



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
ISSN: 1078-1625

Vol. 33

No 3

Whole Number 159

August 2005

SUMMER FUN IN NEW JERSEY!



W.H. Harris realphoto postcard "Seeing Lake Hopatcong"

Summer Post Offices in the Garden State - some rarities to look for.

See article by Arne Englund, p.123.

~ CONTENTS ~

[RETURN TO NJPHS WEBSITE](#)

President's Message	Robert G. Rose	114
Rare Post War Of 1812 Restored Rate ~ Trenton April 10, 1816 ...	Ken Hall.....	115
New Brunswick's Postal Markings: The Stampless Period		
Part II: 1800 - 1812.....	Robert G. Rose	116
New Jersey Summer Post Offices.....	Arne Englund.....	123
By Stage to Cape May County	Craig Mathewson.....	130
The 1847 Newark Valentine Cover: A Follow-Up.....	Robert G. Rose.....	132
New Jersey Private Express Companies: Part 7		
More about Wells Fargo & Company Express.....	Bruce H. Mosher.....	133
It's Not All Collecting: Other Uses Of Postal History	Gene Fricks.....	151
The Post Towns of Burlington County: Part 3.....	Jack Edge	153
Minutes of Annual Meeting and New Members.....	Jean R. Walton.....	165
Ocean Grove, NJ Revisited.....	Charles Fricke.....	166
MERPEX!.....		167
Word Puzzle: New Jersey Summer Post Offices.....		169
Member Ads		170
Literature Available		Back Cover

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625

Annual Membership Subscriptions \$15.00

Website: <http://www.NJPostalHistory.org>

OFFICERS

President: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 rrose@PitneyHardin.com

Vice President and Editor Emeritus: E.E. Fricks, 25 Murray Way, Blackwood, NJ 08012

Treasurer: Andrew Kupersmit, NJPHS Treasurer, 143 Woodbridge Ave., Metuchen, NJ 08840

Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Njpostalhistory@aol.com

Auction Manager: Arne Englund, PO Box 57, Port Murray, NJ 07865 alenglund@aol.com

Editor-in-Chief/*NJPH*: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 rrose@PitneyHardin.com

Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Njpostalhistory@aol.com.

THANKS FOR DONATIONS!

The Society gratefully acknowledges a donation from Art Desimine. Such donations make a big difference to us, and without them we could not fully cover the cost of producing and mailing the Journal.

2005 MEMBERSHIP LIST:

Please note that a member list will either be emailed to you [if you have supplied us with an email], or will be included with this issue [if you have not]. If you would like a hard copy of other members' addresses and emails, and one is not included or you would prefer one by mail instead of email, please contact your Sect'y, Jean Walton, 125 Turtleback Rd, Califon, NY 07830.

PRESIDENT'S MESSAGE

Your Society's Journal, *NJPH*, was awarded a vermeil medal at NAPEX '05 in Washington, D.C. in June for the four issues published in 2004. That award is the second vermeil medal earned by our Journal and is evidence again of the outstanding contribution by Jean Walton to its lay-out and editing. The Journal has also been entered in the literature competition to be held at Chicagopex '05 in November.

Thanks are also due Arne Englund for running another successful Ebay auction in July for the benefit of our membership. Virtually all of the stampless covers in the auction were sold with many bringing multiple bids and good prices. Arne is prepared to run another auction on Ebay before the end of the year if he receives sufficient submissions. Please try to limit material to those covers which will bring at least \$10 per lot and be sure to provide a description consistent with the Ebay style of write-ups.

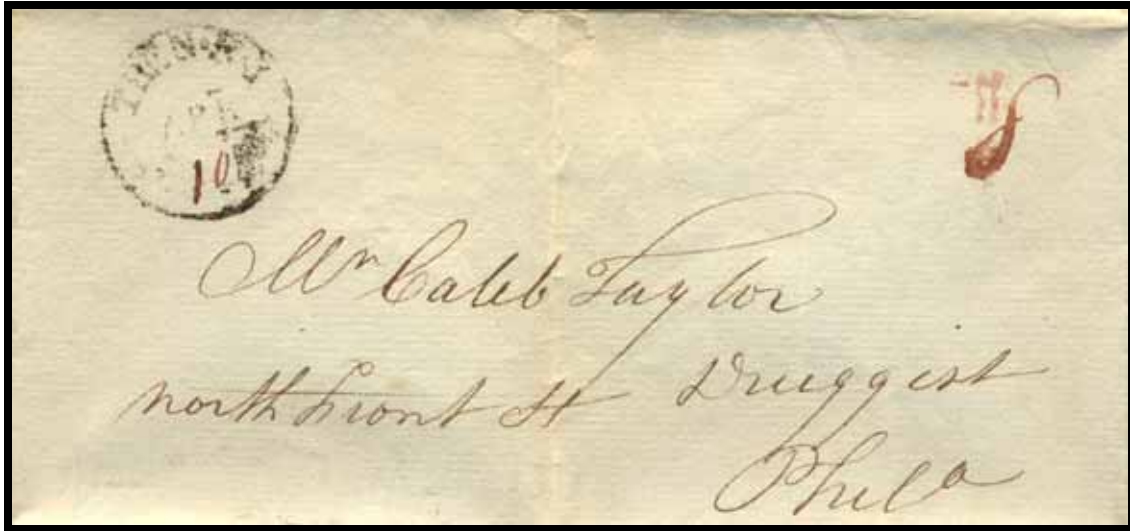
As the summer winds down, please be sure to visit MERPEX XXIX which will be held on September 2-4 at the West Jersey Masonic Center on the Berlin-Haddonfield Road in Cherry Hill, New Jersey. Our Society Vice President, Gene Fricks will be present at the Show and will have a full range of Society literature available for purchase. Stop by and say hello.

ROBERT G. ROSE

RARE POST WAR OF 1812 RESTORED RATE ~ Trenton April 10, 1816

By Ken Hall

This letter was postmarked, TREN, NJ, Apr 10, and was an order for druggists' supplies. It is datelined Trenton, 10th Apr 1816 and was signed John R Smith & Co, 4 mo. 10th 1816 [Quaker-dated style]. It is in very fine condition with no stains or major separations.



An April 1816 cover rated at 8¢, for a distance not over 40 miles between Trenton and Philadelphia. This rate was in effect for one month after repeal of the War of 1812 increased rates. The rate by May 1816 would have been reduced to 6¢ for a cover sent not over 30 miles [new mileage limitations] between Trenton and Philadelphia.

The War of 1812 created a financial burden on the Treasury of the United States and in order to help finance the cost during the second war with England, the Act of December 23, 1814 was passed and became effective February 1, 1815. This act was known as the "War Act" and stated that fifty percent be added to the existing postal rates then in effect. At this time there were six different postage mileage zones. For example, the existing rate for a letter going 40-90 miles was 10 cents with the new war rate being 15 cents. This fifty percent increase was in effect until March 31, 1816.

This "War Act" was in effect for a little over one year and was repealed by the Act of February 1, 1816, which became effective March 31, 1816. This act returned the postage to the earlier rates of 1799 and 1810. For example, the war rate of 15 cents would be returned to 10 cents. This act became known as the "Restored Rate" act and was only in effect for 31 days due to the Act of April 9, 1816 which became effective May 1, 1816. This new act reduced the number of postal zones to five and also reduced some postage rates.

Letters mailed during this 31 day time period, March 31, 1816 to May 1, 1816, are quite difficult to find and are considered rare.

[We suggest that you visit Ken's website at: <http://www.oldletters.com>. – Ed.]

ENDNOTES:

Norona, Delf, *Cyclopedia of United States Postmarks and Postal History*, Vol 1, 1933 APS State College PA , pp. 2 -3.

NEW BRUNSWICK'S POSTAL MARKINGS: THE STAMPLESS PERIOD -- 1800-1812 (PART II)

By Robert G. Rose

New Brunswick's post office, unlike those in most towns and smaller cities at the beginning of the 19th Century, already had experience in the use of a handstamp canceling device, the "N.B." straight line with manuscript date,¹ as recorded in usages from both 1795 and 1796. On June 8, 1799, the United States Post Office Department furnished a 26mm circular brass handstamp to 21 post offices in the young nation, including two in New Jersey — Newark and Trenton.² There is some continuing uncertainty as to the earliest usage of a New Brunswick circular handstamp. The earliest confirmed usage known to the author, Coles Type N16a, is a December 1, 1800 usage illustrated in *Figure 1*,³ and follows the appointment of William Ten Broeck, as New Brunswick's postmaster on November 25, 1800.⁴



Fig. 1: Coles Type N16a. Single letter rate not over 40 miles.

Over the next dozen years to the War of 1812, a number of variations of this handstamp saw service in New Brunswick. Coles Type N16a was first recognized, recorded and illustrated in the *Coles Update*.⁵ This scarce marking shows the State's initials italicized between brackets and includes examples recorded in red between 1800 and 1805, and black from 1800 to 1803.⁶

A similar handstamp, Coles Type N16, is shown on an 1801 usage in red on the cover in *Figure 2*. The *Coles Update* records this postmark in both red and black with usages recorded between 1800 and 1805.⁷ However, the 1800 usage has not been confirmed and may actually have referred to the cover shown in *Figure 1*, the recently recognized variety, Coles Type N16a.

Despite the presumed availability of a number of handstamp devices during this period in the New Brunswick post office, a manuscript postmark, "N Bruns NJ" has also been recorded in 1801. Neither of the two examples contained in the New Brunswick collection of Nathan Zankel shows any punctuation.



Fig. 2: Coles Type N16. Single letter rate not over 40 miles.

Another sub-variety of the Coles Type N16 handstamp has been designated as Type N16b in the *Coles Update* with reported usages between 1800 and 1807.⁸ Again, the reported earliest usage in 1800 is suspect. The actual tracing of this variety as included in the *Coles Update* is taken from the cover in Figure 3, which shows a black handstamp. However, there is no date line on its letter sheet to confirm an 1800 usage. This handstamp marks the first time that the State's abbreviated name is shown in parentheses rather than brackets.



Fig. 3: Coles Type N16b. Single letter rate not over 40 miles.

Another newly recognized sub-variety, Coles Type N16c, was first recorded in the *Coles Update*, and is shown in Figure 4 in an 1801 usage in red.⁹ The distinguishing characteristic of this handstamp is the close spacing of the "C" to the "K" in the town name.



Fig. 4: Coles Type N16c. Single letter rate not over 40 miles.

The next handstamp, Coles Type N15, is unlike any others reported from this period. As illustrated in *Figure 5*, the town's name is spelled out in full and the State name is abbreviated "N. Jersey" and is enclosed in brackets. It is reported in red during 1802 with only three known examples..¹⁰



Fig. 5: Coles Type N15. Single letter rate not over 40 miles.

New Brunswick's town name is italicized in Coles Type N17, with the State's name abbreviated in large, bracketed letters as shown in *Figure 6*. It is reported only in black with usages recorded in 1804 and 1805..¹¹



Fig. 6: Coles Type N17. Triple letter rate 40-90 miles.

In 1805, a new handstamp was introduced, Coles Type N18, with the State's abbreviated name once again set in parentheses. It is reported in black with usages from 1805 to 1807 and in red in 1806 and 1807.¹² Figure 7 illustrates an 1806 usage in black.



Fig. 7: Coles Type N18. Double letter rate not over 40 miles.

The *Coles Update* records three significant varieties of Coles Type N18, which have been recorded as Coles Types N18a, N18b and N18c.¹³ All three varieties show the State's name in initials but positioned in an inverted format, each with different spacings. As illustrated in Figure 8, Type N18a shows the inverted "NJ" spaced very closely to the "N." abbreviation for the town name. Indeed, the spacing is so close that the initials appear to read "NJN," as seen in Figure 8a, an enlargement of the handstamp. The postmark is in black and shows an 1808 usage. The postmaster apparently rejected its "Publick Service" franking, and instead rated the cover at 70 cents unpaid. Nathan Zankel reports that this is the only known cover with this handstamp.



Fig. 8: Coles Type N18a. Seven times single letter rate 40-90 miles.

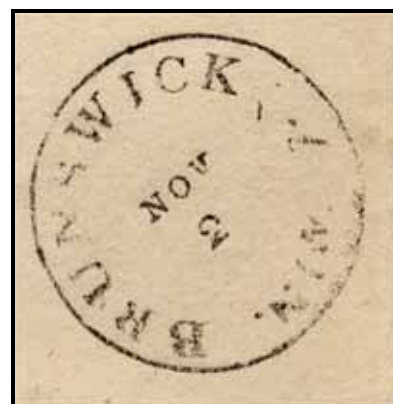


Fig. 8a: N18a enlargement.

The next variety, Coles Type N18b, is similar to N18a except that the inverted initials of the State's name show a wide separation from the "N." abbreviation in the town name. This wide separation is seen in *Figures 9 & 9a*, showing a cover and an enlargement of the handstamp in black on a June 25, 1810 usage from the Samuel Southard correspondence. The Zankel collection contains a second cover with this marking on an April 12, 1810 usage, also from the Southard correspondence. These two covers represent the discovery copies of this handstamp and are the only ones reported to date.



Fig. 9: Coles Type N18b. Single letter rate 150-300 miles.



Figure 9a: N18b enlargement.

The third variety of this handstamp, Coles Type N18c, is most unusual. In addition to the inverted initials of the State's name, the key feature of this marking is the backwards inversion of the letters "IC" in the town name. *Figure 10* and *10a* show a cover and an enlargement of this handstamp which the *Coles Update* records with usages in black in 1809 and 1810.¹⁴



Fig. 10: Coles Type N18c. Single letter rate 150-300 miles.



Fig. 10a: N18c enlargement.

The last of the handstamps used in New Brunswick prior to the War of 1812, Coles Type N19, is shown in the tracing in Figure 11. This handstamp shows the State's initials in a normal rather than inverted fashion. In addition, for the first time, the "N.J." is not enclosed in either brackets or parentheses. The *Coles Book* reports this handstamp in black with usages from 1809-1812.¹⁵ The *Coles Update* reports a usage of this handstamp in red in 1812.¹⁶



Fig. 11: Coles Type N19

The author invites comments and any updates on the markings reported in this article to rrose@pitneyhardin.com.

(To be continued in future issues of *NJPH*)

~ ☒ ☒ ☒ ~

ENDNOTES:

- ¹ Robert G. Rose, "New Brunswick's Postal Markings: The Stampless Period: Part I, 18th Century Markings," *NJPH*, Vol. 33, Whole Number 158, May 2005, pp. 70-71..
- ² William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983, p. 38 (hereinafter the "*Coles Book*").
- ³ Donald F. Chafetz, *The Postal Markings of New Jersey Stampless Covers: An Update*, New Jersey Postal History Society, 2004, p. 16 (hereinafter "*Coles Update*"). Uncertainty as to the earliest usage of a New Brunswick circular handstamp arises out of a 1989 revision by Coles which was thereafter included in the *Coles Update* in 2004. The 1989 revision, published by Coles in *NJPH*, records earliest presumptive usages for Coles Type N16 in both red and black in 1800. William C. Coles, Jr. "Supplement to 'The Postal Markings of New Jersey Stampless Covers' July 1989," *NJPH*, Vol. 17, Whole Number 85, November 1989, p. 94. Covers with 1800 usages of the Coles Type N16 handstamp have neither been confirmed by the author and none are in the New Brunswick collection of Nathan Zankel nor seen by him. The earliest confirmed usage of Coles Type 16 is the red handstamp illustrated in *Figure 2* of this article, on February 5, 1801.
- ⁴ E.E. Fricks, "The Postal History of New Brunswick," *The Collectors Club Philatelist*, Vol. 59, January 1980, p. 34.
- ⁵ *Coles Update*, p.16. The *American Stampless Cover Catalog's* listings for New Brunswick for this period are both incomplete and misleading. *American Stampless Cover Catalog*, Vol. I, p. 227 (fifth ed. 1997 - hereinafter the "ASCC"). Its first listing for a circular handstamp refers to a black handstamp with "N.J." in brackets with an 1800 usage. This listing may be a reference to Coles Type N16a shown on the cover in *Figure 1* of this article. The second listing in the ASCC is of an 1803 usage in red with "different size letters." *Ibid.* This listing may refer to the Coles Type N16 handstamp in red which is shown on the cover in *Figure 2* of this article as an 1801 usage. The ASCC listings make no reference to a usage of this handstamp in black. See endnotes 10 & 11, *infra*.
- ⁶ *Ibid.* The *Coles Update* lists the handstamp's usage in black in only 1800. The cover illustrated in *Fig. 1* is an 1803 usage.
- ⁷ *Ibid.*
- ⁸ *Ibid.*
- ⁹ *Ibid.* The *Coles Update* lists the handstamp's usage in red in only 1803. The cover illustrated in *Fig. 4* is an 1801 usage.
- ¹⁰ *Ibid.* The ASCC, p. 227, includes a tracing of this handstamp with an 1802 usage. However, it also lists the same handstamp in black with italic letters in 1805. Such a handstamp has not been seen by the author.
- ¹¹ *Coles Book*, pp. 48-49 & 222. The ASCC, p. 227, includes a tracing of this handstamp and records an 1804 usage in black.
- ¹² *Ibid.*
- ¹³ *Coles Update*, pp. 16-17.
- ¹⁴ *Ibid.*, p. 17.
- ¹⁵ *Coles Book*, p. 222.
- ¹⁶ *Coles Update*, p. 17.

WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material
pertinent to

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at PO Box 1945

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

NEW JERSEY SUMMER POST OFFICES

By Arne England

Between the 1890s and the 1960s, there existed throughout the United States almost 1600 post offices which operated only during the summer months (there were also about 100 POs which were only open during the winter). Open only 3 or 4 months a year to provide mail service to vacationers, the first of these seasonal POs probably began operating during the 1880s. However, definite documentation is only available between 1891 and 1967. This documentation is contained in the various issues of the *Postal Bulletin 1892-1966* (one reference is also found in the Oct., 1971 issue), the *U.S. Official Postal Guides 1896-1954*, the *Directory Of Post Offices 1955-1966*, and the *Register Of Money Order Post Offices 1905-1932*. After 1966 opening and closing dates were not published.¹

New Jersey had, at various times during this period, a total of 44 POs which operated during the summer months only (there were no winter only POs in N.J.). A number of these had been in operation year round before becoming seasonal. Others, however, started as summer only POs, and were later expanded to year round operations. Several others were summer only during their entire existence.

Thus, Lavallette, which had been established in 1882, operated as a summer only PO during the years 1901 thru 1905, at which point it reverted back to a year round designation. Normandy Beach PO, just north of Lavallette, was begun in 1929 as a summer post office, but in 1948 became a year round office. Cedar Beach, Manasquan Park, and Sperry Springs, on the other hand, existed only as summer post offices. It should be noted, then, that the accompanying list contains only the dates that a particular PO operated as a summer only office (a number were therefore in existence before and/or after the dates shown on the list).



Fig. 1: Flatbrookville Rural Station During its short duration as a summer post office.

NEW JERSEY SUMMER POST OFFICES ~ Arne Englund

Two Columbia, N.J. Flatbrookville Rur. Sta., Aug 3 1961 cancels are shown in *Figure 1*. The Flatbrookville PO had been in operation since 1828. Year round operation of the office was discontinued Feb. 28, 1959. On July 1, 1959 it began seasonal operations as Rural of Columbia, providing mail service for an expanded summer population at cabins and camps along the upper Delaware River. Its final closing date is listed as June 30, 1963, which could indicate that it did not even operate at all during that year. Several of the N.J. summer POs were rural stations. Chet Smith states in his *American Philatelist* article:² "Rural stations started as Rural Free Delivery (RFD) stations, became rural stations, then rural branches, and finally are now called community post offices."

Green Pond PO in northern Morris County served as a summer only office during its entire existence, from 1910 to 1958. Its date of establishment is given as April 28, 1910 (as has been previously pointed out, listed "establishment" dates for many post offices may actually indicate dates of application for establishment, or approval of establishment of a post office). Between 1959 and 1965 Green Pond's postal designation was Rural of Newfoundland, again summer only. It is also on the list as operating summer only between 1966 and 1977. The Aug 8 1910 4-bar cancel is thus quite early in the PO's history. The other card, cancelled July 5 1950 and sent to Martinsburg, Pa., carries the message, "We, including Ada, came here for the day Where did you get to? Was expecting you A lovely lake 1100 ft above sea-level - 3 miles long. Wrote to you long ago - no answer - Olive H." The fronts of both cards, which are illustrated, are Green Pond views, and give quite a different feel in the styles of vacationing between 1910 and 1950.



Fig. 2: Two Green Pond cancels, 1910 and 1950



Fig. 3: 1910 view of Green Pond vacationers, reverse of card shown on previous page.



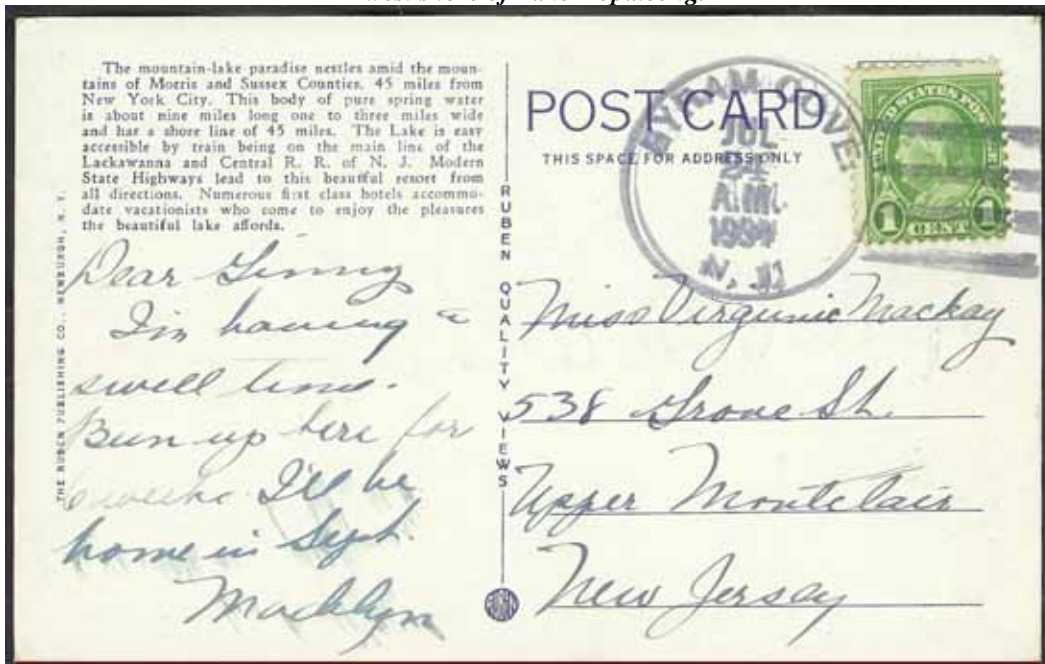
Fig. 4: 1950s summer fun, on the reverse of card shown on previous page.

NEW JERSEY SUMMER POST OFFICES ~ Arne England

Sperry Springs apparently functioned only as a summer PO during it's 1922 to 1966 lifespan, although the establishment date is given as March 2, 1922. The 1930's 4-bar cancel shown on the postcard is dated Aug 10. Sent to Bethany, Conn., the card has a Lake Hopatcong front, and a seasonally related message "Dear Jack, Wouldn't you think this would be a pretty nice place to summer. The water comes around under my bedroom window so deep that they fish from boats there. I saw a big fish when I went for my dip this morning. G. Cawley."



Figs. 5 & 6: Sperry Springs and Byram Cove, two Sussex County summer post offices on the west shore of Lake Hopatcong.



The Jul 24 1934 Byram Cove 4-Bar is again on a card with a Lake Hopatcong front. The card was sent to Upper Montclair, N.J., and the card's sender was apparently literally summering there, as the message reads "Dear Ginny, I'm having a swell time. Been up here for 6 weeks I'll be home in Sept. Madlyn." Opened in 1928, the Byram Cove office, in Sussex Co., again only ever operated as a summer PO, closing in mid September of 1957.

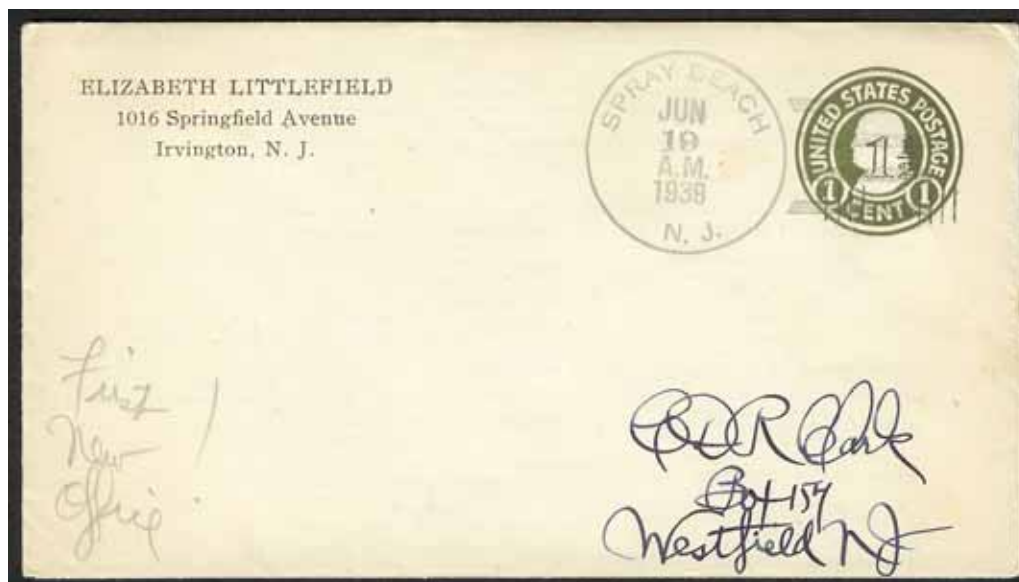
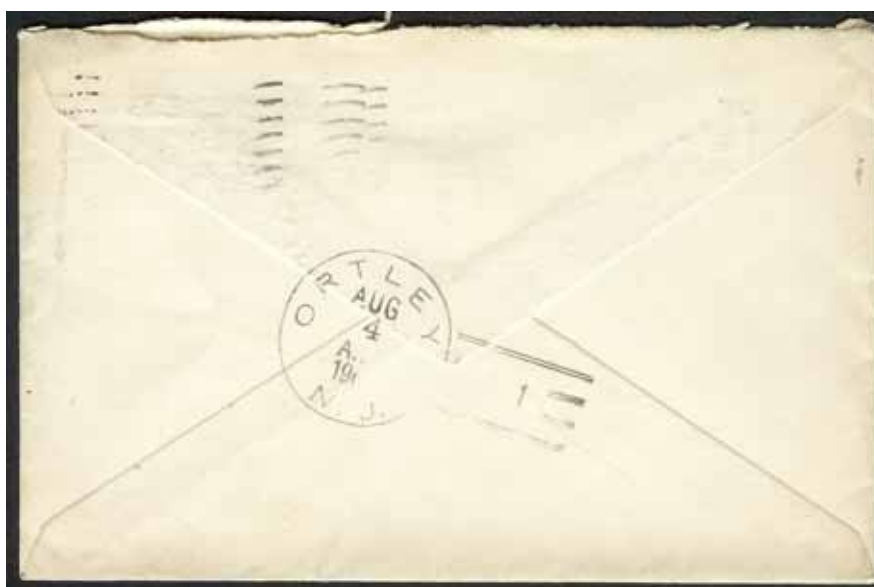


Fig. 7: Spray Beach, Ocean County, cancelled 1939.

The Spray Beach June 19, 1939 cover has "First New Office" penciled at the bottom left. May 10, 1939 is given as the date of establishment in Kay & Smith's *New Jersey Postal History*.³ This Ocean County office was a summer only PO during 1939 and 1940, and thereafter was in operation year round, closing in 1956.



Ortle, NJ (Ocean County) Doane cancel used as a receiver in 1909.

NEW JERSEY SUMMER POST OFFICES ~ Arne Englund

The Aug 4 190(9) Ortley, N.J. Doane cancel was used as a receiving mark on the reverse of a cover cancelled on the front New York, N.Y., 1909. Ortley PO, located just above Seaside Heights in Ocean County, had operated year round between 1886 and 1901. In 1904 it was re-opened as a summer PO, operating in that capacity until 1917, when it was closed with mail to be handled by the office at nearby Lavellette, just north of Ortley. It's interesting to note that between 1901 and 1905 the Lavellette office, which had been established in 1882, operated only during the summer months. A couple of other nearby offices also were seasonal at some point - Chadwick from 1895 to 1908, at which time mail was then handled by Lavallette, and Normandy Beach, which was summer only between 1929 and 1948, and then became year round (the establishment date is however given as Oct. 10, 1929[?]).

Many of the N.J. summer POs, of course, served seasonal beach populations along the Jersey shore. The northern N.J. offices were mostly around lakes - Cranberry Lake, Culvers Lake, Green Pond, Lake Wawayanda, etc., with several being located in the vicinity of Lake Hopatcong. Flatbrookville was located along the upper Delaware River in Sussex County. Treasure Island was located in the middle of the Delaware River in lower Hunterdon County, and was apparently a Boy Scout camp. Asbury Park Station 8 was "The Arcade". What, however, was the reason for the seasonal status of West Orange Station 1 and West Orange Station 2 in Essex County during 1919-1921?

As may be expected, examples of cancels from these N.J. seasonal post offices are not easy to find. A few of the towns, such as Harvey Cedars and Keswick Grove were summer only for just a couple of years. The post office at Culvers Lake also only existed for a couple of years. The post office at Colliers Mills was seasonal only during its last year of operation in 1912. Again, remember the dates on the list on the following page are only for the years during which a particular PO was seasonal. Enjoy the rest of your summer!!



Harper's Weekly, Aug 11, 1883 Sketches by A. B. Frost

ENDNOTES:

- ¹ Smith, Chester M., Jr., "Summer And Winter Resort Post Offices Of The United States, 1891-1966," *American Philatelist*. July, 2000. pp. 626-649.
- ² Ibid, p. 631.
- ³ Kay, John L. & Smith, Chester M. Jr., *New Jersey Postal History: The Post Offices and First Postmasters 1776-1976*, Lawrence, Mass.: Quarterman Pub. Inc., 1977.



Arne England ~ NEW JERSEY SUMMER POST OFFICES

	NJ SUMMER PO'S	County	Yrs as summer PO
1	Asbury Park Station 1	Mon	1932-40
2	Asbury Park Station 5	Mon	1908-37
3	Asbury Park Station 8 "The Arcade"	Mon	1918-31
4	Awosting	Pas	1915-30
5	Beach Arlington	Oce	1921-30
6	Berkeley	Oce	1926-7
7	Brant Beach	Oce	1916-24
8	Byram Cove	Sus	1928-57
9	Caviar	Cum	1904-21
10	Cedar Beach	Cap	1900-03
11	Chadwick	Oce	1895-1908
12	Colliers Mills	Oce	1912
13	Cranberry Lake	Sus	1926-60
14	Cranberry Lake - Rural of Andover	Sus	1961-63; 1964-70
15	Culvers Lake	Sus	1914-15
16	Flatbrookville - Rural of Columbia	Sus	1959-63
17	Fortescue	Cum	1905-29
18	Glasser	Sus	1933-52
19	Grassy Sound	Cap	1910-22; 1924-32
20	Green Pond	Mor	1910-58
21	Green Pond - Rural of Newfoundland	Mor	1959-65; 1966-77
22	Greenwood Forest	Pas	1925-26
23	Harvey Cedars	Oce	1909-10
24	Highland Lakes	Sus	1951-57
25	Keansburg Station 1	Mon	1925-30
26	Keswick Grove	Oce	1919-20
27	Lakeside	Pas	1906-24
28	Lake Wawayanda	Sus	1916-18
29	Lavallette	Oce	1901-05
30	Manasquan Park	Mon	1924-33
31	Metedeconk	Oce	1941-48
32	Normandy Beach	Oce	1929-48
33	Ocean City Station 2	Cap	1917-31
34	Ocean Grove Station 1	Mon	1914-31
35	Ocean Grove Station 2	Mon	1914-31
36	Ortley	Oce	1904-16
37	Palisades Park	Ber	1913-14
38	Somersetin	Som	1898-1909
39	Sperry Springs	Sus	1922-66
40	Spray Beach	Oce	1939-40
41	Townsend's Inlet	Cap	1904-14
42	Treasure Island	Hun	1931-53
43	West Orange Station 1	Ess	1919-21
44	West Orange Station 2	Ess	1919-21

Based on Chester M. Smith's Listing, American Philatelist. July, 2000. pp. 626-649

Note: This issue's Word Puzzle on page 169 is Summer Post Offices of New Jersey.

BY STAGE TO CAPE MAY COUNTY

By Craig Mathewson

By 1800, a weekly stagecoach line had been established, running from Cooper Ferry (now Camden) through Gloucester, Salem and Cumberland Counties to Cape Island (now Cape May) in Cape May County. This line passed through Millville in Cumberland County and Dennisville in Cape May County, in addition to the other stops on its route.¹

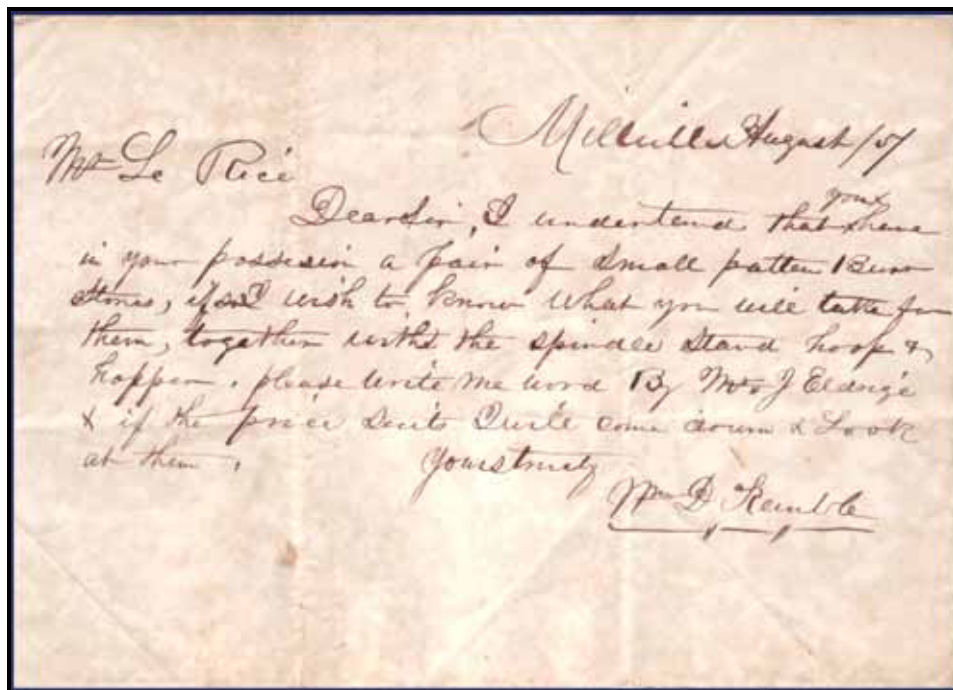


Fig. 1: 1857 letter carried outside the mail from Millville to Dennisville.

BY STAGE TO CAPE MAY COUNTY ~ Craig Mathewson

Illustrated is an 1857 folded letter from Millville to Dennisville carried outside of the mails and endorsed "by J. Eldrige, Stageman," and instructing the addressee to "write me word by Mr. J. Eldrige." The letter requested the price of a pair of "Burr" stones and accessories (used for grinding grain in a grist mill).

It would be six years before the 1863 completion of the Cape May and Millville Railroad would provide the means for the speedy transportation of mail and passengers to and from the Cape.

ENDNOTES:

¹ Dorwart, *Cape May County*, Rutgers University Press, New Brunswick, NJ, 1992, pg. 61.



Map based on the original drawn by the author, Craig Mathewson

THE 1847 NEWARK VALENTINE COVER: A Follow-Up

By Robert G. Rose

In the August issue of *NJPH*, we reported that, following the Brad Arch Auction Sale in June 2000, the unique Newark Valentine cover, illustrated below, had received a “bad” certificate from the Philatelic Foundation, and that it was subsequently sold in a December 2001 Siegel Auction with the “bad” certificate noted.¹ The present owner, NJPHS member, Harvey Mirsky, informs us that he was the buyer at that auction, and that he later re-submitted the cover to the Philatelic Foundation. The submission for reconsideration included a further analysis prepared by the late postal historian Calvet Hahn. This cover now owns a “good” certificate.



A genuine Valentine usage.

After a complete review of the cover (including aspects not previously considered), Mr. Hahn concluded that both the use of the stamp, and the cancel which ties it, are genuine. The Philatelic Foundation again examined the cover, and taking into consideration the new evidence, agreed with Hahn, and issued Certificate No. 0360983, describing the envelope as a “locally addressed cover,” and confirming that the 5¢ Franklin stamp is “genuinely used on cover.”

This change in status as to authenticity is doubly noteworthy for students of postal history. Although the cover (which is also ex-Pope²), had previously been recognized as a drop letter, Calvet Hahn’s analysis pointed out that the letter and contents are dated 1848, that Newark was one of the few cities that had a carrier department in 1848, and that the use of the full street address on the envelope shows that the sender wanted the carrier department to deliver the Valentine to the local street address.

Thus the 5¢ stamp was actually a 1¢ overpayment of the combined 2¢ drop letter rate and the 2¢ carrier department delivery fee. This usage is very rare; the only other recognized and reported examples being the four 5¢ 1847 covers from the Benjaline French correspondence showing a Philadelphia usage.³

ENDNOTES:

¹ Robert G. Rose, “On the Auction Scene: More 1847 Issue Covers,” *NJPH*, Vol. 32, Whole No. 155, Aug. 2004, p.114.

² John A. Fox, “The Estate of John D. Pope III,” Sale No. 419, December 1, 1984, lot 87.

³ Steven Roth, “A 5 Cent Letter Revisited: Was it a Carrier Delivered Overpaid Drop Letter?” *The Chronicle of the U.S. Classic Postal Issues*, Vol. 45, Whole Number 157, February, 1993, pp.21-29.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 7

More about Wells Fargo & Company's Express

By Bruce H. Mosher

© 2005 Bruce H. Mosher

Wells Fargo Operations within New Jersey

As we previously reported, Wells Fargo & Company's Express was active in Northern New Jersey from April 1888 through June 1918, furnishing 30 years of Garden State express service. Thanks to recent offerings in eBay auctions, many additional vintage Wells Fargo artifacts from New Jersey have surfaced for historical recognition. These newly identified items involve

- The Wells Fargo Atlantic Library Association,
- Suburban Parcel Service from New York City,
- Memorabilia from Garfield, Montclair, Rutherford and the Morristown & Erie Railroad,
- Office and COD labels from several New Jersey towns.

Wells Fargo Library Associations

Wells Fargo established general Circulating Libraries (identified as Wells Fargo Library Associations) for its employees in New York and Jersey City, Chicago, Kansas City, San Francisco and the City of Mexico during the late 1890s. Then in 1900, smaller Reference Libraries were installed at 30 additional express terminal points (i.e., Wells Fargo depots) in the United States, including a Wells Fargo library at Newark, N.J. The following books were initially furnished at each reference library:

1. Bible and Concordance
2. Standard Dictionary
3. Century Atlas
4. Shakespeare and Concordance
5. Fallow's Synonyms
6. Bartlett's Familiar Quotations
7. Hayden's Dictionary of Dates

President John Valentine stated that Wells Fargo had initiated the Circulating Libraries for these reasons:¹

These depositories of information not only enable employes[sic] to keep in touch with the current events of the day, but also to improve their minds and fit themselves for promotion in the company's service—making the man a better employe and the employe a better man

Unfortunately the fallacy is very general that a man who has gone to school eight or ten years in his youth is educated. Nothing could be a greater mistake; because, properly considered, education goes on from the cradle to the grave; and the man who cherishes an abiding interest in whatever is taking place in the world at large proves, as a rule, the most efficient workman.

One Wells Fargo Atlantic Library Association was located in New York City, headquarters for the Wells Fargo Atlantic Division, and another in Jersey City (which may have been a subsidiary of the company's library in New York). Library membership was open to all Company employees for monthly dues of ten cents. *Figure 7-1* illustrates a 1904 monthly dues receipt from the Jersey City Library.

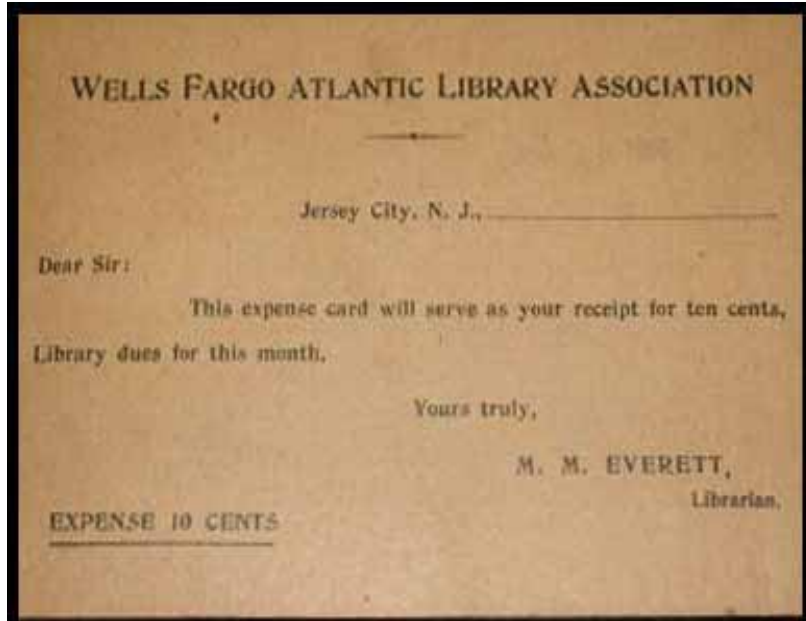


Fig. 7-1: 1904 monthly library dues receipt.

Suburban Parcel Service

The only Wells Fargo denominated stamp shown in Part 5B² bore the inscription “Suburban Parcel Service” and this stamp was speculated to have seen widespread use on packages that were transported from New York City to New Jersey suburbs. We can now confirm that this was the intended use for this stamp that is shown again in *Figure 7-2*. *The Express Gazette’s* 1902 announcement of this new, non-business oriented service stated the following:³

On October 1st the Wells-Fargo Express inaugurated on the Erie Railroad and branches a suburban parcel service. This service is for the benefit of suburban residents who make purchases in the metropolis. It saves them the trouble of caring for their packages. It does not apply to business shipments. The packages are sent to the West Twenty-third or Chambers Street stations. Shipments are limited to one hundred pounds each. Packages of money, jewelry, and valuables are not included in this arrangement. Charges must be prepaid by means of a stamp affixed to the package, the value graduated according to the weight. Stamps are sold in books containing twenty, each valued at five cents. This arrangement is in line with similar service established in some of the largest cities by other companies.

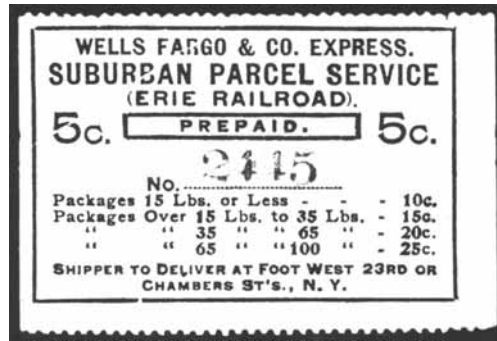


Fig. 7-2: Suburban Parcel Service prepayment stamp.

It is now clear that Wells Fargo had only issued five-cent stamps for this Service, but nothing higher in face value. It was then necessary for the purchaser to apply multiples of these stamps to his packages according to the rate schedule printed on the stamp. There is no evidence at hand to indicate that the ultimate delivery distance from New York was a factor in determining the prepaid delivery rates.

A contemporary broadside that defined specific instructions for the Suburban Parcel Service operations was jointly issued in 1902 by Wells Fargo and the Erie Railroad. It was probably distributed in the early-Fall time frame of 1902. This broadside was printed on both sides and contained 22 specific instructions. The front side is illustrated in *Figure 7-3*. Of particular interest for New Jersey-involved service operations are the First and Fourth Instructions:

1. On October 1st, 1902, Wells Fargo & Company Express will, in conjunction with the Erie Railroad Company, inaugurate a Suburban Parcel Service **from** New York to all stations between Jersey City, N. J., and Suffern, N. Y., inclusive, on the Main Line, Erie Railroad, including the Newark Branch; to all stations on the Greenwood Lake Division and branches thereof to and including Hewitt, N. J.; to all stations on the New Jersey and New York Railroad, including New City Branch; to all stations on the Northern Railroad of New Jersey and Piermont Branch.

4. Every Erie Railroad Ticket Agent within the territory named will be supplied with a number of these [stamp] books for sale to commuters and residents of the suburban towns; additional books will be furnished upon requisition to the Superintendent, which should be made before the supply on hand is exhausted. Wells Fargo & Company Express Agents at such towns as Newark, Orange, Passaic, Paterson and Englewood, N. J., will also keep books of Suburban Parcel Service stamps for sale.

Instruction 19 (on the back) also contained some interesting service instructions:

19. Suburban Parcel stamps are good only for the transportation of personal and family packages to the home station of the purchaser [of stamps], and agents should give close attention to the character of shipments received at their stations, to which these stamps are affixed. If they discover that this service is being used for any class of business shipments, or for packages destined to stations other than the home station of the purchaser, they should at once advise the Superintendent, giving the name of the consignee, the number of his book of stamps and full particulars of the shipments forwarded thereunder.

Wells Fargo & Company Express

Co-operating with the Erie Railroad Company

IN A

Suburban Parcel Service

—Instructions to Agents, Baggage Agents, Train Baggage Masters and Messengers—

1. On October 1st, 1902, Wells Fargo & Company Express will, in connection with the Erie Railroad Company, inaugurate a Suburban Parcel Service from New York to all stations between Jersey City, N. J., and Suffern, N. Y., inclusive, on the Main Line, Erie Railroad, including Newark Branch; to all stations on the Greenwood Lake Division and branches thereof to and including Hewitt, N. J.; to all stations on the New Jersey and New York Railroad, including New City Branch; to all stations on the Northern Railroad of New Jersey and Piermont Branch.

2. New York Offices of the Suburban Parcel Service will be located at Chambers Street and West Twenty-third Street Stations, Erie Railroad Company, where regular Suburban Parcel Service Agents will be in attendance from 8:00 A. M. to 6:30 P. M. daily except Sunday. **Packages must not be received for transportation at any other office.**

3. All packages forwarded by Suburban Parcel Service must be prepaid by parcel stamps affixed thereto. These stamps are issued in books, each containing twenty 5-cent stamps.

4. Every Erie Railroad Ticket Agent within the territory named will be supplied with a number of these books for sale to commuters and residents of the suburban towns; additional books will be furnished upon requisition to the Superintendent, which should be made before the supply on hand is exhausted. Wells Fargo & Company Express Agents at such towns as Newark, Orange, Passaic, Paterson and Englewood, N. J., will also keep books of Suburban Parcel Service stamps for sale.

5. These books are numbered and should be sold in numerical order—the lowest number first.

6. At time of sale the purchaser must be requested to sign the contract on perforated leaf, which must then be torn out and forwarded, without delay, to the Superintendent.

7. Remittances for Stamps sold must be made to the Cashier, Wells Fargo & Company Express, 63 Broadway, New York City, on the 1st, 8th, 16th and 24th of each month, and must be accompanied by a report of books sold, and remaining undisposed of, on the form provided for that purpose.

8. Agents must be very particular not to confuse settlements of Suburban Parcel Service business with any other accounts of their offices. The accounts must be kept absolutely separate and distinct.

9. Rates.—The following rates will be charged:

For Packages weighing 15 pounds or less	10 cents.
" " over 15 to 35 pounds	15 "
" " " 35 to 65 "	20 "
" " " 65 to 100 "	25 "

No shipment weighing over one hundred pounds will be received for transportation by this service.

10. Shipments by this service must be delivered to and called for at the respective offices in the Erie Railroad Stations. They will be forwarded by all trains having Baggage Cars.

11. All packages will be way-billed on Suburban Parcel Service way-bills. When delivery is made to consignee, he must sign his name in the column provided for that purpose on the way-bill, opposite the entry covering his package. Great care must be exercised to secure proper receipts.

12. Should an insufficient number of stamps be affixed to a package, the way-bill will show in the column headed "Collect Insufficient Stamps" the amount which is to be collected, in stamps, from the consignee before delivery. These stamps must be affixed to the **way-bill** and canceled. Before delivering a package, Agents must always examine the way-bill closely to see if any amount is to be collected from consignee, as they will be held responsible for failure to collect such items.

13. All Suburban Parcel Service Way-bills for packages delivered must be forwarded to Superintendent Wells Fargo & Company Suburban Parcel Service, Chambers Street Station, New York, on the 1st, 8th, 16th and 24th of each month.

Fig. 7-3: 1902 Suburban Parcel Service broadside

This broadside was issued from the office of C. Jackson Willis, Wells Fargo Superintendent in New York, and was approved by E. A. Stedman, the Wells Fargo & Company Express Acting Manager and also by D. W. Cooke, the General Passenger Agent for the Erie Railroad Company. It is not known how long the Suburban Parcel Service persisted. Perhaps it lasted as long as Wells Fargo Express did, until June 1918 (in the United States); that would have meant a longevity of over 15 years for this service. We just don't know anything about the termination circumstances.

New Jersey Memorabilia

The following subsections describe a random sampling of New Jersey-utilized Wells Fargo & Co. Express paper artifacts that still exist today. All of these items are illustrated.

Garfield

In the early 1900's, Wells Fargo Express serviced Garfield, N. J. (Bergen County) via the Erie Railroad's, Bergen County Railroad branch that was previously shown in Part 5A on the Wells Fargo route map.⁴ The invoice shown in *Figure 7-5* was generated to document an express charge of 40 cents for transporting one 60-pound box from the Hammerschlag Manufacturing Co. in New York City to Garfield, N. J., on August 20, 1903. Hammerschlag paid the express charge on August 28 as evidenced by their circular PAID handstamp on this invoice. E. C. Kornhoff (Wells Fargo agent) acknowledged receipt of their payment on August 29th.



Fig. 7-4: August 1903 Wells Fargo invoice from Garfield, N.J.

It was common business practice for the larger express companies to issue complimentary franks to certain customers for free parcel shipments. The express *Pass* was a manifestation of this practice where a few complimentary shipments were authorized for a customer, but most usually for just a single shipment. Such a pass (a.k.a. *frank*) from Wells Fargo & Co. is shown in *Figure 7-5*. This frank was issued to H. B. Vreeland for a free shipment, not exceeding 20 pounds, from New York City to Garfield. Since no other arrangements are stipulated, this frank was only good for a one time shipment. E. A. Stedman's facsimile signature is preprinted at lower right; he was Manager of the Atlantic Department from 1902 to 1910. Frederick J. Hickey

was the Wells Fargo General Agent in New York City from the 1890s through 1910. His signature is entered vertically along the left side to validate this frank. This frank was probably used around 1905.



Fig. 7-5: Complimentary shipping pass, issued to a Garfield Resident.

The Figure 7-5 frank measures 120x65mm overall and is perforated 14 on the left side. The printing and map are in black and the paper is buff colored. The basic portion of this frank's design is imprinted over a light brown, 93x58.5mm rectangle that is directly printed on the frank's buff paper. The control number at upper right (6945) is red. The Ocean to Ocean mini-map (enlarged in Figure 7-6) is very similar to that previously shown at the left in Figure 5-2,⁵ except all the cities are in Gothic type (vs. serified) and a couple of the short route lines in Texas and Mexico are missing. It is interesting to read on the frank that the recipient is now totally responsible for his shipment, a normal express company stipulation in exchange for providing free transportation.



Fig. 7-6: Ocean to Ocean mini-map.

A 1905 Wells Fargo Money Order Department directive to the Garfield agent is shown in *Figure 7-7*. This memo is from Superintendent W. E. Scott in New York and defines the Garfield agency's sales portion as $33\frac{1}{3}$ per cent of their charges on money orders sold locally, beginning June 1st, 1905.

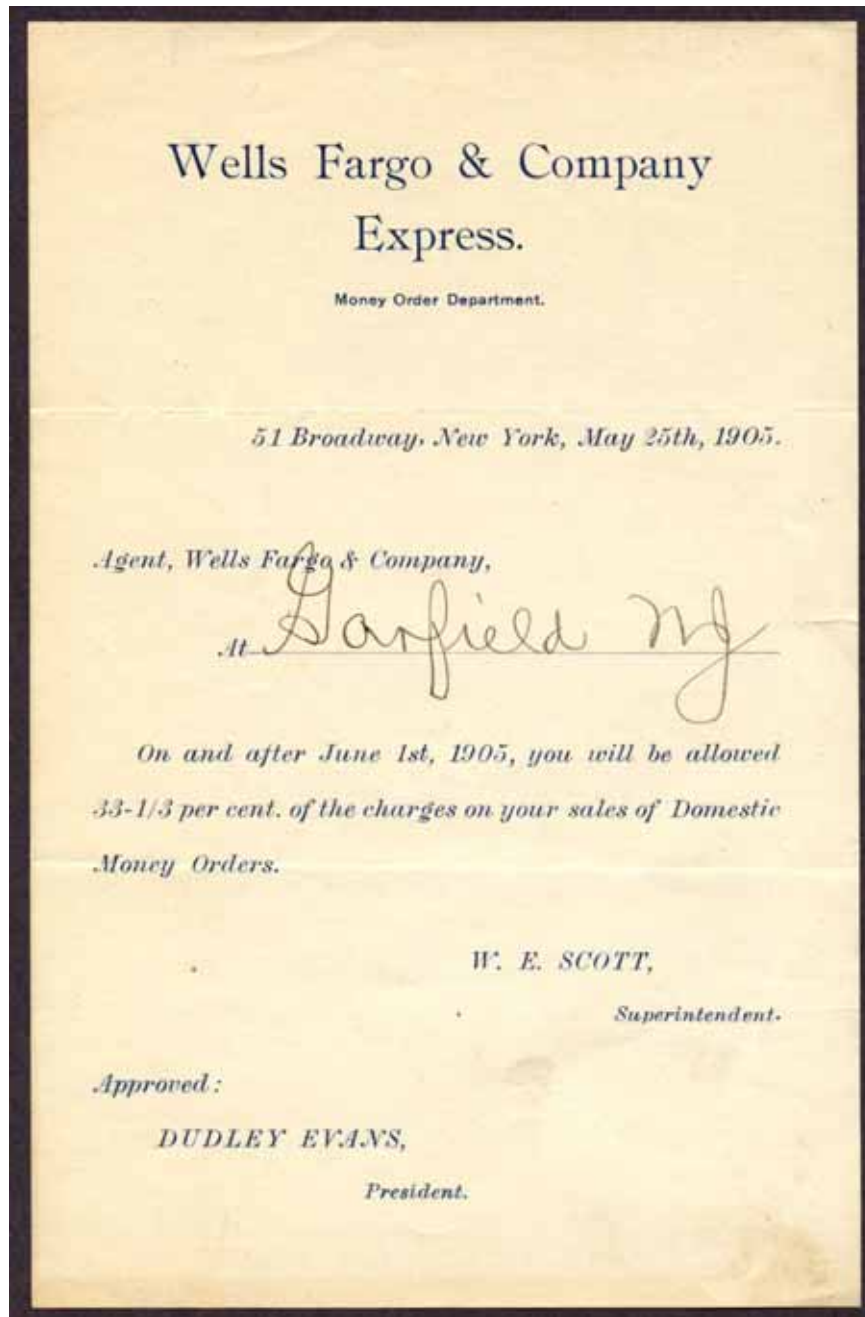


Fig. 7-7: May 25th, 1905 memo from New York office.

Another Wells Fargo item is shown in *Figure 7-8*. It is an August 10, 1904, Atlantic Library Association dues receipt for Garfield agent E. C. Kornhoff's ten-cent payment.

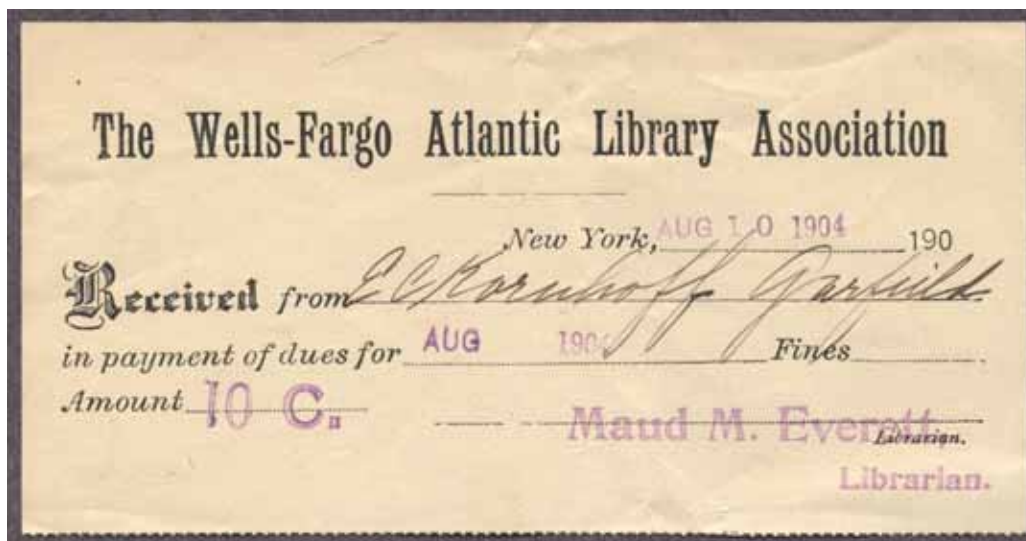


Fig. 7-8: August 1904 ten-cent library dues receipt.

Montclair

Wells Fargo Express serviced Montclair, N. J. (Essex County) via the Erie's Greenwood Lake, Main Line branch that went from Jersey City to Greenwood Lake, N. Y. The receipt shown in Figure 7-9 was issued in Montclair (handwritten on the date line) to document the consignment of one trunk that was to be delivered to Hallstead, Pennsylvania (a town on the Delaware, Lackawanna & Western Railroad also serviced by Wells Fargo Express).

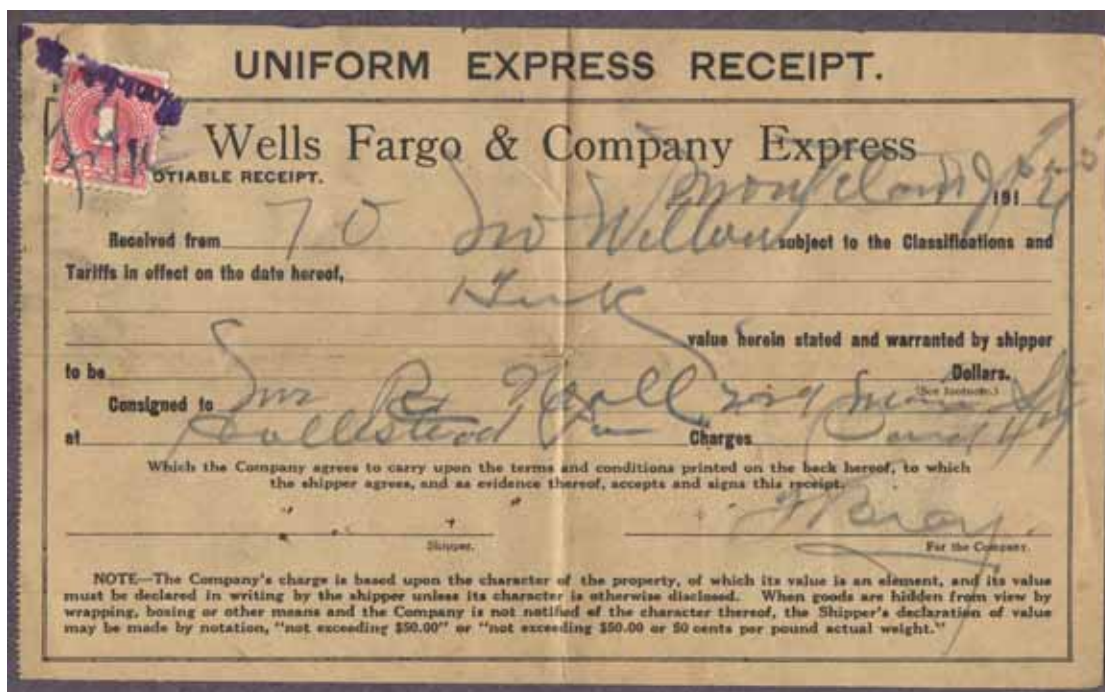


Fig. 7-9: February 1914, Montclair, N.J. express receipt.

The 1914 Uniform Express Receipt in *Figure 7-9* appears to be Wells Fargo's version of the Interstate Commerce Commission's standardized format that had been imposed upon all express companies of that era (thus the 'Uniform' designation). This format is all business in content with no room for Wells Fargo advertisements or propaganda. Likewise the reverse of this receipt has 13 lengthy express Terms and Conditions printed on it, but no company advertisements.

In the upper left corner of the 1914 receipt is a used Scott R196 revenue stamp that is 'canceled' with a "Montclair, N. [J.]" purple handstamp (see *Figure 7-10*) that was probably applied by the Wells Fargo Agent. This handstamp ties the R196 to the receipt and is very over inked so that it exhibits a blurred appearance. Also, the lower end of the "J" that was obviously part of the purple handstamp is visible at the very upper left corner of the receipt (lower right corner on the inverted *Figure 7-10* enlargement).



Fig. 7-10: Montclair, N.J. purple handstamp.

Rutherford

From 1888 to 1895, Wells Fargo Express serviced Rutherford, N.J. (Bergen County) via the New York, Erie and Western Railroad's Eastern Division that ran from New York City through New Jersey to Port Jervis, N.Y. The postal card shown in *Figure 7-11* was mailed on November 15, 1892 to notify Mrs. Williams that her express package had arrived at the Rutherford express station. She could pick up her package after payment of the 65-cent express charges. No other identifying information was provided on the card, so hopefully Mrs. Williams was expecting such a package.

This card is a Scott UX10, one-cent postal card that is postmarked "Nov 15 8 AM 1892 Rutherford, N.J." It is simply addressed to "Mrs. Williams, Rutherford." Rutherford must either have been a relatively small town in 1892, or Mrs. Williams was a very well-known personality. We also note the standard "Order for Delivery" option printed on the back of the card which would allow Mrs. Williams to designate someone else to retrieve her package, upon presentation of this notice with the pertinent identification information filled in.

(221)
(Postal Notice to Consignee.)
WELLS, FARGO & CO'S EXPRESS,
AGENTS, note on Delivery or O. H. Book the date
this Notice is issued.
Ruth A. New 15.2
Office.....1892.
We have received to your address, and HOLD AT
YOUR RISK.....
.....
Express Charges, - - - \$.....
Collection or C. O. D., - - - \$.....
Total to pay, - - - - \$.....
Please call for the package and present this Notice, or
fill out the order below.
J. M. Taylor
.....Agent.
ORDER FOR DELIVERY—Strangers must be identified.
AGENT WELLS, FARGO & CO.: Please deliver the
above mentioned property to.....
.....or bearer,
who will pay charges.
.....Consignee.

Fig. 7-11. November 1892 notification of express package arrival
in Rutherford, N.J.

Morristown & Erie Railroad

The Morristown & Erie Railroad extended 10.6 miles between Morristown (Morris County) and Essex Fells (Essex County), N.J. From about 1905 through 1918 the Wells Fargo & Co. Express serviced this small road. It was quite customary for the larger express companies to give annual complimentary express passes to the officials of the railroads with which they maintained active express contracts. Such a pass is illustrated in *Figure 7-12* and was issued to Miss E. M. Guldenkirch of the Morristown & Erie Railroad. We guess that being secretary to the road's Treasurer was close enough to being a railroad official, so Miss Guldenkirch was given this annual complimentary express pass.



Fig 7-12: 1917 Complimentary express pass card for personal packages.

This pass is printed on buff card stock and contains the year “1917” in 19mm-high, red outline numerals in the center (this may not show too clearly in the illustration). The pass was valid from January 1 to December 31, 1917 and contained several restrictions for its proper use:

- Only Miss Guldenkirch’s personal packages qualified for free transportation
- Free transported packages could not exceed 100 pounds
- The free transportation was not transferable to anyone else
- Miss Guldenkirch agrees that she did not pay for this pass
- Shipments of money, bonds, jewelry, live stock and business consignments were excluded
- Free transportation also applied to any packages (most likely sent C.O.D.) that were received by Miss Guldenkirch.

The last four conditions are stipulated on the back of this complimentary express pass which is shown in *Figure 7-13*.

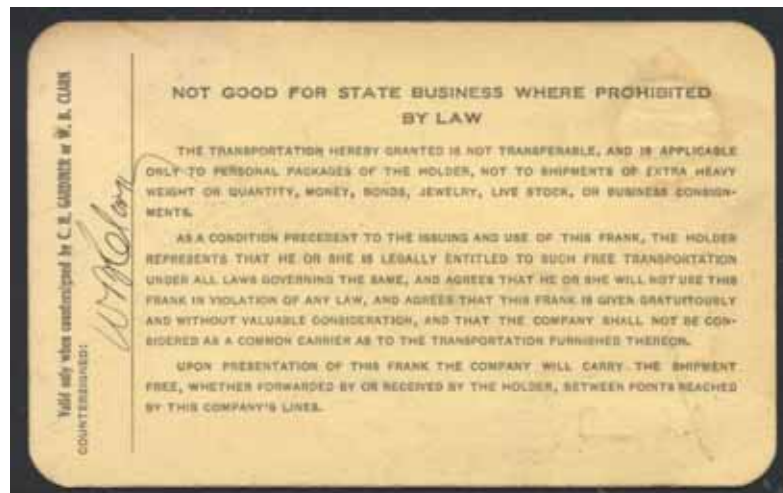


Fig. 7-13: Reverse of the Fig. 7-12 express pass.

Office and COD Labels

In Part 5B,⁶ only one Wells Fargo office label with a New Jersey town preprinted on it was illustrated, that of Englewood. More Wells Fargo labels have subsequently surfaced that contain additional New Jersey towns printed on them. Each of these labels will be illustrated and reviewed to understand their contemporary usage.

C.O.D. Label

The C.O.D. label shown in *Figure 7-14* originated sometime after 1898 (there is no comma after 'Wells'), but before 1912 (when Wells Fargo changed to green Form U-11 C.O.D. labels which all express companies began to use).⁷ This label was pasted on a C.O.D. package that was shipped from Englewood, a Wells Fargo Express station on the Northern Railroad of New Jersey (a branch of the Erie Railroad). This label is printed in black on yellow paper and contains a 65x43mm framing rectangle. It also contains the Ocean-to-Ocean round mini-map that was illustrated at the left in *Figure 5-2*.⁸



(WFCX-L215 label)

Fig. 7-14. Post-1898 C.O.D. express label.

C.O.D. meant “Collect on Delivery,” the same as the present USPS usage. The normal Wells Fargo C.O.D. conditions of the early 20th Century are printed on this label:

This package must not be opened or delivered until the invoice is paid. These are the instructions of the shipper; no discretion is allowed to us. W. F. & CO.

In those days, the recipient could not even look inside the package at his new acquisition until after he paid for it. We wonder if the shippers offered money back guarantees during the era when these C.O.D. labels were in use. Subsequent Wells Fargo C.O.D. labels contained similar statements that were sometimes preceded by “Unless otherwise instructed in writing by the shipper . . .”

Earlier Wells, Fargo & Company instructions for money collections have been located, and it is probable that these instructions were pertinent throughout most of Wells Fargo's 66 years of parcel express business in the United States. The 1868 C.O.D.-related service instructions were documented as follows:⁹

In C.O.D. packages, etc., care must be taken to attach the "C.O.D." label, as the neglect of so doing may occasion error in the treatment of such packages, etc., for which the agent causing the error will be held personally liable.

When bills are taken, accompanying goods to be collected on delivery of same, they must be inclosed in the printed "C.O.D." envelope for that purpose, and marked plainly "C.O.D." on the package, and also the amount of bill to be collected and a "C.O.D." label attached.

Enough charges must be made on the goods to pay for making the collection and returning the money, and the funds are to be returned accordingly, free of further charge.

A portion of the bill must not be collected on delivery of a portion of the goods, unless by special instructions, in writing, from the shipper.

Wells Fargo issued many different C.O.D. label designs during the 19th and early 20th Centuries; the *Figure 7-14* label is just one surviving example.

Form 7 Labels

Four truncated Form 7 Wells Fargo office labels are shown in *Figure 7-15*. Note that the number 7 appears in the upper right corner of each of these partial labels. The top label was preprinted for use in Allendale, N.J., followed by a Hackensack, N.J. label, an Oakland, N.J. label, and the bottom label for use in Verona, N.J. These labels were probably issued sometime between 1898 and about 1910. The reason that the lower portions (and some outside margins) of these labels are missing will be explained later in this report.

Allendale is in Bergen County (see the map in *Figure 5-5*)¹⁰ and was on the Main Line (Jersey City to Port Jervis, N.Y.) of the Erie Railroad. **Hackensack** is also in Bergen County and is the town where the New Jersey & New York Railroad and the New York, Susquehanna & Western Railroad lines crossed (see *Figure 5-5*). The Hackensack label could have been used on packages traveling the NJ&NY, or the NYS&W (after Wells Fargo entered into a contract on that road about 1905). **Oakland** was on the NYS&W Main Line (Jersey City to Middletown, N.Y.) and is located in Bergen County. No other railroads ran through Oakland during the early 1900s. Prior to the 1905 Wells Fargo contract, National Express had the express privileges on the NYS&W, so this Wells Fargo label was definitely issued in 1905 or later. **Verona** is in Essex County and was on the Caldwell Branch (Great Notch to Essex Fells, N.J.) of the Erie Railroad's, Greenwood Lake Division.



Fig. 7-15: Partial Form 7 express labels.

A typical, uncut (as originally issued), Wells Fargo Form 7 label is illustrated in *Figure 7-16*. It contains space near the bottom for the express agent to enter the final station for which express-fee billing had been made, plus a place to enter the accompanying Wells Fargo messenger's name, or to enter the hosting package's railroad routing. The outer rectangle on this label measures about 92x42mm and the surface-colored paper is dark red. The illustrated Allendale label is covered with shellac (or express agent's paste) and the Oakland label shows the tops of entries that were handwritten below on the cutoff portion. We surmise that both these labels were probably used on package shipments and the original labels may very well have contained express information on their bottom entry lines. The Hackensack and Verona labels do not exhibit obvious signs of express usage, and before they were cut back, they may have looked much like *Figure 7-16* in format. No complete Form 7 Wells Fargo office label (nor Form '(7)' labels - see below) is presently known with a New Jersey town name on it.



(WFCX-L135 label)

Fig. 7-16: Typical entire Form 7 Wells Fargo Express label

The usage dates of the Form 7 labels (without the comma after ‘Wells’) are not specifically known, but the usage period was probably 1898–190?. Form 7 labels were first mentioned in the 1888 Wells Fargo, Book of Instructions,¹¹ and from 1888 to 1898 they probably contained a comma after ‘Wells’ as was then the standard printing practice. We do note that a very similar label containing Form number 96 at upper right first appeared in the 1902 Wells Fargo Book of Instructions¹² and may have eventually replaced the Form 7 labels sometime after 1902. Of course, Wells Fargo agents who had Form 7 labels (especially those with their station’s town name preprinted on them) were probably allowed to continue using them until they were all gone, no matter what year that turned out to be.

Form (7) Labels

A pair of partial Form (7) Wells Fargo express labels are shown in *Figure 7-17*. These labels differ quite substantially in design from the previously discussed Form 7 labels, even though they share the same Form numeral. The top label was preprinted for use in Paterson, N.J., the bottom label for Vernon, N.J. The reason these items are not complete labels will be explained later. **Paterson** was on the Main Line of the Erie Railroad and the Main Line of the New York, Susquehanna & Western Railroad. The complete Paterson label could have been used on express package traffic on the Erie, or on the NYS&W. The Wells Fargo **Vernon** label (when it was whole) was probably used on a package transported over the Lehigh and Hudson River Railway from the Vernon station located in Sussex County.

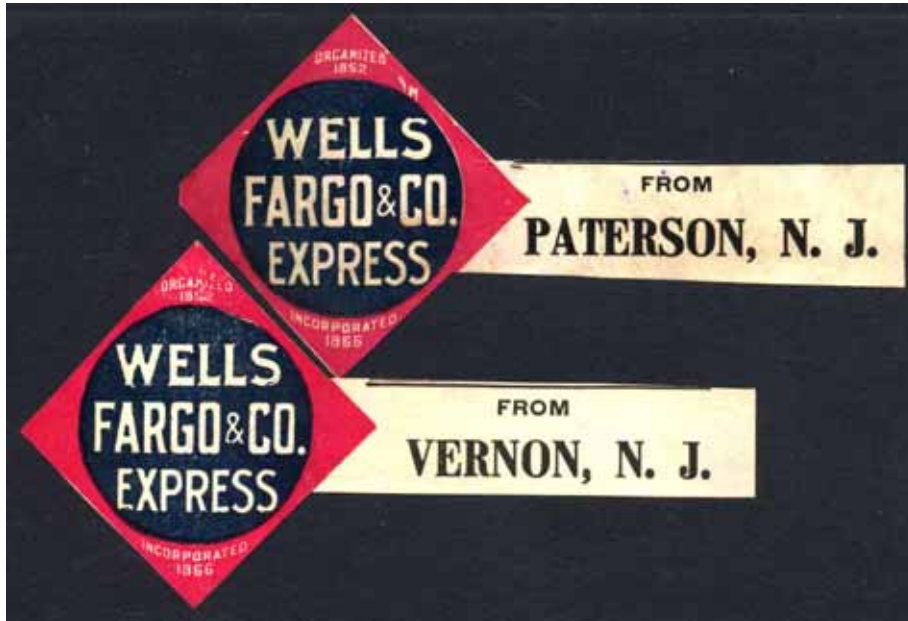
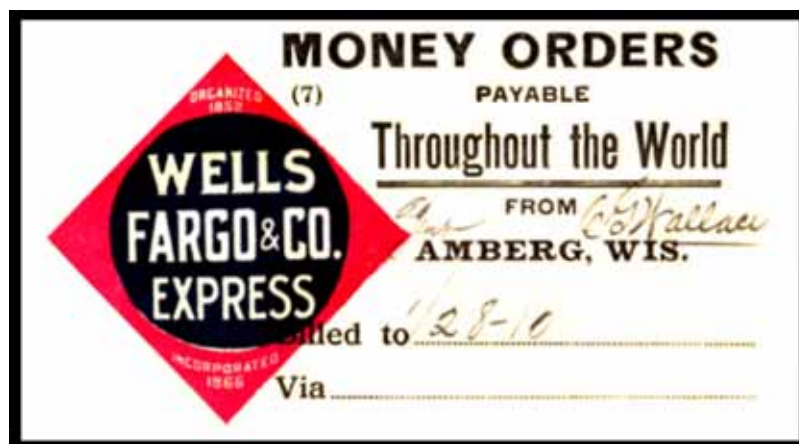


Fig. 7-17: Partial Form (7) office labels

A complete Wells Fargo Form (7) label is illustrated in *Figure 7-18*. It contains space for the express agent to enter the destination express station for which the express-fee billing had been paid, plus a blank line to enter the accompanying Wells Fargo messenger's name, or to enter the package's railroad routing. The outer design limits on this label measure about 98.5x49mm and it contains black lettering on white paper. The outer diamond 'points' in the Wells Fargo logo are red and the opaque part of the central circle is dark blue. The inaugural issue date and subsequent usage dates of the Form (7) labels are presently unknown, however, the illustrated label appears to have been dated January 28, 1910 by Agent C. G. Wallace. Based on this information, we surmise that issuance of the Form 7 labels preceded the Form (7) labels.



(WFCX-L150 label)

Fig. 7-18: Typical complete Form (7) Wells Fargo express label.

The black printing on this particular label is shifted farther left than on many other Form (7) labels that have been seen, including the two partial labels in *Figure 7-17*. Most noticeably, part of the word “Billed” is overprinted onto the right side of the Wells Fargo logo diamond. This overlap did not occur when this label was correctly printed with the black, red and blue portions properly aligned. Some of the other black printing on this label also appears to be shifted a few millimeters to the left (e.g., “Throughout the World” and the straight line under it).

Source of the Partial Labels

The following is the unauthenticated explanation that has been heard regarding the source of the partial express labels illustrated in *Figures 7-15* and *7-17*. This is a recent 2004 revelation and it almost sounds reasonable enough to be true. It seems that during the very early 20th Century, an express agent in Santa Barbara, California (name unknown) purportedly began collecting used and unused express labels that had town names on them. This agent pasted his collected labels onto 6x14 inch, ruled ledger sheets (or pasted them onto inside pages within a ledger book of this size), arranging them alphabetically (with a few noticed variations) by town names in a vertical array on each sheet/page. He pasted the labels on both sides of the ledger pages. Hundreds of express labels were collected and affixed in this manner, supposedly by the Santa Barbara agent.

Quite obviously, this agent was not a serious express-label collector, because he cut away portions of many of his labels until just the express company name and the town name remained as is seen in the above examples. Examination of these ledger sheets of labels leads us to believe that the town names and express company identifications were the most important portions of each express label to this agent. On the surviving ledger sheets that have been seen, his ‘label trimming’ approach appears to have provided some additional mounting space on some of the sheets. Or at the least, perhaps this approach was used to create occasional empty spaces that allowed him to paste down his label collection on a continuing basis, instead of waiting until the entire accumulation was alphabetized and ready for mounting.

During 1900–10, Santa Barbara was only serviced by the Wells Fargo Express on the Southern Pacific Railroad. So, not surprisingly, the purported collector was probably a Wells Fargo Express agent, and consequently, most of his collected labels were from Wells Fargo Express stations. Some of these labels did exhibit Eastern town names on them, but very few (probably less than a dozen) were from New Jersey. Interestingly, not all of this agent’s express labels were treated so cruelly, as some have survived as complete (or nearly complete) items that have been soaked off the ledger sheets and are being actively collected again. We estimate that possibly three-quarters of these mounted labels were destructively cut away to some extent. What a pity! So, now you know [what may be] the rest of the story.

Acknowledgment

We are extremely grateful to Dr. Robert J. Chandler of Wells Fargo Historical Services for contributing pertinent historical information that has been used in this report.

Correction to Part 6B

In Part 6B,¹³ we continuously referred to Jabez Fearey as 'Feary' which is incorrect. Our apology for this oversight and error.

(This report will be continued in the February 2006 *NJPH*)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label's illustrations in this article are direct references to the pertinent label numbers in Mosher's Catalog.

ENDNOTES:

¹ Valentine, Jno., J., Wells Fargo & Company, December 20, 1900 letter "To The Employees [sic] of Wells Fargo Company," courtesy Dr. Robert J. Chandler, Wells Fargo Historical Services.

² Mosher, Bruce H., "New Jersey Private Express Companies: Part 5B, Wells Fargo Company's Express," *NJPH*, November 2004, p. 153.

³ "New York City Notes," *The Express Gazette*, October 15, 1902, p. 315.

⁴ Mosher, Bruce H., "New Jersey Private Express Companies: Part 5A, Wells Fargo Company's Express," *NJPH*, August 2004, *Figure 5-5*, p. 95.

⁵ *Ibid*, p. 92.

⁶ Mosher, Part 5B, p. 152.

⁷ Chandler, W. F., "Wells Fargo & Company, Chicago, August 1, 1912. System of Labeling and Waybilling Freight Effective September 1, 1912" *The Express Service and Rates*, 1914, pp. 215-16.

⁸ Mosher, Bruce H., "New Jersey Private Express Companies: Part 5A, Wells Fargo Company's Express," *NJPH*, August 2004, p. 92.

⁹ *Tariffs, Rules and Instructions*, Wells Fargo & Company's Overland Express, 1868, p. 18, 33.

¹⁰ Mosher, Bruce H., Part 5A, p. 92.

¹¹ Bartz, James L., *Company Property of Wells, Fargo & Co's. Express 1852-1918*, 1993, p. 63.

¹² *Ibid*, p. 65.

¹³ Mosher, Bruce H., "New Jersey Private Express Companies; Part 6B Express Companies with Offices in Newark," *NJPH*, May 2005, pp. 81-84.

IT'S NOT ALL COLLECTING: Other Uses Of Postal History

By Gene Fricks

Those who think postal history encompasses only rates and routes (and perhaps markings) miss out on the cultural and historical aspects of our pastime. The cover shown below makes an excellent example. The adhesive and machine markings are not remarkable, the condition would be considered a bit careworn. However the illustration in *Figure 1* has a great deal of significance as a business documentation.



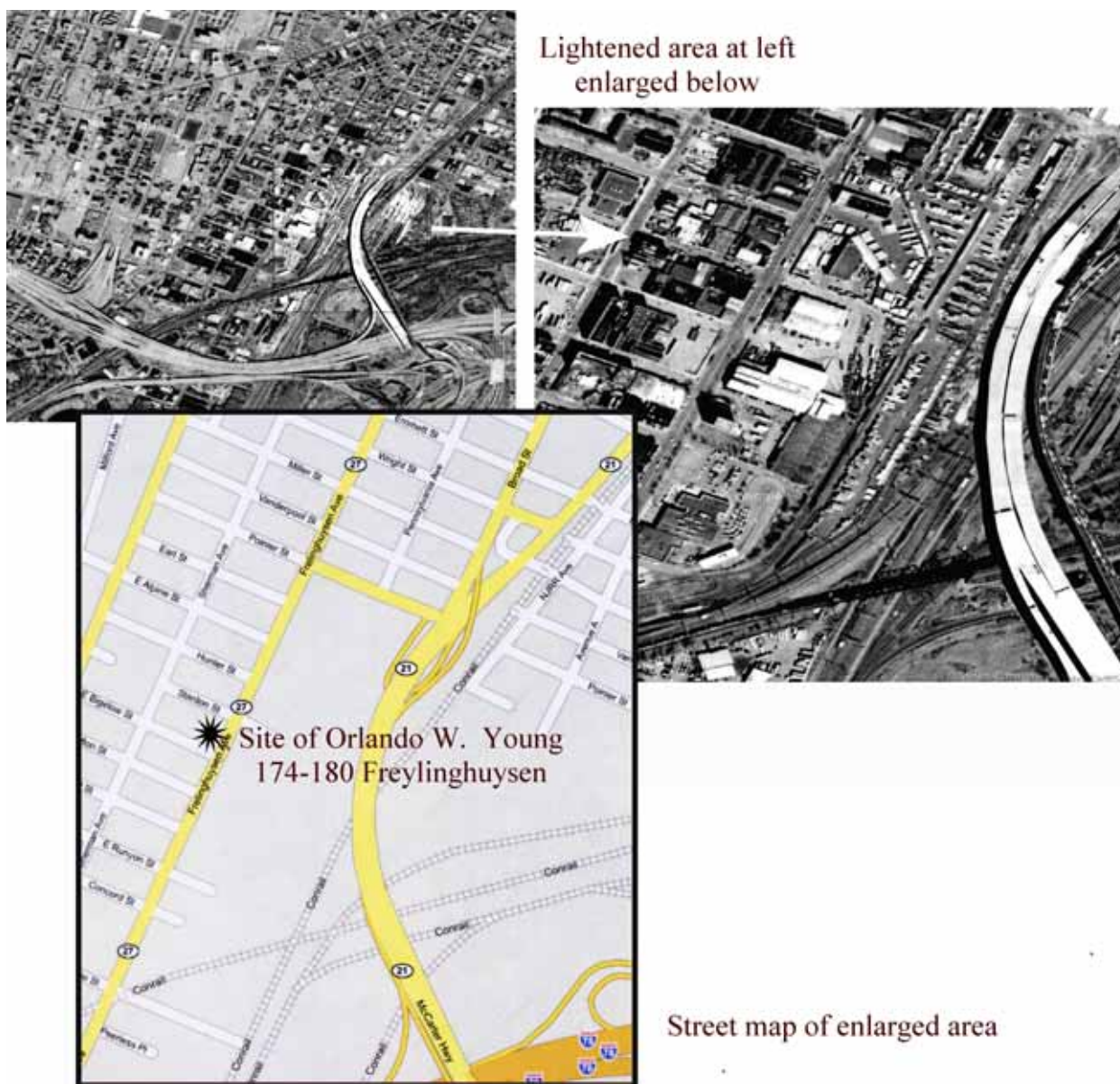
Fig. 1: A cover documenting a Newark business.

Over the past several decades, much of my professional life has gravitated around identifying and remediating old industrial locations that were used for potentially dangerous industries. Benzene and certain polycyclic aromatic hydrocarbons have been strongly implicated in contributing to, if not causing, several types of human carcinomas. When found in groundwater, these compounds can produce serious health effects in persons who drink from contaminated wells or water sources. Newark, as an old industrial city, has had numerous locations with the potential for these types of problems. Fortunately for its residents, Newark's water supply comes from reservoirs in the northwestern part of New Jersey and it is of high quality.

IT'S NOT ALL COLLECTING: Other Uses Of Postal History ~ Gene Fricks

However, a major difficulty in identifying such locations resides in the lack of land use records from the 19th century – folks didn't consider it very important to record what kinds of activities were conducted on most industrial sites. So, when a record like the illustrated cover appears, it provides some strong clues of previous uses.

The Google® map and aerial photograph¹ give us a good indication of present location and use. The site, near Newark International Airport, remains heavily industrialized and nonresidential.



Lightened area at left
enlarged below

Street map of enlarged area

¹ Google maps from <http://maps.google.com>, which provides both satellite and road maps. June 20, 2005.

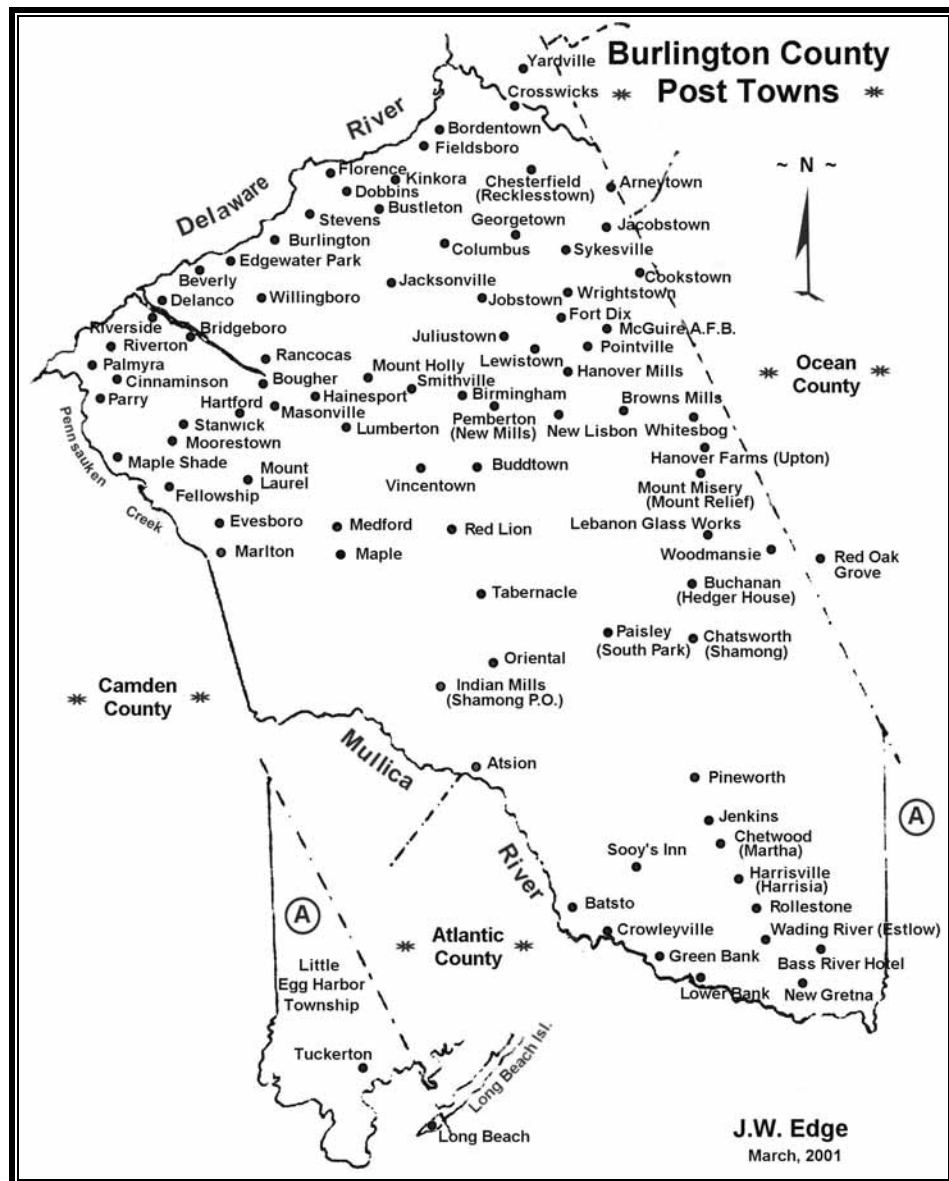
THE POST TOWNS OF BURLINGTON COUNTY: PART 3

By Jack Edge



[This series on Burlington County Post Offices is continued from our last issues, February & May 2005 (Vol. 33, Nos. 1 & 2. Whole Issue Nos. 157 & 158). More sections will follow in upcoming issues. We repeat the map here and refer you to the bibliography that accompanied the first and second section of this article.]

BURLINGTON COUNTY MAP WITH POST TOWNS



CHATSWORTH POST OFFICE ~ Established February 7, 1893

Shamong Post Office, in Woodland Township, changed its name, along with the town, to Chatsworth in 1893. This office, at Shamong Station, on the New Jersey-Southern Railroad dates back to 1863 and remains in operation to this day.

The name Chatsworth came into use for this village in the late 1880's, when a large estate was built nearby called Chatsworth. It was intended to be used as a country club and retreat for wealthy businessmen and investors in the venture. Located on the shores of nearby Lake Shamong, the well-to-do owners convinced the locals of the "benefits" to be derived from changing Shamong's name to Chatsworth.

Estate, country club and wealthy investors were all gone by the turn of the century, but Chatsworth remained; not the stylish retreat for the rich, once envisioned, but a solid, honest, working man's town, and home to Woodland Township's municipal government.

Located twelve miles northeast of Atsion, and six miles southwest from Woodmansie, this small village has been referred to as the "Capitol of the New Jersey Pine Barrens." It's said that Willis Buzby, Chatsworth's first postmaster, coined this title for his hometown. Buzby also referred to himself as "King of the Pineys." His general store is still here and has been recently remodeled.



Fig. No. 22: Post card dated April 9, 1907, Chatsworth, N J.

February 7, 1893 Post office name changed from Shamong to Chatsworth
Continues in service today.

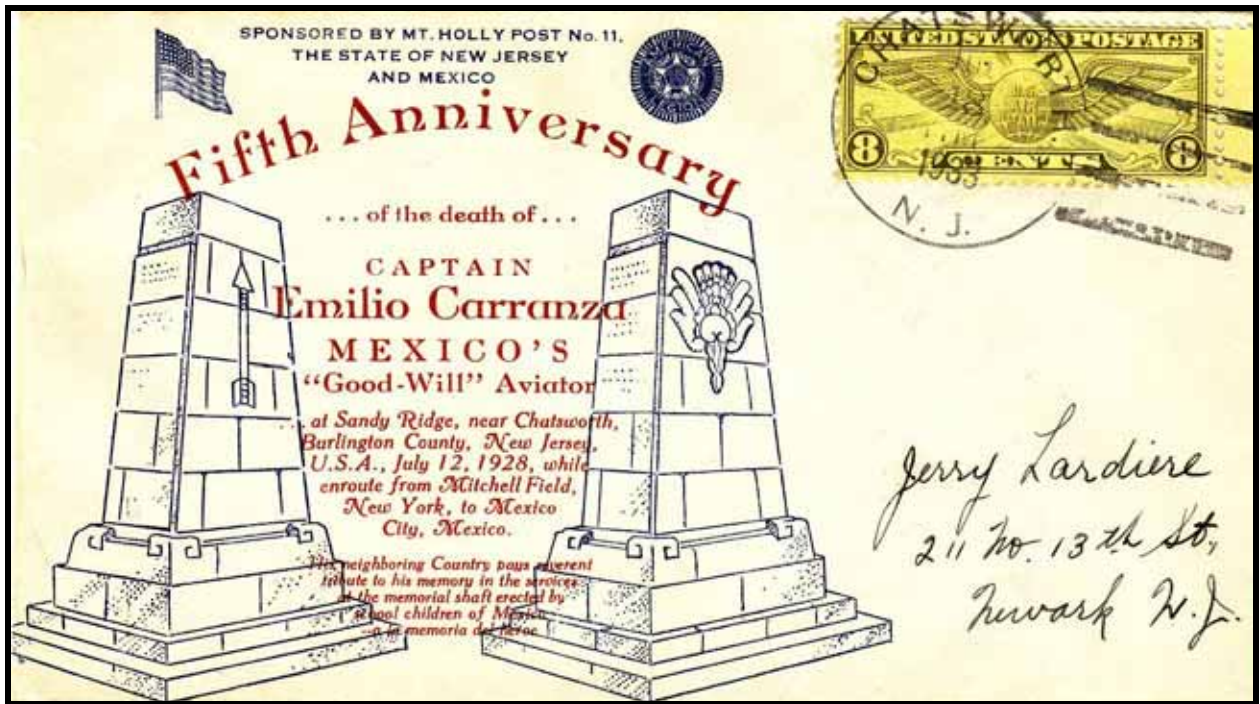


Fig. No. 22a: The Famous Carranza Monument near Chatsworth, N.J., posted at Chatsworth in 1933.

~ ☐ ☐ ☐ ~

CHESTERFIELD POST OFFICE ~ Established May 19, 1888

Chesterfield was not always known by this name. From about 1805 until 1888, it was known as Recklesstown, named for an early citizen, Anthony Reckless. The Recklesstown Post Office operated under this name until the town and post office exchanged this colorful moniker, in 1888, for the more mundane Chesterfield, taken from the township where it was situated.

Located in the most rural, northeastern part of Burlington County, Chesterfield is five miles southeast of Bordentown and three miles to the north from Georgetown. The population in 1888 was fewer than 150. The town was still being referred to as Recklesstown well into the 1940's, as many will recall.

May 19, 1888 Post office name changed from Recklesstown to Chesterfield

July 31, 1920 Post office discontinued; service to Bordentown



Fig. No. 23: A 1907 post card, Chesterfield, N.J.

~ [] [] [] ~

CHETWOOD POST OFFICE ~ Established January 29, 1863

A post office was opened in Old Washington Township on the site of the ancient iron forge known as Martha's Furnace in 1863. The owner of this place renamed it Chetwood. Francis B. Chetwood owned most of the land in this vicinity.

Chetwood Post Office was about eight miles northwest of New Gretna and off the regular mail route. The proposed postmaster, Benjamin Clark, offered to carry the mail from New Gretna to the Chetwood Post Office "at no cost to the Post Office Department."

Clark stated in his postal application, "There were a dozen families here, but is now on the increase." Apparently that increase never happened, because within three and one-half years the post office was discontinued. Within twenty years, the forest had reclaimed the site of Old Martha's Furnace and the short-lived Chetwood.

Chetwood is another forgotten town, and lost in the wilderness of the vast Wharton State Forest ~ an altogether common theme in the unforgiving and harsh environment of Burlington County's vast Pine Barrens.

January 29, 1863 Post office opened
June 4, 1866 Post office discontinued

~ [] [] [] ~

CINNAMINSON POST OFFICE ~ Established April 22, 1836

A village known as Westfield was located in old Chester Township in 1836. Upon application for a post office they were informed of the existence of a Westfield Post Office long established in Essex County.

The name Cinnaminson was an ancient Indian word, generally accepted to mean sweet water. This area of Westfield was called Cinnaminson by the Lenni-Lenape Indians, long since gone from here. Westfield's citizens resurrected the old native name for their village, and used it for their new post office. The area was settled by Quakers by the early eighteenth century. A meetinghouse was erected here in 1801, and named Westfield Meeting. In 1834 Gordon¹ counted "some half dozen farm houses." By 1880, the population of Cinnaminson was estimated at 150.

Situated on the Burlington Pike (U.S. Route 130), Cinnaminson Post Office was one and one-quarter miles east of the Pennsauken Creek and six miles to the west from Bridgeborough Post Office.

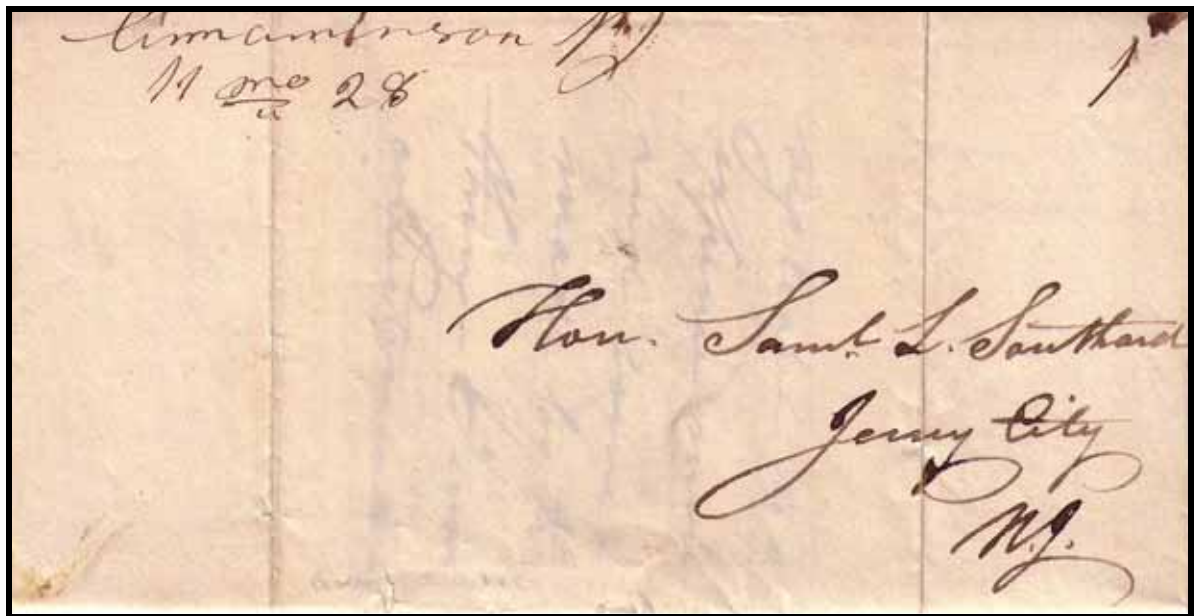
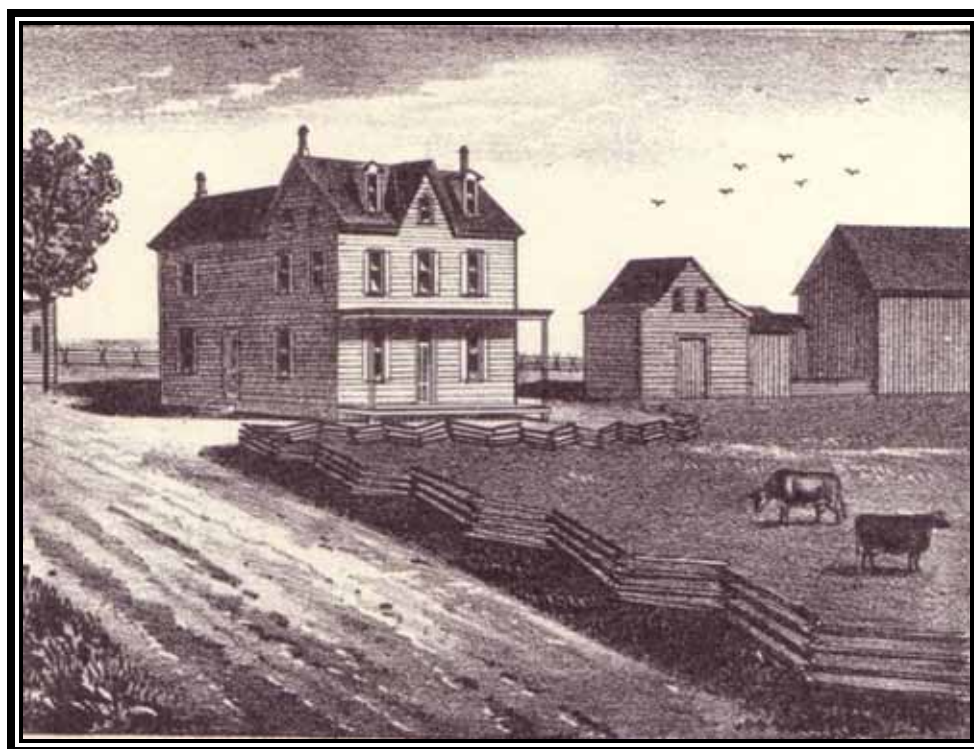


Fig. No. 24: An 1840 Folded letter from Cinnaminson, N.J. showing the Quaker method of dating 11 mo 28, meaning November 28th.

April 22, 1836	Post office opened
October 13, 1915	Post office discontinued; service to Riverton
April 16, 1964	Re-established as branch of Riverton Post Office



Fig. No. 25: This 1891 postmark & killer tie the stamp to this Cinnaminson cover.



*Fig. No. 25a: Circa 1876
Res. of Joseph F. Haines, Cinnaminson Twp., Burlington County, N.J.*



Fig. No.25b: A patriotic cover used during the Spanish-American War era.

~ ☐☐☐ ~

COLUMBUS POST OFFICE ~ Established December 14, 1827

Columbus is a country town located in Mansfield Township. It is situated some six miles northeast of Mount Holly and five miles south from Bordentown. As is true of many of Burlington County's towns and villages, members of the Society of Friends settled Columbus before 1750.

Once known as "Encroaching Corners," the village eventually came to be known as Black Horse after the tavern located here by the same name. In 1827, the townspeople voted to change the name to Columbus, and the post office followed suit.

Columbus was also the terminus of the Columbus, Kinkora, and Springfield Railroad, now all but forgotten. The many fine homes and huge shade trees give this place a pleasing appearance. It is surrounded by some of the finest farmland remaining in this part of the county. Columbus retains its identity and dignity, despite the encroachment of the real estate developers.

December 14, 1827 Post office name changed from Black Horse to Columbus
Continues in service today.



Fig. No. 26: A folded letter from Columbus, N.J., in 1844, illustrating the Quaker method of writing dates by its postmaster: 3 mo 14 or March 14th.



Figs. No. 26a: Shinplaster or company store script used in Columbus, N.J. circa 1865.

~ ☐☐☐ ~

COOKSTOWN POST OFFICE ~ Established January 24, 1851

Cookstown is located in New Hanover Township along the North Run, very close to the Ocean County border. It is two miles southwest of New Egypt and three and one-half miles northeast of Wrightstown.

Settled about 1730, the village has been called Iven's and later known as Cooks Mills. William Cook, owner of the sawmill here from 1776-1801, was the namesake for Cookstown. The town was a station on the Pemberton and Hightstown Railroad and boasted a population of 150 by 1876.

Today, the country surrounding Cookstown is mostly agricultural to the north and the Fort Dix Military Reservation immediately to the south. The post office operates to this day. Henry Beck² tells us of a visit to Ben Huss's store in Cookstown about 1935: "Ben Huss kept the one store we visited [in Cookstown] and had part of the interior set aside as the post office. He said he had tried to quit several times, but no one else would have the job." He added, "So I still got it." Ben Huss was postmaster here 1916-1940.



Fig. No. 27: Cookstown, N.J. cover, dated Jan. 9, 1914.

January 24, 1851 Post office opened
Continues in service today.



Fig. No. 27a: Late 19th Century cover to Ellisdale, Burlington Co., N.J.
Posted at Cookstown, N.J. Ellisdale was in Monmouth Co.!

~ [] [] [] ~

CROSSWICKS POST OFFICE ~ Established March 25, 1823

Crossweeksunk was the name given this place by the Lenape Indians. Early Quaker settlers pronounced it Crossix and by 1700, it was being called Crosswicks. Settled near the year 1680 by members of the Society of Friends, the village lies next to the Crosswicks Creek, which separates Burlington and Mercer Counties. Crosswicks is eight miles southeast from Trenton and three miles north of Chesterfield.

The town was located on the Old York Road out of Burlington City, which was part of the original Post Road to Perth Amboy created by 1693. In 1778, British and Colonial Troops fought a skirmish at the bridge connecting Crosswicks with Woodwardville. The 1880 census reported a population of 700 in Crosswicks. The town retains its country look to this day.



Fig. No. 28: Crosswicks, N.J. manuscript postmark July 2, 1842.



Fig. No. 29: Crosswicks, N.J. cover using an 1851 Issue 3 cent stamp.

March 25, 1823 Post office opened
Continues in service today.

~ [] [] [] ~

CROWLEYVILLE POST OFFICE ~ Established October 27, 1856

In or about 1851, the Atlantic and Millford Glass Works began operations along the Mullica River, halfway between Batsto and Green Bank. Glass bottles and containers were manufactured here, until about 1865, when the glass works ceased operation and the owners abandoned the area.

The settlement was long known as Crowleytown or Crowley's Point on some old maps. The post office name given was Crowleyville and it was to become another of Washington Township's short-lived offices. There's not much left here today to give evidence of the old glassworks, much less the village and its post office.

October 27, 1856	Post office opened
November 22, 1862	Post office discontinued

~ ☐☐☐ ~

DELANCO POST OFFICE ~ Established October 5, 1857

The Camden and Amboy Railroad called this place Rancocas Station in the late 1830's. By 1849, land speculators had named it Delranco. Bordered by the Rancocas Creek and the Delaware River, the village grew along with the success of the railroad.

It is possible that the name change from Delranco to Delanco occurred when the post office was established. Delanco was part of Willingboro Township when its post office was opened. The population in 1857 was listed as 300. It was located two miles southwest of Beverly, and directly across the Rancocas Creek opposite the town of Progress.

Although on the same mail route as Progress, its neighbor across the creek, Delanco had no access to it, except by boat or the railroad. In 1857, Micajah Dobbins, Delanco's first postmaster, stated "Progress is inaccessible, the draw of the Railroad Bridge being kept off, except when the cars are passing." Delanco was finally connected to Progress, later Riverside, in 1866 upon completion of a pedestrian bridge across Rancocas Creek. By 1880, Delanco's population was 452. This writer was born here, in 1944.

October 5, 1857	Post office opened
August 29, 1860	Post office discontinued
December 14, 1860	Post office re-established
May 31, 1954	Post office became a branch of Riverside Post Office

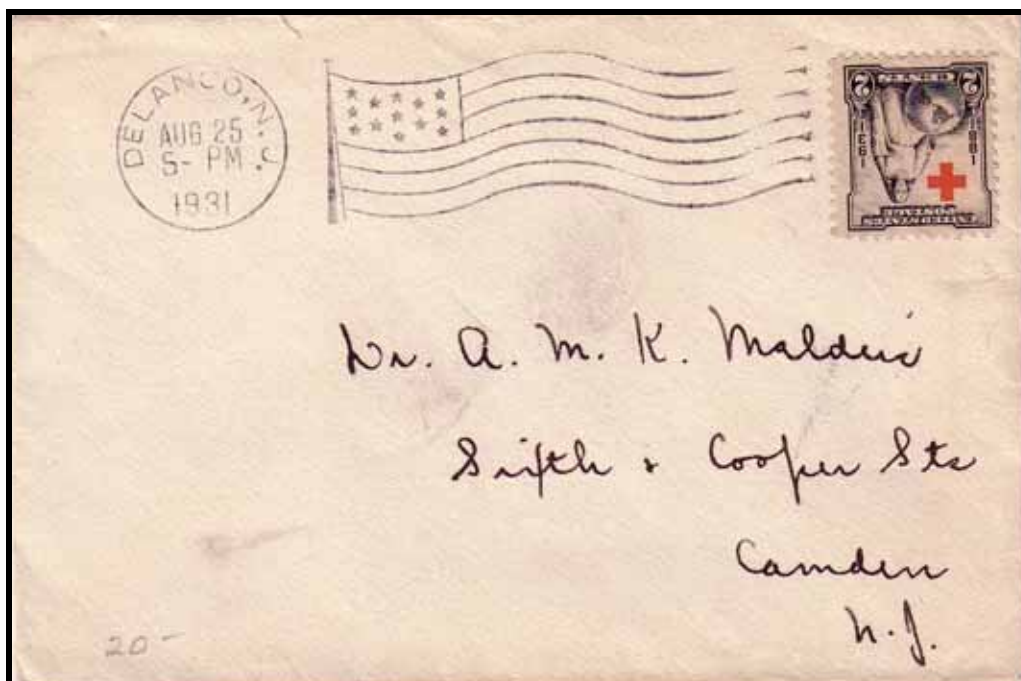


Fig. No. 30: Delanco, N.J. postmark on cover, dated Aug. 25, 1931.

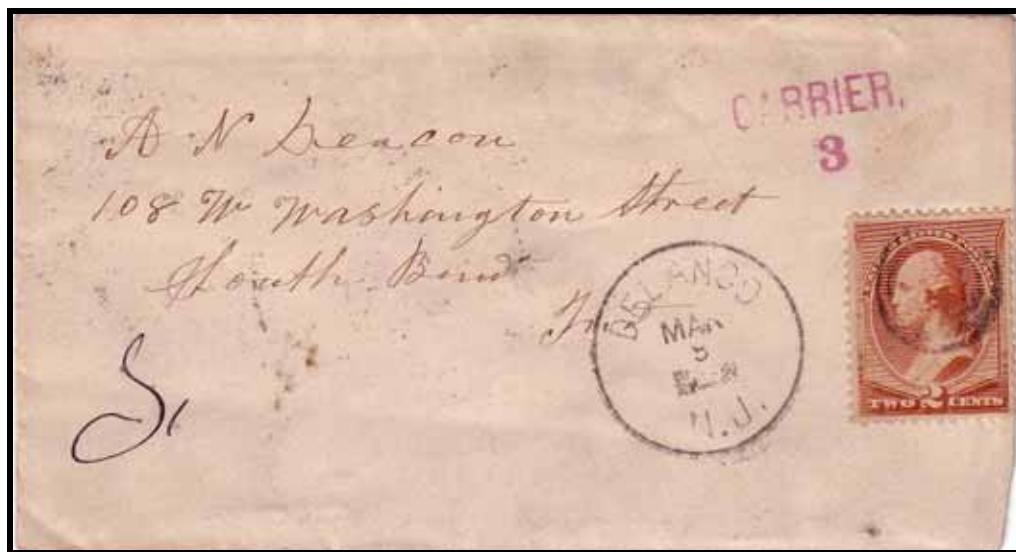


Fig. No. 30a: An early carrier marking on an 1880s Delanco, N.J. cover.

~ ☐ ☐ ☐ ~

This history of Burlington Post Towns will continue in future *NJPH* issues.

ENDNOTES:

¹ Gordon, Thomas F., *Gazetteer and History of New Jersey*. Philadelphia, PA: Daniel Fenton, 1834.

² Beck, Henry C. *More Forgotten Towns of Southern New Jersey*. E.F. Dutton & Co., Inc., 1937.

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2005 - SECAUCUS, NJ - MAY 29, 2005**



MINUTES OF ANNUAL MEETING

The 33rd annual meeting of the New Jersey Postal History Society was held on Sunday, May 29th, 2005, at 12 noon at the NOJEX show at the Crowne Plaza in Secaucus. The meeting was called to order by President Robert G. Rose at 12:10PM. Officers present were Bob Rose, President, and Jean Walton, Secretary. Andy Kupersmit was also present.

No Treasurer's Report was offered at this time, as Andy Kupersmit was not present when the meeting began, but when he did arrive, we did get to meet son Benjamin. We continue to operate on a tight budget, with dues not sufficient to cover our yearly journal expenses, making contributions an important part of our income. However, our membership has actually grown a bit - which is certainly an improvement. Membership is now over 100 paying members, with two new members joining at NOJEX.

Bob Rose announced that the New Jersey Postal History Society will be participating in a one-frame exhibit at the Washington 2006 International Show, and encouraged members to think about participating. This one-frame exhibit is to be made up of single pages from club members. Contact Bob if you are interested in participating.

Following the short business meeting, Len Peck gave an interesting talk on Sussex County postal history, showing many pieces of correspondence from the national archives which outlined the growth of post roads throughout Sussex county.

Present were: Don E. Bowe, Doug D'Avino, Arne Englund, Len Frank, Andy Kupersmit, Hugh Merritt, Alan Parsons, Bob Rose, Mark Sommer, Jean Walton, Nathan Zankel, and new member John Trosky. It was nice to have this increased attendance, and we hope others will consider attending in the future.

The meeting was concluded at 1:00PM.

Respectfully submitted,

May 31, 2005

Jean R. Walton, Secretary

Our last Ebay auction took place in July, and was quite successful. Both members and other Ebay users were able to acquire some nice material. Arne will do his best to list another auction in the near future. Please submit any material for sale to Arne Englund, PO Box 57, Port Murray, NJ 07865 or email him at alenglund@aol.com. Be sure to include descriptions of the lots to be sold.

WELCOME TO NEW MEMBERS!

Tom Bicher, 36 Marlboro Ct., Maywood, NJ 07607 NJCPATom@aol.com Early 1900's
John Trosky, 2 Saint Clair Ave. Rutherford, NJ 07070-1136 jtrosky@email.usps.gov Jersey
City cards & covers, fancy cancels, ad covers
Paul Schopp reports a new email: pwschopp@comcast.net.

Come visit the NJPHS table at MERPEX!

OCEAN GROVE, NJ REVISITED

By Charles Fricke

The following is a nice early U.S. postal stationery card from my collection, showing another Ocean Grove cancel, to join those shown by Gene Fricks in the February 2005 *NJPH*.¹ This one is from 1880, nine years after a post office was established in this Monmouth County community.

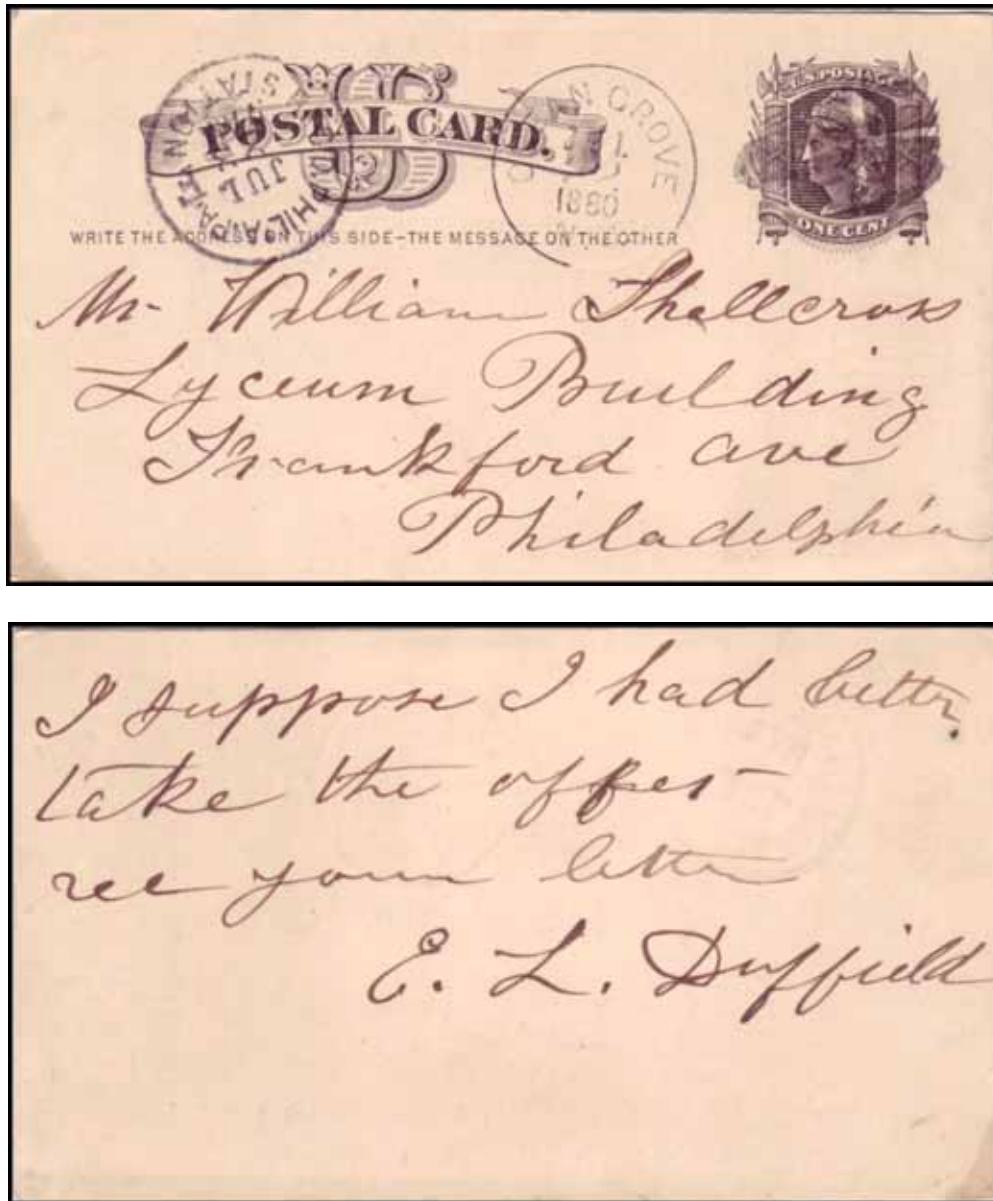


Fig. 1: Ocean Grove cancel on U.S. postal stationery card, cancelled Jul 22, 1880.

ENDNOTES:

¹ Gene Fricks, "Two Ocean Grove, NJ Cancels," February 2005 *NJPH*, Vol. 33, No. 1, Whole No. 157, p. 49.

MERPEX XXIX

(Year 2005)

Stamp Exhibition and Bourse

presented by the

Merchantville Stamp Club



at the

West Jersey Masonic Center

Berlin-Haddonfield Road at the Route 295,
Exit 32 Interchange, Cherry Hill, New Jersey

September 2, 3, 4, 2005

Hours: *Friday* 12 Noon to 6:00 PM
Saturday 10:00 AM to 4:00 PM
Sunday 10:00 AM to 3:30 PM

Public Invited

Free Admission



DIRECTIONS TO MERPEX ON FOLLOWING PAGE

MERPEX!

DIRECTIONS TO MERPEX AT THE CHERRY HILL MASONIC CENTER

FROM:

The **NEW JERSEY TURNPIKE**: take exit 4, keep right coming out of the toll booths. Take Route 73 N about 1/2 mile to Route 295 S.

TACONY - PALMYRA BRIDGE: follow Route 73S to Route 295 S...

BETSY ROSS BRIDGE: take Route 130 S to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

BEN FRANKLIN BRIDGE: take Route 30 E to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

HEADING SOUTH ON ROUTE 295, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro]. When the exit ramp forks, take the left fork [Voorhees / Gibbsboro], but stay in the right lane of the left fork. At the light, cross over the main road into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.

FROM:

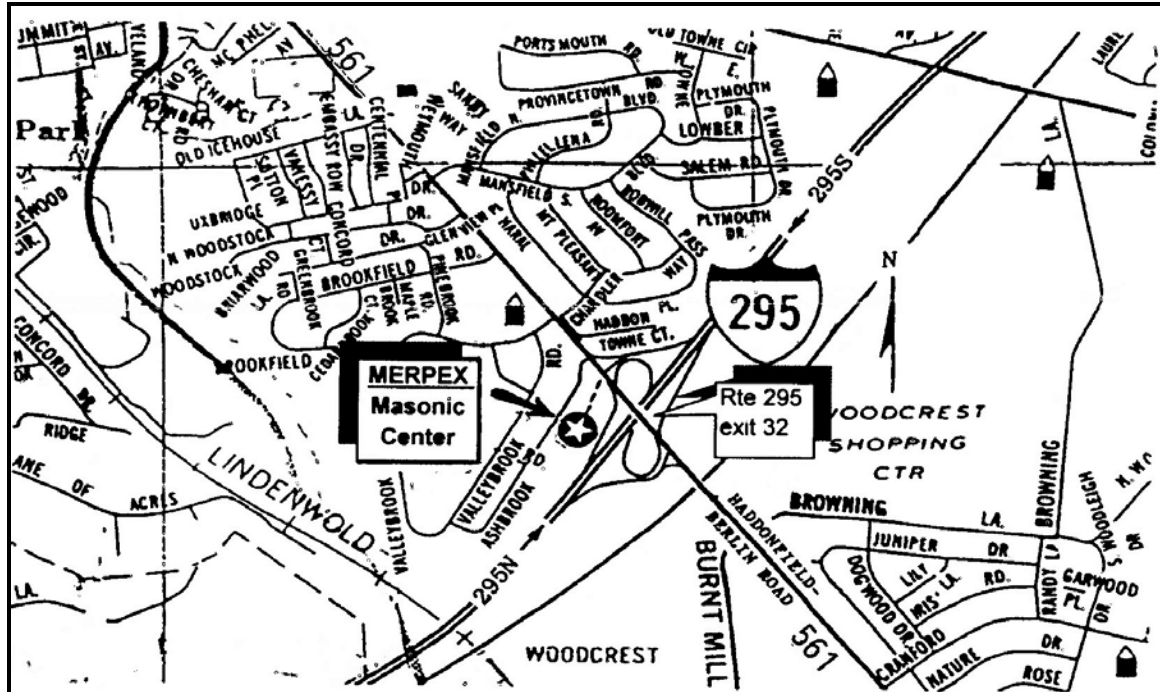
WALT WHITMAN BRIDGE: Follow Route 76 S to Route 295 N...

COMMODORE BARRY BRIDGE: take Route 295N...

DELAWARE MEM. BRIDGE: take Route 295 N.

HEADING NORTH ON ROUTE 295, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro].

When the exit ramp forks, take the left fork [Haddonfield]. Turn left at the light and go one block to another light. Just before this light, turn left into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.



LEAVING THE SHOW, turn right out of the driveway onto Berlin - Haddonfield Road. The entrance to 295 S is immediately on the right; the entrance to 295N is over the rise.

NJ SUMMER POST OFFICES

L O V A L S D Z J S A T S Y T I C N A E C O Z F S Y T W A P
 H V Q J G I Z Z Y X P J E J B V N S L L I M S R E I L L O C
 I S P R A Y B E A C H M R S W D N A L S I E R U S A E R T X
 W K H T E L N I S D N E S N W O T G B D J I Y L U I R L O A
 R J E D Q S P W W H Y R R P S R A D E C Y E V R A H S T M Z
 N E S Y A H X X T E K R F H A R W I C L K Y Z Z S P H E F Q
 O H L M Z D N V L P M Z A J Q P I K V B S W P N I P D F T W
 R G I C V T H T H S E K A L D N A L H G I H H P E A P P Y J
 M N W P H D R V I O L K R A P N A U Q S A N A M C C K A F L
 A N M S N O U J O C E A N G R O V E S T A G S R D S D H V O
 N A U J N O T G N I L R A H C A E B I D Q L A O F B J F G I
 D R N X W G R E E N W O O D F O R E S T V E V T F L G C T G
 Y M R P S O M E R S E T I N X U X U C D H N I U O Y Y E R V
 B E E U M Q U H C A E B T N A R B Q Z T I F H T F J N E E B
 E Q S K Y N B X L H L A D N A Y A W A W E K A L Y A E L V E
 A J S Z J Z G R A S S Y S O U N D M V J K Y K Z X N W R O T
 C H A W Q V U R F L A T B R O O K V I L L E N F P O U W C T
 H J L A Z Y M O A T S K R A P Y R U B S A S U O C U E N M E
 X R G A Q G N I T S O W A V I V Y Q S O H I N T H Y F Q A L
 E V Z K C E D A R B E A C H Y O B T V D Y D H J B R U S R L
 R J G O R A N G E S T A B Z R R F A M R K Z N W S M H D Y A
 J F F X M X L U T T I F K I A L D B W G X N K O I P Q C B V
 B E R K E L E Y F X G S D I J J Q I J C C A O Q C U T C B A
 G O H V B E K A L S R E V L U C D X B O B H Y C C X Y A X L
 W L R R T X W R H U X A W H B J T R I H B U A N E J H P A T
 X S A K D S H K U Z C D X F C U T I W L G M N D L D J T E K
 O F W S M I J K E A N S B U R G S T A O G B X V W K E Z L Y
 O H P S S S P E R R Y S P R I N G S H U X I P F O I H T V W
 R O E W W E E D I S E K A L W N Y K D Z A B Q B F M C Z E I
 Q Z N S S H R N N F E K A L Y R R E B N A R C N F C T K F M

Look for the following post offices:

* Source: Summer Post Office List by Chester M. Smith, Jr.

Asbury Park Sta	Colliers Mills	Highland Lakes	Ocean Grove Sta
Awosting	Cranberry Lake	Keansburg Sta	Orange Sta
Beach Arlington	Culvers Lake	Lake Wawayanda	Ortley
Berkeley	Flatbrookville	Lakeside	Somersetin
Brant Beach	Glasser	Lavalette	Sperry Springs
Byram Cove	Grassy Sound	Manasquan Park	Spray Beach
Caviar	Green Pond	Metedeconk	The Arcade
Cedar Beach	Greenwood Forest	Normandy Beach	Townsend's Inlet
Chadwick	Harvey Cedars	Ocean City Sta	Treasure Island

As the puzzle does not allow numbers, the following were entered without the station numbers, and other descriptors have also been removed, due to lack of space.

Asbury Park Station 1, 5, and 8 "The Arcade"	Fortescue	Ocean City Station 2
Cranberry Lake - Rural Of Andover	Green Pond - Rural Of Newfoundland	Ocean Grove Station 1&2
Flatbrookville - Rural Of Columbia	Keansburg Station 1	Palisades Park
	Keswick Grove	West Orange Station 1 & 2

This puzzle is available online at our website <http://www.NJPostalHistory.org> in pdf format, so you can print it out separately, if you wish. The solution is also available there.

MEMBER ADS

WANTED: JERSEY CITY postal history and advertising covers, also pictures, postal cards of Jersey City, street scenes. Contact John A. Trosky, 2 St. Clair Ave., Rutherford, NJ 07070-1136, 201-714-6651 or email JTROSKY@email.usps.gov.

FOR SALE: U.S. STAMPLESS COVERS including Transatlantics, mostly Boston usages. Contact Tim O'Connor, 16 Kenilworth Circle, Wellesley, MA 02453 or email timoconnor1@comcast.net.

NEW MEMBER DESPERATELY SEEKING ITEMS FROM LESLIE POST OFFICE. Precancels, covers, info, anything. Also looking for NJ precancel trading partner. Contact R. Barry Feddema, 25 Georgia Dr., Wayne, NJ 07470 or email bfeddema@optonline.net.

LOOKING FOR FISH HOUSE, NEW JERSEY COVERS AND POST CARDS; also Camden County and Burlington County corner cards, DPOs, and post cards. Contact Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, 856/786-1499 or email pwschopp@comcast.net.

WANTED: HUNTERDON COUNTY NJ, Bucks County PA postal history, covers, postcards, pictures from all eras, photocopies of rare or unusual postmarks, post offices, postmasters of Hunterdon needed. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908-806-7883 or email jiwalker@earthlink.net.

WANTED: SOUTH JERSEY Q.S.L. CARDS, foreign post cards to South Jersey, Presbyterian Church related covers and small town Presbyterian churches on post cards from anywhere. Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484.

WANTED: BOND or FORCE FAMILIES or CENTERVILLE material. Bonds include Charlotte, Isaac, Reilly, Abby and Adelia. Forces include Jonathan III, Frank, and Anna. Contact Jack A. Gordon, The Bond Force House, 88 Eagle Rock Ave., Roseland, NJ 07068 212/421-4300.

ALWAYS LOOKING FOR NAVAL COVERS from the **USS ALSTEDE AF48**. In service from 1946 through 1969. I appreciate your efforts and consideration. Contact Kurt Alstede, P.O. Box 278, Chester, NJ 07930, 908/879-7189, or email Kurt@nac.net.

WANTED: MOUNTAIN LAKES, BOONTON, PARSIPPANY, TROY HILLS postal history items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS member since 1980. Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

WANTED: POSTAL HISTORY OF SUSSEX COUNTY: DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 202 Stanhope Road, Sparta, NJ 07871 or call 973/729-7392.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

CAPE MAY POSTAL HISTORY WANTED, 1800 to 1940s, manuscript stampless and small towns especially needed for my collection. APS Dealer Member. Contact Phillip J. Marks, P.O. Box 451, Marlton, NJ 08053, 609/519-6660 or email catsport@aol.com.

WANTED: POSTAL HISTORY OF GLASSBORO OR GLASSBOROUGH.

Send price and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call or email 856/881-8858 BillWHit3@juno.com.

ALWAYS LOOKING FOR 19th Century mail to & from Portugal & Colonies. Contact: Stephen S. Washburne. P.O. Box 43146, Philadelphia, PA 19129-3146, 215/843-2106 or email s.s.washburne@att.net.

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD

since 1972. 8000 items, 1690s to 1990s. Visit our searchable website: www.felcone.com. Joseph J. Felcone, PO Box 366, Princeton, NJ 08542 609/924-0539; felcone@felcone.com.

N.J. POSTMARKS WITH COUNTY OR POSTMASTER WANTED.

Any town, clear strikes only. These are for exhibit. Fancy Kicking Mule from Susanville, CA, other fancies. Send photocopies please. Elliott Idoff, 332 Bleecker St. #G-20, New York, NY 10014, 718-853-5226.

FOR SALE: U.S. AND FOREIGN

COVERS, includes postal history, topical cachets, FDCs, postal stationery, Navals, Scouts, flights, etc. Will also trade for N.J. postmarks needed. Contact Fred Mancuso, 17 Theodore Ave., Maple Shade, NJ 08052, or email Stampking1@aol.com.

WANTED: Unusual ELLIPSE CANCELS CONTAINING HORIZONTAL OR VERTICAL BARS

with a letter or number in the center. On or off cover. Contact Roger Curran, 20 University Ave., Lewisburg, PA 17837, or email rdcnrc@evenlink.com.

COLLECTOR SEEKING ALL UNUSUAL 1847 COVERS.

Also pre-1845 or post-1851 Habersham correspondence Princeton to Savannah. Will trade or buy. Contact Harvey Mirsky, P.O. Box 358, New Hope, PA, call or email 212/662-8146 HarveyMirsky@aol.com.

WANTED: EXPRESS COMPANY POSTAL HISTORY,

Corner Cards, Labels, U.S. Locals, forgeries. Will buy or trade Business School Training Covers, checks & stamps. Contact: William W. Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 or email cds13@cornell.edu.

WANTED: SHIP CANCELS FROM WWII,

Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 20142 Quail Run Dr., Dunnellon, FL 34432.

WANTED: Clear handstamps on New Jersey

stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, P.O. Box 1945, Morristown, NJ 07962 or e-mail rrose@pitneyhardin.com.

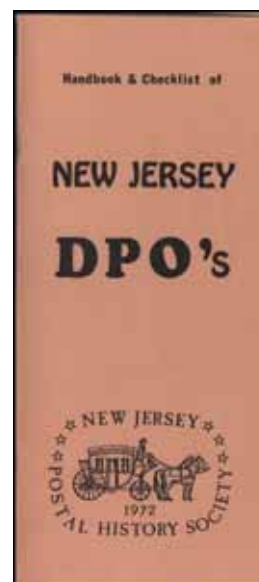
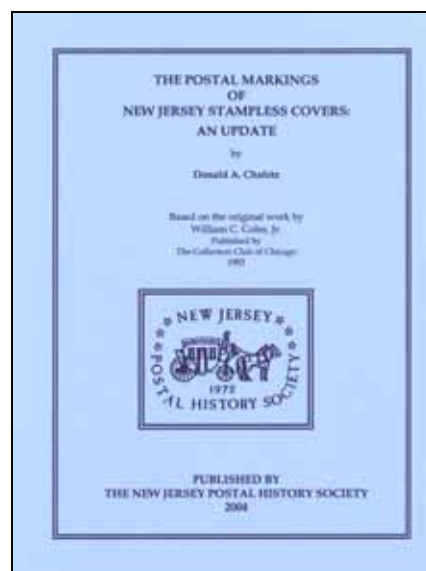
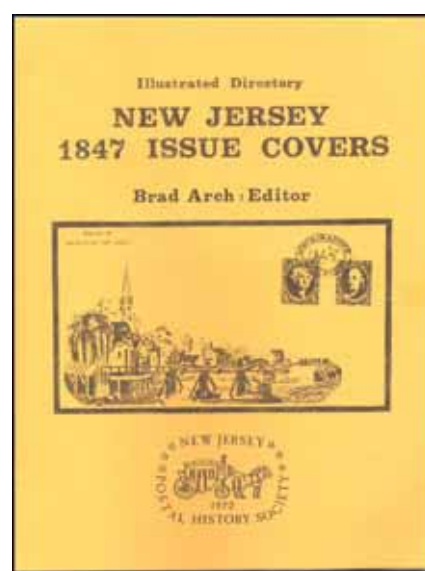
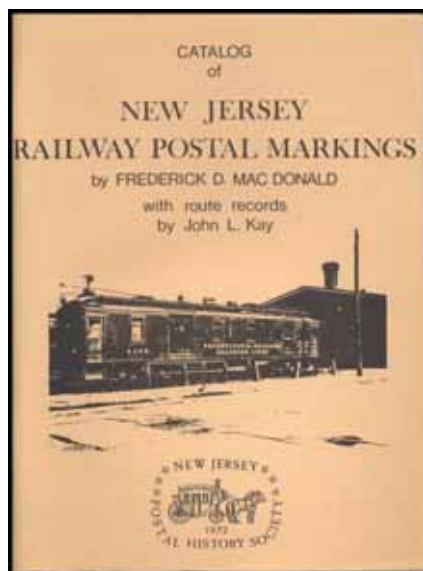
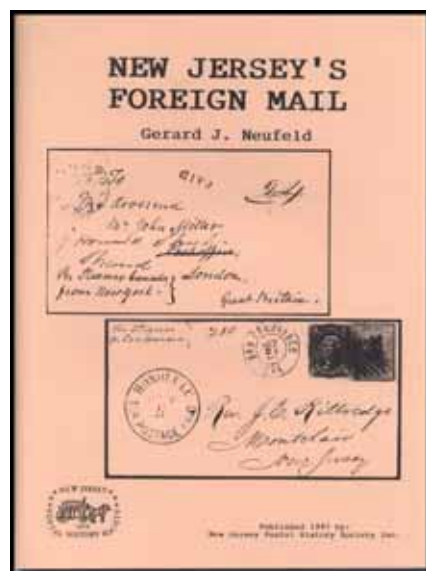
ANY SOUTHARD CORRESPONDENCE WANTED!

Always interested. Please contact Jean Walton, 125 Turtleback Road, Califon, NJ 07830; 908/832-9578 or e-mail jwalton971@aol.com.

WANTED: STAMPLESS

Auxiliary rate markings, forwarded covers, any state. Strong strikes, clear manuscripts, clean covers. Send copies with prices. J. Haynes, Box 358, Allendale, NJ 07401.

NJPHS LITERATURE AVAILABLE NOW



PHILATELIC LITERATURE AVAILABLE FOR IMMEDIATE DELIVERY, Post Paid, from: Robert G. Rose, New Jersey Postal History Society, P.O. Box 1945, Morristown, NJ 07962. RRose@pitneyhardin.com

The Postal Markings Of New Jersey Stampless Covers: An Update by Donald A. Chafetz hardcopy, 28pp	\$10.00
Same plus CD in Acrobat Reader [.PDF] format.....	\$15.00
Washington Organ Manufacturers on CD, by Len Frank -3 articles + many many illustration not in <i>NJPH</i> , in Acrobat Reader [.PDF] format.....	Reduced price!
Catalog of New Jersey Railway Postal Markings, 1984, Frederick D. MacDonald, 136pp.	\$12.95
Illustrated Directory of New Jersey 1847 Issue Covers, Brad Arch, ed., 1987, 44pp & Supplements	\$10.00
New Jersey DPO's, Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices	\$4.00
New Jersey's Foreign Mail, 1997, Gerard J. Neufeld, 76pp.	\$3.00
New Jersey Civil War Patriotic Covers, 1993 [<i>NJPH</i> Whole No. 100] 100pp, an illustrated study	\$8.00
2003 <i>NJPH</i> Issues on CD in Acrobat reader [.PDF] format, with many color illustrations.....	Reduced price!
2004 <i>NJPH</i> Issues on CD in Acrobat reader [.PDF] format, with many color illustrations [member price \$5.00]	\$5.00
	\$12.00