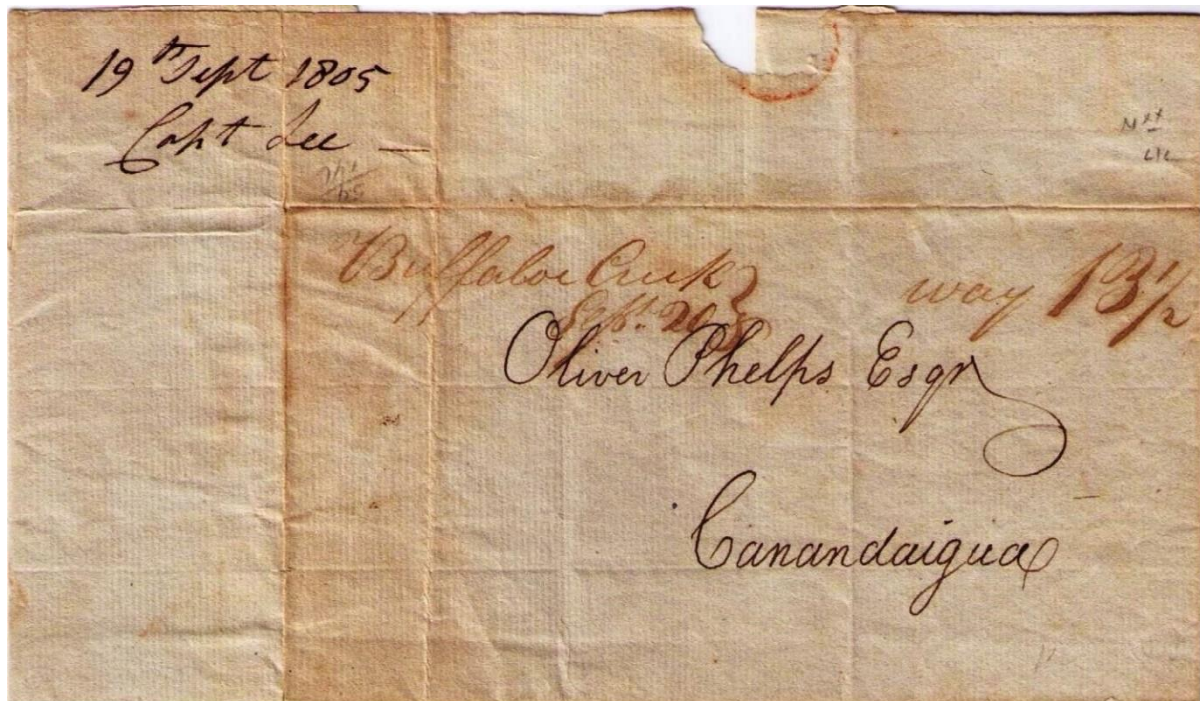


Figure 2. The second manuscript Buffaloe Creek cover; this one dated September 20, 1805

In 1803 Porter, Barton & Co. of Black Rock, built a sloop named the *Contractor*, commanded by **Captain William Lee**. This was the first ship built by Americans in the waters of Erie County. It remained in use until 1809. Augustus Porter had the contract for carrying the mails from Utica to Fort Niagara. Porter, Norton and Phelps had a contract with the U.S. Government to supply frontier military posts.

This letter was sent by Captain Lee to Oliver Phelps in Canandaigua on September 20, 1805. Phelps was a land speculator in western New York. He was a member of Congress from 1803 to 1805 and died in Canandaigua on February 21, 1809.

The rate is 13½ cents, 12½ cents for a distance of 91-150 miles +1 cent paid to the mail carrier along the way. Canandaigua was the closest American village to Buffalo at that time. The Buffaloe Creek manuscript cancel was probably written by Erastus Granger who was the first postmaster of both of the Buffaloe Creek post offices, also of Buffalo in 1810, and later, Buffalo in 1816.

David Przepiora may be reached at djprze@hotmail.com.

Editor's note: According to the Act of March 2, 1799, there were two fees for a way letter. For letters received enroute and delivered to the first post office that the carrier arrived at, a one cent way fee was paid to the carrier by the postmaster. If a letter was directed to someone living before the next post office, the carrier may deliver it and collect the postage owed. The postage would be turned over to the postmaster and the postmaster would pay the carrier a way fee of two cents for every such letter.

7/1/71 AFFAIR IN ESSEX COUNTY, N.Y.
PART 1: AU SABLE FORKS TO NORTH POLE

By: Glenn A. Estus

In December 2007, Jay Bigalke, now the current editor of *Linn's Stamp News* wrote a piece in *Linn's* titled, "How Many Post Offices Can One Visit on a Saturday Morning." Bigalke chronicled how he visited 19 post offices where he obtained postmarks on postcards that he mailed to himself and a few friends as well as taking photographs of the post offices. He began at 7:30 am and traveled around his local area in Ohio until noon on Saturday, November 10, 2007. At the end of his article, Bigalke wondered "if other collectors visited post offices to obtain postmarks and to take pictures." He "decided someone out there has probably visited more than 19 post offices in one day" and "would like to hear from any collector who has done this."

The late Mike Peterson, a former member of the ESPHS, responded on December 17, 2007 that he had visited and photographed 39 post offices on July 1, 1971, the day that the United States Postal Service transitioned from the United States Post Office Department.

On July 1, 1971, the USPS issued an 8¢ postage stamp to commemorate the transition. The stamp was placed on sale at every post office in the United States although the official First Day of Issue post office was Washington, D.C. As well, the USPS provided each post office a cacheted envelope to give to patrons. This information was first announced to postmasters in the May 27, 1971 Postal Bulletin (#20816). According to the announcement, "basis of this distribution (of envelopes) is one envelope per each three families served by a post office". The envelopes were provided one to a customer free of charge.

One of Mike's collecting areas was Essex County in northern New York, one of two counties completely included in the Adirondack Park, and, although, the 2nd largest county in terms of area, had about 35,000 inhabitants in 1970. Nonetheless, there were 40 postal locations at the time: 34 active post offices and 6 sub-offices (1 branch, 4 rural branches, and 1 station). Mike was able to visit 39 of them, missing one sub-office because he wasn't aware of it at the time.

The 34 active post offices broke down into two 1st class offices, seven 2nd class offices, twenty-four 3rd class offices, and one 4th class office.

As he wrote in his letter to Bigalke "*I managed to obtain signed FDCs from all but one Rural Branch (Tahawus, NY 12879) of which I was unaware on July 1st, but later obtained by sending a 'Wanted' poster to the mine offices of NL Industries who operated a large titanium open pit mine outside of Newcomb, NY; both the mine and office since closed. Someone, perhaps a miner, offered one for sale, and I quickly bought it and took a picture of the green clapboard building housing the Rural Branch, with the tailings pile in the background.*"

Mike also mentioned a few of his missteps during the day, such as driving to the top of Whiteface Mountain (4,867') on the Memorial Highway only to discover that the Whiteface Mountain Rural Branch was located in the lodge at the ski lifts at the foot of the mountain, more than 10 miles away. Whiteface Branch (of Lake Placid) was located at Whiteface Inn on Lake Placid (outside the village) while Lake Placid Club (a station of Lake Placid) was in the resort of the same name on Mirror Lake (inside the village).

Mike and I had been in contact on and off over the past 40 years since I first met him when we worked for the National Fine Arts Committee at the 1980 Olympic Winter Games

in Lake Placid. Mike and his wife lived most of the year in Montréal, Québec while spending the summers in Elizabethtown, N.Y.

A few years ago, Mike invited me to his Elizabethtown home and asked if I would like to purchase some Westport, N.Y. straightlines. After Mike died in 2017, his wife contacted me and told me that Mike had said that I could have first “crack” at his Essex County collection, which I eventually purchased. One of the parts that I was especially pleased to purchase was his 7171 collection.

The “frosting on the cake” of the 7171 collection was the bonus of photographs of each of the post office buildings. The photographs of each are seen following the corresponding first day cover.

Since I don’t know Mike’s exact route that he followed on July 1 to visit each of the post offices, I have listed them alphabetically along with some pertinent information. It is interesting to note that four of the post offices (South Schroon, Witherbee, Whallonsburg, and Wadhams) have been closed with one (Keene Valley) closing and then becoming a Community Post Office with few services. Paradox (a 3rd class office) became a rural station of Ticonderoga in 1973. All the other stations (except for North Pole) closed long ago.

Au Sable Forks

Au Sable Forks (Town of Jay) was established on February 4, 1828. The postmaster in 1971 was Edgar Yelle (The correct postal name for the post office is “Au Sable” however, the neighboring Town of Ausable spells the name as one word which is the name of the local river splitting the hamlet of Ausable Forks between Essex (Town of Jay) and Clinton (Town of Black Brook) Counties. The post office building is on the Essex County side of the river.



Bloomingtondale



The post office of Bloomingtondale in the Town of St. Armand was established on November 12, 1853 when its name was changed from Saint Armand. Dorothy C. White was the postmaster in 1971 serving from 1954 to 1973. Since June 1, 2013 the Bloomingtondale post office has been a Remotely Managed Post Office (RMPO) under the direction of the Saranac Lake postmaster.



Crown Point

Crown Point is one of the earliest post offices in Essex County having been established on September 7, 1802. The postmaster, Marcella J. Lee, was at the end of her term of service and was replaced by Bernice J. Ross in September 1971. Today Crown Point is a RMPO of Ticonderoga since March 23, 2013.





Elizabethtown



Although there was another earlier Elizabethtown (1802-1812), the current Elizabethtown (1821-in operation) was originally called Elizabeth Court House (1811-1821). Elizabethtown is the county seat of Essex County. Robert J. McCabe was postmaster from March 1971 to June 1973.



Essex

Essex is a small hamlet on the shores of Lake Champlain. Originally in the Town of Willsboro, a post office named Essex was renamed Willsboro when the Town of Essex was erected in 1806. Lester Sweatt was postmaster from 1953 to 1978. Since March 9, 2013 Essex is remotely managed by the Willsboro postmaster.



Jay



According to USPS records, the post office at Jay (Town of Jay) was authorized in 1803 but was never in operation until the first postmaster John Douglass died in 1814, at which time a new postmaster was appointed and the post office opened. Daniel W. McDonald was the Officer-in-Charge when the 7/1/71 stamp was issued. He became the postmaster

in November 1971 and served until 1986. Since March 23, 2013, the Jay post office been remotely managed by the Au Sable Forks postmaster.



Keene

The Keene post office has had two periods of operation, January 1, 1818 - January 20, 1848 and February 29, 1848 to the present day. Francis Russell was postmaster from 1947 to 1976.



Keene Valley



Keene Valley also in the Town of Keene was originally called “Keene Flats” before the name of Keene Valley was used beginning in May 1876. Maureen Buysse was an Officer-in-Charge becoming the postmaster just a few days before July 1, 1971. She served as postmaster until 2001. Keene Valley was discontinued on October 28, 2010 with mail being routed to Keene. In 2011 a Village Post Office was established.



Keeseville

Like Au Sable Forks, Keeseville is a hamlet divided by the Ausable River and thus in Essex (the Town of Chesterfield) and Clinton (the Town of AuSable) Counties. Keeseville has been in continuous operation since January 25, 1822. Everett W. Mussen was postmaster from 1958 to 1978.





Lake Placid



Lake Placid (Town of North Elba) was one of two 1st class post offices in Essex County. At the time Lake Placid also had four sub offices (Lake Placid Club, North Pole, Whiteface, and Whiteface Mountain). The postmaster in 1971 was George J. Sullivan who began as the Officer-in-Charge in 1969 and became postmaster beginning in 1970 and ending in 1972.



Lake Placid Club



Just a few feet from the Lake Placid post office was the world-famous Lake Placid Club. The Club was founded in 1895 by Melvil Dewey, inventor of the Dewey Decimal System. From 1899 to 1905, the post office was known as Morningside. On November 30, 1958, the post office was changed in status to a station of Lake Placid. Leo Bola the superintendent of the station eventually became a Lake Placid postmaster. The station, which had been used as the official location of the International Olympic Committee in February 1980, closed in May 1980 after the end of the 1980 Olympic Winter Games. In the 1990s the entire complex was razed.



Lewis

Lewis, NY was named after Governor Morgan Lewis when the Town of Lewis was established in 1818. Ruth Benedict was the postmaster from 1956 to 1977. Today, the post office is remotely managed by the postmaster of Elizabethtown since January 10, 2015.



Minerva



Minerva was originally established as a post office between 1827 and October 1868 and reestablished in December 1868 and today is a RMPO under the direction of the postmaster of the North Creek Post Office since May 31, 2014. LaNeta Gallagher was postmaster from 1971 to 1989.



Mineville

Mineville (Town of Moriah) was named on April 20, 1870 after being called Moriah Centre from 1866 to 1870. Pauline M. Trybendis was postmaster from 1971 to 1985. Today Mineville is a RMPO under the direction of the Postmaster of the Westport Post Office.



Moriah



Moriah was established in 1816. Donald Baker was the postmaster from 1953 to 1990. Today Moriah is a Remotely Managed Post Office under the direction the Postmaster of the Westport Post Office.



Moriah Center

Moriah Center was established in 1870 and is still in operation today, although it has been a RMPO of under the direction of the Elizabethtown P.M. since June 29, 2013. Constance G. Fields was postmaster from 1958 to 1977.





Newcomb



The Newcomb Post Office was established on April 8, 1863 although the Town of Newcomb was created in 1828. For some reason, Mike Peterson didn't have a FDC in his collection with the autograph of the Postmaster, James E. O'Donnell (from 1964 to 1996). Newcomb has been a RMPO of North Creek since May 18, 2013.



New Russia

New Russia is a hamlet in the Town of Elizabethtown. The Post Office was established on May 1, 1850. Lillian Hathaway was the Officer-In-Charge from 1968 to 1971 and Postmaster from 1971 through 1978. Today it is a RMPO under the direction of the postmaster of the Elizabethtown Post Office since July 27, 2013.



North Hudson



Virginia DeZalia was the Postmaster of North Hudson from 1966 to 1992. North Hudson has the smallest population of the 18 towns in Essex County. As would be expected with such a small post office, it has been remotely managed by the postmaster of Schroon Lake since April 6, 2013.



North Pole

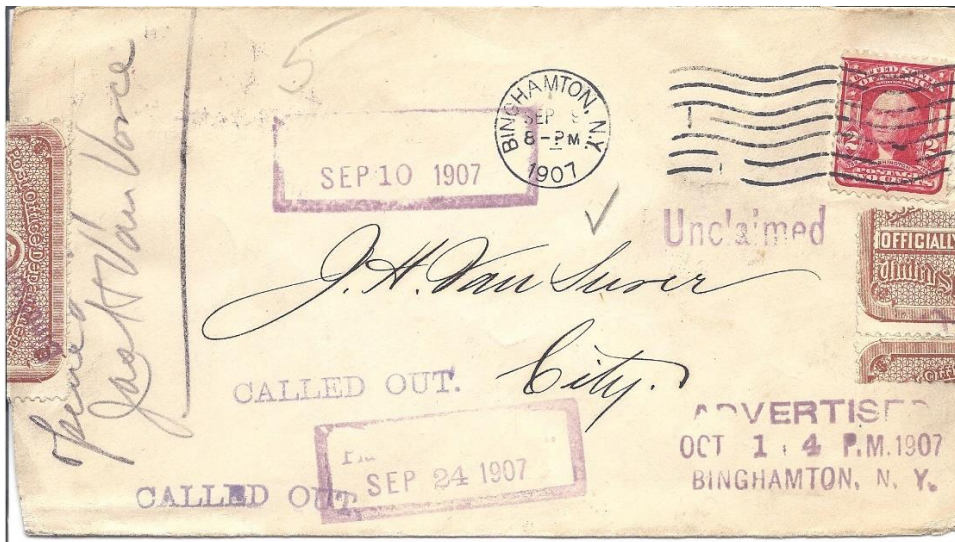
Today North Pole, N.Y. (Town of Wilmington) is a Contract Postal Unit (CPU) of the Wilmington Post Office. Between 1953 and 2003 it was a rural station of Lake Placid. The CPU is located at Santa's Workshop, one of the oldest theme parks in the US. The signature on the cover seems to be Mary Lou McLean.



COVER OF THE ISSUE

By: David E. Williams

Talk about auxiliary markings, this cover has it all! Mailed inter-city from Binghamton, NY to J.H. Van Suser (?) on September 8, 1907, it was evidently mis-sent to Jas. H. Van Vorce and mistakenly opened by him. He must have returned the letter to the post office, where the Officially Sealed stamps (OX11) were applied to each end. There are two indiscernible markings in magenta boxes; one dated SEP 10 1907 and another dated SEP 24 1907. In addition, there are two purple CALLED OUT handstamps, and a three line ADVERTISED/OCT 1 4 P.M. 1907/BINGHAMTON, N. Y. handstamp at the bottom right. After the letter was advertised, it was not claimed, as evidenced by the magenta Unclaimed handstamp. It appears that the final marking to be applied was the Binghamton, N.Y./OCT 16 1907 seen on the back of the envelope.



If anyone may have any ideas as to what the two rectangular boxes may have said, I would be interested in hearing from you. I may be reached at davidinindiana@aol.com