



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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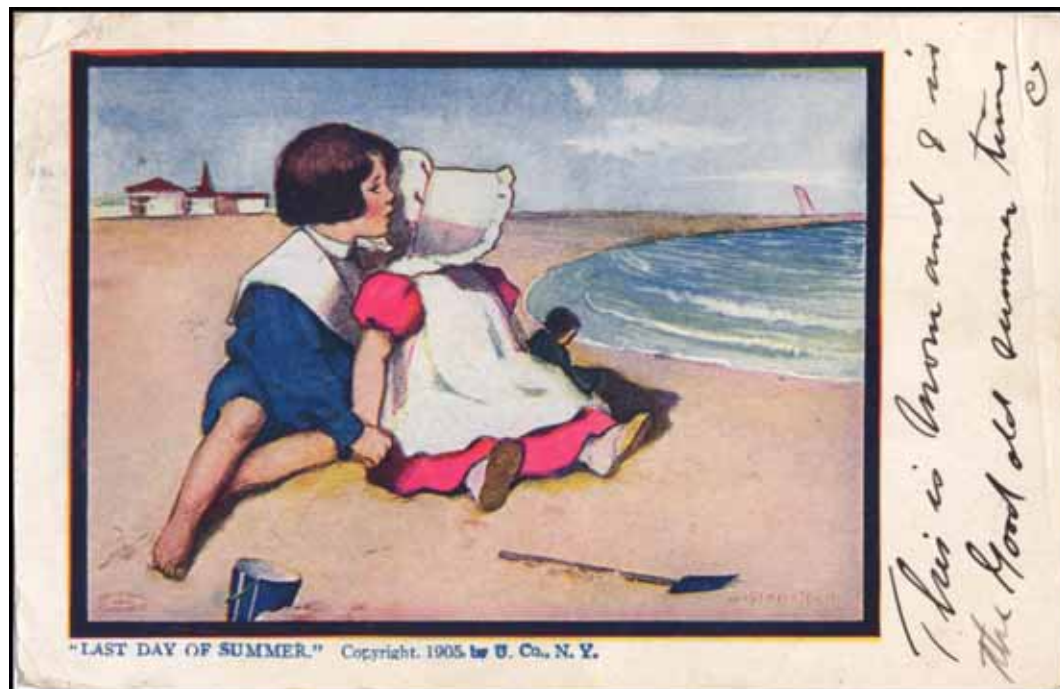
Vol. 34

No 3

Whole Number 163

August 2006

"DOWN THE SHORE"



Craig Mathewson's article on Brigantine gives a further taste of life in New Jersey's Atlantic communities ~ see page 138.

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Many thanks for donations received from Fred Mancuso, Phil Marks, and Hugh Merritt!

PRESIDENT'S MESSAGE

It was only a few months ago that anticipation was building for Washington 2006. And what a show it turned out to be! Having been a visitor to each of the international shows in this country beginning with FIPEX in 1956, I believe that Washington 2006 will be the standard against which all internationals are measured in the future. The show itself was literally overwhelming, both in terms of physical size and the quantity and quality of the thousands of frames of exhibits. Add to that, the hundreds of dealers, the participation of all of the leading national societies, the seminars and lectures, the many social events and dinners, and the record attendance, Washington 2006 turned out to be a blockbuster of an event. Jean Walton provides a recap of our Society's participation in the single-frame society exhibit and membership participation in the competitive exhibits elsewhere in this issue of *NJPH* (See page 172). Be sure to give it a look. Now we can all begin to think of New York 2016!

A lot closer to home in terms of time is MERPEX XXX, the 30th year of South Jersey's annual local show, sponsored by the Merchantville Stamp Club over Labor Day weekend, September 1, 2 & 3. Details about the show are included in this issue of *NJPH* (See pages 173-174). The New Jersey Postal History Society will participate at MERPEX with a table of Society publications and CDs for sale. I will be staffing the table on Saturday, September 2 and Society Vice President Gene Fricks will man the table on Sunday, September 3. Please be sure to stop by and say hello!

Enjoy the rest of the summer.

ROBERT G. ROSE

THE STAMPLESS LETTERS OF JUDGE CALEB HAZEN VALENTINE

By Robert Livingstone

1. Background

Caleb Hazen Valentine was born July 10, 1788 in Hackettstown, New Jersey. According to one report, his father was a former Hessian soldier who fell in love with a girl from Hackettstown and was persuaded of the justness of America's desire for independence during the Revolutionary War. One of six children, Caleb must have been extremely hard working and intelligent. Without a formal education, not only was he able to establish himself as a surveyor but he was also able to capture and maintain the trust and good will of his neighbors and townspeople to the extent that he was selected to represent his town and Warren County in many different roles.

After rising from private to sergeant in Capt. Alex Reading's Company, 2nd NJ Regiment during the War of 1812, Caleb settled down in Hackettstown, was married and the father of four when his first wife Ann died in 1818. Caleb was then 30 years old. He remarried Jane (Caskey) Morgan about a year later. The historical record of these early times is not complete, and it has been noted in Snell¹ that there are no legislative records available before 1825. Much of the data on Judge Valentine's career that I have been able to gather has come from Snell but I have found that this reference is, at best, incomplete.

When Caleb was 33 years old, he was elected to the State Legislature of New Jersey from Warren County. Although his chosen profession was surveying, he apparently also had time for the people's business in Trenton. He served as assemblyman and councilman at different times from 1821-1841. In addition to his legislative duties, Caleb also served in other capacities. In 1825, he was a member of the first grand jury at the first Court of General Quarter Sessions of the Peace, in and for the County of Warren. The first act of the court was the licensing of innkeepers.

Around the same time that he was first elected to the Legislature, Caleb had also attained the rank of Master in the local Masonic Lodge, No. 29, F. and A.M. No doubt his contacts in this organization helped to further his career.

Caleb earned the appellation 'Judge' by serving in that capacity on the Court of Errors and Appeals, as a Judge of the Court of Common Pleas (1835-1847) and as a Justice of the Peace (1828-1843). At other times he served as Commissioner of Deeds (1831-1833), Master in the Court of Chancery (1849) and Member of the First Common Council (1853). Judge Valentine served on the Court of Errors and Appeals from 1851 to 1860. While serving on the latter court, which was then the State's highest court, he was most noted for his concurring opinion in which he ruled that the State has ownership of riparian lands (the lands below the mean high tide water mark on rivers, marshes and ocean front property).² Judge Valentine was never actually a member of the bar but learned the law from self-study.

I have been fortunate to have been given a large number of stamless letters that have come down in my wife's family from Judge Valentine. There are approximately sixty covers in my collection with approximately twenty-three different New Jersey town cancels, both manuscripts and handstamps, as well as a few letters from other states. There are several earliest known usages and a few interesting markings. Most of the letters are patronage letters. Two of the letters are from Peter B. Shafer, whose grandson would eventually marry Judge Valentine's granddaughter and produce my wife's grandfather. Several of the letters are from Hackettstown residents who also achieved political and social status.

For this article on Judge Valentine, my focus will be on references to the office of Postmaster in early New Jersey, as documented in the letters. I feel I can add a unique perspective (for a NJPHS Journal article), based on the family history connection to the postal history presented. For a more detailed reference on the early post offices in Hackettstown, please see Len Frank's article in *NJPH*, Vol. 32, No. 2, Whole No. 154, May 2004³ entitled, *Hackettstown's Post Offices and Postal Service*. I do not intend to duplicate that work, but it is hoped that this article will add to Len's informative article.

My interest in New Jersey postal history began with my family connections to Judge Valentine. He is my wife's ancestor and, therefore, the ancestor of my children. With the information that has come down through the family, I am able to add some personal identity to the people who had a part in the formation of New Jersey postal history.

2. The Judge as Postmaster of Hackettstown

Judge Valentine was the Postmaster at Hackettstown from 1840 to 1841. Part of every Postmaster's duty was the quarterly accountings, which would result in an Auditor's report detailing any discrepancies from a previous quarter. Below is an address side, followed by two examples [Figures 1-3]:

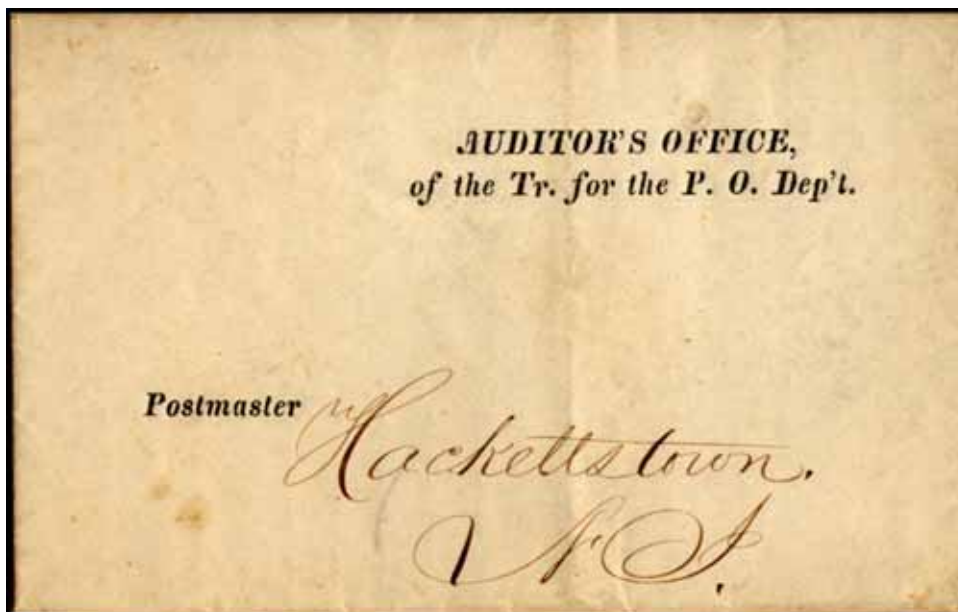


Fig. 1: Address side of an auditor's report for Hackettstown, N.J., January 1841.

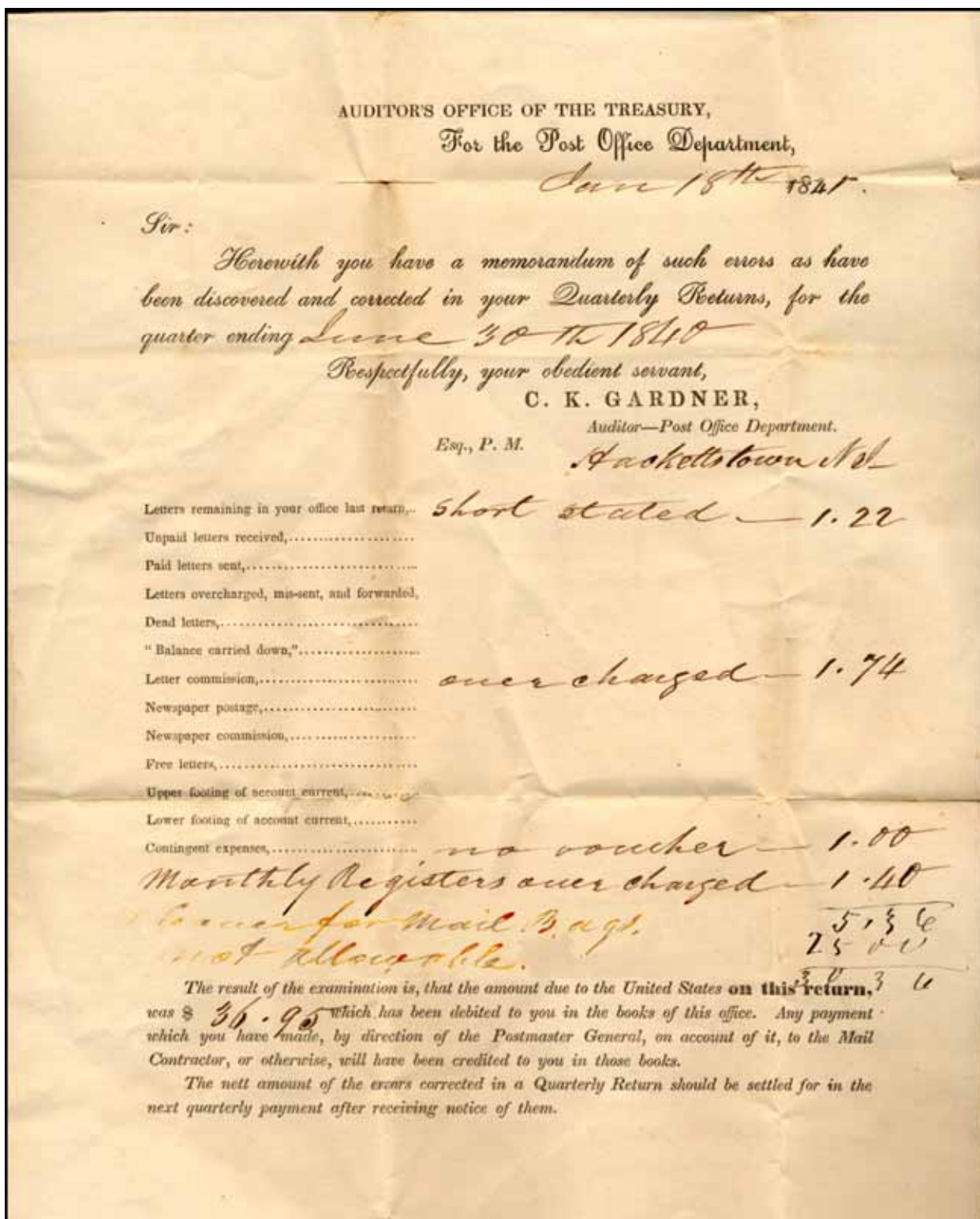


Fig. 2: Post office reply for the quarter ending June 30th, 1840, dated January 18, 1841.

The barely legible part of this [under the "Monthly Registers" line] is a charge back to the Judge for "Cover for mail bags, not allowable."

STAMPLESS LETTERS OF JUDGE CALEB HAZEN VALENTINE ~ Robert Livingstone

[While the form changed somewhat from January to August 1841 - including a change in Auditor - the address side of the form did not, so only the front of one is shown.]

AUDITOR'S OFFICE OF THE TREASURY,
FOR THE POST OFFICE DEPARTMENT.

Aug. 3 1841

Sir:

Herewith you have a memorandum of such errors as have been discovered and corrected in your Quarterly Returns, for the Quarter ending Mar. 31.

Respectfully, yours,
ELISHA WHITTLESEY,
Auditor—Post Office Department.
Esq., P. M. *Hackett & Co. N.Y.*

FILE THIS CIRCULAR.)

1.	Letters remaining in your office last return.....
2-3-4.	Unpaid letters received.....
6.	Paid letters sent.....
	Upper footing of account current.....
7.	Letters overcharged, misent, and forwarded.....
8.	Dead letters.....
10.	"Balance carried down".....
14.	Letter commission.....
12.	Newspaper postage.....
15.	Newspaper commission.....
16.	Free letters.....
	Lower footing of account current.....
19.	Contingent expenses.....

By contingent expenses, disallowed in 1839 \$210, allowed in this 150

The result of the examination is, that the amount due to the United States on this return, was \$34.83 which has been debited to you in the books of this Office. Any payment which you have made, by direction of the Postmaster General, on account of it, to the Mail Contractor, or otherwise, will have been credited to you in those books.

The nett amount of the errors corrected in a Quarterly Return should be settled for in the next quarterly payment after receiving notice of them.

Fig. 3: Post office reply for the quarter ending March 31, 1841, sent August 3, 1841.

It should be noted that, from the above figures, Hackettstown was well below the \$300. per annum required (see ASCC⁴ and Coles⁵) to obtain a stamping device from the Post Office Department. There are reported usages of a circular date handstamped postmark from Hackettstown in this 1840 timeframe, however, which the Postmaster purchased privately. Apparently the substitute Postmaster must have had trouble locating the handstamp when the Judge was in Trenton, though, because included in the collection is the following cover with manuscript "Hackettstown Jan 19th" (1841) and "MC" (for Member of Congress):

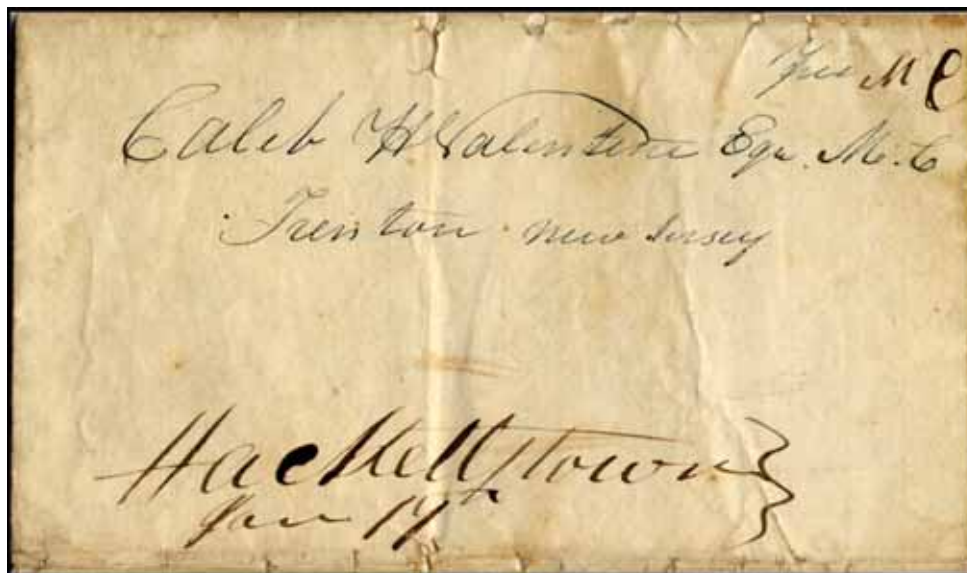


Fig. 4: Hackettstown manuscript Jan 19th, 1841.

This cover is from the Judge's good friend, Tunis Allen, another well-known Hackettstown resident, and was written during the time that Judge Valentine was the postmaster. Arne Englund and Don Chafetz mentioned the fact that Tunis Allen was the first postmaster of Pleasant Grove, New Jersey, serving in 1834 and early 1835, in their article entitled "Some Notes on Post Offices in Washington Township, Morris County" in the May 1995 issue of *NJPH*.⁶ I have seen Tunis Allen's headstone in the Presbyterian cemetery on Main Street in Hackettstown. It is quite unique, a small monolith amongst the normal flat headstones.

I feel that this cover is a latest known manuscript postmark from Hackettstown. Here is a scan of the docketing in the Judge's hand:

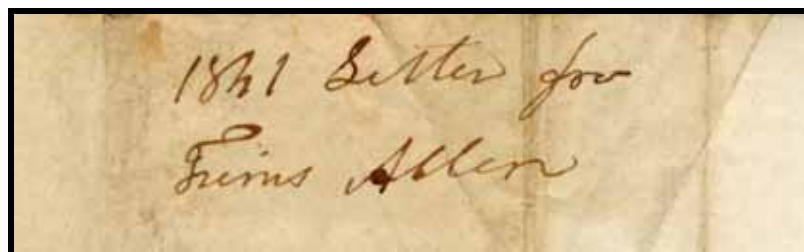


Fig. 5: Docketing on late use of Hackettstown manuscript, Jan 19, 1841.

and here is the letter itself:

Hackettstown N.J. Aug 18th 1840
 Caleb Hazen Valentine Esq.

Dear Sir I have just rec^d yours
 of the 15th instant stating the Excutions making for the
 Clocks Office the Honorable L. M. Migu Calentates he is
 among the best and his friends are wanting to get
 money and we are anxious to know. James Chatwell
 says he stated to the Speaker the old Treasurers Miller
 rec^d Respecting the Post office that he got the office by
 fair vote of the People which I told him he told wrong
 and he stated also that he told him that he had been
 through the County of Warren and was satisfied that
 Miller's appointment would give more satisfaction to
 the Wigs than any other man and would strengthen the
 Party most and they are stating that Miller has sustained
 Great Loss by fire

We hope to hear immediately after the appoint-
 is made for we think we can get a line from you before
 they will get home if so we will let many of us
 believe that Warren will the appointment fail not to write
 immediately when the thing is determined

Yours Truly Tunis Allen

Fig. 6: Letter from Tunis Allen, former Postmaster at Pleasant Grove, now residing in Hackettstown, to Caleb Valentine.

As nearly as I can tell, the letter says:

"Hacketts Town NJ Jan. 18th 1841

Caleb H. Valentine Esq.

D'Sir, I have just rec'd yours of the 15th Instant and stating the Exertions making for the Clerk's office the Honorable D.M. Stiger (calculates?) he is amongst the best and his friends are wanting to bet money and we are anxious to know, James Shotwell says he stated to the Speaker the ill treatment Miller rec'd respecting the Post office that he got the office by fair vote of the people which I told him he told rong [sic] and he stated also that he told him that he had been through the county of Warren and was satisfied that Miller's appointment would give more satisfaction to the Wigs [sic] than any other man and would strengthen the party most and they are stating that Miller has sustained great loss by fires.

We hope to hear immediately after the appointment is made for we think we can get a line from you before they will get home; if so we will bet money as we believe that Warren will (win) the appointment. Fail not to write immediately when the thing is determined.

Yours Truly

Tunis Allen"

Clearly, there was an 'old boy' network in operation in Hackettstown. David M. Stiger had a political career that was similar in some respects to Judge Valentine's. He served as a judge in the Court of Common Pleas just as Judge Valentine did, and he served as Postmaster at one time. In this selection, he did prevail and became Clerk of Warren County in 1841, a position he held for five years. One has to wonder if the Judge did, indeed, get word back to his friends in Hackettstown on the selection of Mr. Stiger in a timely fashion so that they could win bets on the supposedly unknown outcome for the Clerk's position.

It is interesting to note that it was apparently within the realm of possibility to consider a man for one position when it was felt that he had been unjustly denied a different position. 'Mr. Miller' was apparently denied a position as Postmaster and the Whigs felt, therefore, that he should get the position of Clerk of Warren County.

3. Other Postmasters at Hackettstown 1829-1849

In Len Frank's article, he says: "The Helms' post office was moved to a building on the corner of Willow Grove and Mill Streets, opposite the Warren House, and remained there from 1829 to 1849. It was located in a store. The postmasters here were Nathan Stiger, David M. Stiger, Caleb H. Valentine, Robert Rusling, Jesse Smith and Dennis V. Wyckoff."

From the list of postmasters for this period (1829-1849), I can add quite a bit of information on all but one of the names (Wyckoff) provided by Len in this part of his article.

The first two on the list are both Stigers. I believe that Nathan Stiger (Feb. 28, 1829-Sept 10, 1836)⁷ was a storekeeper and, among other things, father to David M. Stiger (Sept 10, 1836-Jan 4, 1840). In any case, they were well known to Judge Valentine (see the previous letter mentioning D. M. Stiger and the letter below from Nathan Stiger to Col. Peter B. Shaver). Both of these gentlemen also served in several capacities in the governments of Hackettstown and Warren County.

STAMPLESS LETTERS OF JUDGE CALEB HAZEN VALENTINE ~ Robert Livingstone

In 1842, Judge Valentine, having again lost his wife, married his third wife, Lydia Sharp Stiger, a widow. In the future, I hope to ascertain the relationship between Lydia and the aforementioned Stigers.

Judge Valentine served as postmaster from Jan. 4, 1840 to Jul. 24, 1841. He was followed by Robert Rusling - fourth on the list (serving from July 24, 1841-Aug. 6, 1844, and then later in 1849).

From family papers and an autograph book kept by the Judge's daughter Mary Valentine, I also know that the Valentine family was close to the Rusling family. In fact, Judge Valentine's grandson, also known as Caleb H(arrison) Valentine, married Frances Rusling, the eldest daughter of Robert Rusling. Robert Rusling also became a judge in Hackettstown and was one of several sons of James Rusling. Robert's nephew, Thomas entered the following passage in Mary Valentine's autograph book:

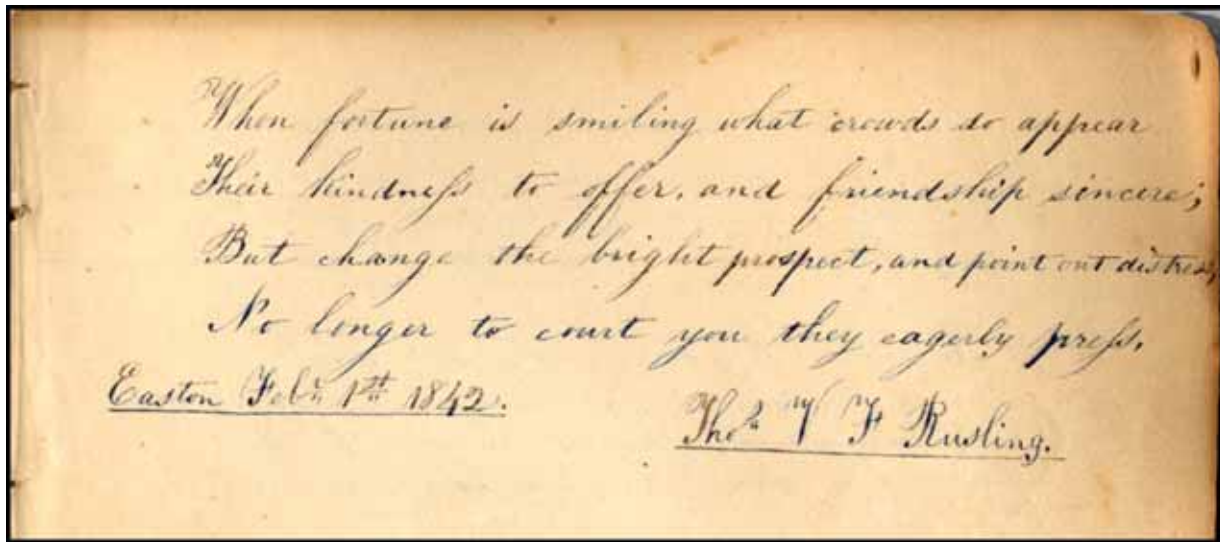


Fig. 7: Autograph book entry

“When fortune is smiling what crowds do appear
Their kindness to offer and friendship sincere;
But change the bright prospect, and point out distress,
No longer to court you they eagerly press.

Easton Febr. 1st, 1842

Thos. V. F. Rusling”

Additionally, I know that Jesse Smith, the fifth postmaster on the list (serving from Aug. 6, 1841 to Mar. 21, 1844), married the Judge's daughter Margaret, Mary's twin sister. There are three entries in Mary Valentine's autograph book from Jesse Smith. When Judge Valentine died in 1861, it was his sons-in-law, William Rea and Jesse Smith who were the executors of his will. Here is a passage from Mary's book written by Jesse Smith:

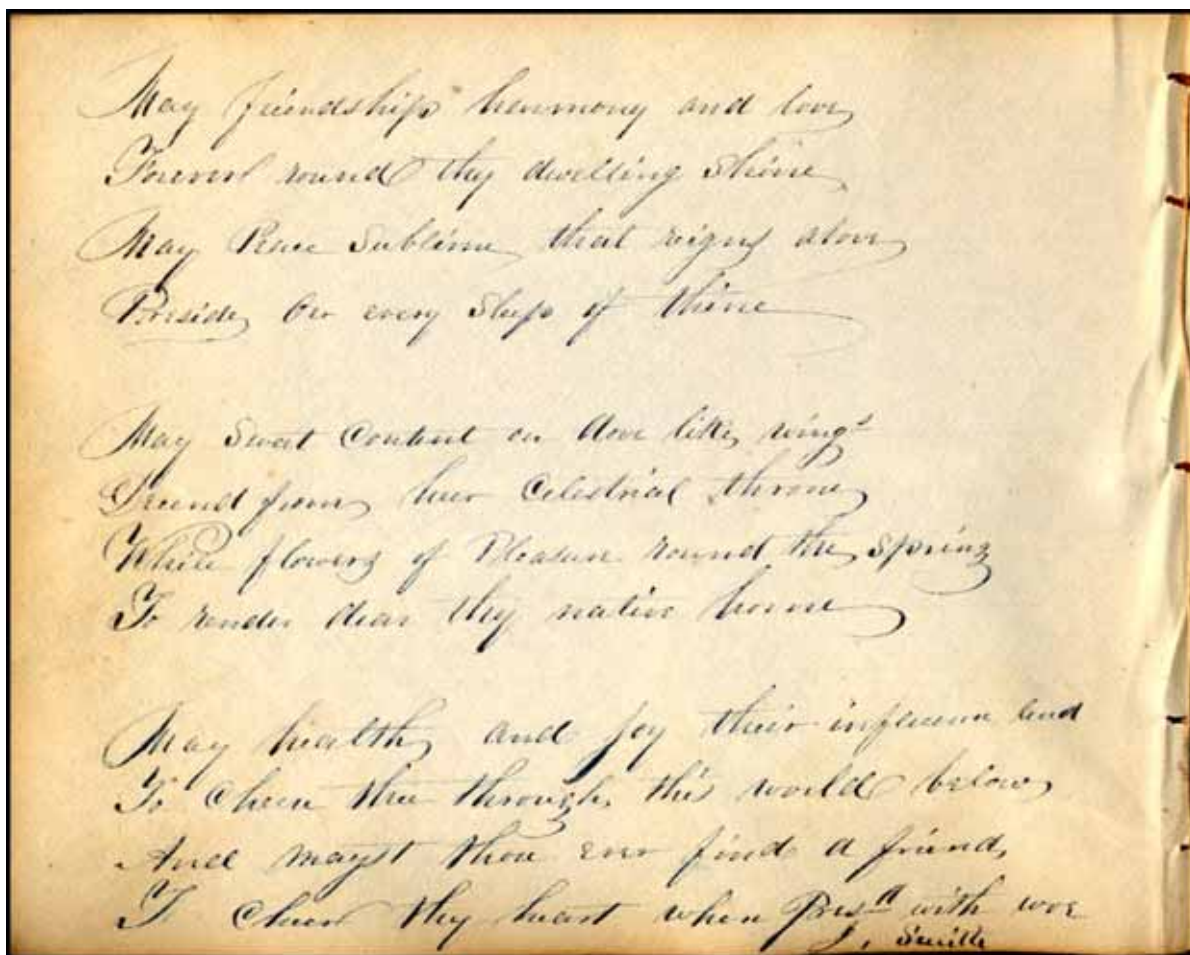


Fig. 8: Jesse Smith autograph book entry.

“May friendship harmony and love,
Forever round thy dwelling shine,
May Peace Sublime, that reigns above,
Preside O’er every sleep of thine.

May Sweet Content on dove like wings,
Descend from her Celestial throne,
While flowers of Pleasure round thee Spring,
To render dear thy native home.

May health and Joy their influence lend
To cheer thee through, this world below,
And mayst thou ever find a friend,
To cheer thy heart when Pressed with woe.

J. Smith”

STAMPLESS LETTERS OF JUDGE CALEB HAZEN VALENTINE ~ Robert Livingstone

To some extent, these familial interrelationships provide additional depth of character to the people who became postmasters of Hackettstown. After reading the Judge's letter, and with the help of other items handed down over the years, it is possible to begin to imagine a little bit about what life was like in those days. People in small towns necessarily had close ties. Getting along with one's neighbors was, perhaps, more important then than it is now. It was indeed a very small world.

Here is a cover franked by Nathan Stiger as Postmaster in 1836 and addressed to one of my wife's great-great-great grandfathers, Peter B. Shafer (aka Shaver). Text is below.

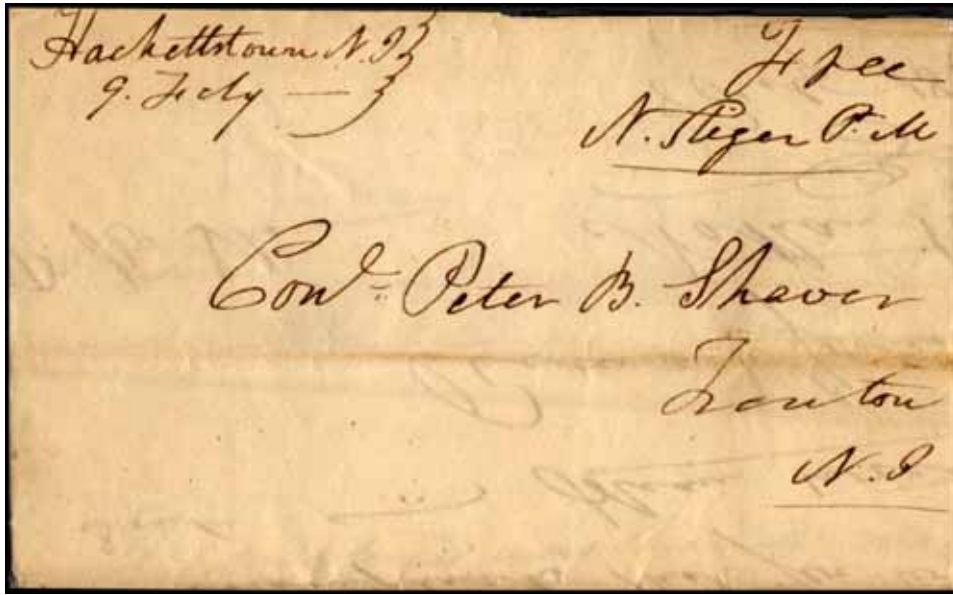


Fig. 9: Hackettstown Feb'y 9, 1836 cover to Peter B. Shafer, with N. Stiger postmaster free frank.

Dear Sir,

The enclosed was handed me by Mr. John Bird and sent at his request. I trust it will come safe to hand.

Nothing new to communicate to you from Hackettstown, I thought of you yesterday when I saw your wife at the communion table and you absent, and I think we had a very comfortable Lesson[.] [H]ad only one added (Mrs. Hinchman)[.] [N]o fruit seen yet from our protracted meeting but hope it will be as bread cast upon the water, and gathered after many days ~ your Family all well, I believe and also Esq. Vallentines (sic), and I trust you are both well, and will be able to accomplish that for which you are sent ~ please write

Remain Yours Truly

Con'l P.B. Shafer

Nathan Stiger

Please make inquiry for Isaac Sharp

There is additional written material on the other side of this letter sheet relating to the Morris Canal and Banking Company, a subject of great interest to Peter B. Shafer, a miller, but mainly I have included this letter to show the close personal relationships involved. Apparently, Colonel Shafer and Judge Valentine were in Trenton together working on what was probably legislation or litigation involving the Morris Canal and Banking Company (a subject for a future article, no doubt).

Dear Sir,

The enclosed was handed me by Mr John Bird and sent at his request. I trust it will come safe to hand.

Nothing new to communicate to you from Hackettstown; - I thought of you yesterday when I saw your wife at the communion table and you absent, and I think we had a very comfortable Session had only one added (Mrs Hindman) no fruit seen yet from our protracted Meeting but hope it will be as bread cast upon the water, and gathered after many days - Your Family all well & believe and also Cy Valentines, and I trust you are both well, and will be able to accomplish that for which you are sent - Please write

Remain yours Truly
 Nathan Stiger
 8 July 1836

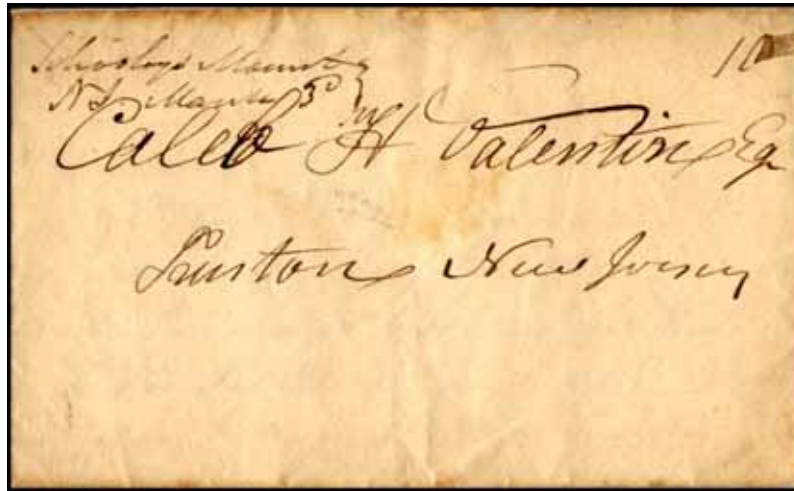
Col. P. B. Shaver

Please Mr. Shaver enquire for Mr. Stiger

Fig. 10: February 8, 1836 letter from Hackettstown PM Stiger to Col Shaver in Trenton.

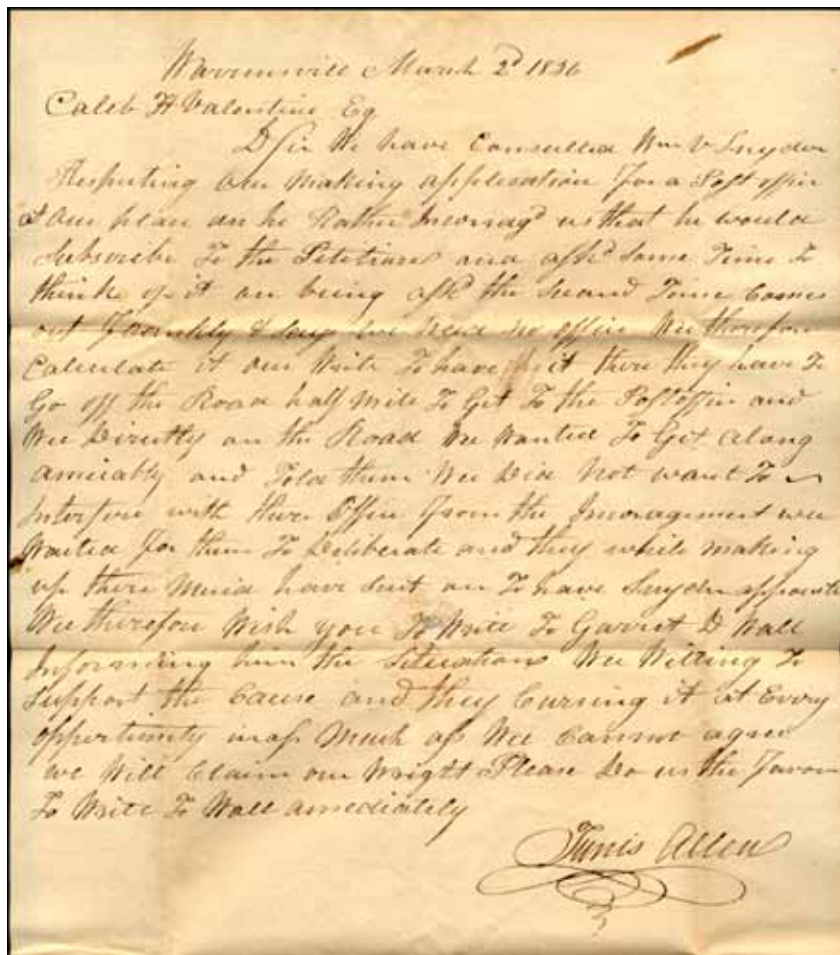
4. Establishment of New Post Offices

Here is another letter from Tunis Allen to the Judge, this time postmarked from Schooley's Mountain but written in Warrenville:



Schooley's Mount
March 3^d 1836
Caleb H. Valentine Esq
Trenton New Jersey

Fig. 11: Schooley's Mount manuscript on March 3^d, 1836 letter to Valentine in Trenton.



Warrenville March 2 1836
Caleb H. Valentine Esq
Sir We have consulted Mr. V. Snyder
Respecting our making application for a Post office
I am afraid as he rather discourages us that he would
submit to the Petitioners and after some time I
think of it as being after the second time comes
out I am sorry to say we have no office. We therefore
calculate it will take 2 hours to get to the Post office and
go off the Road half mile to get to the Post office and
we directly on the Road we wanted to get along
amicably and I am sure we did not want to
interfere with their Office from the Management we
wanted for them to deliberate and they while making
up their mind have sent us to have Snyder appointed
We therefore wish you to write to Governor & Hall
Informing him the Situation We willing to
support the cause and they cursing it at every
opportunity in as much as we cannot agree
we will claim our right I mean do us the favor
to write to Hall immediately
Tunis Allen

Fig. 12: Letter from Tunis Allen asking for establishment of a post office.

Unfortunately, Tunis Allen's command of the written word makes deciphering his letters a real challenge. He apparently never heard of a period to end a sentence. Here is the text of the letter as nearly as I can make out [with spelling uncorrected]:

Warrenville March 2nd 1836

"Caleb H Valentine Esq

D'Sir We have Consulted Wm V. Snyder Respecting our Making application for a Post office at our place and he Rather Incourag'd us that he would Subscribe To the Petition and ask'd Some Time to think of it on being ask'd the Second Time Comes out Frankly & says we need no office. We therefore Calculate it our write to have it there they have to go off the road half mile to Get To the Post Office and Wee Directly on the Road Wee Wanted To Get Along amicably and Told them Wee Did Not want To ~ Interfere with there Office from the Incoragement wee waited for them To Deliberate and they whils making up there Mind have sent on To have Snyder appointed. Wee therefore Wish you To Write To Garret D Wall Informing him the Situations Wee Willing To Support the Cause and they Cursing it at Every opportunity in as Much as Wee Cannot agree we Will Claim our Wright. Please Do us the favor To Write To Wall amediately.

Tunis Allen

Mr. Allen is asking the Judge to write to Garret D Wall, then U.S. Senator from New Jersey in order to have a Post Office established at a location desired by Mr. Allen. It is not clear why this letter was written in Warrenville and postmarked at Schooley's Mountain, quite a distance away, or, in fact, where Tunis Allen hoped to establish a new post office.

The next cover is from Peter B. Shafer to Judge Valentine:

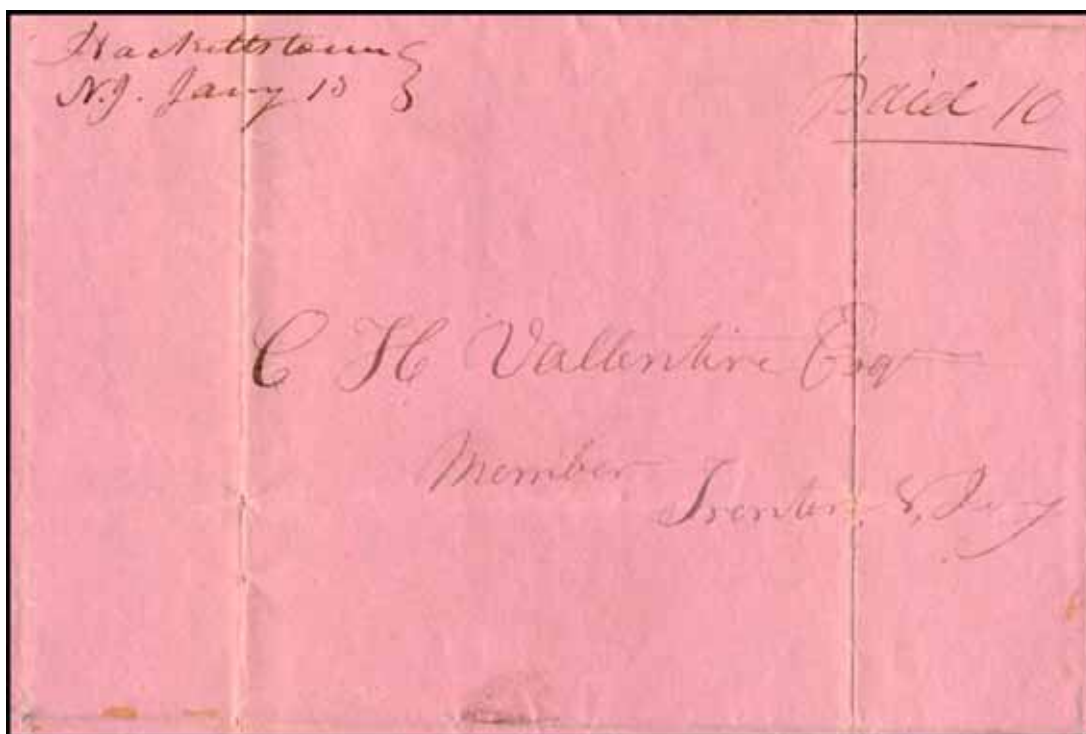


Fig. 13: Letter to C. H. Valentine from Peter B. Shafer, with a Hackettstown manuscript, Jan. 13, 1836, and a Paid 10 marking. It appears to be manuscript cancelled by N. Stiger.

Dear Sir

Not seeing you after leaving our petition
at your House I would now request of your infor-
mation as soon as you will be able to ascertain with
it will be necessary for me to do at Trenton or not
would also inform you that we are almost destitute
of a mail as there is none comes to our place except
the Newton Mail calls youring is coming to 3 from that
place would it not be well for you to inform friend
Wade of our situation and solicit his interference
Mr. Sigler informed me he had written on to the Postmaster
general but has received no answer let me hear from
you when ever convenient your family are well

Hackett's Town
January 13th 1836

Respectfully yours
Peter Shafer

83 The snow is about 3 1/2 feet deep on the lake
as near as we can judge

Fig. 14: Letter from Peter Shafer to Caleb Valentine, January 13, 1836.

Dear Sir

Not seeing you after leaving our petition at your House I would now request of you information as soon as you will be able to ascertain weth[er][sic] it will be necessary for me to (be?) at Trenton or not would also inform you that we are almost destitute of a mail as there is none comes to our place except the Newton Mail calls

gowing & comeing to & from Port Colden would it not be well for you to inform Gen^l Wall of our situation and solicit his (interference?)

Mr. Stiger [Nathan?] informs me he had written on to the Postmaster General but has received no answer, let me hear from you when ever necessary. Your family are well.

Hacketts Town

Respectfully yours,

Peter B Shafer

P.S. the Snow is about 3 ½ feet deep on the level as near as we can guess.

These two previous letters seem to be a good indication of the procedure used in the early Nineteenth Century to begin the process of securing a post office at a particular location. A letter to one's Assemblyman, Caleb Valentine in this case, with a request to ask one's Senator to intervene with the Postmaster General was a good start. I'm sure that additional letters to as many other influential people as possible were necessary.

5. Other Early New Jersey Postmasters

This next cover, to Valentine, is the only known usage of the Lockwood manuscript postmark. I include it because it is a free frank signed by the Postmaster A(lexander). McRain. According to Snell, Alexander McRain was Postmaster at Lockwood in 1837. This cover is postmarked January 10, 1837. The actual letter does not concern Post Office business; rather it is an appeal from Postmaster McRain to have the Judge help influence the appointment of a Lewis D. Camp as Clerk of Sussex County. There are some interesting negative comments on another candidate for the office who is a "Rich Man" (with a rich wife) who is under doctor's orders not to work and doesn't need the job any way.



Fig. 15: Only known Lockwood, NJ manuscript mark, Jan'y 10, 1837.

STAMPLESS LETTERS OF JUDGE CALEB HAZEN VALENTINE ~ Robert Livingstone

Finally, here are two covers from the Postmaster at Port Colden, Wm C. Dusenberry:

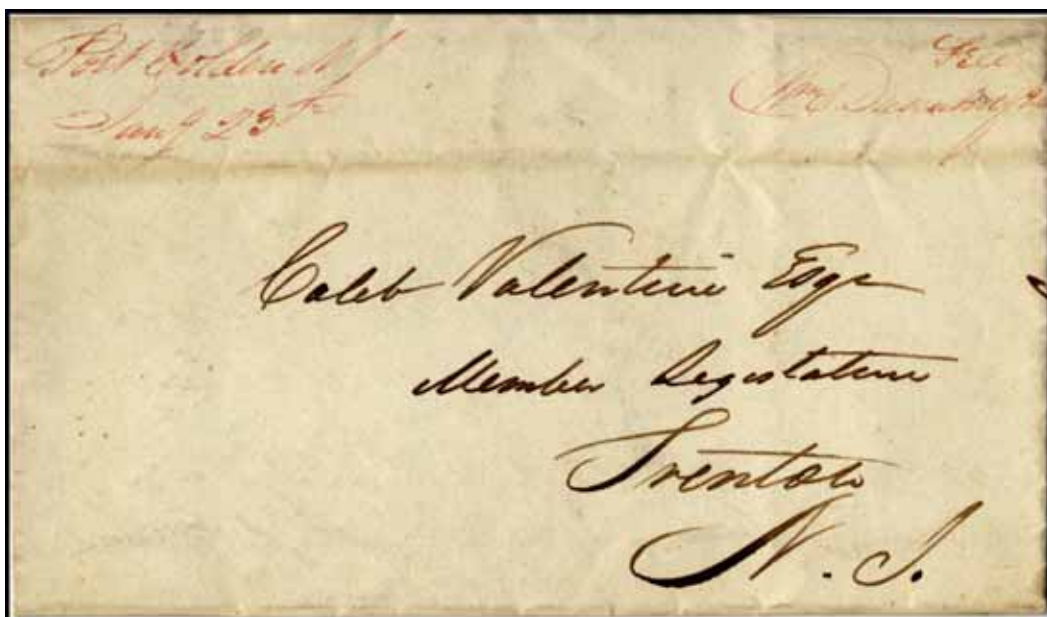


Fig. 16: Port Colden manuscript January 23, 1836.

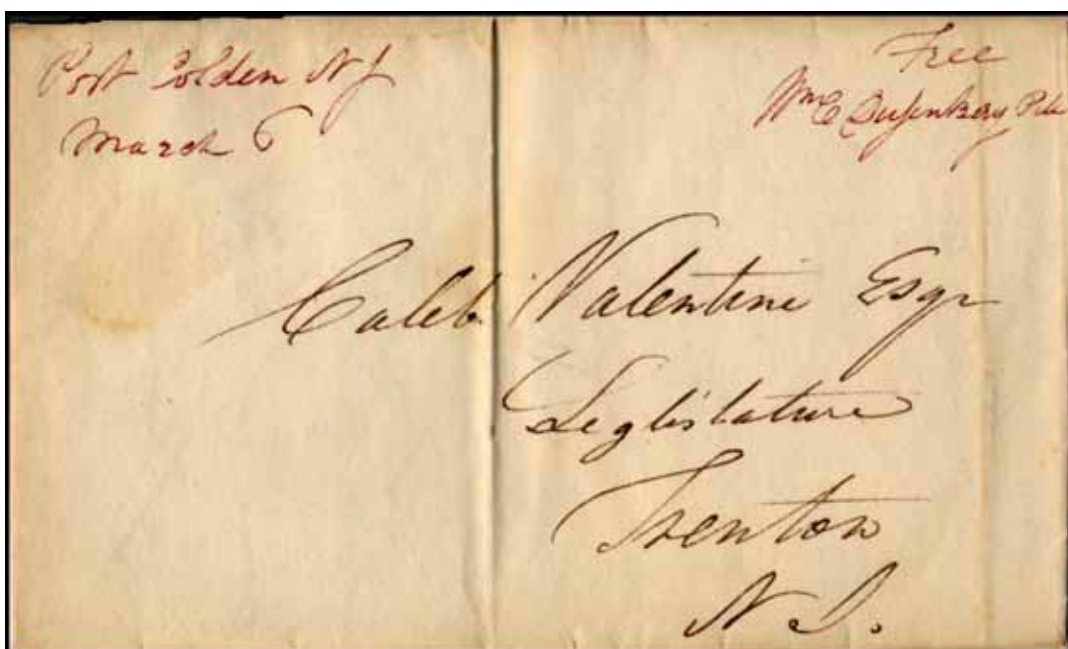


Fig. 17: A second manuscript from Port Colden, March 6, 1837. Both covers carry William Dusenberry's postmaster free frank.

The first cover is postmarked January 23, 1836, the earliest known usage for Port Colden. The second cover is postmarked March 6, 1837. As I recall, Jean Walton also had a cover from William C. Dusenberry shown in one of the Southard articles.⁸ Dusenberry was a true entrepreneur for his time. In the 1830s, he bought land at what became Port Colden and put up a hotel, a chapel, a storehouse and a number of homes in an attempt to establish a community on the newly created Morris Canal. At one time, his endeavor was locally known as “Dusenberry’s Folly” because of the efforts put forth for seemingly unreachable goals. Dusenberry supposedly named Port Colden after Cadwallader D. Colden, the second president of the Morris Canal & Banking Company. In any case, the name Port Colden was in use as early as February 27, 1834 when it is known that a post office was established there with William C. Dusenberry as the first postmaster.

Dusenberry was apparently a close friend of Judge Valentine’s, and his letters have a definite personal tone to them. In the first letter, Dusenberry has just returned home from an enjoyable stay in Trenton, thanks to the Judge. The reason for the letter, however, is to let Judge Valentine know that the Buffalo (? ~ perhaps a horse’s name) which was thought lost, was found in Flemington and would the Judge let everyone know. There is also mention of the fact that the ride home was weary and dangerous.

The second letter concerns the appointment of a John Gibson as Justice of the Peace for the Port Colden neighborhood. Mr. Dusenberry and all his neighbors think very highly of Mr. Gibson and they are very desperate for a Justice of the Peace in their area. He also requests that Judge Valentine bring home a copy of the Bill titled “Bergen Port,” for reasons he will state when they meet again.

6. Conclusion

I hope that I have provided some interesting material on Judge Valentine and his involvement with the early post offices of New Jersey, particularly in Hackettstown. Also, I hope that the readers of our journal will enjoy this additional information about the people of Judge Valentine’s time which I have been able to provide. Hackettstown was very much a small town where everyone knew everyone else.

ENDNOTES:

-
- ¹ Snell, James P., *History of Sussex and Warren Counties with Illustrations and Biographical Sketches of Its Prominent Men and Pioneers*, Philadelphia, Everts & Peck, 1881.
 - ² In *Bell v. Gough*, 23 N.J.L. 624, 706 (E. & A. 1852), Judge Valentine wrote: “In New Jersey, the title of owners of land bounded by the sea, or by navigable rivers and arms of the sea, extends to ordinary high water mark only. The title to the shore between ordinary high and low water mark and the land under water belongs to the state.”
 - ³ Frank, Len, “Hackettstown’s Post Offices and Postal Service,” *NJPH*, Vol. 32/No. 2, Whole No. 154, May 2004.
 - ⁴ Phillips, David G., *American Stampless Cover Catalog*, David G. Phillips Publishing Co., Inc., 1997.
 - ⁵ Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983.
 - ⁶ Englund, Arne & Chafetz, Donald, “Some Notes on the Post Offices of Washington Township, Morris County” Part 1 [p.50] and Part 2 [p.68], *NJPH*, Vol. 23, No. 2 & 3, Whole No. 112 & 113, March & May 1995.
 - ⁷ Frank, Len, ob cit., p.60 and 68. Postmaster dates are listed on p. 68.
 - ⁸ Walton, Jean “Southard Notebooks” *NJPH*, Vol. 23, No. 4, Sept. 1995, Whole No. 114, p 103 [mention in Historic Notes] and shown in Vol. 24, No.1, Jan. 1996, Whole No. 116, p.11. This is an Oct 22, 1838 cover with a CDS.

BRIGANTINE, N.J. - THE EARLY YEARS

By Craig Mathewson

Paul Jackson's article, "Atlantic City Revisited,"¹ in the May 2006 issue of *NJPH*, prompted me to share the following with our readers.

Brigantine Beach, adjoining Atlantic City on the north, was inhabited prior to 1802, when 800 acres, including a dwelling, a barn and outbuildings, and a boat landing, were sold to Peter Turner and James Baremore, Baremore becoming the first permanent resident.

Additional settlers made Brigantine their home, and until the railroad came to Atlantic City in 1854, Brigantine had more residents than its neighbor to the south!

In 1880, the island's street system was laid out by land companies, the sale of lots began and summer and year round cottages were erected. The Brigantine post office opened February 27, 1881 with Charles Holdzkorn as the first postmaster. Samuel Endicott held the first contract to carry the mail by boat from Atlantic City to a landing established on the shore of Steelman's Bay near the Holdzkorn house.²

In 1890, the Brigantine Beach Railroad was laid out, running as a spur off the main line to Atlantic City at Pomona, approximately 14 miles through Oceanville and then across the meadows and by trestle across Grassey Bay to Brigantine Island, at the location of the present day golf course. It began operation in September 1890 with two daily round trips to Brigantine Junction at Pomona. It was reorganized in 1895 as the Philadelphia and Brigantine Railroad and continued to operate until 1904, when a severe storm destroyed part of the trestle, spelling the end of railroad service to the island.³

Philadelphia & Brigantine Railroad Co.

Car No. and Initials

Head notice on back concerning charges.

Philadelphia & Brigantine Railroad Co.

For Charges for Transportation, Hauling, &c., on the following Articles from

All freight and charges are payable upon delivery of the goods.

All merchandise and produce will be at the owner's risk after delivery at the station, and must be removed within twenty-four hours after arrival, or will be subject to storage charges. It is optional with the Company to store elsewhere, at owner's risk and expense.

Rebates claims for losses or damages of any description are made on or the day after delivery of Goods, It is the admission of the Consignor that none exist.

When paid by check it must be drawn to the order of the "Philadelphia & Brigantine R. R. Co."

DATE

3/24

No. OF W. R.

623

CONSIGNOR

Phila. / Bbl Pork

ARTICLES

WEIGHT

300

RATE

14

FREIGHT

47

ADVANCES

TOTAL

47

Received Payment for the Company.

Agent.

Fig. 1: A 1900 waybill from Oceanville Station of the Philadelphia & Brigantine Railroad Co.

Fig. 2a and b: The map at right⁴ shows the location of Brigantine, and the blowup below indicates the placement of the rail line to Brigantine.⁵

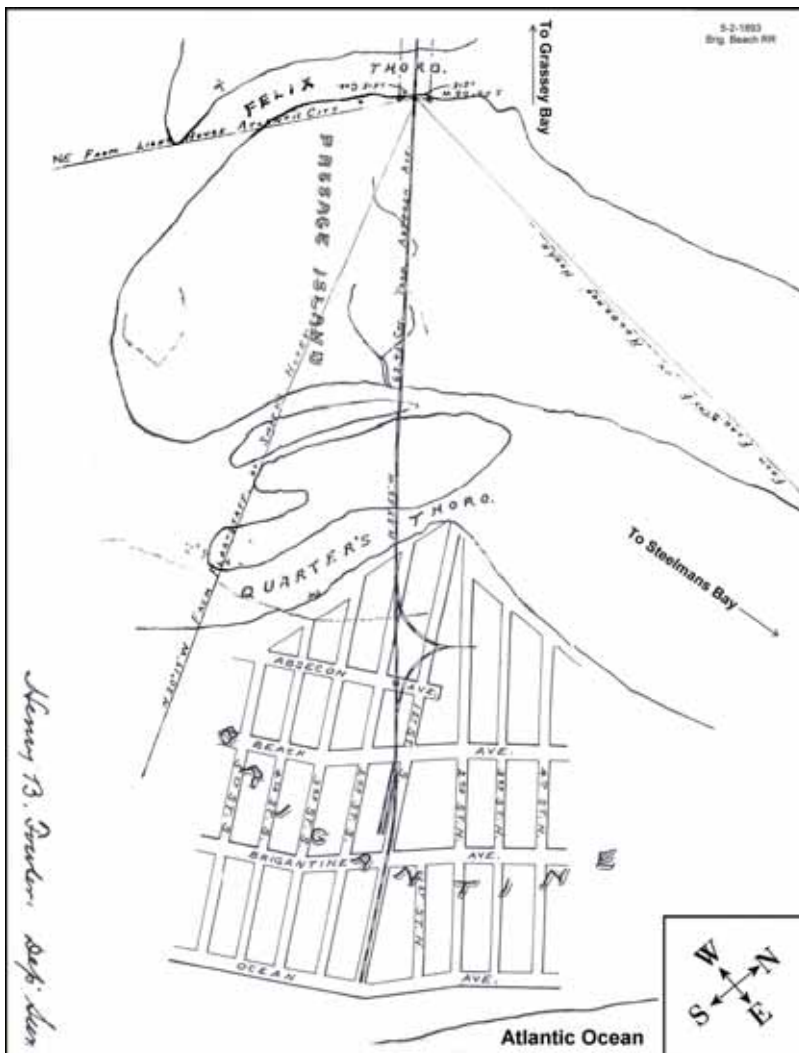
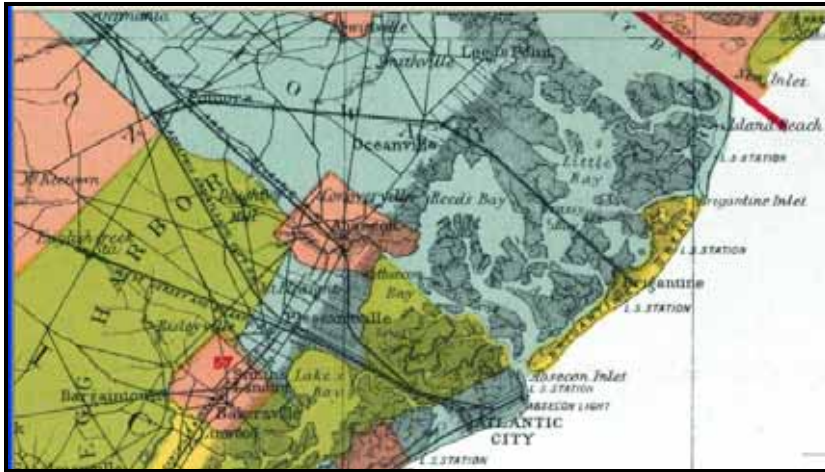


Fig. 2c: The tracks crossed to Brigantine near where the present-day golf course is located. The map at left is the southeast end of Proprietary Survey May 2, 1893 to Brigantine Beach Railroad Company for 115 acre right of way from Oceanville to Brigantine. (It is assumed that the railroad operated under a Proprietary Lease prior to this date).⁶

BRIGANTINE, NJ- THE EARLY YEARS ~ Craig Mathewson

Meanwhile, in 1893, the Brigantine Transit Company was organized and a rail line was constructed running a double-decker trolley the entire length of Brigantine Island, some six miles, from 58th Street South to 56th Street North, connecting at the south end by steamboat with Gardner's Basin in the Atlantic City Inlet. In 1897, it too was reorganized, as the Brigantine Transportation Company, but after 11 years of declining ridership, it ceased operations in 1908.

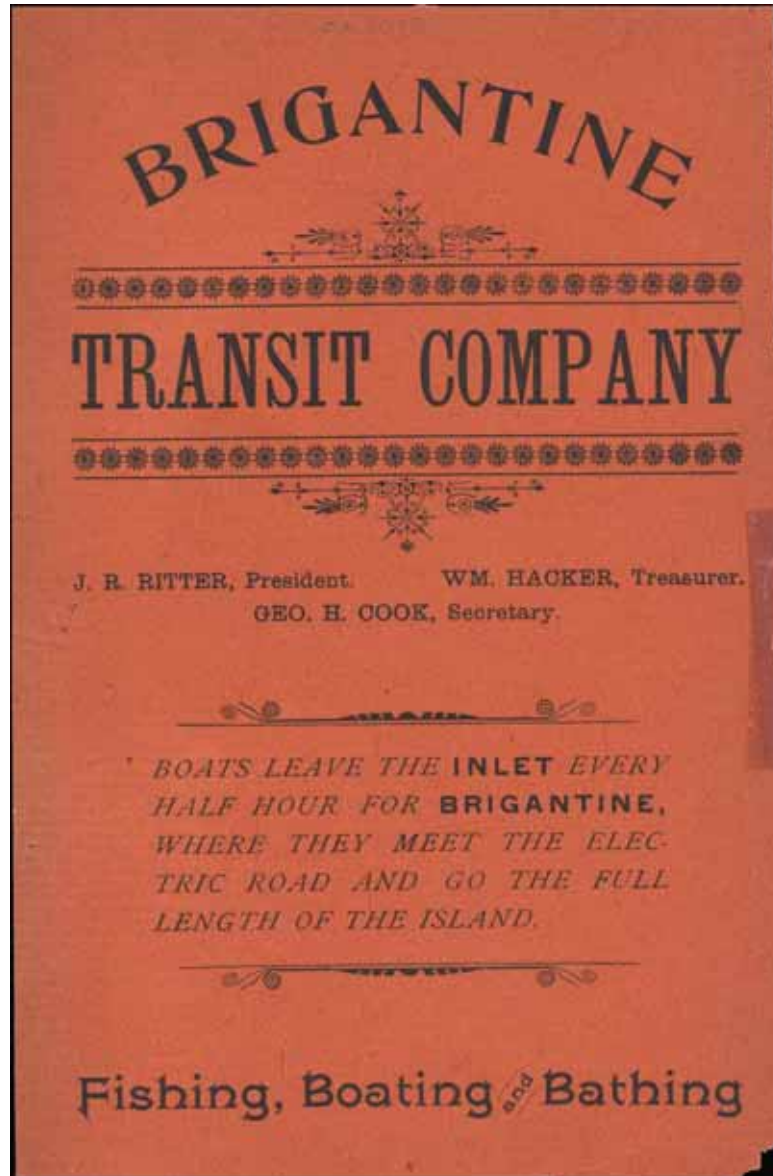


Fig. 3: Advertisement for the Brigantine Transit Company, from a ca. 1900 Directory.

Brigantine by now had gone from “boom” to “bust.” The original land companies were out of business. The daily mail boat was the only connection with Atlantic City and the outside world. The winter population was only a few dozen people. In 1917, the permanent population was 54, living in a total of 30 houses, the mail boat bringing all needed provisions for the residents.

Brigantine's turnaround began in 1923 when the majority of the island was purchased by a well-financed group of Atlantic City businessmen who formed the Island Development Company. The first bridge linking Atlantic City and Brigantine was opened in 1924, and gradually the town was revitalized with needed new construction and sale of lots by the new development company.



Fig. 4: 1871 letter datelined Brigantine Beach, ten years before a post office existed there. Mail was taken to Atlantic City for posting. This letter has a January 13 Atlantic City cancel.

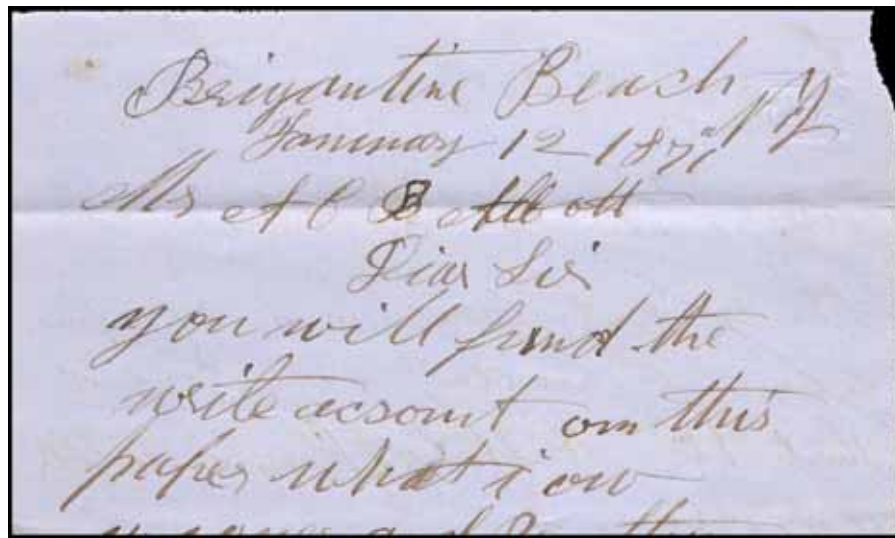


Fig. 4a: The enclosed letter, datelined Brigantine Beach, shows it to have been mailed in 1871. The letter reads:

Brigantine Beach, NJ, January 12 1871

Mr. J. E. P. Abbott

Dear Sir,

You will find the write account on this paper what I ow wagner and Brothers they said that I had better fix it with you as long as they had sent the account to you but I cant settle it just now as I am scant of money but will pay you soon as I can so you can rest easy on that and I will fix it up soon as I can.

Yours, Wm Holdzkom

BRIGANTINE, NJ- THE EARLY YEARS ~ Craig Mathewson

What little correspondence that existed from Brigantine prior to the 1881 opening of the post office had to be taken to Atlantic City for posting. Illustrated is one such cover and enclosed letter datelined Brigantine Beach, N.J., January 12, 1871 from a member of the Holdzkorn family to an attorney in Mays Landing, with an Atlantic City, NJ Jan. 13 CDS. Also illustrated from that period is a cover with a U.S. House of Representatives corner card, posted in Atlantic City July 23 with manuscript year 1880. The reverse shows the sender to be Hon. A. C. Harmer, Brigantine Beach, N.J. Congressman Harmer was head of the Ocean Island & Brigantine Land & Improvement Company, one of the early land companies. The cover has a Phila. Due 3 + 3¢ 1st issue due, and a manuscript comment, "it is no wonder the [P.O.] had to charge extra" (probably a very lengthy enclosure.).



Fig. 5: 1880 cover sent by Rep. Harmer, head of the Ocean Island & Brigantine Land & Improvement Company.

From the earliest years of the Brigantine post office, we have a strong year-dated (1883) CDS, just 2½ years after its opening, on a slightly reduced cover to Connecticut. Jumping forward to 1897 is a year-dated CDS on a registered cover to Maine.

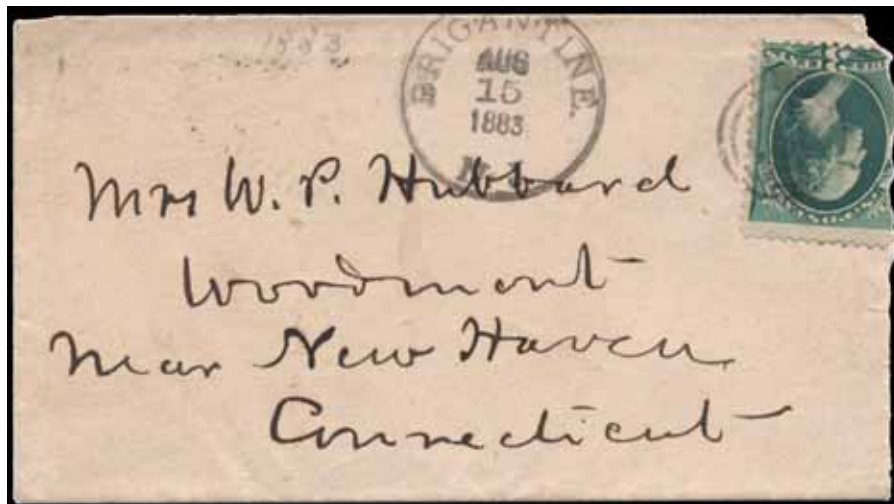


Fig. 6: Nice early strike of Brigantine, 2 years after the post office opened there.



Fig. 7: 1897 Brigantine cancel on letter to Maine.

As Jim Mason pointed out in his *NJPH* article in May 1977,⁷ early 20th Century postmarks are scarce, as are the 19th Century uses from Brigantine. Views of Brigantine on post cards prior to 1925 are rare to non-existent. This writer has not seen an actual Brigantine view on card from this period. I have a few Atlantic City views mailed home from Brigantine during the summers of 1903 and 1904, mentioning that there is just one mail a day, and the mailing address is “just Brigantine, N.J.,” and that “we have the whole big ocean entirely to ourselves” - and that was at the end of August!

We will conclude our look at early Brigantine by showing both sides of a card posted February 15, 1908 and addressed to nearby Port Republic, with a painting of a boy and girl on a beach. (Was the card sold in Brigantine? Probably not.)

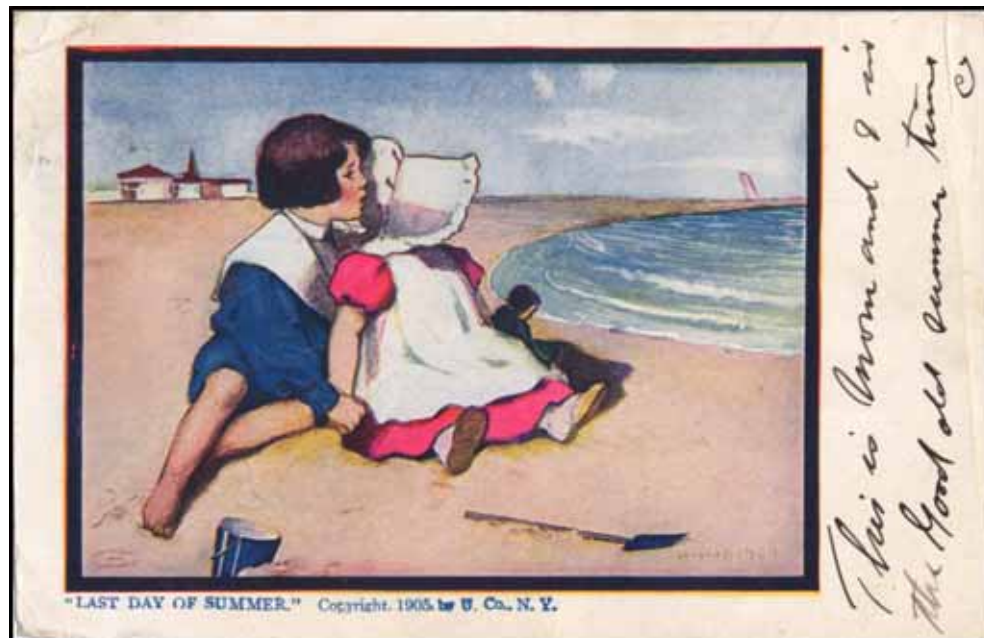


Fig. 8A: Picture side showing an artist view of the shore in 1905 by Dorothy Dixon.

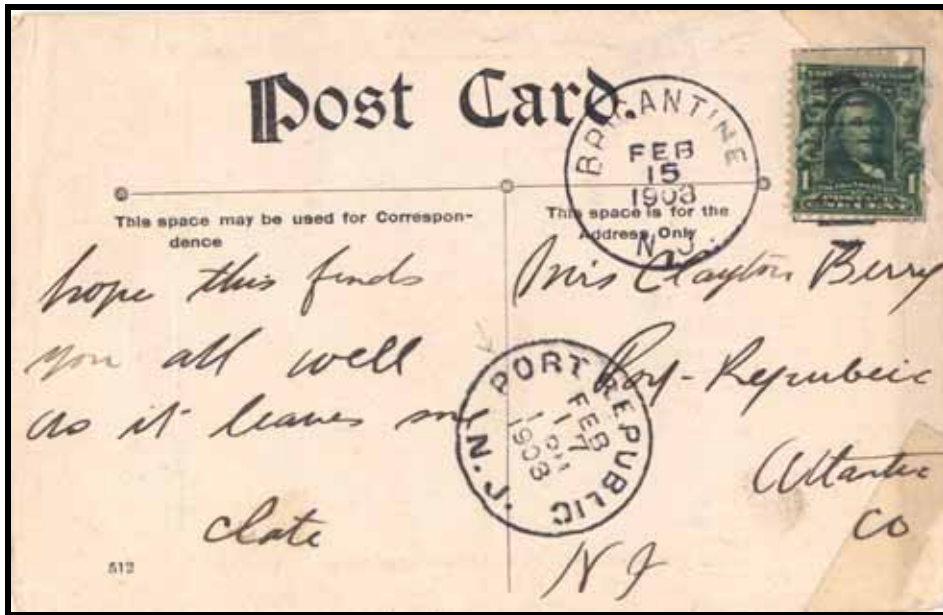


Fig. 8B: Address side of 1908 post card mailed at Brigantine to Port Republic.

ENDNOTES:

- ¹ Jackson, Paul, "Atlantic City Revisited," *NJPH*, Vol 34, No. 2, May 2006, Whole No. 162, p. 89.
- ² Burgess, Paul C., *Annals of Brigantine - Tercentenary Edition 1664-1964*, Boardwalk National Bank, Atlantic City, NJ, 1964.
- ³ Wentzel, Don, "The Brigantine Railroad," *South Jersey Magazine*, Fall 1982, pp 2-8.
- ⁴ Wikipedia website: http://en.wikipedia.org/wiki/Image:Brigantine_nj_001.png , original source Jim Irwin, December 2005, visited July 28, 2006.
- ⁵ Rutgers University Cartography Historical New Jersey Maps website: <http://mapmaker.rutgers.edu/MAPS.html> New Jersey 1906 - South half. August 6, 2006. An excellent resource.
- ⁶ The map copy was obtained from the Board of Proprietors of West Jersey in Burlington, N.J.
- ⁷ Mason, James, M.D., "Brigantine, N.J." *NJPH* Journal Vols. 1-25 reprint. (Vol. 5, No. 3, Whole No. 23, May 1977)

THE GREAT FLOOD OF 1903

By Jim Walker

Now that the flood of 2006 has subsided, let's take a look at the flood of 1903 through contemporary post cards. The first card is a view of the wooden bridge between Lambertville, New Jersey and New Hope, Pennsylvania. This picture was taken from the New Jersey side sometime before the great flood of October 10, 1903.



Fig. 1: Post card view of the old wooden bridge between Lambertville and New Hope.

The second picture show a section of the Lambertville covered bridge, where it came to rest near Bowman's Hill Bucks County, Pa.



Fig. 2: Photograph of the remains of the old bridge following the flood on the Pennsylvania side of the river near Bowman's Hill, where it came to rest.



Fig. 3: Empty pylons await the building of a new bridge.

This picture, taken from Lambertville in the winter of 1904, shows the rest of the wooden bridge has been removed and the piers are ready for the construction of the new steel bridge.

The flood of 1903 also took out the bridges at Milford and Frenchtown. This required the residents to revert to boats and ferry service. Lambertville was without a bridge for almost two years.

One of the boats used to carry people and goods across the river was owned by William L. Lathrop, an artist of some note who had recently purchased the Phillips Mill on the Delaware River, north of New Hope, Pa. Viewed from the Delaware River, this post card shows Lathrop's home and the cooper's shop he had converted to a studio for art students. His boat can be seen at the lower left, with its name "Sunshine" painted across the transom.



Fig. 4: Lathrop home on the Delaware, with boat used for transport when there was no bridge.



Fig. 5: A 1906 post card view of the “Sunshine,” addressed to Trenton.

This post card is a close up view of Lathrop's boat, with the message “Greetings from Lambertville” and states, “‘Sunshine’ used during the absence of the Del. bridge.” Postmarked Lambertville, Dec.17, 1906, it is addressed to the widow of William Stryker, former Adjutant General of New Jersey and noted historian, at Trenton.



Fig. 6: New steel bridge in place, mailed August 22, 1904, two weeks before the official opening on Labor Day.

The last post card is a real photo view of the new metal bridge at Lambertville. This card was posted at Lambertville August 22, 1904, and the official opening of the bridge was held on Labor Day, September 5, 1904.



Fig. 6A: Address side of the above post card.

I have never found any ancillary markings concerning delays in mail delivery due to the bridge washout.

~ ☒ ☒ ☒ ~

WHEEL OF FORTUNE CANCEL: REQUEST FOR HELP

By Roger D. Curran

The U.S. Cancellation Club has undertaken a research project to identify post offices that used the common “wheel of fortune” cancel (See *Figure 1* below) and to record basic data about these uses. I would greatly appreciate any reports of usages from members of the New Jersey Postal History Society. Could members check their collections and send any such cancel reports on to me? They should be sent to rdcnrc@evenlink.com or Roger D. Curran, 20 University Ave., Lewisburg, PA 17837.

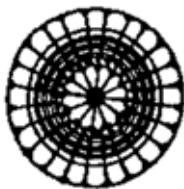


Fig. 1: Wheel of fortune cancel



SC



DC



TC

Fig. 2: Types of accompanying CDS cancels

We need the name of the post office, the type of accompanying CDS, date or dates seen, ink color, whether it is duplexed to the CDS or not, and a brief description of the CDS, if it is unusual. Photocopies or scans would be useful but not necessary. We would like reports by December 1, 2006, and will gratefully acknowledge contributions in the monograph that is to be published. Thanks for your help!

McGUIRE A.F.B. POST OFFICE ~ Established December 8, 1958

In 1937 the United States Army Air Corps established a base of operation, designated Rudd Field, alongside the Camp Dix military reservation, located partially in Burlington County and extending into Ocean County.

At the end of World War II, the air base was renamed McGuire Air Force Base, in honor of Major Thomas B. McGuire of Ridgewood, New Jersey. Major McGuire, an air ace in the Pacific Theatre during World War II, was killed in action January 7, 1945. For his extraordinary heroism, he was awarded posthumously the Congressional Medal of Honor.

McGuire A.F.B. is bordered by Fort Dix, Wrightstown, North Hanover and New Hanover Townships. It comprises some 3,598 acres, and is home today to three units of the United States Air Force.

Prior to and during World War II, mail service was available to McGuire A.F.B. at Fort Dix and Wrightstown. The base was closed following the war, but was re-activated in 1949. The rapid growth of McGuire during this period of time prompted postal authorities to create a branch office of the Trenton Post Office here in 1958.

Today, McGuire A.F.B. supports more than 10,000 military personnel and approximately 1,600 civilian employees.

December 8, 1958
Continues in service today.

Post office opened as a branch office of the Trenton P.O.

~ ☐☐☐ ~

MEDFORD POST OFFICE ~ Established March 2, 1820

Medford Post Office at establishment was part of old Evesham Township. In 1847, Medford Township was established. Lying along the south branch of the Rancocas Creek, Medford is six miles distant from Marlton to the southeast and five miles southerly of Lumberton. Settled by members of the Society of Friends sometime prior to 1727, the village was called Upper Evesham, and by some reports, referred to as Belly Bridge. The name Medford is reputed to be taken from Medford, Massachusetts.

In 1820, Medford's population was estimated at less than 100. By 1880 the census counted 890. Gordon's Gazetteer¹ in 1834 tells us there was "a large Quaker Meeting House, two taverns, four stores and from thirty to forty dwellings." Today, Medford is a fine example of Eighteenth, Nineteenth, and Twentieth century architecture, blended together to create an attractive and affluent community, one of Burlington County's finest.

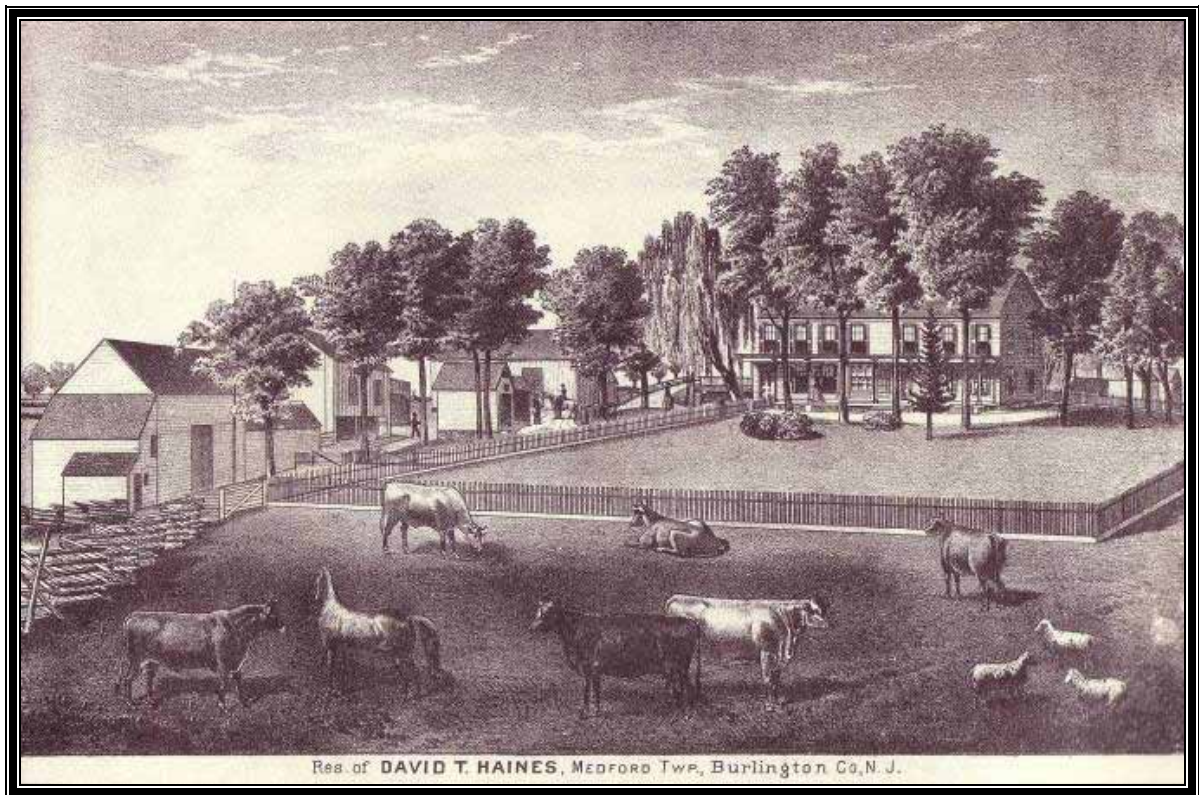


Fig. 64: Medford. Lithograph done circa 1876.



Fig. 65A: Medford, N.J. Manuscript postmark with 5th Mo. 22nd, the Quaker mark for May, 22. This letter was posted in 1829.



Fig. 65B: Medford N.J. folded letter with 12 ½ cents postage dated Sept. 22, 1843.

March 2, 1820

Post office opened

Continues in service today

May 15, 1961

Medford Lakes Branch of Medford P.O. opened.

~ ☐☐☐ ~

MOORESTOWN POST OFFICE ~ Established September 18, 1800

Moorestown is a handsome residential community located on the old King's Highway (Salem Road). Settled prior to 1700 by members of the Society of Friends, this place took on the semblance of a town after the establishment of a Friends Meeting House in that year. Prior to 1790 the town was referred to as Chestertown, Rodmantown or Chester Meeting.

Thomas Moore operated a popular hotel here by 1790. The names Moorestown or Mooresfield gradually replaced the earlier names on maps of the era. Moorestown lies some three miles east of Maple Shade and two miles northwest of Fellowship.

The post office, when established in 1800, was a part of old Chester Township. Moorestown became a township March 11, 1922. Today, the community stands as one of Burlington County's finest. The original Quaker influence of order and style is still obvious; as evidence of this, note the Meeting House, school and grounds seen as you enter the town from Chester Avenue.

The postmaster appointed on September 18, 1800 did not serve, and the office did not operate until the appointment of Isaac Wilkens, January 8, 1802.

Ramblewood, a branch of Moorestown Post Office, was opened June 1, 1973.

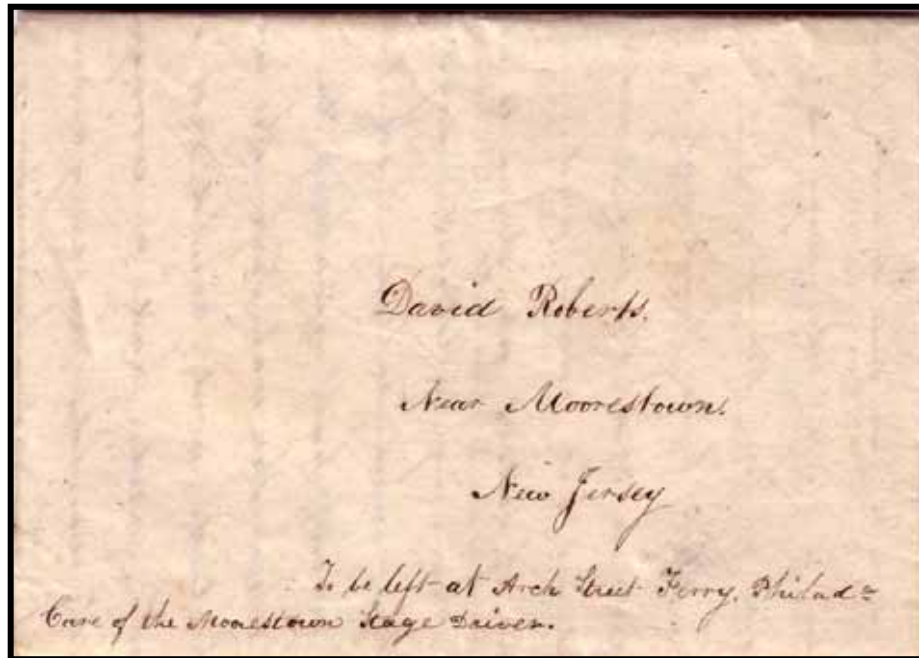


Fig. 66A: This cover was not put in the U.S. mail, but was carried privately by the Moorestown stage driver from Philadelphia.



Fig. 66B. Moorestown, from Scott's 1876 County Atlas.²



Fig. 67: A Rural Free Delivery marking from Moorestown, N.J., May 8, 1903.



Fig. 68: Moorestown, N.J. 1834 folded letter. 18 $\frac{3}{4}$ cents paid the postage to Brownsville, Pennsylvania.

September 18, 1800

Post office opened (did not actually operate until January 8, 1802)

Continues in service today

June 1, 1973

Ramblewood Branch of Moorestown P. O. opened.

~ ☐ ☐ ☐ ~

MOUNT HOLLY POST OFFICE ~ Established September 18, 1800

Mount Holly, the county seat of Burlington County, was settled by Quakers in or about 1681. By 1730, Mount Holly was home to at least two saw mills and an iron works, all erected along the Rancocas Creek.

After a countywide referendum in 1796, Mount Holly wrested the position of County seat from Burlington. Originally the town was called Bridgetown, Crips Hill or Crips Mount. The “Hill” or “Mount,” prominent here, was covered with American Holly trees. These prominent features held sway in the minds of most residents, and Mount Holly it became.

Mount Holly figured prominently in the American Revolution. British Troops were quartered here on several occasions. At least one skirmish between American and British Troops is recorded. Stephen Girard, the famous financier and merchant, lived here during the British occupation of Philadelphia.

Situated on the north branch of the Rancocas Creek, Mount Holly Post Office was established in Northampton Township. In 1931, what was left of Northampton became Mount Holly Township.

By 1834, there were approximately 230 dwellings here, many shops, taverns and manufacturing enterprises. The only other town to rival Mount Holly in Burlington County in this era was the City of Burlington.

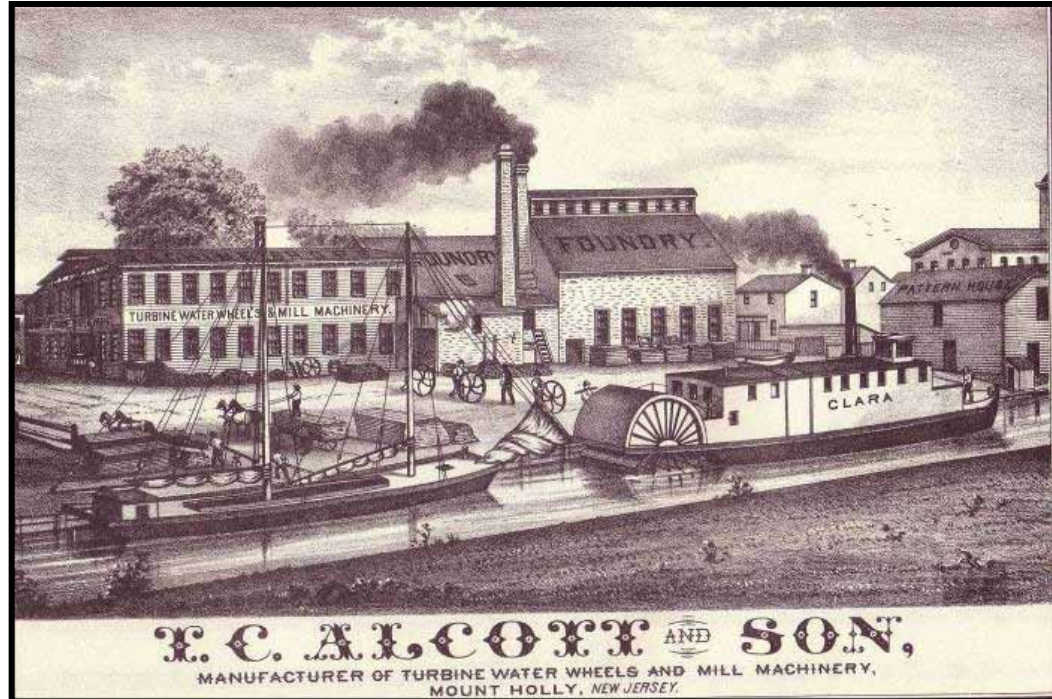


Fig. 69: Mount Holly scene circa 1875.



Fig. 70: Mount Holly, N.J. letter of June 27, 1862 sent to Washington, D.C., Headquarters of the Army Of The Potomac.

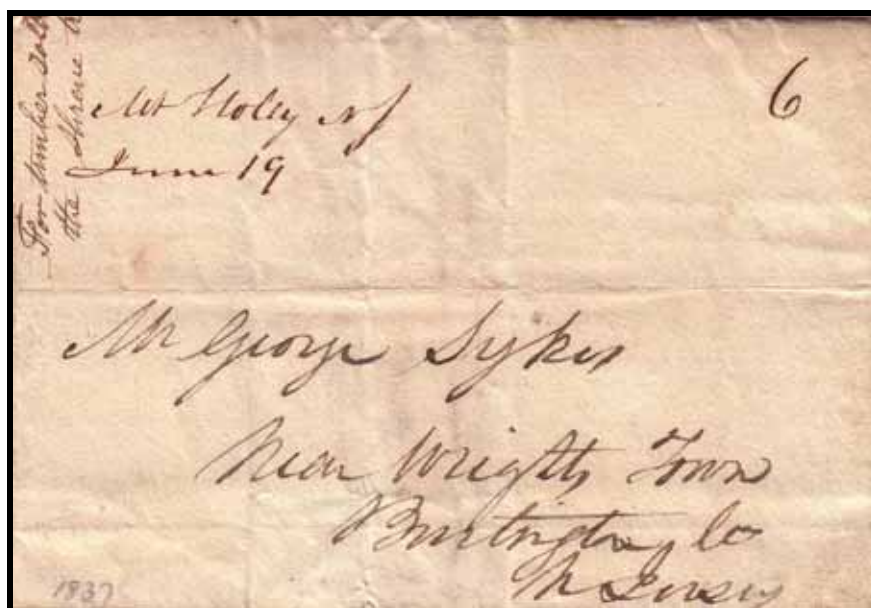


Fig. 71: This 1837 letter was delivered to George Sykes, "Near Wrights Town."

September 18, 1800
Continues in service today.

Post office opened

~ ☐☐☐ ~

MOUNT LAUREL POST OFFICE ~ Established January 13, 1849

In 1849, when the post office was opened here, Mount Laurel was a part of Evesham Township. The village was formerly called Lower Evesham, Evan's Mount and Mount Tray. The settlement was located along the Moorestown and Mount Laurel Road near the rise of "Mount Laurel," listed as: elev. 174 feet. Settled about 1687 by members of the Society of Friends, Mount Laurel was home to some 25 families by 1849, along with a Friends Meeting House School, one store and a coach maker's shop.

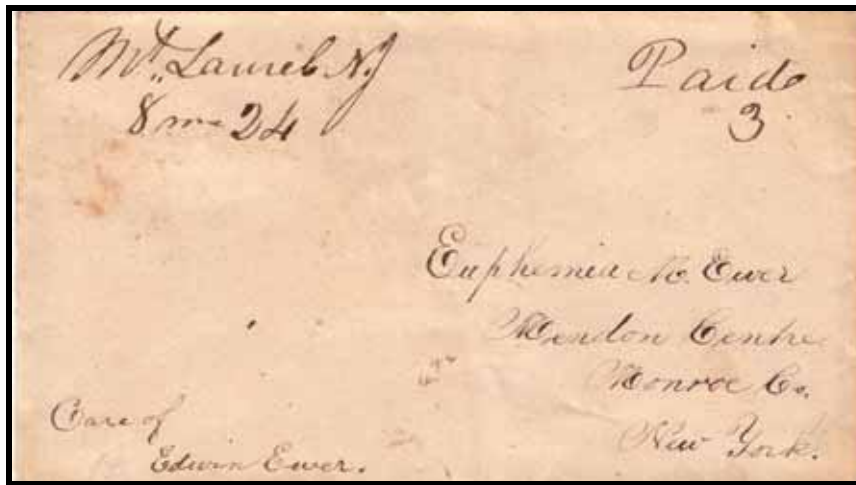


Fig. 72: Mount Laurel, N.J. "8 MO 24" or Aug. 24, (1854). A Quaker dated cover. The date was written by either Jacob or Hannah Roberts, the postmaster and his wife, both members of the Society of Friends.



Fig. 73: Postmarked, 11-2, Mount Laurel, N.J., this cover was mailed in 1867.

January 13, 1849

June 15, 1908

August 19, 1972

Continues in service today.

Post office opened

Post office discontinued; service to Moorestown

Masonville post office name changed to Mount Laurel

~ ☐ ☐ ☐ ~

MOUNT RELIEF POST OFFICE ~ Established June 27, 1892

No town or village called Mount Relief ever existed in Burlington County, except for the seven short months this post office name was given to Mount Misery. Located in the northeastern part of Woodland Township, Mount Misery, or what's left of it, can still be found there. Back in 1892, when Charles Pittman petitioned successfully for a post office, he claimed a population of fifty. This was probably exaggerated, unless he counted the livestock as residents.

In 1834, Gordon³ had listed, "A tavern, saw mill and four or five dwellings." By the time of the Civil War, Mount Misery was part of the great Upton tract of land. It became the center of the charcoal-making industry and thrived for many years. Coal soon replaced charcoal as a preferred fuel, and Mount Misery's success was soon displaced by failure. By 1885, the abandonment of the hamlet by all but a few families had taken place.

Perhaps, when Pittman applied for a post office, using the Mount Relief name, in lieu of Mount Misery, it was in the belief that the latter name would do little to promote the virtues of this once prosperous village. No agreement about the origin of Mount Misery's name can be found with most historians. The most common explanation references the French "Misericorde," a name given the place by the original landowner there, a French Huguenot named Peter Bard. "Misericorde" translates to "mercy." However, it's not difficult to imagine that Misericorde would become "misery" when Americans tried to pronounce it.

Relief failed, became Misery again, and today only the deer call it home!

June 27, 1892
January 26, 1893

Post office opened
Post office discontinued; service to New Lisbon

~ ☐☐☐ ~

*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 Scott, J.D. *New Historical Atlas of Burlington County, New Jersey*, Theo. Hunter, Printer, Philadelphia, P.A., 1876

³ Gordon, Thomas, ob. cit.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 9A: The Alvin Adams' Expresses

By Bruce H. Mosher

© 2006 Bruce H. Mosher

(This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-8 can be found beginning in NJPH, May 2003 [Vol. 31, No. 2, Whole No. 150] through Part 8B [Vol. 34, No. 2, Whole No. 162].

Alvin Adams began his second express company (Adams & Co.) in Boston during 1841 and within a few years his organization was collecting and delivering express merchandise throughout much of the United States. Late in 1842, Adams & Co. began express service in Newark, N.J. Adams' early start in New Jersey precipitated 76 years of Garden State express service by the group of four Adams-owned express companies (i.e., Adams & Co., Adams Express Co., Central Express Co., and New Jersey Express Co.). The Adams group became the most pervasive of New Jersey expresses and provided instate service for the longest period of time among all express companies.

Adams & Co.

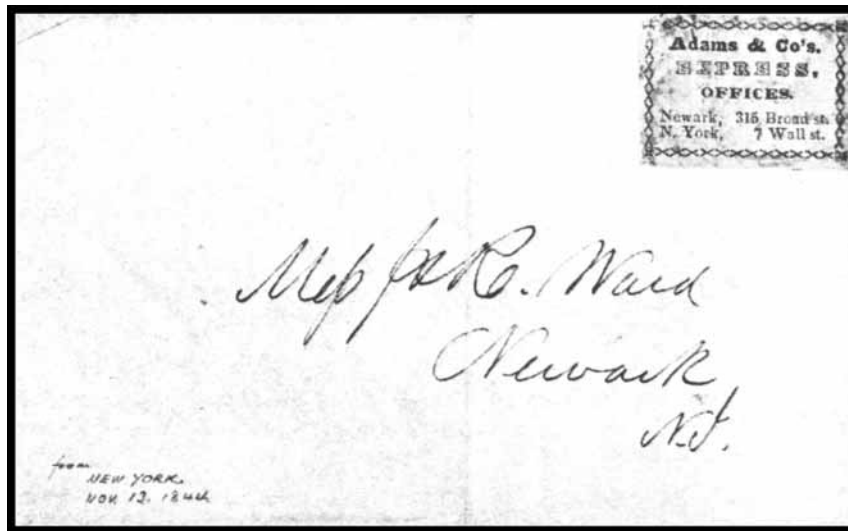
The *Newark Daily Advertiser* of January 16, 1843 noted the beginning of Adams & Co.'s Newark service on the previous December 19. Their first ad (repeated below) appeared January 3, 1843 and established the nature of their express business.¹

NEWARK & NEW YORK EXPRESS. The public are respectfully informed that the subscribers have established an EXPRESS between New York and Newark, N.J. for the transmission and speedy delivery of Packages, Bundles, money, &c., &c.; the Collection of Notes, and Bills and all other business pertaining to a well regulated Express. Orders for articles to be returned by the Express will be delivered free of charge.

Goods of any description forwarded by Adams & Co.'s Express from New York to Philadelphia, Baltimore and Washington—to Boston and all other Eastern Cities and Towns. Office in New York at Adams & Co.'s Express Office No. 7 Wall st.; and in Newark at Smith's Newspaper Depot, No. 334 Broad st. Hours for leaving New York 11 1/2 A.M. and 4-3/4 P.M. NEWARK, 9 A.M. and 1 1/2 P.M.

ADAMS & CO.

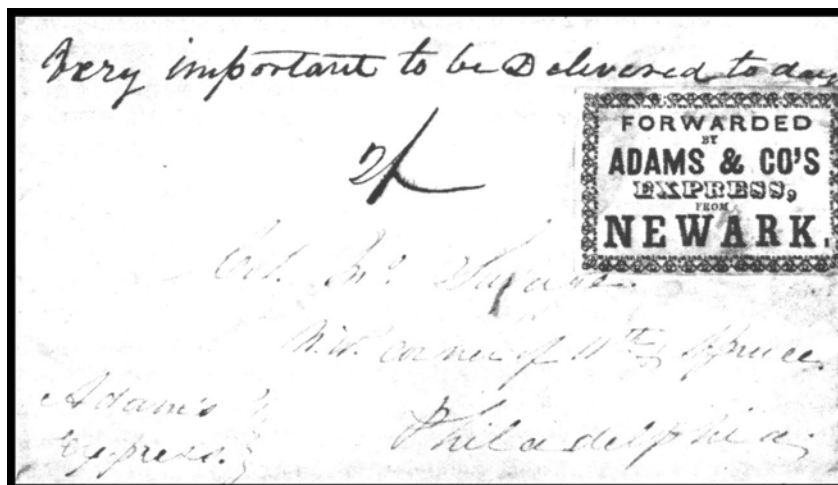
Two label-bearing covers from this service have survived. The earliest was a November 13, 1844 letter (see *Figure 9-1*). It is from New York to J. R. Ward in Newark and reports delivery of a letter to the Butcher Hide Association and encloses a receipt for it. The letter goes on to discuss the leather business and it was signed by W. Corwin. On the outside there is a yellow and black label, 35 x 25 mm, affixed at upper right.² This letter was delivered totally outside the U.S. mails by an Adams & Co. messenger in Newark.



A&CX-L2

Fig. 9-1: 1844 letter delivered in Newark by Adams & Co.

The second cover is a small lady's envelope and seems to be from the same early 1845 period. This cover is undated and is shown in *Figure 9-2*. Addressed to Col. Savage at 11th and Spruce Streets in Philadelphia, it bears a manuscript note "Adams Express" at lower left. At the express office it was rated 2/- (two bits or 25¢) and carries the express company's exhortation in the same pen that reads "Very important to be delivered today" across the top. The affixed label is black on yellow and measures 37 x 25 mm. So far, no other Adams & Co. labels have been recorded from Newark, nor from any other part of New Jersey. Both of these covers were formerly in the well-known Leon Reusille collection.³



A&CX-L26

Fig. 9-2: Circa 1845 letter carried from Newark to Philadelphia by Adams & Co.

In the 1849–50 Newark City Directory by Piersall, Amos Day is listed as the Adams & Co. express agent. By 1850 Day had initiated his own express company so in the 1850–51 directory we find that Henry Lindsey is the Adams & Co. express agent (between Newark and New York), working from a Newark office at 312 Broad Street. There do not appear to be any Adams express agent or office citations in Newark from 1851–55 and we speculate that Adams may have conducted all of their subsequent New Jersey business through one or more of the smaller Newark expresses that were in business during that time.

The *Figure 9-3* advertisement was published in December 1849, presumably in a Baltimore newspaper.⁴ Adams & Co. stated they would deliver consigned parcels, packages and cases to Trenton and Princeton, plus other towns, but no mention is made of service to Newark, N.J.

Adams & Co. have made special arrangements to transport Holiday Presents, and deliver them on the 25th or earlier if desired. Parcels, packages and cases will be received for New York, Trenton, Princeton, Washington, Lancaster, Harrisburg, Carlisle, Chambersburg and Lewistown until the 24th.

Fig. 9-3: December 1849 newspaper advertisement.

The August 11, 1851, Adams & Co.'s, New Orleans & Mobile Package Express consignment receipt (shown below in *Figure 9-4*) was used to document the express transportation of one package from New Orleans to Philadelphia. On the back of this receipt is a list of 29 contemporary Adams & Co., offices including one in Trenton, N.J. as depicted in the right illustration.



ADAMS & CO.

HAVE OFFICES IN THE FOLLOWING PLACES VIZ:

Boston, Mass.	Lewistown, Pa.
Worcester, "	Pittsburg, Mo.
Norwich, Ct.	Baltimore, Md.
New London, "	Chambersburg, Pa.
Hartford, "	Washington, D.C.
New-Haven, "	Norfolk, Va.
Bridgport, "	Fredericksburg, Va.
New-York, N. Y.	Richmond, "
Trenton, N. J.	Petersburg, "
Philadelphia, Pa.	Wheeling, W. Va.
Washington, D.C.	Cincinnati, O.
Lancaster, Pa.	Louisville, Ky.
Harrisburg, "	St. Louis, Mo.
Carlisle, "	N. Orleans, La.
Chambersburg, "	

Fig.9-4: August 1851 merchandise receipt and portion of the reverse printing.

The unused Adams & Co. receipt illustrated in *Figure 9-5* includes a presumably later list of 34 contemporary Company offices, including their Trenton, N.J. office (opposite annotated arrowhead). This receipt blank was printed with a Marysville (California), 185_ dateline, but certainly was not usable any later than early in 1855, as Adams & Co. ceased operations on February 23, 1855.

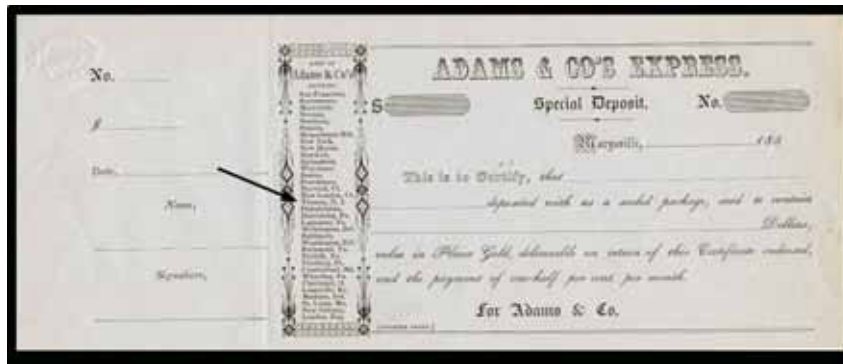


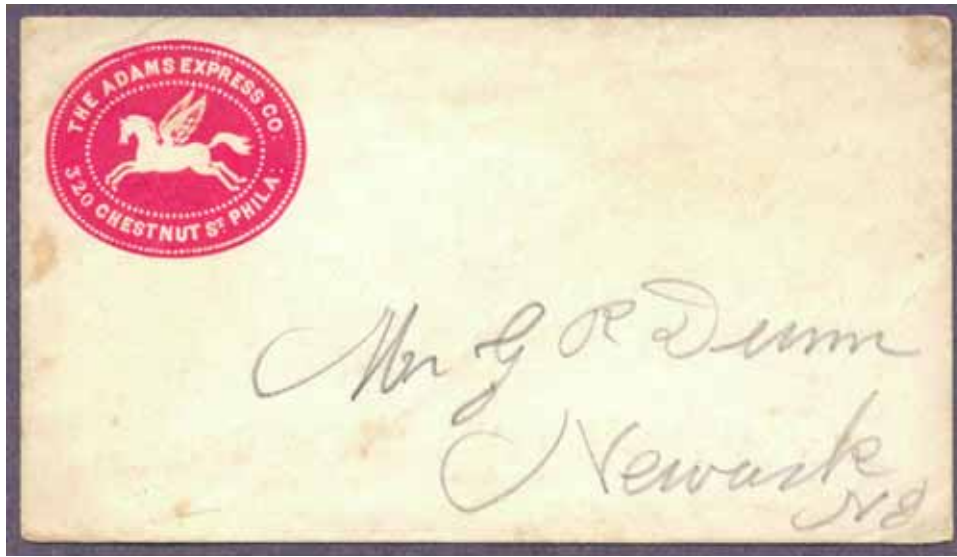
Fig. 9-5: Unused 185_ Special Deposit form for California placer gold.

Adams Express Company

The Adams Express Co. was formed on July 1, 1854 in Boston, Mass., and was comprised of most of the Adams & Co. express operations (except the California business), plus eight other small express companies. Records of the Adams Express Co. business presence in New Jersey between 1854 and 1875 are spotty, mainly because of the limited amount of surviving express documentation from that timeframe. It is not known what happened to the 1850s New Jersey express service (conducted by Adams & Co.), when the eastern operations of that company became part of the Adams Express Co. in 1854. However, we do know that the Adams-owned New Jersey Express Co. and the Central Express Co. were very active carriers in New Jersey during that 21 year span.⁵ In retrospect, the latter two companies may have been formed by the Adams Express Co. with the sole purpose of executing express contracts during the 1850s, 60s and early 1870s with selected New Jersey (and Pennsylvania) railroads, while Adams Express focused on business in other geographical areas.

In June 1860, Alexander Stimson authored and published a historical narrative of the express business in America that included an extensive compilation of the contemporary Adams Express Co. offices in the United States.⁶ Stimson worked for Adams Express around the time he composed this listing of express agencies, but not one Adams Express office within New Jersey was cited. Based on this seemingly creditable evidence, we conclude that Adams Express did not have contracts with any railroads operating within New Jersey in 1860.

The two early Adams Express covers, shown in *Figures 9-6 and 9-7*, were most likely handled by the Company between 1858 and 1865 and were very likely handed over to a cooperating express organization who would deliver them in Newark and New Brunswick, respectively. Very likely the cooperative (and wholly owned) New Jersey Express or Central Express messengers provided this delivery service. There is also, however, the possibility that the Newark-addressed cover was delivered by an Adams Express employee during a period of time when that Company provided express service to Newark, such as is subsequently discussed. The reverse of these covers do not exhibit any markings that would aid in deducing any specific delivery suppositions. The ornate Adams Express corner cards on each of these covers indicate that they probably originated from Philadelphia. The Philadelphia Adams Express office at 320 Chestnut Street was initially staffed around 1858.



Corner card similar to ADX-C47

Fig. 9-6: Express cover used in the late 1850s.

The *Figure 9-7* cover bears an “Ex \$5⁰⁰” manuscript marking that is reminiscent of similar Express agent markings which usually defined the express delivery fee paid by the sender. Since \$5 was far too expensive, compared to contemporary rates, for expressing a text letter/document from Philadelphia to New Brunswick, N.J., perhaps some valuable material or possibly currency was enclosed in this envelope. The latter would support a higher express fee that would have been based upon the declared value of such enclosures.



ADX-C51

Fig. 9-7: Circa 1860 express cover.



ADX-C35a

Courtesy NJPHS

Fig. 9-8: Early 1860s cover to Millburn, NJ.

The cover illustrated in *Figure 9-8* was posted in Hamburg (Sussex County), New Jersey during the early 1860s (the 3-cent stamp was issued no earlier than August 17, 1861). Adams Express had no known express service to Hamburg (nor anywhere else in Sussex County) during the 1860s, so this red corner-card envelope may have been postally used by the sender without regard to its Adams Express heritage. However, another similar cover is known (but not illustrated), that is sans the postage stamp and corner card cancellation, and is addressed in the same hand to Miss Odessa Reeves in Millburn, Essex County. This second cover bears a manuscript “Hamburg/Dec 19.” notation at the top and may have been transported outside the mails by an unidentified organization or person. There are no dating annotations on the front of this cover. The absence of a postage stamp or postal marking relegates the second cover to the realm of uncertainty - a mystery piece of postal history whose transportation journey will probably never be fully understood.

By 1863, some evidence had been published that revealed the Adams Express Co. was present on three railroads operating in the middle of New Jersey—Camden & Amboy Railroad, Freehold & Jamesburg Agricultural Railroad, and the New Jersey Railroad and Transportation Company. The central New Jersey routes of these three lines are shown in *Figure 9-9*. The towns with asterisks after (or next to) their names in the left map indicate they hosted Adams Express agencies. The towns with a circle plus four orthogonal radials after (or next to) their names signifies that a New Jersey Express agency was also present, most likely within the same office and handled by the same agent.⁷ At present, no corroborating documentation has been found to confirm the existence of the Adams Express agencies in the identified roads.

The Camden & Amboy Railroad (#14 in *Figure 9-9*) ran between Camden and South Amboy. This road operated from 1832 to 1867, so the Adams Express contract, whose starting date is not precisely known, could have begun as early as 1854. The Freehold & Jamesburg Agriculture Railroad (#108) operated from 1853 to 1879, so again the Adams Express liaison could have begun in 1854, although this date has not been confirmed. The New Jersey Railroad and Transportation Co. (#13) ran between Trenton and Jersey City during 1834–67 and could have hosted the Adams Express from the mid-1850s on.

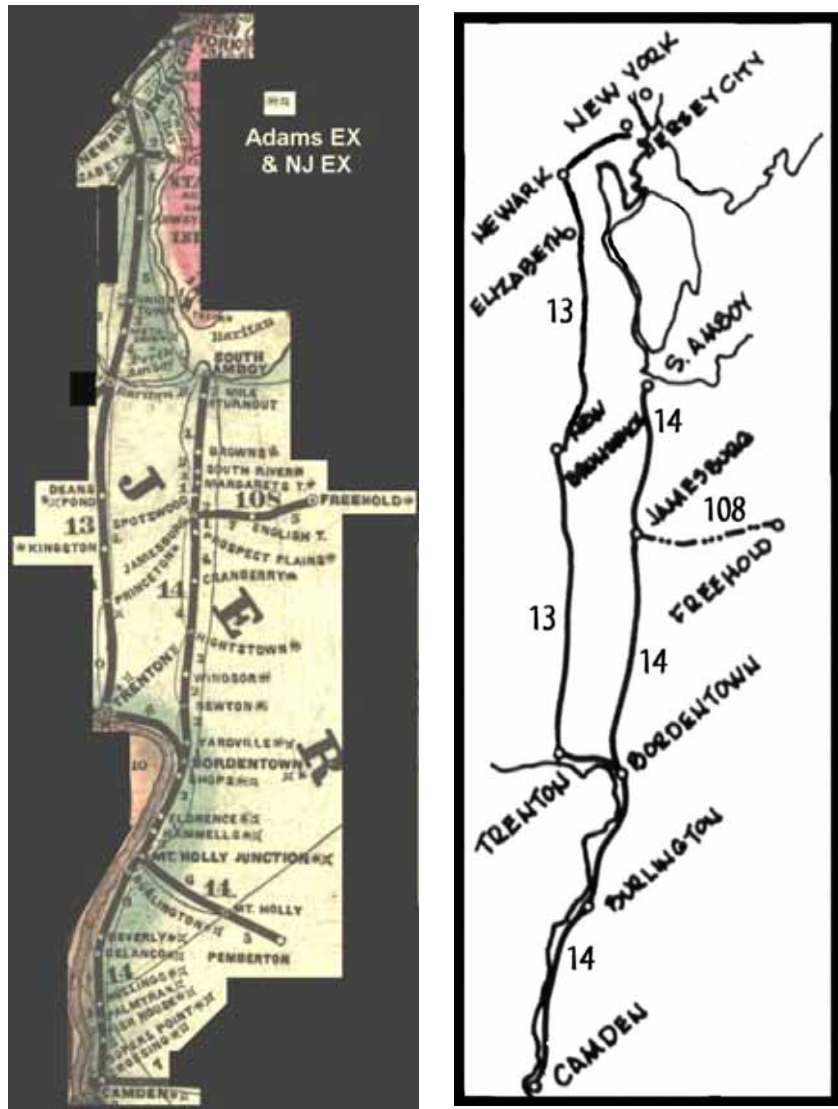


Fig. 9-9:

The Adams Express was hosted on three identified central New Jersey railroads in 1863.

One of the earliest known extensive tabulations of express companies in America and their hosting railroads was published in 1870 by R. A. Campbell.⁸ This 288-page book contains state-by-state listings of towns and places, contemporary railroads and servicing express companies. The New Jersey section is replete with about 817 town and place entries, but not one of those citations indicate that Adams Express provided them with service. There are, however, many New Jersey listings that cite the Adams-owned Central Express or New Jersey Express coverage, as might be expected. Based on this document, we conclude that Adams Express Co., as such, did not have any 1870 rail contracts in New Jersey.

The Adams Express cover shown in *Figure 9-10* contains a colorful red, snorting, winged-horse corner card that was used in the Company's Philadelphia office. This adhesive-franked envelope was probably posted into the U.S. Mails somewhere in New Jersey (the POD town cancellation is not readable) in the 1870s to mid-1880s, perhaps by an Adams Express employee who lived in the state. It is addressed to Miss Mary E. Doughty in Somerville, N.J.



ADX-C65

Courtesy Bill Sammis

Fig. 9-10: Circa 1880, Adams Express cover addressed to Somerville, N.J.

Later in the 1870s, we learn a lot more about Adams Express Co.'s operations in New Jersey as the Nineteenth Century annual Bullinger's Shippers Guide volumes provide identification of all then-known U.S. and Canada railroad vs. individual express company contracts. The earliest Bullinger's Guide located by the author was published in 1876.⁹

Table 9-I. Adams Express Service on Railroads in New Jersey (1876-99)

Hosting Railroad in NJ	Railroad Operation	Mar. 1876	Sept. 1878	Jan. 1884	Jan. 1885	1887 R-M	Jan. 1889	Jan. 1890	Jan. 1891	Jan. 1892	Jan. 1894	Jan. 1899
Bridgeton & Port Norris RR	1872-79	ADX	ADX									
Camden & Atlantic RR	1852-96	ADX	C&AX	C&AX	C&AX	ADX	C&AX				C&AX	
Camden, Gloucester & Mt. Ephraim RR	1874-89	ADX	ADX	ADX	ADX	ADX	ADX					
Central RR of New Jersey	1850-1976	ADX	CENX	ADX	[A]	[A]	USX					USX
Delaware & Bound Brook RR	1876-79	ADX	CENX									
Delaware Shore RR	1877-81		ADX									
Freehold & New York RR	1877-90		CENX	CENX	CENX	ADX	ADX & USX	ADX & USX				
Lehigh Valley RR	1855-1976	ADX	CENX	CENX	ADX	ADX	ADX	ADX	ADX	ADX	USX	USX
Manahawken & Long Branch Transportation Co.	1895-1909											ADX
New Jersey Southern RR	1869-79	ADX	ADX	ADX								
New York & Long Branch RR	1864?-1976				ADX	[A]	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX
Pemberton & Hightstown RR	1868-1981	Note 2	Note 2	Note 2	Note 2	Note 2	[B]	ADX	ADX	ADX	ADX	ADX
Pemberton & New York RR	Unknown		ADX									
Pennsylvania RR	1847-1968	ADX	ADX & CENX	ADX & CENX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Philadelphia & Atlantic City RR	1877-89		ADX	P&AX	P&AX	ADX & C&AX	ADX					
Philadelphia & Reading RR	1836-1924	Note 1	Note 1	Note 1	ADX	ADX & P&RX	ADX	USX				USX
Tuckerton RR	1871-1936	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Union Transportation Co.	1889-1976						ADX					

NOTES:
 1. No railroad stations in New Jersey. 2. Part of the Pennsylvania Railroad.
 [A] = See Philadelphia & Reading RR. [B] = See Union Transportation Co.
 ADX = Adams Express Co. C&AX = Camden & Atlantic Express Co. CENX = Central Express Co.
 P&AX = Philadelphia & Atlantic City Express Co. P&RX = Philadelphia & Reading Railroad Express Co.
 USX = United States Express Co.

The New Jersey information from subsequent available Guides is summarized in *Table 9-I* for the pertinent railroad hosts of Adams Express Co., (plus a few related express companies) between 1876 and 1899.¹⁰ Annual reports are not at hand for every year in this time span, because some annual Bullinger's Shippers Guides (or equivalent information) have not been found for the missing years along the top of the Table. It should be noted that the *Table 9-I* express information for 1887 was excerpted from a Rand-McNally railroad atlas (not a Bullinger's Guide) that was published during that year.¹¹

During the earlier years chronicled in *Table 9-I*, there was noticeable express company switching from year-to-year by some railroads. This was probably a consequence of many contemporary changes to the annual express contracts, plus the startup and cessation of several railroad-owned express departments. Another significant observation from *Table 9-I* is the affirmation of nine Adams Express Co., New Jersey railroad contracts that existed by March 1876. Several of the roads listed in *Table 9-I* also operated trains in nearby Pennsylvania or New York, but the tabulated express information is only germane for the New Jersey branches of such roads.

From the trends seen in the Table, we speculate that the Pennsylvania Railroad and the Tuckerton Railroad signed contracts with Adams Express earlier than 1876, possibly soon after 1870. Since there is no detailed historical express-information known for 1871 to 1875, the starting dates for those and other listed railroad contracts cannot be definitively established.

The New Jersey routing maps for three of the *Table I* cited railroads are shown in *Figure 9-11*. Specifically, the Main Line of the Pennsylvania RR through New Jersey, the New York and Long Branch RR, and the Pemberton and New York RR are depicted. Additionally, the Tuckerton RR route is illustrated in *Figure 9-12*.



Fig. 9-11: Railroad routes in Central New Jersey.¹²



Fig. 9-12: Railroad routes in Southern New Jersey near the East coast.¹³

[To be continued in the next 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 notations that appear under some label and corner card illustrations in this article are direct references to the pertinent identification entries in Mosher's Catalog.

ENDNOTES:

- ¹ Hahn, C. M., "Adams & Company – The Newark Office," *Essays on Postal History*, #23, 1970, pp 81–82.
- ² Ibid. Note: Figure 9-1 is reproduced from Hahn, C. M., "Adams' Express and Independent Mail," *Collectors Club Philatelist*, May-June 1990, p. 196.
- ³ Ibid. Note: Figure 9-2 is reproduced from Hahn, C. M., "Adams' Express and Independent Mail," *Collectors Club Philatelist*, May-June 1990, p. 196.
- ⁴ "Early Days in Baltimore," *The Adams Express Company 150 Years*, at http://www.adamsexpress.com/content/pdf/adams_history.pdf, copied 2/14/04.
- ⁵ The New Jersey Express Company is known to have begun operations in New Jersey in 1854 and continued until at least 1888. The Central Express Company, also an Adams owned enterprise, started New Jersey operations in 1858 that lasted until around 1887. The express history of these two companies will be the subject of a future Part in this series that addresses the New Jersey Private Express Companies.
- ⁶ Stimson, A. K., "Adams Express Company," *Express Office Hand-Book and Directory, etc.*, 1860, printed and published by John K. Stimson, Stationer, No. 17 Cedar Street, New York, pp 206–211.
- ⁷ Lloyd's Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset information]
- ⁸ Campbell, R. A., "New Jersey.," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, pp 75–82.
- ⁹ Bullinger, Edwin W., *The Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*, etc., compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, 1876.
- ¹⁰ Bullinger, Edwin W., *Bullinger's Shippers and Travelers Guide for the United States and Canada*, compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, September 1878, and Bullinger, Edwin W., *Bullinger's Postal and Shippers Guide, etc.*, compiled and published by Edwin W. Bullinger, 79 Fulton Street or 53 Park Place, New York, January 1884 through January 1899.
- ¹¹ Rand, McNally & Co., *Rand McNally & Co.'s Improved Indexed Business Atlas and Shippers' Guide.*, Chicago, 1887.
- ¹² Cunningham, John T., "Chapter 14, The Golden Strand," *Railroads in New Jersey*, Afton Publishing Co., Inc., Andover, NJ, 1997, p. 216.
- ¹³ Ibid.

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

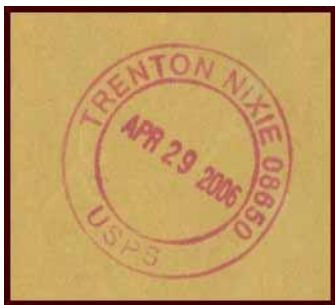
at PO Box 1945

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

TRENTON NIXIE CANCEL

By Jean R. Walton



As noted in the June 5, 2006 issue of *Linn's*,¹ the Trenton Post Office² (Hamilton Branch) forwarded a letter on to Tom Neitzel in Washington State, which had been sent to him with an incorrect zip code [08597] instead of the correct one [98567]. It was a large envelope from a seed company in the UK, with a Royal Mail postage paid label. In Trenton it received a nice red circular “Nixie” cancel dated Apr 29 2006, with Trenton Nixie 08650 and USPS in the outer ring. The zip code was corrected in pen and two large arrows were added to call attention to it, as well as a bar code label with the correct zip. (See *Figure 1* below.) This information got the package to its intended recipient.

Tom was kind enough to send me a nice scan of the cover, shown below. A “nixie” is a piece of mail that is undeliverable as addressed, which ends up in the hands of a “nixie clerk.” The clerk’s job is to redirect the mail to the proper address, return it to sender, or direct it to the Dead Letter Office.³

Redirected mail is not uncommon, and according to a Michigan postal employee who responded in *Linn's*,⁴ the new PARS automated system uses yellow nixie labels for this. These labels have the typical sprayed-on information, including the word “NIXIE” in the upper left corner. I suspect that a nixie CDS cancel such as this may become unusual. It is nice to know that nixies and nixie clerks are still alive and well, and that there are still reasons to keep looking at what comes in the daily mail.



*Did you know that in the Nixon administration, “nixie” was nixed? In another letter to Linn’s, Matthew Bowyer says, “When I was a postal supervisor more than 50 years ago, the Post Office Department became President Richard Nixon’s United States Postal Service. All postal terminology was scrutinized, and a directive was issued informing all that the term ‘nixie’ was not to be used anymore. It was whispered that this was because people could associate the word with Nixon being ‘undeliverable.’”*⁵

Fig.1: Trenton Nixie CDS on cover.
Courtesy of Tom Neitzel

ENDNOTES:

- ¹ Neitzel, Tom, “Readers’ Opinions” Column, *Linn’s Stamp News*, June 5, 2006, p.4.
- ² Trenton P&DC Trenton, 680 Rt 130, 08650.
- ³ Answers.com <http://www.answers.com/topic/post-office> August 2, 2006.
- ⁴ Leeman, Bob, “Readers’ Opinions” Column, *Linn’s Stamp News*, July 10, 2006, p.4.
- ⁵ Bowyer, Matthew, “Readers’ Opinions” Column, *Linn’s Stamp News*, Aug 14, 2006, p.4.

TWO NICE NEWARK MANUFACTURING COVERS

By Gene Fricks



Fig. 1: 1896 Cover from Morris Manufacturing, an undertakers' supply house in Newark.

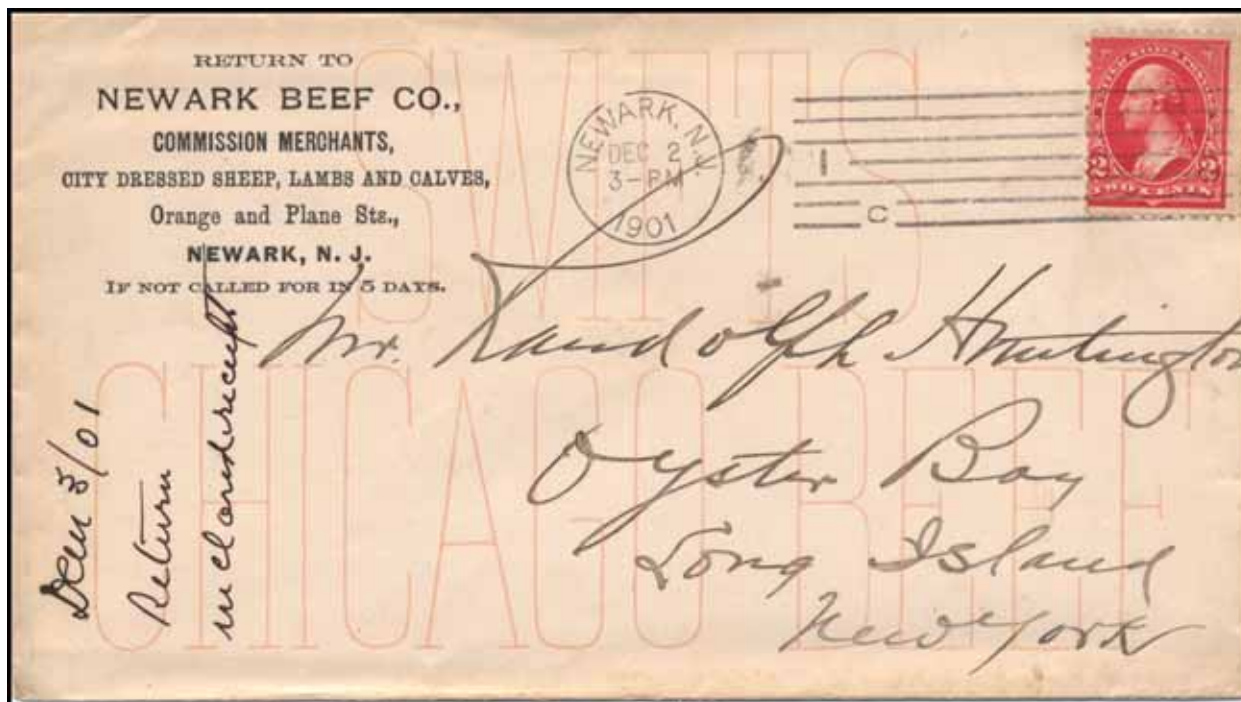


Fig. 2: 1901 cover from the Newark Beef Company, advertising Swift's Chicago Beef - before the passage of the Pure Food and Drug Act in 1906.

MEMBER NEWS

By Jean R. Walton

Roy P. Weber 1945-2005



It is with sadness that we report the death of one of our members, Roy P. Weber, who died December 25, 2005. He was not only a collector, but a talented philatelic researcher. Those of you who are also members of the U.S. Philatelic Classics Society will know him as a member of the Board of Directors of that society.

Roy was born in Brooklyn, N.Y., earned his doctorate at Cornell University, and moved to New Jersey in 1973, where he lived in Bridgewater. An employee of AT&T, he was a charter member of the New Jersey Inventor's Hall of Fame. Roy was an AT&T Fellow, an honor bestowed on the luminaries of AT&T for lifetime achievement.

His particular interest was the 3¢ U.S. 1851-1857 stamp. His enthusiasm for the hobby and his willingness to share information is evidenced in the fact that he founded a study group of 3¢ 1851 collectors which was hosted in his home, and these meetings were attended by collectors from as far away as California. The hobby has lost a fine advocate, and he will be missed.¹

¹ We thank Dr. Charles J. Di Como and Wilson Hulme of the U.S. Philatelic Classics Society for their help, and for Hulme's obituary for Roy Weber, published in the pages of *The Chronicle*, Journal of the U.S. Philatelic Classics Society, No. 210, May 2006, Vol. 58, No. 2, p. 164.

* * * * *

Please make the following changes in your membership list:

Willard Johnson, change of address from Florida to 24 Salmon Lane, Ledgewood, NJ 07852.

New Email for Patrick LaPella: plptba@verizon.net

And remove the following:

Roy P. Weber, deceased

Two members who have dropped their memberships:

Jack Gordon, and Craig Hutchison - who has moved to Alabama

Three members dropped for non-payment of dues:

Thomas R. Eynon, Victor Kreivins and David Levine

DON'T FORGET TO SEND YOUR SCANS OF MANUSCRIPT DATES TO STEVE ROTH FOR INCLUSION IN HIS DATABASE OF NJ MANUSCRIPT MARKINGS

Send scans by email to stevenroth@comcast.net or photocopies to
Steven M. Roth, 1280 21st St, NW, #209, Washington, DC, 20036-2343

FREE FROM YOUR SOCIETY! ~ The following digital files are available for members of NJPHS at NJPostalHistory@aol.com at no cost:

Brad Arch's handy DPO book¹ available in Excel format (also available in hardcopy for \$3)

Stampless Era Post Offices, based on Coles² and the Coles Update³ available in Excel format.

New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 *NJPH* and February 2006 *NJPH* issues.

WASHINGTON 2006 RECAP

All those who attended Washington 2006 were treated to an excellent international show. Dealers were plentiful, and aisles not so crowded that it was difficult to get around. Entry lines moved quickly, and both show people and convention center employees were most courteous and helpful when you were searching for meetings rooms. The USPS must also be complimented for its imaginative and entertaining contributions.

The greatest benefit of an international show is the opportunity to see high caliber exhibits from so many different places. This show housed both dealers and exhibits in the same hall, so it was easy to browse the exhibits, once you had made your rounds of the dealers. Included amongst these were exhibits of four of our own members, Robert G. Rose - who won a Large Vermeil for his 8 frames of *New Jersey Stampless Covers: Handstamp Marcophily 1775-1855*, George Kramer who won a Large Gold for his 8 frames of *U.S. Domestic Mails 1776-1869*, Harvey Mirsky who won a Gold for his 8 frames of *The U.S. 1847 Issue: Proving That Stampless Mail Could Be Eliminated*, and Don Chafetz who won a Vermeil for 5 frames of *Holyland Printed Matter 1890-1955*, and a Silver Bronze for *The Israel Philatelist Vol LVI, No. 1-6*. If we have overlooked any member exhibitors, please let us know.



NJPHS Exhibit at Washington 2006

Amongst the exhibits were single frames for societies to show a bit about themselves, with the end benefit of interesting others in joining. A number of our members volunteered a page to fill the 16-page frame, and we are grateful to all who did. Bob Rose put it all together, with an introductory page and some history of the Society, and we want to thank all contributors. Those who did exhibit were Bob, of course, who showed a page of his own material, Don Chafetz, George Crawford, Doug D'Avino, Arne Englund, Gene Fricks, Len Frank, Mark Sommer, Paul Schumacher, Jean Walton, Steve Washburne, and Nathan Zankel.

¹ Arch, Brad, ed., *New Jersey's DPO's*, 22 pp., pocket-sized Checklist of Discontinued Post Offices, NJPHS, 1981.

² Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983.

³ Chafetz, Donald A., *The Postal Making of New Jersey Stampless Covers: an Update*, NJPHS, 2004.

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1977 ☆ **MERPEX XXX** ☆ 2006
1706 ☆ *Commemorating* ☆ 2006
the Tricentennial of the Birth of
Benjamin Franklin

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*Celebrating the 75th Anniversary
of the founding of
the Merchantville Stamp Club*



September 1, 2 and 3, 2006. West Jersey Masonic Center, Cherry Hill, NJ

and

Celebrating 30 years of MERPEX shows!

South Jersey's Best Stamp Show

CHERRY HILL MASONIC CENTER, CHERRY HILL NJ

Friday Sept 1 - Noon to 6PM

Saturday Sept 2, 9AM to 5PM

Sunday Sept 3, 10AM to 3:30PM

DIRECTIONS TO MERPEX ON FOLLOWING PAGE

PRINT VERSION ALSO AVAILABLE ONLINE AT [NJPHS website](#)

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...

FROM:

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

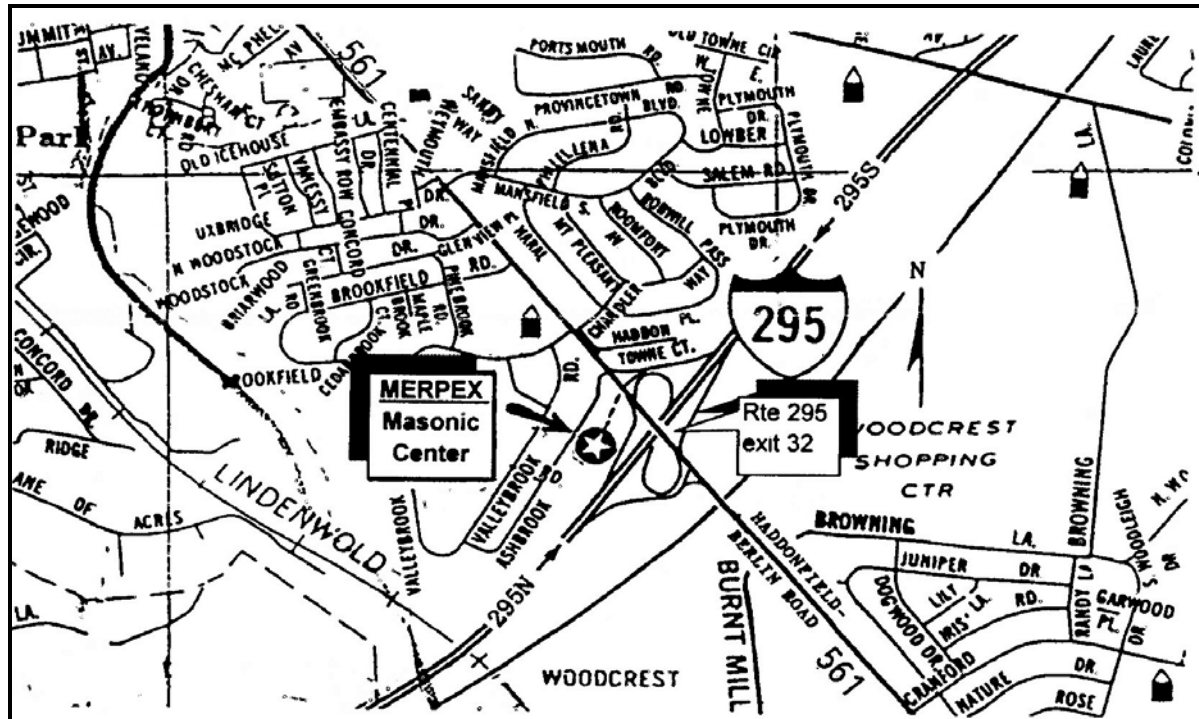
COMMODORE BARRY BRIDGE: take Route 295N...

DELAWARE MEM. BRIDGE: take Route 295 N.

HEADING 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.

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.



GLOUCESTER COUNTY DPOs

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

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Look for the following post offices:

Almonesson	Coopers Ferry
Aura	Cross Keys
Bargaintown	Downer
Barnsboro	Eagleton
Bassett	Etna Furnace
Blackwood Terrace	Ewans Mills
Campbells Tavern	Ferrell
Carpenters Landing	Fislerville
Cecil	Five Points
Colonial Manor Br	Forest Grove

* Source: New Jersey DPOs by Brad Arch

Great Egg Harbor	New Denmark
Haines Glass Works	Pitman Grove
Hardingville	Repaupo
Hurffville	River Bridge
Iona	Salina
Jackson Glass Works	Turnersville
Janvier	Victoria
Jefferson	Weymouth Furnace
Lower Somers Point	Willow Grove
Monsanto Br	Ziontown

Gloucester DPOs not included

Absecomb	Lansdle
Hurffville Rur Br	Pineville

Stephens Creek	Woodbury Heights
Unionville	

To print this out, go to the [NJPHS website](#) and click on [Word Puzzle](#) to download a printable copy. For solution, go to: [Gloucester DPO Solution](#) or return to the [NJPHS website](#) and click on [Solution](#).

MEMBER ADS

WANTED: JERSEY CITY POSTAL HISTORY, advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136, 201/714-6651 or email JTROSKY@email.usps.gov.

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, 24 Salmon Lane, Ledgewood, NJ 07852.

CAN ANYONE SUPPLY PHOTOCOPY PROOF OF POSTAL USAGE from short-lived **BELCOVILLE P.O.** in 1918? Please contact Jim Mason, 3 South Oxford. Ave., Ventnor, New Jersey 08406.

FOR SALE: U.S. AND FOREIGN COVERS, including 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: HUNTERDON COUNTY NJ, BUCKS COUNTY PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras,. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@earthlink.net.

LOOKING FOR NJ DPOs, STAMPLESS TO MODERN, no philatelic, just commercially used, any county. Also looking for **NJ Military POs and DPOs**. Contact Michael Yannotta, 415 Monmouth Ave., Leonardo, NJ 07737.

WANTED FOR EXHIBIT: BETTER COVERS FROM NEW BRUNSWICK, NJ, COLONIAL PERIOD TO 1900. Contact Nathan Zankel, P.O. Box 7449, North Brunswick, NJ 08902 or call 732/572-0377.

WANTED; NEW JERSEY MANUSCRIPT TOWN COVERS PRE-1861. Way covers and stage covers before 1860. All states including New Jersey. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036 or call 202/293-2563 or email stevenroth@comcast.net.

WANTED: POSTAL HISTORY, all types. Must be collectible quality. Usages, auxiliary. Flights, Patriotics, and early machines. Concentrate on USA but will look at all. Contact Bernard T. Werwinski, 173 Southampton Dr., Smithville, NJ 08205; call 609/404-1152. or email BTWCover@gmail.com.

WANTED: NJ DPOS, RPOS, NJ SMALL TOWN POSTCARDS, NJ RRs, Morris Canal Real Photo postcards, NJ towns' fire stations. Contact Maurice Cuocci, 100 Evesham #B, Freehold, NJ 07728, 732-577-8214 or email lou2cuo@hotmail.com.

WANTED: TANSBORO (1862-1906) AND WILTON (1884-1898), CAMDEN COUNTY, Cancels on cards /covers; South Jersey Q.S.L. cards; better foreign post cards to New Jersey. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

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.

MEMBER ADS

COLLECTOR SEEKS LONG BEACH ISLAND POSTAL HISTORY, especially picture postcards. Please contact Michael White, P.O. Box 5222, Saipan, MP 96950 or email mwhite@saipan.com.

NEED FREE FRANKS OF NATHANIAL GORHAM & CYRUS GRIFFIN. Contact Paul Schumacher, Box 2411, Cherry Hill, NJ 08034. Call 856/486-7125 or email PSchumac@holmanauto.com.

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.

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

WANTED: COVERS to and from **CALDWELL, N.J.**, Also **CALDWELL POST CARDS**. Contact Les Byrnes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

WANTED: STAMPLESS COVERS, ANY STATE, F-VF STRIKES, sound covers. Send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401 or call 201/441-6777.

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.

ALWAYS LOOKING FOR GLASSBORO OR GLASSBOROUGH COVERS. Send price desired and copy of cover to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWHit3@juno.com.

LOOKING FOR FISH HOUSE, NEW JERSEY CANCELLATIONS and/or COVERS with CORNER CARDS; used or unused.. Contact Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, call 856/786-1499 or email pwschopp@comcast.net.

SOUTHARD CORRESPONDENCE ALWAYS WANTED! Always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or e-mail jwalton971@aol.com.

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 rose@pitneyhardin.com.

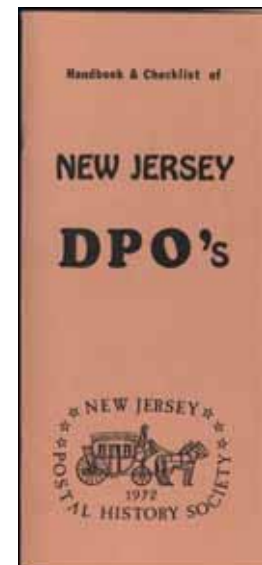
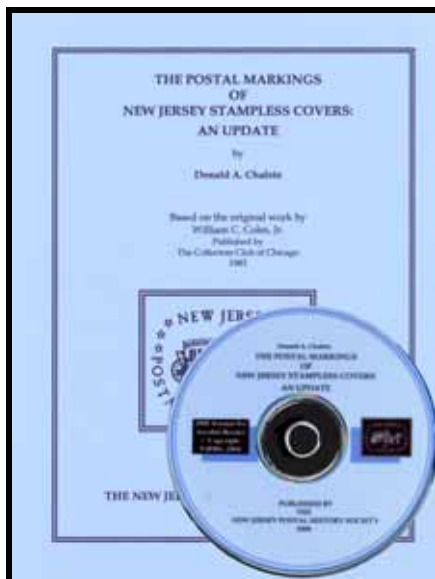
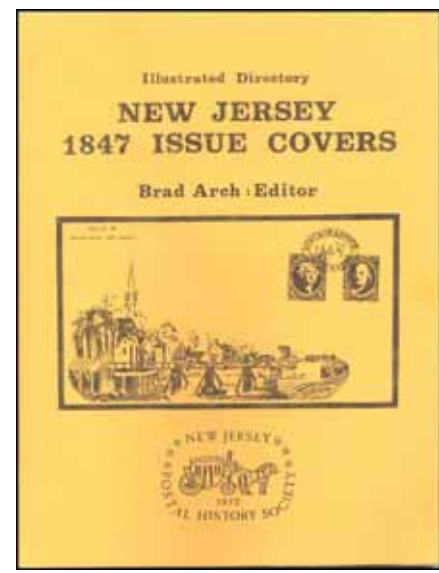
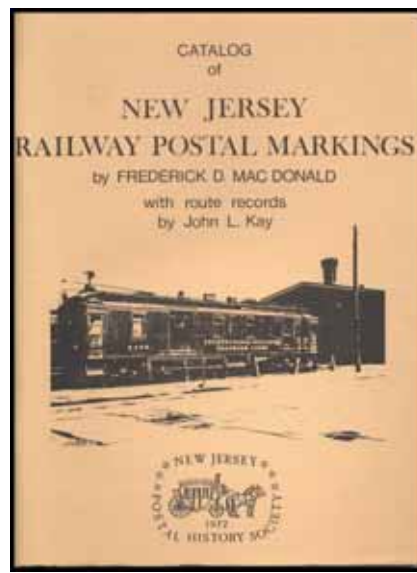
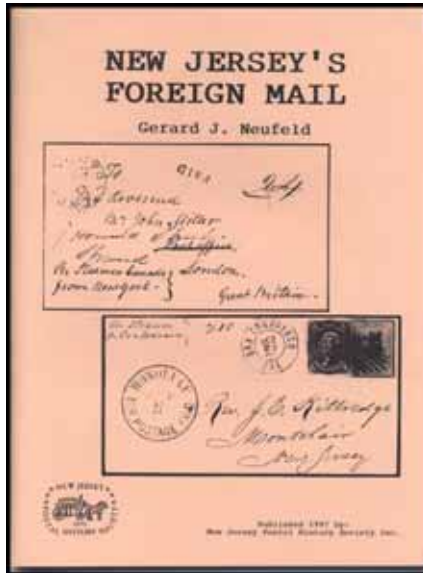
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