NJPH

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1777 Cover sent to His Excellency General Washington!

The cover above was sent by military courier from Colonel Shreve to George Washington in Morristown in 1777. For other Revolutionary letters, see Ed Siskin's article on the Battle of Springfield (see p. 117).

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THANKS FOR DONATIONS!

Once again we thank members who have made a contribution in addition to their dues. We are grateful to Charles Hogate, Barry Feddema, and Maurice Cuocci for their contributions. These are important to our Society and contribute greatly to keep us solvent, as printing and mailing prices increase.

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PRESIDENT'S MESSAGE

How quickly the summer has passed, signaled by the coming of MERPEX, the annual stamp show in Cherry Hill, NJ on August 31, and September 1 and 2, 2007, sponsored by our friends of the Merchantville Stamp Club. On Friday, August 31, our own Gene Fricks will be in attendance with a table full of NJPHS publications for sale, looking to sign up some new members for our Society. Earlier this month, Gene was honored by the American Philatelic Society at the annual APS StampShow held in Portland, Oregon, as a recipient of the John N. Luff Award, the highest recognition that the APS accords to living collectors for service to the Society and to all of philately. As many of you know, among his many achievements, Gene was a founding member of the NJPHS in 1972 and served as editor-in-chief of ***NJPH*** for many years, and has been a regular contributor to this Journal. He has served APS in many ways in the past, and has been currently devoting much time to creating the Article Index for APRL, now with over 215,000 entries. A nice write-up can be found at http://www.stamps.org/news/P1560.htm on the APS website. Kudos to you, Gene!

If you have a chance, be sure to visit the Philadelphia National Stamp Show in King-of-Prussia, PA that will held on September 7-9, 2007. The Show is hosting a multi-state postal history competition. NJPHS members Nate Zankel, Don Chafetz and myself will exhibit, respectively, New Brunswick, Morris County and New Jersey Stampless covers. Directions and further information can be found through our website (see above), or by going directly to http://home.att.net/~pnse/.

Jean Walton has done her usual outstanding job in cobbling together another interesting issue of our Journal. Thanks, Jean! We look forward to the fall and the cooler weather in which to break out our stamp collections. Enjoy.

ROBERT G. ROSE

EARLY HISTORY OF THE POST IN NEW JERSEY:
The Neale Patent and Andrew Hamilton

By Len Peck

Until Thomas Neale was granted a patent by the British Parliament on Feb. 17, 1692 empowering him to establish and maintain a postal system for the American Colonies, very little had been done to set up mail routes within or between the colonies. Each colony had its own government. Very little provision was in place for official government correspondence. Even less concern was devoted to private letters or government correspondence *between* the colonies. Each colonial government was semi-autonomous, settled by different groups for different reasons; it was not customary for them to think in terms of the American colonies as a whole. Up to Neale's appointment, the post between the colonies had been so sporadic that it could almost be considered non-existent.

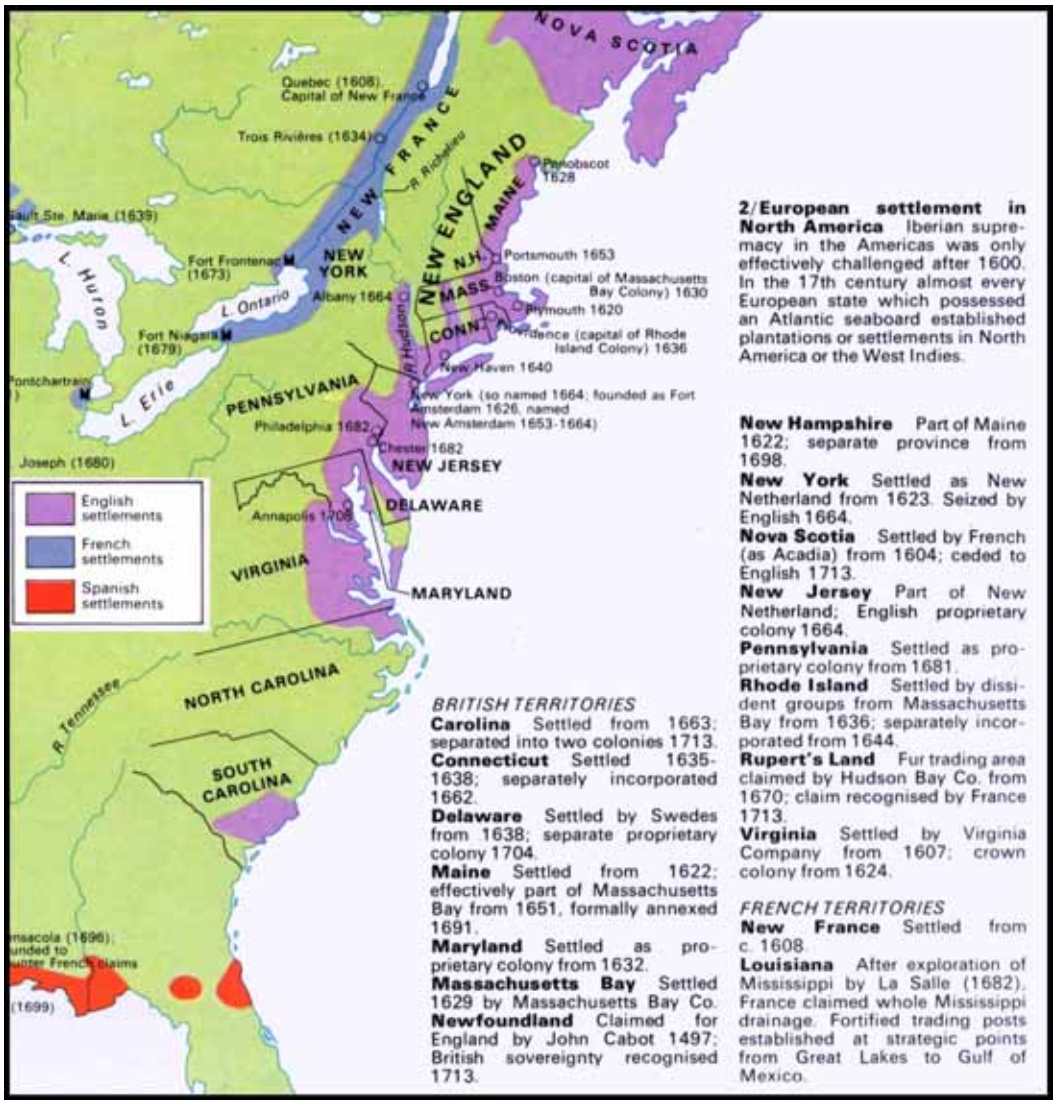

Fig. 1: Map showing the American colonies in British North America in the late 1600s & early 1700s.[1]

Several earlier attempts were made to establish communication among the British colonies. Governor Francis Lovelace of the Colony of New York attempted to set up an overland mail route between New York and Boston. He commissioned a postrider, and sent with him on his first trip out on January 22, 1673, the following letter to Governor Winthrop of Connecticut: *[original spellings]*

> *I herewith present you with two rarities, a packquett of the latest intelligence I could meet withal, and a post—by the latter you will meet with a monthly fresh supply; so that if it receive but the same ardent inclinations as first it has for myself, by our monthly advisors, all publique occurrence may be transmitted between us, together with several conveniencys of publique importance, consonant to the demands laid upon by his sacred majesty, who strictly enjoins all American subjects to enter into a close correspondency with each other. This I look upon as the most compendious means to beget a mutual understanding ---This person that has undertaken the employment I conceaved most proper, being voted active, stout, and indefatigable---I have afixt an annual sallery, on him, which, together with the advantage of his letters and other small portable packages may afford him a handsome livelyhood Each first Monday of the month he sets out fron New York and is to return within the month from Boston to us again. The maile has divers baggs, according to the towns the letters are designed to, which are sealed up until their arrival with the seal of the secretarie's office--. Only by-letters are in an open bag, to dispense by the wayes... I shall only beg of you furtherance to so universall a good work; that is to afford him directions where, and to whom to make his application upon his arrival at Boston; as likewise to afford him what letters you can to establish him in that employment there. It would be advantageous to our designe, if in the intervall you discoursed with some of the most able woodmen, to make out the best and most facile way for a post, which in process of tyme would be the King's best highway; as likewise passages and accommodations at rivers, fords and other necessary places.*[2]

As there was no overland road from New York to Boston in 1672, the post-rider himself was enjoined to inquire along the way as to the best route for a post road, and to blaze a path for the guidance of future travelers. This letter brought only lukewarm support from Governor Winthrop, and the wars with the Dutch and Indians caused the project to fail, with New York falling back into the hands of the Dutch only seven months later. The next year, it again returned to British hands, but the new governor of New York, Edmund Andros, did not share his predecessor's enthusiasm for public correspondence.

A second attempt, in 1684, was made by Governor Dongan of New York – he suggested to the British throne a series of postal stations running from Nova Scotia to the Carolinas, but this was met with lukewarm response, as being unlikely to be profitable, and the result was only a somewhat irregular route between Boston and New York. During this same period, William Penn granted to Henry Waddy in 1683 the right to establish a postal route between Philadelphia and Wilmington, which extended as far north as "The Falls" on the Delaware River near Trenton.[3] Waddy died in 1694, and his post was taken over by the Pennsylvania government.[4]

Neale, who was a court favorite in England, had held several minor offices, the most important of which was Master of the Mint from 1679 to 1699. In 1692 he was granted a "patent," or monopoly, to establish a mail system among the various British colonies in the new world. The preamble of the Royal Decree establishing the Neale Patent begins as follows…..

"WILLIAM and MARY by the Grace of God &
To all to whom these presents shall come
Greeting

Whereas our Trusty and beloved servant Thomas Neale Esquire hath lately humbly represented unto us that there never yet hath bin any post established for the conveying of Letters within or between Virginia Maryland Delaware New Yorke New England East and West Jersey Pensilvania and Northward as far as our Dominions reach in America ~

And that the want thereof hath bin a great hindrance to the Trade of those parts … grant unto the said Thomas Neale … full power and authority to erect settle and establish … within every or any the chief Ports of the several Iselands Plantations or Colonies for the receiving and dispatching away of letters and pacquetts.."[5]

This patent was a monopoly in that it covered *"any letters or Pacquetts which shall be brought into the said colonyes and Iselands or any of them from England or any other parts whatsoever or which shall be sent from any parts or places of such respected Colony or Iseland to any parts or place of the same."*

The patent granted to Thomas Neale was to run for 21 years. He paid the Royal Treasury only 6 shillings a year for the privilege, with the expectations that the system established would provide him ample profit. He never came to America but appointed, as his deputy in the Colonies, Andrew Hamilton, a Scot then serving as the Governor of East Jersey, who had been living in Woodbridge since 1685.

In 1692, Andrew Hamilton took on two positions, that of Governor of both the Jerseys, and Neale's deputy in establishing a postal system in the Colonies. This second job may have brought him more satisfaction than his role as Governor. Originally an Edinburgh merchant, he had come to the Jerseys as a special agent of the Proprietors,[6] to encourage the settlement of the new colony. For this service he received a grant of five hundred acres of land and set about transferring his family to the new world. When Lord Neill Campbell, appointed deputy-governor in 1686, found it necessary to return to Britain in 1687, he appointed Hamilton, whom he knew as a man of good character and judgment, to serve in his stead to govern the colony. Hamilton served as Governor of East Jersey between 1687 – 1688. In 1692, he was appointed by the Proprietors as Governor for both East and West Jersey His first term as governor of the Jerseys was productive and despite problems over quitrents, the Jersey colonists seemed satisfied with their governor. In 1697, however, he was removed from office, at the Crown's stipulation that no one except a natural-born Englishman should be appointed to public office (Hamilton was a Scot). The result was the appointment of Jeremiah Basse – a governor who caused much dissension and unrest. In 1699, the Proprietors, overlooking the "requirement," petitioned for Hamilton to return as governor. This was eventually granted, but the damage had been done. This made Hamilton's second term in office much less successful than his first, with his authority questioned by many of the factions which had arisen under Governor Basse. Serving as Neale's deputy across these same years must have given some welcome relief.

In 1692, Hamilton immediately went to work in an effort to establish an efficient postal system. He soon found that this was a challenge. Once having devised a plan, his next chore was persuading the governors of the various colonies of its value. All of them were more concerned with communication within their own colony, or communication with the motherland, and very little with communication with other colonies. This type of communication fell principally to the various Governors and not to the colonists. Each colony still thought of itself as semi-autonomous, in relationship to the British Crown. It was not yet a natural thing to think of themselves as a unit with their fellow colonies, with common goals and interests. However, most accepted Hamilton's suggestions, some with enthusiasm, and some with some reservations. The more sparsely settled Southern colonies were least able to produce a coordinated postal system. It is in 1692 and 1693 that we first hear of post offices in Burlington and Perth Amboy.

He next established uniform postal rates within each colony and inter-colony as follows.

Not over 80 miles	4½d
Boston to New York	12d
Boston to Jersey	15d
Boston to Philadelphia	15d
Boston to Maryland	24d
Boston to Virginia	24d
New York to Maryland	12d
New York to Virginia	12d

These rates were for single page letters. Each additional page cost an additional amount.

His first report to the Deputy Postmasters General, Frankland and Cotton in Great Britain, was supposed to be made in three years but it wasn't until 1698 when Hamilton went to England that a report was made. At that time the report showed that Neale's deficit in operating the colonial postal service was over £2000 pounds, sterling. Hamilton's proposal was to increase the postal rates as follows:

Not over 80 miles	6d
Over 80 and not over 150 miles	9d
Boston to New York	12d
Boston to Jersey	18d
Boston to Philadelphia	20d
Boston to Maryland	36d
Boston to Virginia	42d
New York to Maryland	24d
New York to Virginia	30d

Hamilton also wanted uniform laws established whereby ferries were to carry posts free of charge. Some colonies already had established such a law but ran into resistance from the ferry operators who often delayed the post by waiting for a paying customer before making the river crossing. In some cases this delayed the post as much as three or four days.

Neither of the Deputy Postmasters General in Great Britain was in agreement with Hamilton's proposals. It was their contention that postal rates were already too high and a reduction in postal rates would increase the volume of mail being carried. They referred to their own experience where their reduction in postal rates resulted in a tripling of correspondence by the people, thereby putting the British postal system on a profitable basis. Both the British Deputy Postmasters General, Frankland and Cotton, had always been against the Neale patent and recommended that the government take over the patent. To give up his patent at that time Neale wanted 5000 pounds at once and 1000 pounds a year for the life of the patent. This offer was refused by the government and Neale retained the patent.

Courtesty Ed Siskin

Fig. 2: Cover and letter sent in 1699 from Burlington to Trenton ("The Falls"), likely carried under the Neale Patent. This cover was sold in a Matthew Bennett sale of the Ed and Jean Siskin Collection of Colonial and Early United States Mails in October 2005.[7]

One year later, in 1699, Neale died, deeply in debt. He assigned his interests in the patent to Hamilton and an Englishman named West, both of whom were creditors. Andrew Hamilton died in 1703, and his widow and West continued until 1706 to maintain the patent. At that time, when the patent still had seven years to run, they asked for an extension of 21 years and permission to establish a Packet Service between England and the Colonies. Until this time all correspondence between England and the Colonies was being handled by private ship owners who received one penny per letter.

Once again, both Frankland and Cotton opposed such an extension and strongly advised the government to purchase the remaining rights of Hamilton and West, which the government did in 1707 for 1664 pounds. Under the purchase agreement John Hamilton, Andrew's son, was to be appointed Postmaster General for the American Colonies in which capacity he served until 1730. This brought the American Colonial postal system back into the hands of the British Postmasters General. This was formalized by the Queen Anne Act of 1710/11.

From the period of the Neale Patent, there was a constant chain of postal authority in the colonies. In 1730, Alexander Spotswood of Virginia became Postmaster General. In 1737 he appointed Benjamin Franklin Deputy Postmaster at Philadelphia. In 1739 Spotswood was succeeded by Head Lynch who served until 1743 when he was replaced by Elliot Berger. Berger died in 1753 whereupon Benjamin Franklin and William Hunter of Virginia were appointed joint Deputy Postmasters General. Hunter was replaced upon his death in 1761 by John Foxcroft of New York. Each of them was allowed 300 pounds per annum out of the profits of which there were none. Franklin was dismissed as Postmaster General in 1774 because he embarrassed Massachusetts Governor Hutchinson in attempting to get the Intolerable Acts repealed.

ter Braake refers to New Jersey's Governor Hamilton as the Father of the American postal system, and makes the case as well that the Neale Patent and its common postal system for the colonies was a unifying factor. It was the seed that produced a common bond among the various colonies, uniting them in a common cause, resulting 70 years later in the creation of the United States of America.[8]

ENDNOTES:

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[1] Barraclough, Geoffrey, ed., *The Times Atlas of World History*, published by Hammond, Inc., Maplewood, NJ, for Time Books, Ltd, London, 1979, p. 161.

[2] Harlow, Alvin F., *Old Post Bags*, published by D. Appleton & Co., New York, 1928, pp. 228-9.

[3] In "The New York Quarterly", Vol. 11, No. 1, April 1854, published by Charles Norton, NY, 1854 – a digitalized book available on Google Books at http://books.google.com/books - a growing searchable site of primary sources.

[4] Note received from Ed Siskin.

[5] Woolley, Mary E, "The Early History of the Colonial Post Office," Philatelic Literature Review, June, 1969, quoted in Rich, Wesley Everett, "The History of the United States Post Office to 1829." Harvard University Press, Cambridge, MA 1924.

[6] Representatives of the Crown who appointed the governors of the Jersey colonies.

[7] Matthew Bennett Auctions., The Ed & Jean Siskin Collection of Colonial and Early United States Mails, Sale No. 290, October 7, 2005, Lot 12. This lot sold for $3,250. While Bennett described this as likely traveling by Waddy Post (and it has been described in the past as the only known example of the Waddy Post), Ed Siskin feels it more likely that this did indeed travel under the Neale Patent post, as Waddy had died in 1694.

[8] ter Braake, Alex L., Coordinator, *The Posted Letter in Colonial and Revolutionary America 1628-1790*, Published by The American Philatelic Research Library, 1975, in particular the article by ter Braake, "Andrew Hamilton, the Father of the American Post", pp. K1-10, Part I.

A REVOLUTIONARY LETTER FROM THE BATTLE OF SPRINGFIELD

By Ed Siskin

By the end of 1779 the Revolutionary War had been dragging on for almost five years and a stalemate had developed. A strong British force of 28,500 troop led by Sir Henry Clinton held New York City. The British had also taken Savannah. Washington's army was camped at Morristown, New Jersey, keeping an eye on the British in New York, and their supplies were stockpiled at nearby Jockey Hollow. The rest of the country was largely calm. The conventional wisdom was that a third of the population favored independence, a third remained loyal to the King and a third was neutral.

Clinton developed a two-part strategy to achieve victory. First, he sailed with a force of 8,500 troops south to Savannah. From there British forces laid siege to Charlestown, the largest and most important city in the south.

In May 1780 Charlestown fell and 2,500 continental troops led by General Benjamin Lincoln were captured.

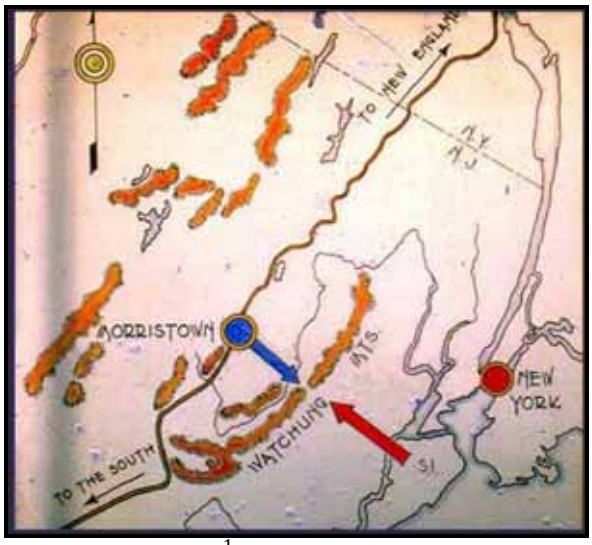

Fig. 1: Hobart Gap.[1]

The second part of the plan was to attack New Jersey and engage Washington's army. The route planned was through the Hobart Gap in the Watching Mountains. Clinton was very secretive with his staff so they had only a vague idea of his plan.

When Clinton sailed south, he left Lieutenant General Baron Wilhelm Knyphausen in command. Knyphausen was pressured by Loyalists, including William Franklin, formerly the royal governor of New Jersey, to begin the attack even before Clinton's return. They argued that because of poor morale, the people would flock to support the royal standard.

Thus, on the evening of June 5, 1780, the British connected a bridge of boats across the Arthur Kill between Staten Island and Elizabethtown Point and the following morning more than 6,000 British troops crossed to New Jersey. They passed through Elizabethtown (now Elizabeth) and moved towards Connecticut Farms (now Union). They were harassed by General Maxwell's 2nd New Jersey Continentals and by many militia that had responded to the invasion. They reached the Rahway River and prepared to camp for the night. Washington's forces were now massing across the river. Knyphausen then changed his plan and withdraw that night to Elizabethtown.

One incident that day caused particular outrage. Hannah Ogden Caldwell, the young wife of Reverend James Caldwell, a popular local minister and a chaplain with the New Jersey Continentals, was killed by British soldiers while shielding her nine month old son. Whether it was an accident or wanton murder is argued to this day.

Clinton returned from the South on June 19th. On June 21st, Clinton led his force up the Hudson, leaving Knyphausen with 6,500 troops at Elizabethtown. Washington divided his forces and proceeded north, leaving Major General Nathanael Greene in command with fewer than 2,000 troops.

On June 23rd, Knyphausen marched west towards Connecticut Farms and Springfield (now Springfield, Millburn, Vauxhall and part of Summit). His objective was the Hobart Gap (now route 24 just NW of the railroad tracks) the key path to Morristown. He divided his forces into two groups. One proceeded up Vauxhall Road (now Millburn Avenue) and one followed Springfield Road (now Springfield Avenue).

They were met by Angell's Rhode Islanders, Shreve's 2nd New Jersey, Mathias Ogden's New Jersey Militia and Lee's Cavalry. A map of the battle, adapted (to show current street names) from Fleming is shown in *Figure 2*. They fought valiantly and withdrew in an orderly manner, in the face of overwhelming odds. A famous incident occurred that day. Angell's riflemen were running out of wadding for their ammunition. Reverend Caldwell raced back to his church and returned with a stock of Watt's Hymnals. The paper from these books was used in the battle with Caldwell's shouts of "Give them Watt's, Boys!"

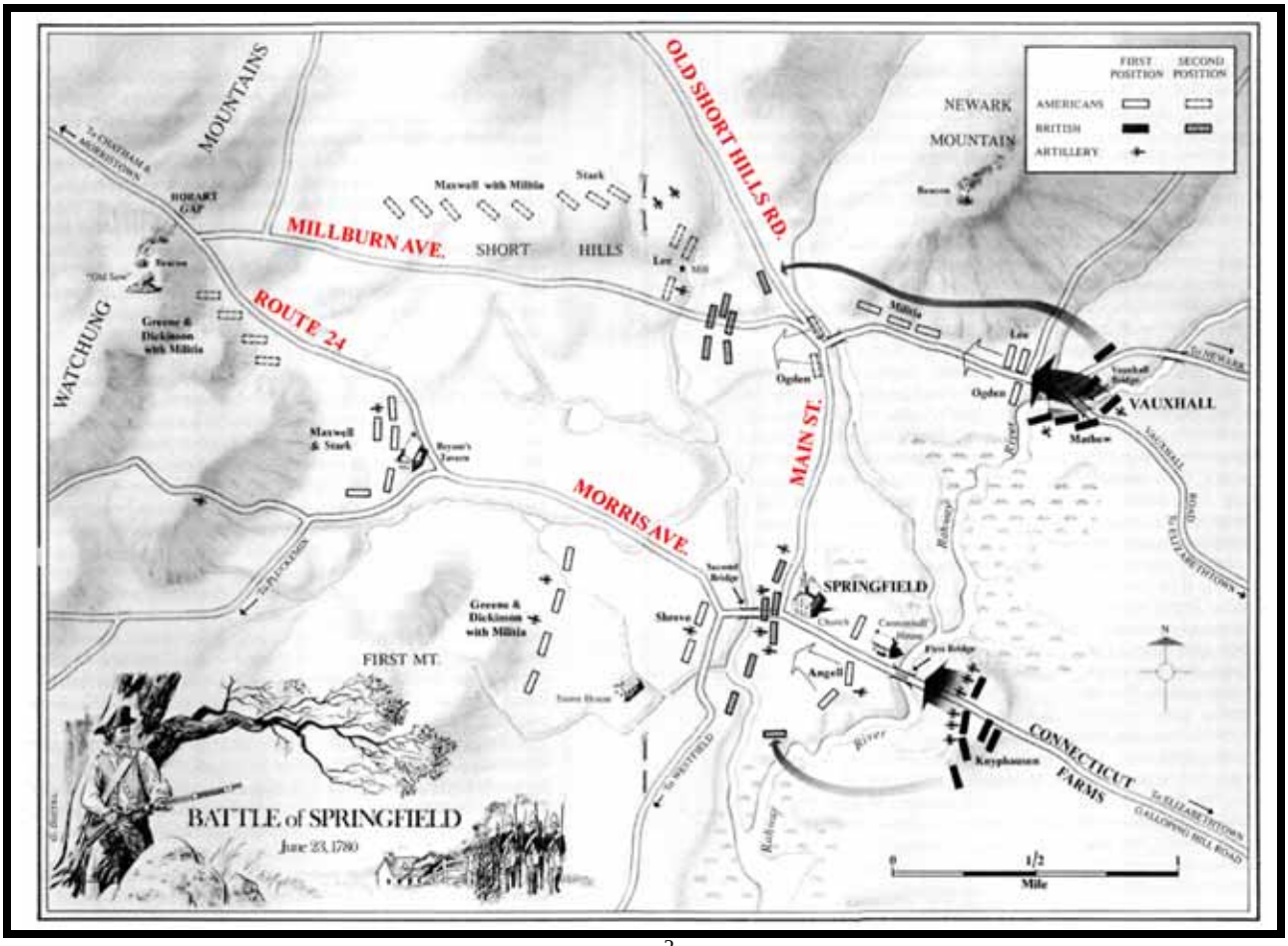

Fig. 2: Map of the Battle of Springfield, June 23, 1780.[2]

Knyphausen soon realized that Greene had positioned his forces so that the British were being drawn into a trap. Even though his forces outnumbered the Americans by more than two to one, he feared a bloodbath and withdrew to Connecticut Farms. They looted and burned the town and then withdrew towards Elizabethtown.

The following morning June 24th, General Greene pursued the British. Washington had sent reinforcements under Brigadier General "Mad Anthony" Wayne. Wayne's force had not yet arrived, when Greene went after the British, so he sent him a letter, *Figure 3*, by military courier.

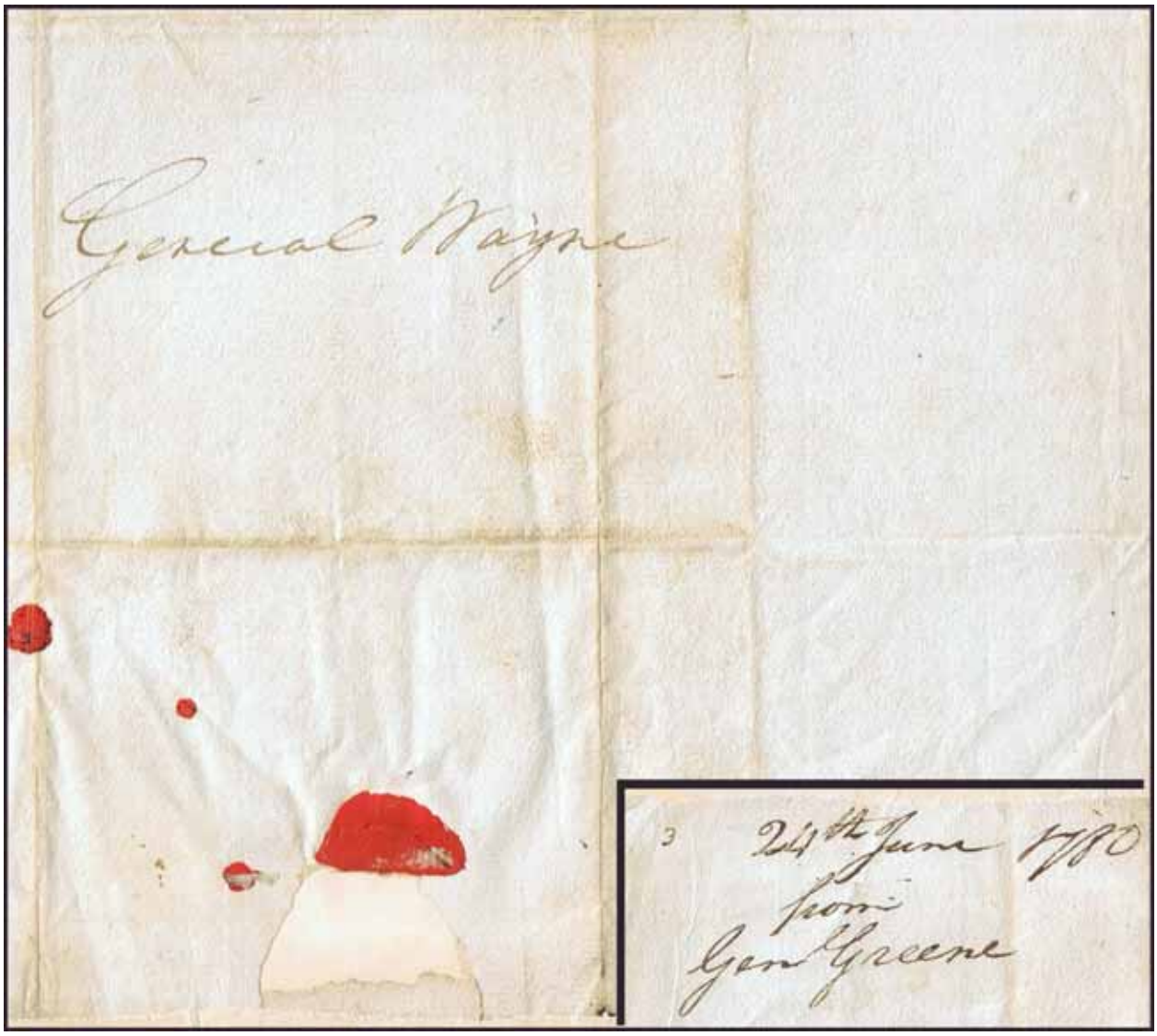

Fig. 3: Cover from General Greene to General Wayne, June 24, 1790, sent by military courier. We have inverted the docketing at lower right.

Springfield June 24th 1780

Dear General

The Enemy have evacuated this State. They left the Point last Night between twelve and one. It is said part of them are embarked with a view of going up Hackensack River. This I give but little credit to. It is certain they are gone but where I know not. I wish you to put your troops in motion to join the General, and come down here yourself, in order to see if we can fix the point they are about to direct their operations. Perhaps before your arrival I may be gone forward to Elizabeth town, I beg you follow me.

I am dear Sir

Your humble Ser

Nath Greene

16

Fig. 4: Letter from Nathanael Greene to General "Mad Anthony" Wayne, following the battle.

The enclosed letter, (*Figure 4)*, states:

Springfield June 24th 1780

Dear General

The Enemy have evacuated this State. They left the Point last night between twelve and one. It is said part of them are embarked with a view of going up Hankensack River. This I give but little credit to. It is certain they are gone but where I know not. I wish you to put your troops in motion to join the General, and come down here your self, in order to see if we can fix the point they are about to direct their operations.

Perhaps before your arrival I may be gone forward to Elizabethtown, I beg you follow me.

I am dear sir
Your humble Ser
NathGreene

When Greene reached Elizabeth, he confirmed that the British had crossed back to Staten Island. They were never again to return to New Jersey.

The Battle of Springfield was crucial. Had the British plan succeeded, as it might have, the revolution probably would have been lost.

It was the last battle in New Jersey and the last major battle in the North.

Several other letters of interest which bear some relationship to the Battle of Springfield and its participants mentioned above are shown in *Figures 5 and 6*.

Fig. 5: Col. Israel Shreve of Haddonfield (1732-1799) was a 6 foot, 300 pound officer of mediocre capability. In this 1777 letter he requests Washington to promote him to Brigadier General. Washington refused. He did perform bravely and effectively at the Battle of Springfield.

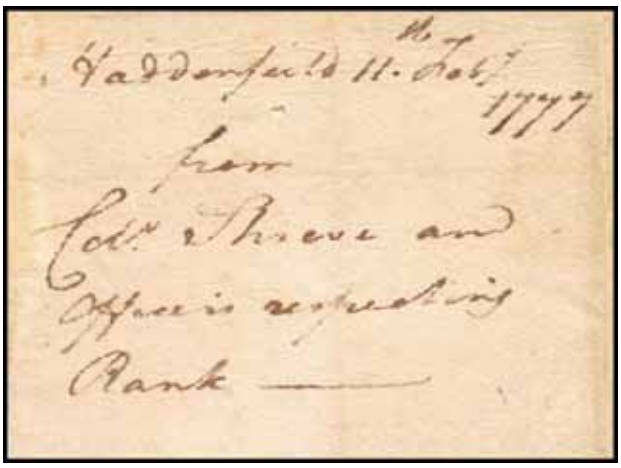

Fig. 5a: Docketing on Figure 5.

Fig. 6: Brigadier General Maxwell commanded the Jersey Blues of the Continental Army. He was a key leader both on June 6th and June 23rd. His aide-de-camp was Aaron Ogden, who was instrumental in rousing the militia to support the Continentals. Ogden was the brother of Mathias Ogden who commanded the 2nd NJ Regiment and the cousin of Hannah Ogden Caldwell who died on June 6th. Ogden later became a New Jersey Senator (1801-1803) and Governor (1812). This free-franked letter, dated April 8, 1802, is from Senator Ogden to Elias Dayton, another hero of the Battle of Springfield.

Further references: [3] *and* [4]

ENDNOTES:

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[1] Adapted from a map of unknown origin shown on the National Parks website: http://www.nps.gov/history/museum/exhibits/revwar/image_gal/morrimg/mapmorr.html (July 24, 2007)

[2] Fleming, Thomas, *The Battle of Springfield*, New Jersey Historical Society, Trenton NJ, 1975.

[3] Diedrich, M.C., *The Battle of Springfield*, Springfield Historical Society, Springfield, NJ, 1955.

[4] Boatner, Mark M. III, *Encyclopedia of the American Revolution*, Stackpole Books, Mechanicsburg, PA, 1994.

LOCATION SEARCH: JENKINS CAMDEN DISPATCH

By Gene Fricks

Not long ago, Hubert Skinner published in the *Chronicle*[1] an analysis of delivery services in New Orleans to demonstrate his conclusion that this represented a carrier rather than a locals use. It struck me that the New Orleans situation shared similarities with that in Camden NJ and the Jenkins operation. Unfortunately, we know comparatively little about the details of Jenkins Camden Dispatch. Almost all that is known is reflected in Eugene Klein's 1939 *Congress Book* article,[2] which resulted from his interview of William Henry Jenkins' grandson.

William Henry's brother Samuel had established the delivery service in 1853, operating it from the family home at 428 Plum Street in Camden. Samuel was appointed a letter carrier in 1856 but continued his delivery service until his death the following year. William Henry married his brother's fiancée and carried on the delivery business until at least 1861 from 430 Plum Street. William Jenkins was a captain in the Home Guard militia and may have been one of Mr. Lincoln's '90 day service' call-ups when the New Jersey militia was inducted into Federal service. This may have been the reason for the end of the delivery service. Jenkins later was employed by the Pennsylvania Railroad.

One of the first questions I asked was "where was Plum Street?" A group of streets exist in North Camden named for trees and I naturally went searching there first, but to no avail. Working with the staff at the Camden County Historical Society, we discovered that the street had originally been named "Plumb Street" and had nothing to do with trees. Moreover, the name had been changed to Arch Street sometime after the Civil War. Arch Street was a 'no-brainer' as a rump of Arch Street still remains in Camden, about two blocks from my office near the waterfront. My son-in-law works at the Fire Department Administration building, which backs to Arch Street. For clarification, please see *Figures 1* and *2*, maps of Camden showing Plumb/Plum Street.

More interesting, however, was a series of street maps turned up by the Historical Society staff. The Fire Administration Building occupies the site of the first post office in Camden. Jenkins lived within a block of the post office on Arch Street. How convenient for pick ups and deliveries.

The area has been extensively redeveloped and very few buildings remain in the neighborhood that predate 1960. I have taken some photographs of the three that remain on Arch from prior periods. *Figure 3*, Cooper's Tire Service, dates from at least the 1920s according to the most helpful owner of that business. *Figures 5* and *6* show two other business structures that remain. These give us a little sense of what the streetscape may have looked like about Jenkins' time. In the same neighborhood, but two blocks over, is the Walt Whitman House, the historic home of the Civil War period poet. Whitman's house is almost engulfed by a tree and did not photograph well but *Figure 4* shows an adjoining structure. These houses predate the Civil War and would have been typical of Jenkins' home and delivery service location.

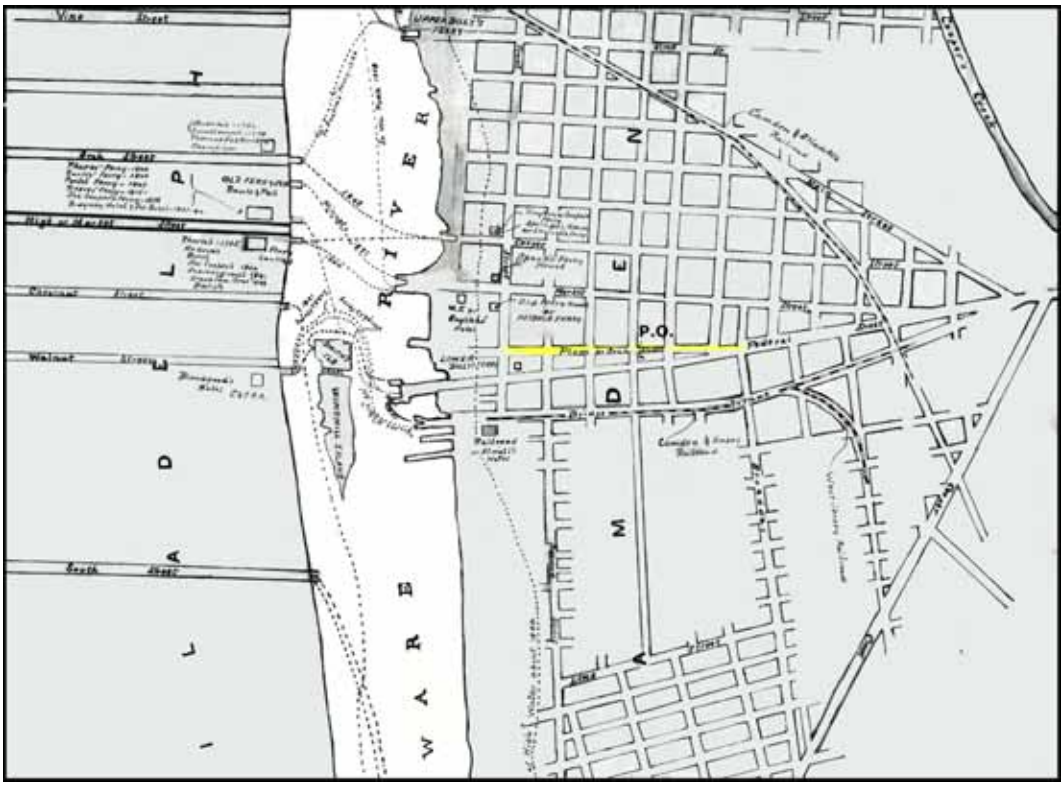


Fig. 1: Camden map indicating Plum Street/Arch Street, showing original post office location.

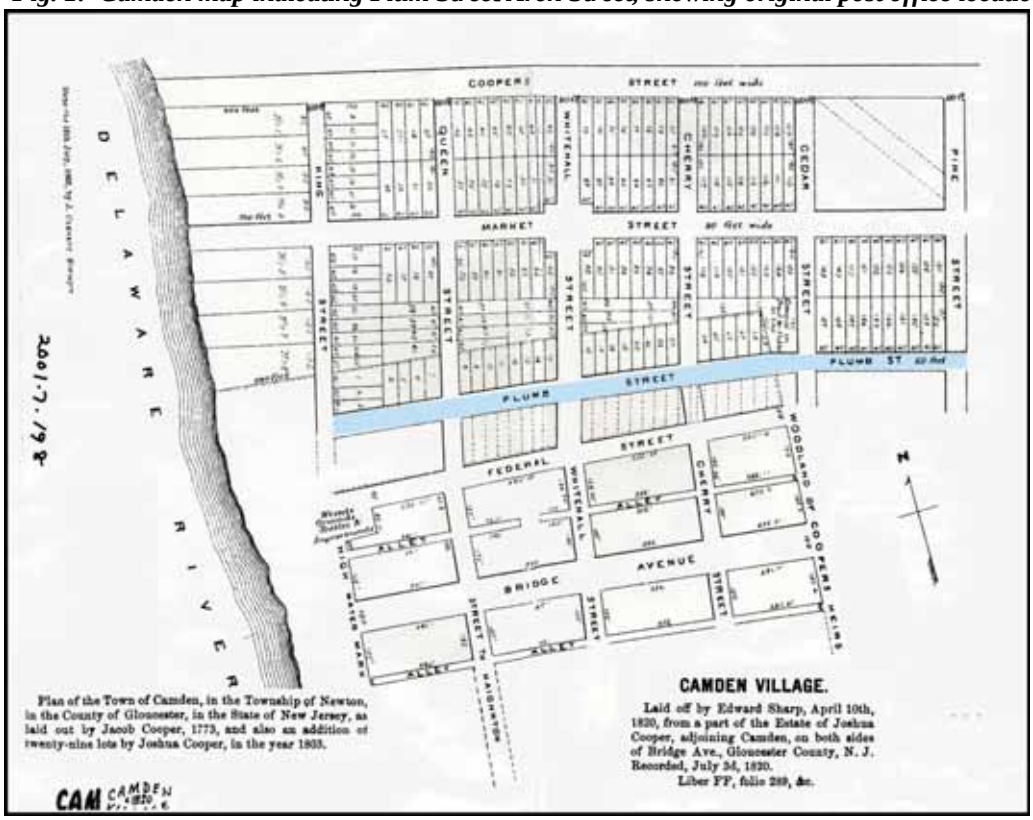


Fig. 2: Showing Plum Street in its earlier form as Plumb Street.

Fig. 3 Cooper Tire

Fig. 4: Adjoining the Walt Whitman house.

Fig. 5: Typical older structure on Arch Street.

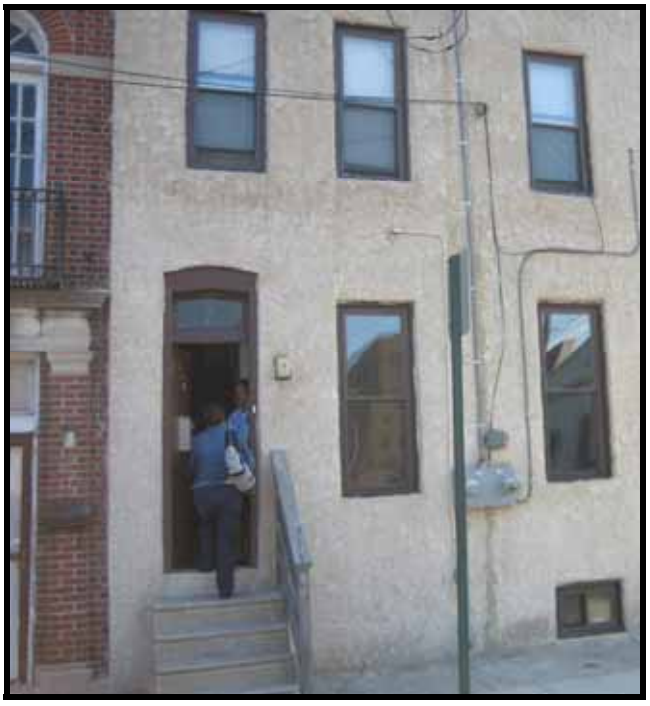


Fig. 6: The adjoining structure to Fig. 5, giving some feel for the street at the time Jenkin's Camden Dispatch.

The 2007 Robert A. Siegel Galleries Sale no. 925 contained three Jenkins items, a block of nine of Scott 89L1 ex-Boker (lot 1594), a cover to Trenton , Scott 89L1, ex-Golden (lot 1595), and a cover, Scott 89L2 (lot 1596).[3]

Fig 7: Block of 8 plus single - the only recorded block of the Jenkins' Camden Dispatch stamp.

Fig. 8: Jenkin's Camden Dispatch, described as " ms. wavy line on brown cover to Judge Carpenter, Trenton N.J., 'Camden N.J. Jan. 18' circular date stamp (month in manuscript) and ms. '5' rate at upper right … One of eleven recorded covers with Jenkins' Camden Dispatch lithographed stamp."

ENDNOTES:

[1] Skinner, Hubert, in "The Chronicle", journal of the US Philatelic Classics Society.

[2] Klein, Eugene, 'Jenkins' Camden Dispatch 1853', *5th American Philatelic Congress Book*, Atlantic City NJ, 1939, pp. 19-20.

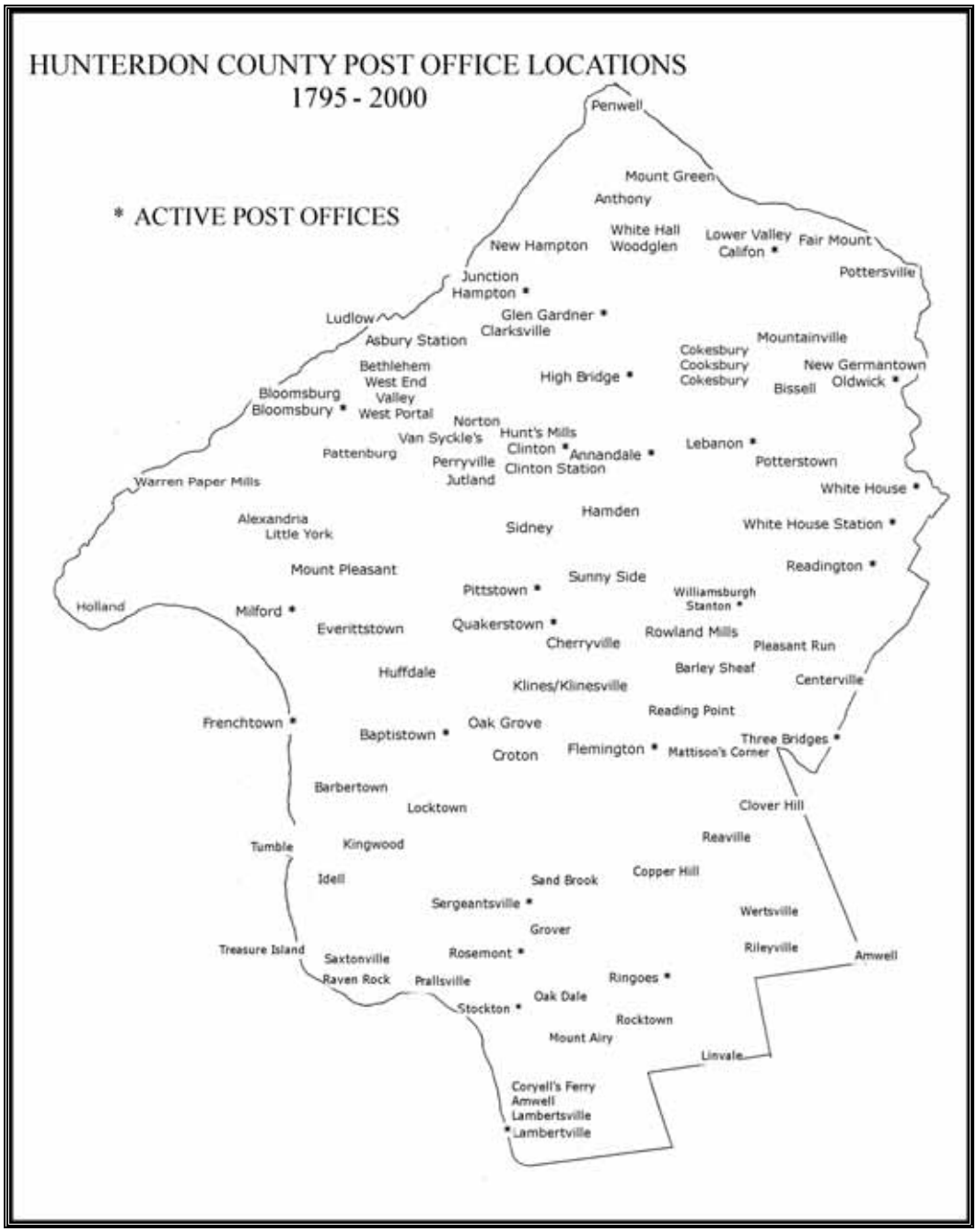
[3] Seigel maintains an information site on the Jenkin's Camden Dispatch covers which they have sold at http://www.siegelauctions.com/1999/817/yf817209.htm#222 , recommended for further reading. (July 3, 2007).

HUNTERDON COUNTY POSTAL HISTORY: PART 1

By Jim Walker

*[This begins a new series on Hunterdon County Post Offices by Jim Walker. We will continue it in upcoming issues of **NJPH**.]*

A bibliography accompanies this introductory section, at the end of the article.



INTRODUCTION:

This effort is my attempt to chronicle the postal history of Hunterdon County, New Jersey. I hope the information here will be of interest to the historian, the genealogist, and those with deep roots or with just a passing interest in this county called Hunterdon.

The study of postal history is the story of the development of communication and transportation. Hunterdon's location along the earliest post road between New York and Philadelphia assured that her towns appeared on the earliest maps drawn by Abraham Bradley for the Post Office Department in 1796. These maps show the first proposed routes for contractors to carry mail on branch routes from the main post road on a regular schedule. Flemington and Pittstown connected with Trenton, New Germantown to New Brunswick, and Alexandria connected by ferry to the route between Philadelphia and Bethlehem, Pa.

Hunterdon lay between the forests and coal fields of Pennsylvania and the markets of New York. This gave rise to the building of both canal and railroad systems through Hunterdon beginning in the 1830's. The development of the postal service in Hunterdon County parallels the changes taking place in communication and delivery systems over the past 200 plus years of the country's history.

By the time of the American Revolution, a Main Post Road had been established from New England to Virginia. Although not a road in the sense we think of one today, it did allow travel on foot and on horseback, crossing the Delaware River by ferry at Trenton. The boundaries of Hunterdon were well established by this time to be very close to what they are today. However the southern boundary extended to the Assinpink Creek which included most of the town of Trenton in those days. This boundary would remain unchanged until the formation of Mercer County in February of 1838. For this study, Trenton and six other post offices that were established in what would become Mercer County are included.

Hunterdon has had 140 post offices over the years (this includes name and spelling changes and discontinued and re-established offices). This places Hunterdon fourth in the number of post offices compared to the twenty other counties of New Jersey.

The post office was for many past generations the only contact with the federal government. The position of postmaster became a political appointment in the 1830's with the election of Andrew Jackson. The job changed hands often as politicians used the position to reward their supporters and stay informed as to the mood of the people. Most early post offices were located in the place of business of the postmaster. A general store was the preferred place, bringing in potential customers and providing a place for local farmers and tradesmen to discuss the issues of the day.

By the end of the nineteenth century 75,000 post offices, most of them fourth class offices,* dotted the landscape of towns and villages across the United States. Sixty of these small post offices were located in Hunterdon County in 1900.

* See page 140.

The introduction of Rural Free Delivery to Hunterdon in 1900 had a profound effect on the county, rendering many small offices unnecessary. This service began at the Pittstown post office. By 1910, twenty-seven Hunterdon post offices had disappeared. Eventually forty-six post offices would disappear countywide. The first decade of the 20th century saw another service extended to the small town. City Delivery had met with great success in large cities when introduced during the Civil War. The requirements were reduced so smaller towns could provide this service and on February 1, 1909, City Delivery began in Lambertville. The introduction of Village Delivery came in 1912 and on November fifteenth of that year, the Flemington post office began home delivery of the mail.

Of course, this study would not be complete without some mention of stamps and postmarks. The earliest mail we find, before the first appearance of the postage stamp in 1847, usually carries the rate of postage and the office of mailing in the script of the postmaster. Trenton was one of the first towns to use a postmarking device issued by the Post Office Department in 1799. Near the end of the stampless cover period (the time prior to 1855, when the Post Office required the use of postage stamps for the prepayment of postage), a 30 millimeter or larger cancel gained wide use in the 1840's until it was replaced by a smaller double circle device in the early 1860's. Also at this time Post Office regulations required the postmaster to deface the stamp with something other than the town postmark. This gave rise to the "killer" or the marking device used only to cancel the stamp. The designs used for this work allowed the postmaster to express his creative side. This requirement also caused the development of the duplex cancel, which included both postmark and killer in the same device, allowing both the postal dating of the cover and canceling of the stamp to be done in one operation.

The 20th century saw a new cancel make its appearance on mail from fourth class post offices. The unique feature of this duplex cancel was the number between the killer bars. It corresponded directly to revenue generated and the compensation of the postmaster of the mailing post office. Named for the woman who did the original study of these cancels, the Doane cancel was issued to twenty post offices in Hunterdon County before 1920.

I have tried to include examples of Hunterdon's postal past from its earliest days to about the 1970's when the Post Office Department became the U.S. Postal Service.

This study will cover the twenty-five active post offices listed alphabetically with examples of mail or pictures of these offices. The following section will cover discontinued post offices, listed alphabetically by the Township in which they were located. Examples of postmarks and pictures of these post offices are also included. A few of the short-lived post offices of long ago are not represented by such examples or pictures (as they are of course scarcer), but rather than give in to the idea that they do not exist, I'd prefer to believe that they are waiting to be discovered. A list of postmasters from all these offices, with their years of service, will be available separately for those who wish it.

After the listing of discontinued post offices, the next section covers the post offices that would become a part of Mercer County after 1838. Rural Free Delivery warrants its own section because of the profound effect it would have on the post offices of Hunterdon. Examples, articles and diagrams are used to show this impact. Next we take a look at the Railway service, in particular the Flemington Railroad and the Belvidere & Delaware

Railroad out of Lambertville, both of which left behind evidence of their mail-carrying days. Also included in this section is an example of mail carried by canal boat. Although not part of any official Post Office Department service, such mail was often carried by favor or for business and few examples exist today.

The last section covers the Air Mail Service. Aside from an occasional emergency landing of a mail plane flying the aerial version of the Main Post Road between Washington, D.C. and New York, Hunterdon's first official contact with this service came in the form of the National Air Mail Week, held in May of 1938 to promote Air Mail use. Seven local postmasters took part and cacheted covers are known posted from several Hunterdon post offices. The last part of this section concerns the only Airport Dedication listed in the American Air Mail Catalog to have taken place in Hunterdon. The opening of the Solberg Airport was celebrated on July 20, 1941, and a few covers were postmarked for this event.

Although the postal markings are very important to this study, I have included locally addressed covers, advertising, corner cards, and collateral material wherever possible. As for the information that launched this effort, the list of Postmasters of the towns of Hunterdon County and their years of service (as noted, to be available separately), this information was gathered from photocopies of the original record books in the National Archives, Washington, D.C. These names and dates were recorded by numerous clerks over many years, so some spelling errors may be expected. All other errors are the work of the author.

This work was originally planned by Robert Larason, Joseph Stout, and Phyllis D'Autrechy, but for whatever reason never evolved into a finalized study. I hope they would have found this work satisfactory.

I would like to thank those who have generously donated both time and material to this project: Linda my wife, for her proofreading, photography, computer skills, and patience; Betty Davis for proofreading and providing photocopies of covers; the Coryell's Ferry Stamp Club for the members encouragement and suggestions; Greg Cohen and Arne Englund for allowing me to use covers from their collections; the New Jersey Postal History Society for providing a place to record New Jersey's postal past, and finally, Jim Davidson and Stephanie Stevens of the Hunterdon Cultural and Heritage Commission for encouraging me to undertake this project in the first place.

MAPS:

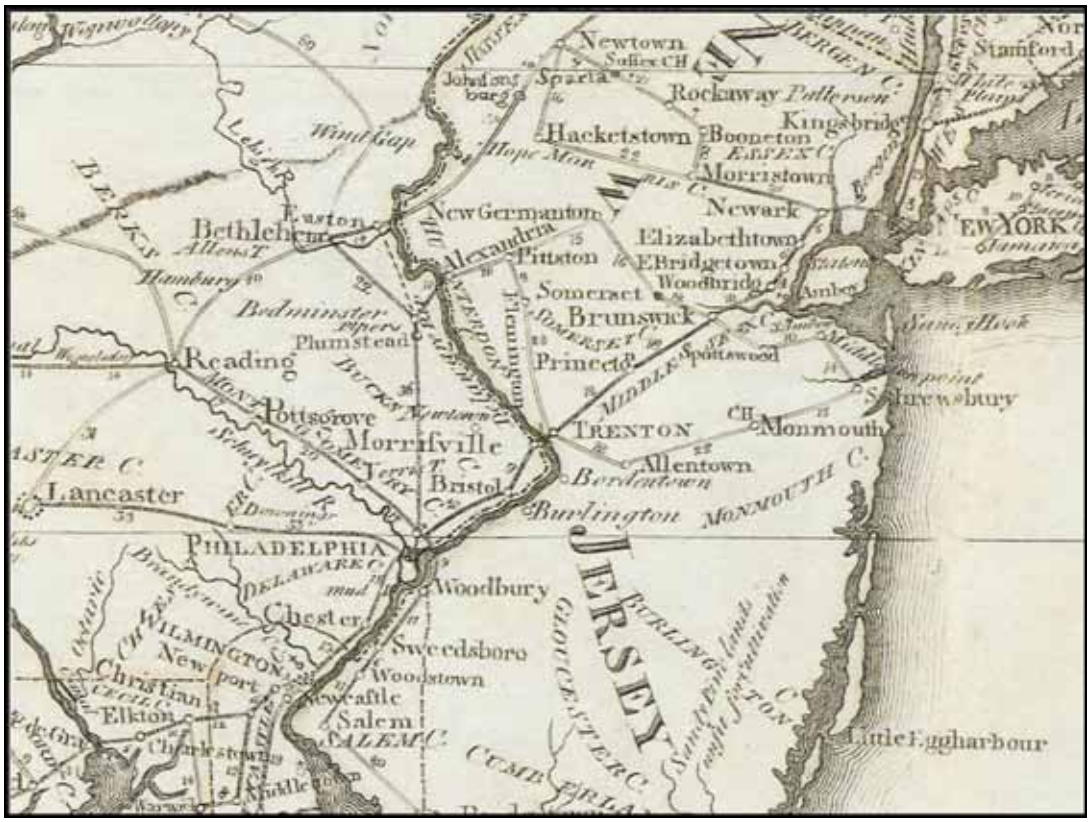
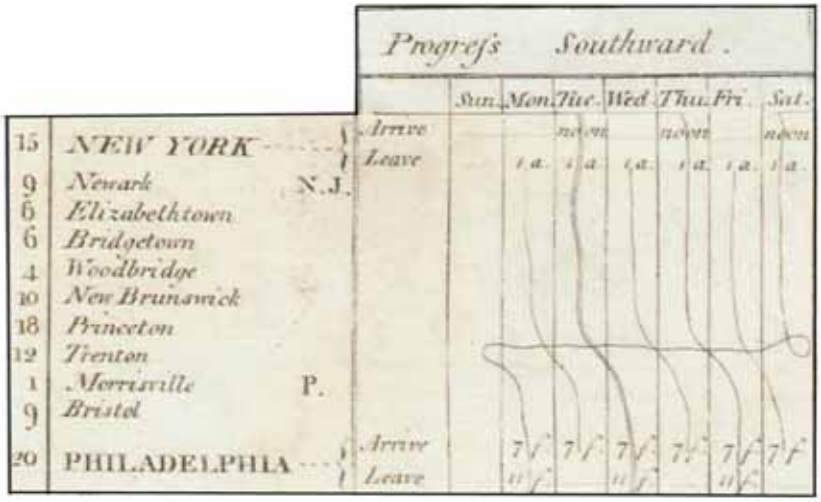


Fig. 1: "Map of the United States Exhibiting the Post-Roads, the Situations, Connections, and Distances of the Post-Offices" by Abraham Bradley, 1796, used by the General Post Office. The General Post Office (which became the Post Office Department in 1829) did not have its own official topographers until an act passed on March 3, 1837.[1]

This is a close-up view of Bradley's map showing the post roads through Hunterdon County. Mail was often handed to the post rider along these routes and at locations between post offices. Accompanying this map is the mail delivery schedule for the post offices along the main post road between New York and Philadelphia.



			Progress Southward.						
			Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
15	NEW YORK		Arrive		noon		noon		noon
			Leave	1 a.	1 a.	1 a.	1 a.	1 a.	1 a.
9	Newark	N.J.							
6	Elizabethtown								
6	Bridgetown								
4	Woodbridge								
10	New Brunswick								
18	Princeton								
12	Trenton								
1	Morrisville	P.							
9	Bristol								
20	PHILADELPHIA		Arrive	7 f	7 f	7 f	7 f	7 f	7 f
			Leave	11 f		11 f		11 f	

Fig. 2: Mail delivery schedule from Bradley map.

This postal map of 1839 gives an overview of Hunterdon's position between New York and Philadelphia. Most of what had become Mercer County the year before is included.

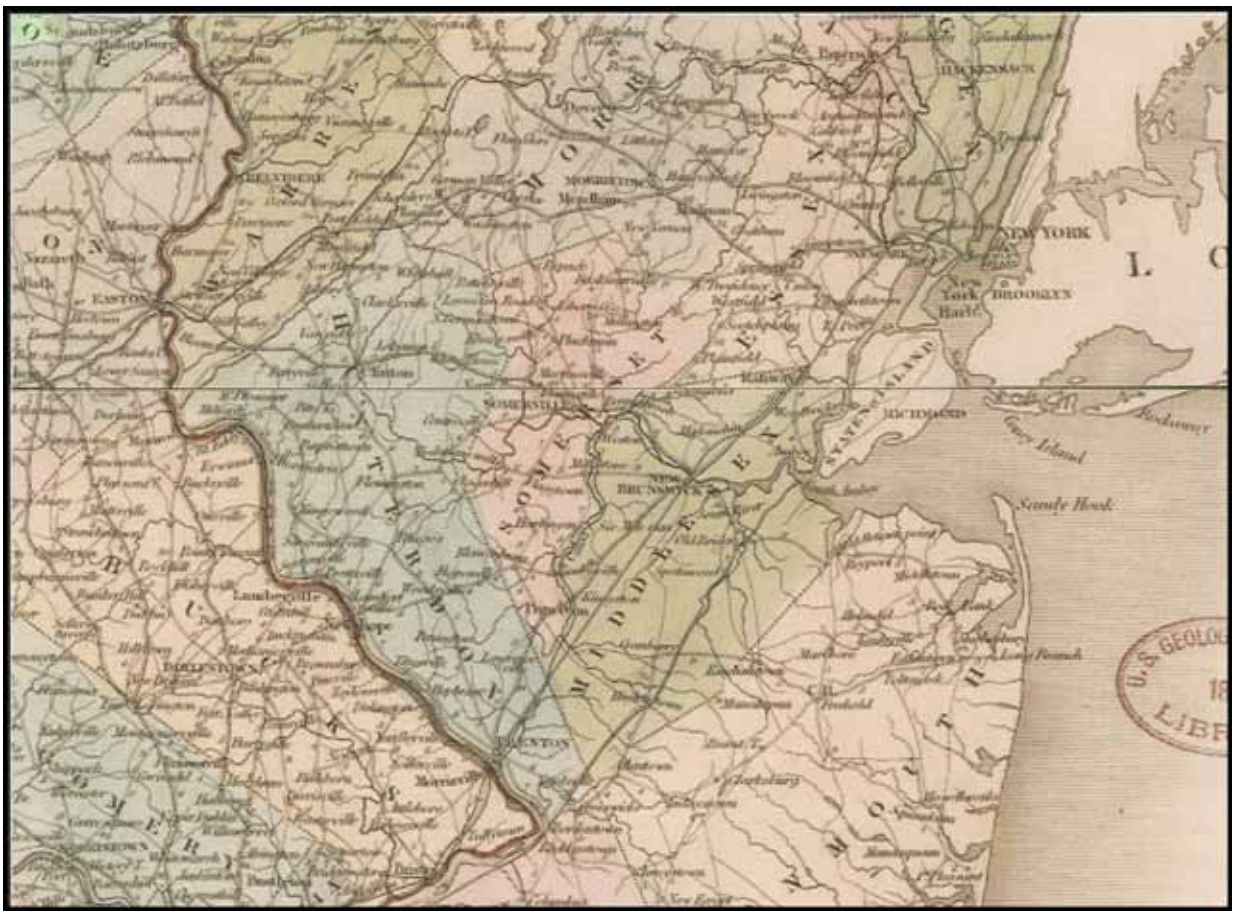


Fig. 3: Map of Hunterdon County in 1839, including parts that have since become parts of Mercer County.

HUNTERDON TODAY

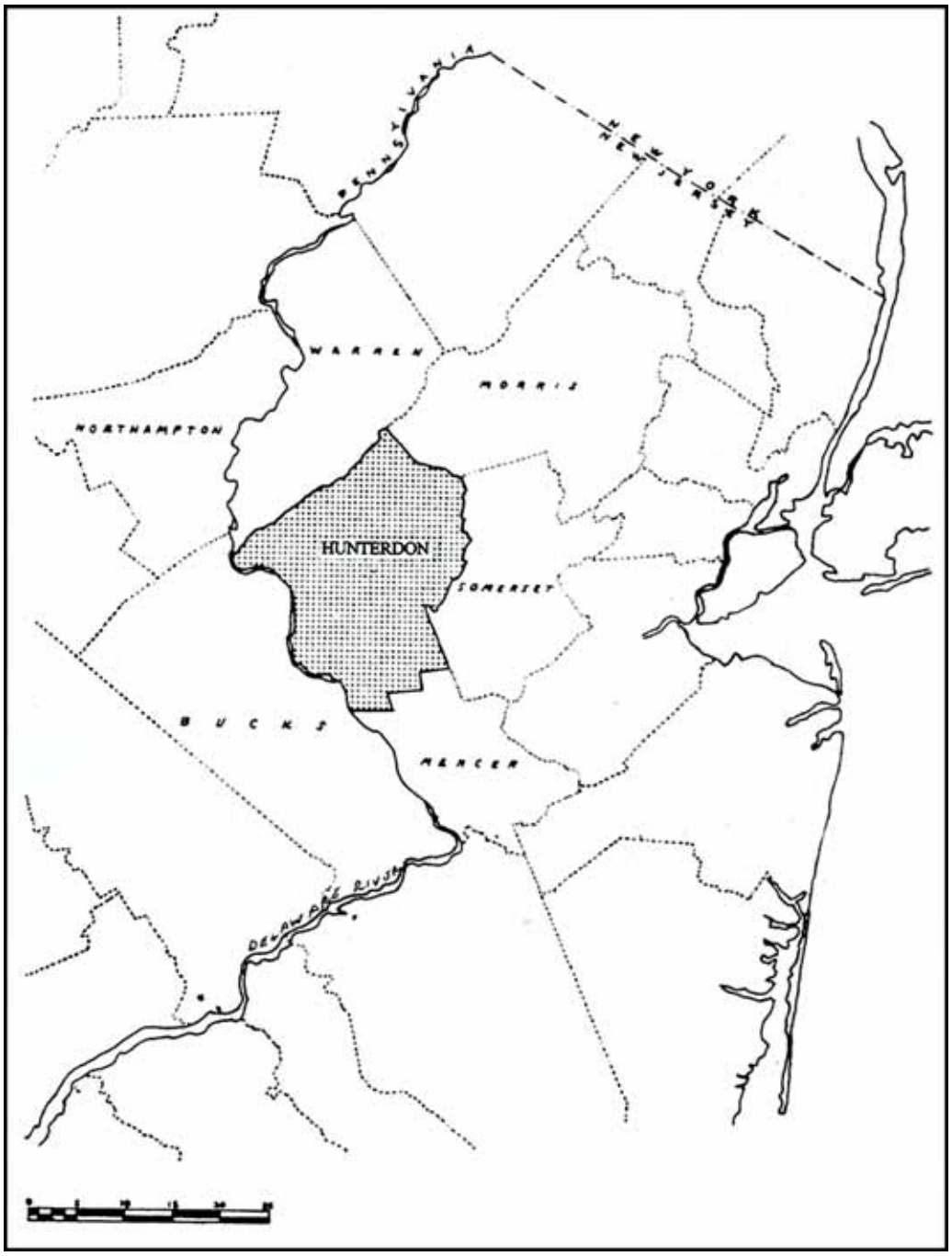


Fig. 4: Showing Hunterdon County as it is today.

Hunterdon County is bordered today by the Delaware River to the west, and by Mercer, Somerset, Morris, and Warren Counties. The land area is 435 square miles with a population of 120,000. Compared with the first official record in 1722 when the County embraced five townships, Hanover, Amwell, Maidenhead, Trenton, and Hopewell, the tax roll contained the names of 138 men subject to tax, 16 of whom were single men. Also taxable were 11 slaves, 785 cattle and horses, 487 sheep and two mills, Philip Ringo's and Cornelius Anderson's in Hopewell.

POSTMARKS & OTHER VARIOUS CANCELLING DEVICES:

The next few pages of this study are dedicated to explaining the examples shown of the postmarks and accepted terms used to describe them. The earliest cancels were manuscript, that is, the postmaster of the originating post office wrote the name of the town and the rate charged, as can be seen in the Lambertville manuscript of the 1830's (see "a" on next page). Many of the smallest post offices used this form of cancel long after the introduction of the postage stamp and the hand cancel. The Oak Dale cover illustrates this cancel with a stamp first issued in 1861 (d).

The hand canceling device made its debut as early as 1799 in Trenton, and over the next forty years, these devices appeared in many of the towns throughout Hunterdon. Many different types were used, such as the large oval at Flemington (b) and the negative letter cancel at Lambertville (c), so called because unlike most cancels at this time, the letters were carved into a solid ring and when inked the letters appeared without color.

By the 1850's, most towns had settled on a circular cancel of 30-36mm in diameter as the examples of Clinton and Flemington show (e & f). This type saw broad use until the outbreak of the Civil War. In an attempt at standardization a new 25mm double circle cancel (g) was issued by the Post Office Department and about this time an order, issued by the Postmaster General, required the postmark not to be used to cancel the stamp but rather applied to the cover in a clear area so to be easily read and the stamp canceled with a separate cancel, soon to be known to collectors as the "killer." This made postmarking a two step operation. These killers were generally made of wood or cork and wore out quickly, giving rise to an assortment of designs usually made by the Postmaster (g). Page 138 shows an array of these killers, used in combination with the double circle cancel at Lambertville over an eight year period from 1862-1870. This is by no means all that were used.

It wasn't long before the cancel and killer were combined to form what became known as the duplex hand cancel; examples from Glen Gardner (i) and Pittstown (k) are shown. Early in the 20th century the Post Office Department began supplying offices with a uniform four bar duplex hand cancel (j & n). The purpose of the bars was to cancel the stamp. At about this same time, many of the smallest Post Offices were issued a duplex cancel with a number between the bars. These cancels became known as Doane cancels (l) and a section of this study is dedicated to their use.

The Rural Free Delivery service appeared in Hunterdon County at this time with an array of its own cancels. The Pittstown rubber stamp issued for the first R.F.D. route in Hunterdon (h) and the Annandale flag cancel (m) appear striking when compared to the crudely made cancel used at Frenchtown (o) and the blue pencil manuscript used at Ringoes (q) and many other towns, as this service expanded so rapidly that the Post Office Department stopped issuing rubber cancels for new routes.

The examples from Treasure Island, Stockton/Sand Brook and Little York (r & s) represent the standard hand cancel that, with the addition of the zip code in the 1960s, remains in use today.

Fig. 5: Various examples of hand cancel types.

Fig. 6: An array of machine cancels.

The 20th century also saw the widespread use of automated mail canceling machines. The Doremus Machine cancel with its vertical bars (1) saw early use at Flemington. The patriotism of World War I inspired the use of the American Postal Machine Company's flag cancel at Flemington and Lambertville (2). High Bridge and Glen Gardner used a Time-Cummins Machine with its seven horizontal bars and year date (3). The International Machine, with wavy lines (4), eventually became the standard automated cancel, seeing widespread use throughout Hunterdon County. An International Slogan cancel was used for the first town-specific cancel in Hunterdon for Lambertville's Centennial in 1949 (5).

The postal meter, a field dominated by the Pitney Bowes Company, allowed customers to frank their mail on site and the machine kept a running total of postage used eliminating the need for postage stamps. Two examples of Hunterdon Slogan meters are shown (7). Also shown is an early example of a Hunterdon Meter Permit #1 from Flemington used by the Fulper Pottery Company circa 1910. (6)

July 1, 1971, the Post Office Department became the United States Postal Service, a more independent business-like organization with less government control. Marking the event, the U.S.P.S. issued a stamp with the design of the new organization. Every post office in the country could postmark the new stamp on the first day of issue and matching cacheted envelopes were supplied for the purpose. All twenty-seven post offices in Hunterdon County canceled covers on the first day of issue. These two covers (shown on page 139) were posted from the last offices to be discontinued in the county. Pattenburg, shown on a cover signed by the last postmaster, would be closed in April of 1974 and Little York was placed in suspension in 1993, leaving at this writing (2007) 25 offices currently in operation in Hunterdon County.

Information on the classification of post offices and a list of all the post offices of Hunterdon County follow on pages 140-143, with those post offices still in operation in bold. A bibliography of sources used is included on page 144. We will begin coverage of the 25 current post offices of Hunterdon County in the next issue of ***NJPH***, and will cover discontinued offices and other topics as this series progresses.

*[This series on Hunterdon County Postal History by Jim Walker will continue in future issues of **NJPH**.]*

ENDNOTES:

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[1] Hecht, Arthur, "Route Maps of the U.S. Postal Service of the 18th and 19th Centuries," in *The American Philatelist*, Nov. 1979, pp. 981-986.

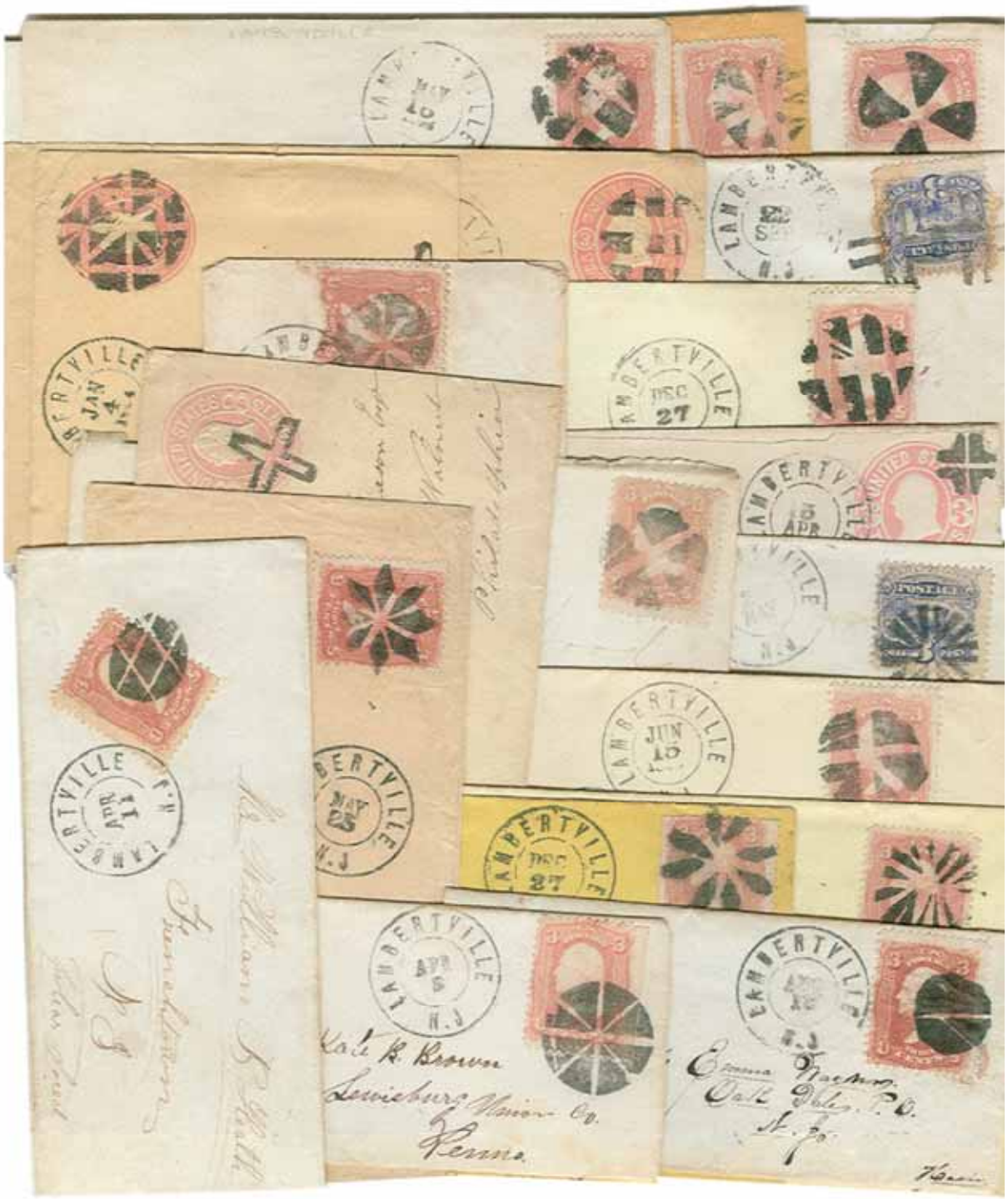

Fig. 7: Hand made cork killers used in combination with the 25mm double circle Lambertville cancel in use between 1862 and 1870.

Fig. 8: Commemorative cover inaugurating the USPS. Pattenburg, signed by the last postmaster, would be closed in April of 1974.

Fig. 9: A second cover commemorating the beginning of the Unites States Postal Service in1971. Little York was placed in suspension in 1993

CLASSIFICATION OF POST OFFICES:

The term "class" as used in this study refers to the ranking of a post office based on the revenue it generated and this in turn was the basis for the salary earned by the postmaster. The Postal Act of 1835 stated that the postmaster at any office earning $1000 or more was to be appointed for a four year term by the President with the consent of the Senate.

The first detailed description of class of ranking of post offices is found in Postmaster General Montgomery Blair's report to Congress on July 1, 1864. Five classes of post offices are listed, the smallest being the 5th class with postmaster income of less than $100 a year.

The Postal Laws and Regulations published in 1879 clearly define the different classes of post offices and the postmaster compensation. These rates remained unchanged well into the 20th century.

- The salary for a postmaster at a 1st class office ranged from $3,000-$6,000 based on gross receipts of $40,000-$600,000.
- The salary for a postmaster at a 2nd class office ranged from $2,000-$3,000 based on gross receipts of $8,000-$40,000.
- The salary for a postmaster at a 3rd class office ranged from $100-$2,000 based on gross receipts of $1,900-$8,000.
- The post offices of the 1St, 2nd, & 3rd class are referred to as Presidential post offices because these postmasters were appointed by the President.

At the time of this 1879 report, the 4th and 5th class had been combined and the 4th class post office (any office with gross receipts of less than $1,900), covered the vast majority of post offices nationwide. The compensation received by the 4th class postmaster, based on quarterly returns, was 100% of the first $50, 60% of the next $100, 50% of the next $200, and 40% of all the balance provided that the postmaster's compensation did not exceed $250 per quarter. If the quarterly income exceeded $250 for four consecutive quarters and the gross receipts exceeded $1900 for the same period, the office could be assigned to the 3rd class.

The 1893 Postmaster General's Report to Congress contained these facts. The number of 1st class post offices nationwide was 151, second class 674, third class 2,515, and the number of fourth class post offices 65,043. The average annual salary of fourth class postmasters for the fiscal year ending June 30, 1893 was $ 161.80.

The fact that the Postal Act of 1835 stated that the appointment of fourth class postmasters was the duty of the Postmaster General opened the position to political influence and, in some cases, the rapid change of postmasters.

By the time of the changeover from the Post Office Department to the United States Postal Service in 1971, Clinton, Flemington, and Lambertville had reached first class status and only one Hunterdon office, Little York, remained a fourth class office. The classifying of post offices also changed under the U.S.P.S. The ranking of post offices is still based on revenue generated. However, the new method is called Cost Ascertainment Grouping (CAG) which measures a changing number of revenue units to rank a post office. Each year the Postal Bulletin publishes the number of revenue units for each classification.

LIST OF HUNTERDON COUNTY POST OFFICES

INCLUDING

TOWNSHIPS FROM WHICH PRESENT DAY TOWNS & BOROS WERE FORMED

(Current Post Offices are bolded)

TOWN		TOWNSHIP
ALEXANDRIA		ALEXANDRIA TWP.
AMWELL		EAST AMWELL TWP.
AMWELL		WEST AMWELL TWP.
ANNANDALE 08801		CLINTON TWP.
ANTHONY		LEBANON TWP.
ASBURY STATION		BETHLEHEM TWP.
BAPTISTOWN 08803		KINGWOOD TWP.
BARBERTOWN		KINGWOOD TWP.
BARLEY SHEAF		READINGTON TWP.
BETHLEHEM		BETHLEHEM TWP
BISSELL		TEWKSBURY TWP
BLOOMSBURG		BETHLEHEM TWP.
BLOOMSBURY 08804		BETHLEHEM TWP. BORO
CALIFON 07830		TEWKSBURY & LEBANON TWPS. -BORO
CENTERVILLE		READINGTON TWP.
CENTREVILLE		READINGTON TWP.
CHERRYVILLE		FRANKLIN TWP.
CLARKSVILLE		LEBANON TWP.
CLINTON 08809		CLINTON TWP. -TOWN
CLINTON STATION		CLINTON TWP.
CLOVER HILL		RARITAN TWP.
COKESBURGH		TEWKSBURY TWP.
COKESBURY		TEWKSBURY TWP.
COOKSBURY		TEWKSBURY TWP.
COPPER HILL		RARITAN TWP.
CORYELL' S FERRY		WEST AMWELL TWP.
CROTON		DELAWARE TWP.
EVERITTSTOWN		ALEXANDRIA TWP.
FAIR MOUNT		TEWKSBURY TWP.
FLEMINGTON 08822		RARITAN TWP.- BORO
FRENCHTOWN 08825		ALEXANDRIA TWP. -BORO
GLEN GARDNER 08826		LEBANON & BETHLEHEM TWPS. -BORO
GROVER		DELAWARE TWP.
HAMDEN		CLINTON TWP.

TOWN		TOWNSHIP
HAMPTON 08827		LEBANON TWP. -BORO
HIGH BRIDGE 08829		CLINTON & LEBANON TWPS. -BORO
HOLLAND		HOLLAND TWP.
HUFFDALE		KINGWOOD TWP.
HUNT'S MILL		CLINTON TWP.
IDELL		KINGWOOD TWP.
JUNCTION		BETHLEHEM TWP.
JUTLAND		UNION TWP.
KINGWOOD		KINGWOOD TWP.
KLINE'S		RARITAN TWP.
KLINESVILLE		RARITAN TWP
LAMBERTSVILLE		WEST AMWELL TWP.
LAMBERTVILLE 08530		WEST AMWELL TWP. -CITY
LEBANON 08833		CLINTON TWP. - BORO
LINVALE		WEST AMWELL TWP.
LITTLE YORK		ALEXANDRIA & HOLLAND TWPS.
LOCKTOWN		DELAWARE TWP.
LOWER VALLEY		LEBANON TWP.
LUDLOW		BETHLEHEM TWP.
MATTISON"S CORNERS		RARITAN TWP.
MILFORD 08848		HOLLAND TWP.
MOUNTAINVILLE		TEWKSBURY TWP.
MOUNT AIRY		WEST AMWELL
MOUNT GREEN		LEBANON TWP.
MOUNT PLEASANT		ALEXANDRIA TWP.
NEW GERMANTOWN		TEWKSBURY TWP.
NEW HAMPTON		LEBANON TWP.
NORTON		UNION TWP.
OAK DALE		DELAWARE TWP.
OAK GROVE		FRANKLIN TWP.
OLDWICK 08858		TEWKSBURY TWP.
PATTENBURG		UNION TWP.
PATTENBURGH		UNION TWP.
PENWELL		LEBANON TWP.
PERRYVILLE		UNION TWP.
PITTSTOWN 08867		FRANKLIN TWP.
PLEASANT RUN		READINGTON TWP.
POTTERSTOWN		READINGTON TWP.
POTTERSVILLE		TEWKSBURY TWP.

TOWN		TOWNSHIP
PRALLSVILLE		DELAWARE TWP.
QUAKERTOWN 08868		FRANKLIN TWP.
RAVEN ROCK		DELAWARE TWP.
READING POINT		READINGTON TWP.
READINGTON 08870		READINGTON TWP.
REAVILLE		RARITAN TWP.
RILEYVILLE		EAST AMWELL TWP.
RINGOES 08551		EAST AMWELL TWP.
RINGO' S		EAST AMWELL TWP.
ROCKTOWN		EAST AMWELL TWP.
ROSEMONT 08556		DELAWARE TWP.
ROWLAND MILLS		READINGTON TWP.
SAND BROOK		DELAWARE TWP.
SAXTONVILLE		DELAWARE TWP.
SERGEANTSVILLE 08557		DELAWARE TWP.
SIDNEY		FRANKLIN TWP.
STANTON 08885		READINGTON TWP.
STOCKTON 08559		DELAWARE TWP.
SUNNY SIDE		FRANKLIN TWP.
THREE BRIDGES 08887		READINGTON TWP.
TREASURE ISLAND		KINGWOOD TWP.
TUMBLE		KINGWOOD TWP.
VALLEY		BETHLEHEM TWP.
VAN SYCKLE'S VAN SYCKLE'S STORE VAN SYCKLESVILLE		UNION TWP.
WARREN PAPER MILLS		HOLLAND TWP.
WERTSVILLE		EAST AMWELL TWP.
WEST END		BETHLEHEM TWP.
WEST PORTAL		BETHLEHEM TWP.
WHITE HALL		LEBANON TWP.
WHITE HOUSE 08888		READINGTON TWP.
WHITE HOUSE STATION 08889		READINGTON TWP.
WILLIAMSBURGH		READINGTON TWP.
WOODGLEN		LEBANON TWP.

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DOTY'S GARDEN: PART II ~ Letters Between New Jersey and China in the 1800s

By Jean R. Walton

Fig. 1: Rev. & Mrs. Elihu Doty - the second Mrs. Doty - Eleanor Smith of Troy Hills, N.J.

Courtesy RCA Church, & digitally restored.[1] *This picture is also in the family records sent to me by Elwood Geiger.*

In the November 2004 issue of this journal, I wrote an article on the letters of Elihu Doty[2] – a missionary to Borneo and China in the 1840s. Doty, educated at the Theological Seminary in New Brunswick, New Jersey, served the Dutch Reformed Church[3], and as a missionary, served under the American Board of Commissioners of Foreign Missions (ABCFM), headquartered in Boston. I was intrigued to learn that my early letters from Elihu Doty to his hometown friends in Berne, NY were but the tip of the iceberg – soon I found letters in other archives that filled out the picture of this amazing life.

What was missing in my earlier article were letters between New Jersey and China. The bulk of the letters which I had found in addition to my own were written to the ABCFM in Boston. Yet Doty's second wife (Eleanor Smith from Troy Hills, N.J.), surely must have been in touch with her family while living in China in 1848. I wondered at the time where these letters might be.

As I had received help from the person who runs the Berne History website, I had agreed to post that first article online, for access from that website. This article is still available online.[4] As luck would have it, it was found by descendants of Elihu Doty's family, with the result that I received an email and later a large package, containing photocopies of some of these letters, and the memoirs of Mary Doty, young daughter of Elihu Doty and Eleanor Smith, recalling those days in China from 1848 through the death of her father in 1865.[5]

As noted in the original article, mail from China seems often to have been sent in packets, under cover, and then forwarded upon reaching Boston, to save on postage; hence letters from these missionaries in far away lands did not arrive with the postal markings we might hope.

The picture above – a daguerreotype – included in the first article, was found in the ABCFM archives, and no doubt was taken shortly before Eleanor and Elihu departed for China aboard the S.S. Heber in 1847. Eleanor was pregnant at the time and soon after arriving in China, gave birth to the couple's first child, Edward, whom she describes in the following letters as "the young gentleman." That child unfortunately did not survive beyond his seventh month.

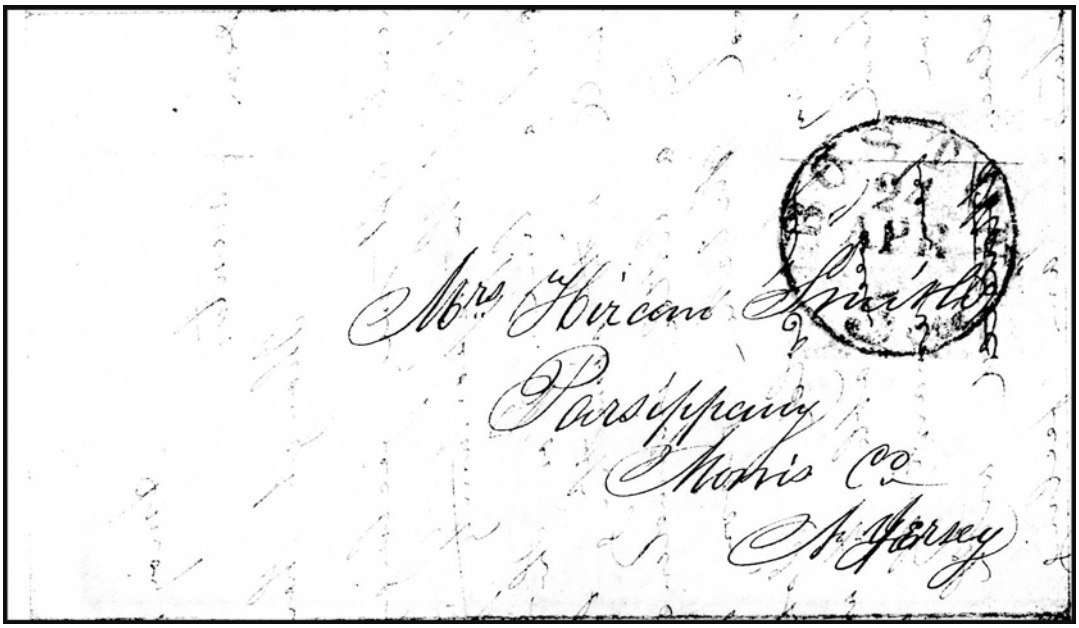

Fig. 2: Letter addressed to Parsippany, NJ, originating in Amoy, China Jan. 15, 1848, and forwarded by the ABCFM in Boston to Parsippany on its arrival in the U.S.

Addressed to:
Hiram Smith
Parsippany
Morris Co.
N.Jersey

Sent from Amoy, China to NJ
Jan. 15, 1848
First to Boston under cover, then mailed Apr. 24, from Boston to New Jersey

Amoy, Jan. 15th, 1848

My dear Parents,

Though there are now but a few moments left me, feeling better this evening, I will not let the opportunity pass without writing, if it be but a line. For the last few days, I have been quite unwell, with something like ague in the breast, occasioned by a little imprudence in standing upon our kitchen floor which is stone, a little too long, & got my feet cold. I should not have been so hurried had I been able to write before. With this exception I have been remarkably well. Have been out to church, also attended with baby a dinner party at the Winchesters. I am feeling much better this evening so that I am in hopes it shall pass off without further [suffering?].

Our baby we have named Edward Smith – you see I am for holding onto the old name. The young gentleman is now calling very loudly for me. He grows very fast, holds up his head & laughs for us occasionally.

We have sent a box by Mr. Brown who left us a week or two since for the U.S. It is directed to Mrs. Brown, New York, & contained some things for you & other friends.

Love to all, your aff. daughter Eleanor.

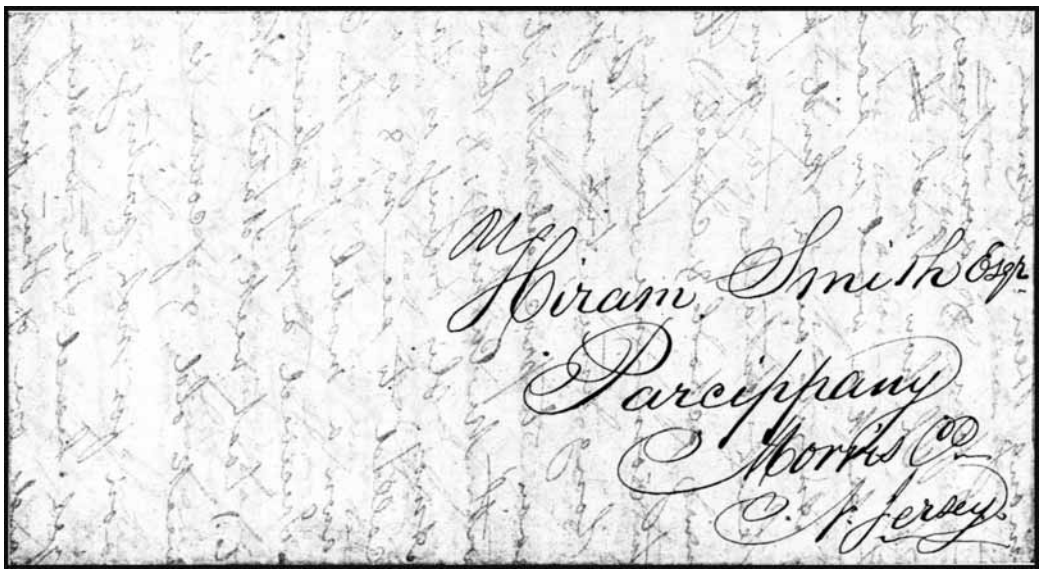

Fig. 3: Letter addressed to Parsippany, NJ, originating in Amoy, China Feb. 12, 1848, with no postal markings – having traveled in a packet of letters, and possibly hand delivered.

Addressed to:
Hiram Smith, Esq.
Parsippany
Morris Co.
N.Jersey

Sent from Amoy, China to NJ
Feb 12, 1848
Probably sent to Boston under cover,
then perhaps likewise to New Jersey

Amoy, Sat. Feb 12th, 1848

Beloved Parents & family,

In the haste in which my few lines of last month were written, I believe I neglected to acknowledge the reception of my last letter from home, viz. one from Ma, Sam'l, Marcy, Eliza etc. & one from cousin A. Hopkins. How shall I express the feelings occasioned by their perusal! To hear from so many dear ones, directly, & such good long letters here on the other side of the globe was truly most cheering, and delightful. For at times I almost forgot that oceans rolled between us & thousands of miles separated us from each other. It seemed as if I was again among you conversing with, listening to those affairs of every day life, in which I once took so active a part.

And when the conviction came up, that it was really so, that I was no longer an actor in those scenes, a feeling of something like sadness stole over me, though it soon gave way before the satisfying conviction that I was where duty called me, & though separated in bodily presence, I was daily with you in spirit, holding the most sweet & pleasant converse. Nothing can express the pleasure afforded us by the reception of letters from home. I think we enjoy them far more than we should were we nearer you. The distance which separates us seems to increase their value & interest greatly. We were both much gratified with Marcia's letter. The writing & composition afforded us as much pleasure as the news & particulars it contained. If she continues to improve as much as she has since I left home, Ma need not take the trouble to correct her letters hereafter. We were delighted with the description you gave us of Tom's wedding. Though we supposed it had taken place, & in fact during the whole month of May, I would wonder each day secretly to myself if this might not be the eventful day, but finding that wondering did not hasten my knowledge of the fact, I gave it up & concluded to wait contentedly until time should give me opportunity

[missing page]

my arm until I found I would awake every morning tired and exhausted, which with his having nursed almost continuously during the night, was retarding the return of my strength very much. Mr. Doty said some other plan must be adopted & accordingly rigged up his little crib, & put the young gentleman in it at once. We would feed him once in three hours, but he was very restless for the first two or three nights. After this he became contented & as told you now sleeps quietly, often not waking once during the night. During the day he sleeps much, & is contented perfectly, with his nurse when awake.

Mr. Doty with me sends much love to Pa, Ma, Aunt Addy, each of the children. Also unites with me in love to Uncle Samuel's family, Mr. Form, Mrs. Ford & each of the family, & Fairchild & family, & all others who inquire.

Give my love to Eliz. C., and tell her she must write me often. I shall answer her last as soon as possible. Give my love to { } Ogden, Mrs. Lewis & family, Miss Hawthorne and Cousin Jane, Augusta, Scott, Euphema Ball, Aunt Polly, & every one who you think feels the least interest in me. I have not room to mention more names. We have sent a box by Mr. Brown, who has left us for the U.S., directed to Mrs. Brown. It contained several things for you and other friends. Give our love to old Jack, Granny Louisa, Susan and the Newark friends when you see them. Do write often.

Your affectionate daughter, Eleanor

These two letters survive in the hands of family members. The first, with a Boston cancel, was sent from Amoy, China on January 15, 1848, and received a Boston cancel on April 27, 1848, from where it was forwarded by the ABCFM to family members in Parsippany, the home of Eleanor's parents and siblings. The second letter of February 12, 1848 bears no postal markings at all, and may have been hand delivered by someone going to New Jersey, or carried the entire distance with some returning friend or fellow missionary.

Eleanor, who was twenty-four when she arrived in China, would soon have another child, a boy named Charles, born in November of 1849, followed by a daughter Mary, born in September of 1851, and whose memoirs provide much information on this period, another son Samuel, born in 1853, and a daughter Ellen Marcia (known as Mousie) in 1855. Finally another daughter was born in 1858, but Eleanor would not long survive this childbirth, and the baby as well succumbed soon after. Both were buried on Gulangyu Island, in a cemetery just off the coast from Amoy, China where many foreigners were buried. Elihu attempted to raise his family in Amoy with the help of fellow missionary friends, but in 1859, decided to return to New Jersey with his children, and put them in the care of his in-laws in Parsippany for their schooling. Thus began the long voyage home. Elihu stayed for a time, but then returned to his calling in China.

Mary, his first daughter by Eleanor, recalled these events years later, and provides a delightful yet poignant picture of these years as a child in China, and their adjustment on arriving in New Jersey.

One letter survives, written to China by Hiram Smith, Doty's father-in law in 1862, and includes in it a letter from Sam, then aged 9, Mary's younger brother, to his father.

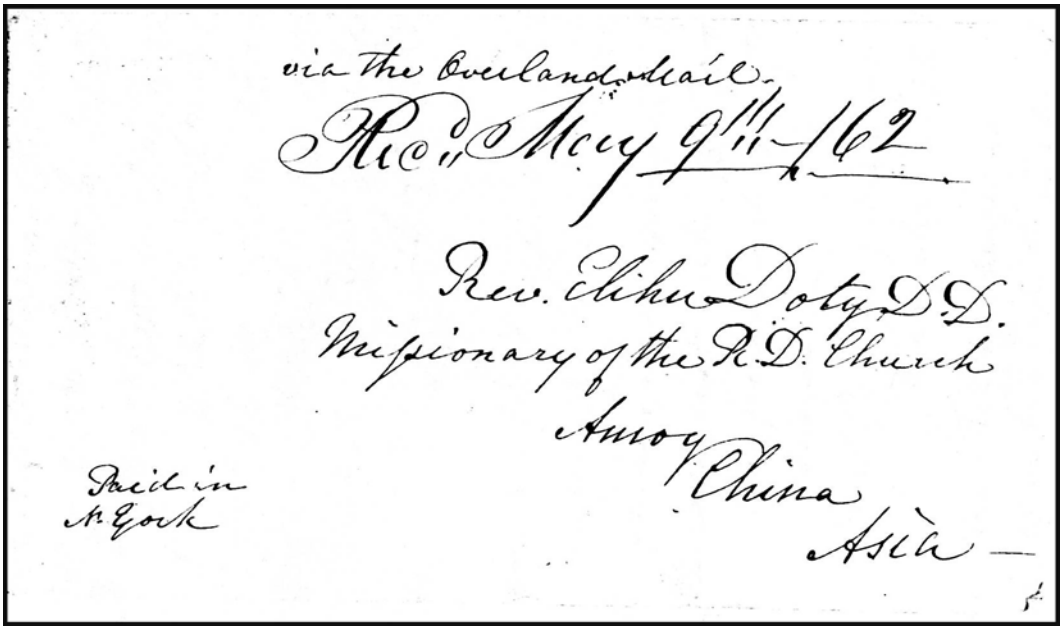
via the Overland Mail.
Rec'd May 9th 1862
Rev. Elihu Doty D.D.
Missionary of the R.D. Church
Amoy
China
Asia
Paid in
N. York

Fig. 4: Letter mailed from Parsippany to Rev. Doty in Amoy, China on Feb. 24, 1862, marked only "Paid in N. York" and "via the Overland Mail." It is marked "Rec. May 9, 1862," 2½ months en route.

Addressed to:
Rev. Elihu Doty, D.D.
Missionary of the R.D. Church
Amoy
China
Asia

Paid in
N.York

Sent from Parsippany, NJ
Feb. 24, 1862
Via the Overland Mail
Rec. May 9!!/62

My dear father,

This is my first writing so pleas excuse all mistakes. I suppose you will like to hear from me and now I will tell you about Uncle Horse. He sent me a pare of verry fine skates and I have learned how to skate first rate we are haveing verry fine sleighing end ware having verry fine sport rideing down hill. Aunt Maria sent Mary and Marcia & Johnny and Nelly each a book full of color pictures. We all enjoy them verry much we ware very glad to receive your letter last week oh how glad we shal be when time comes for you to come home. Marcia has learned to write a little and wishes to write you a letter as soon as she can.

Your affectionate son Sam

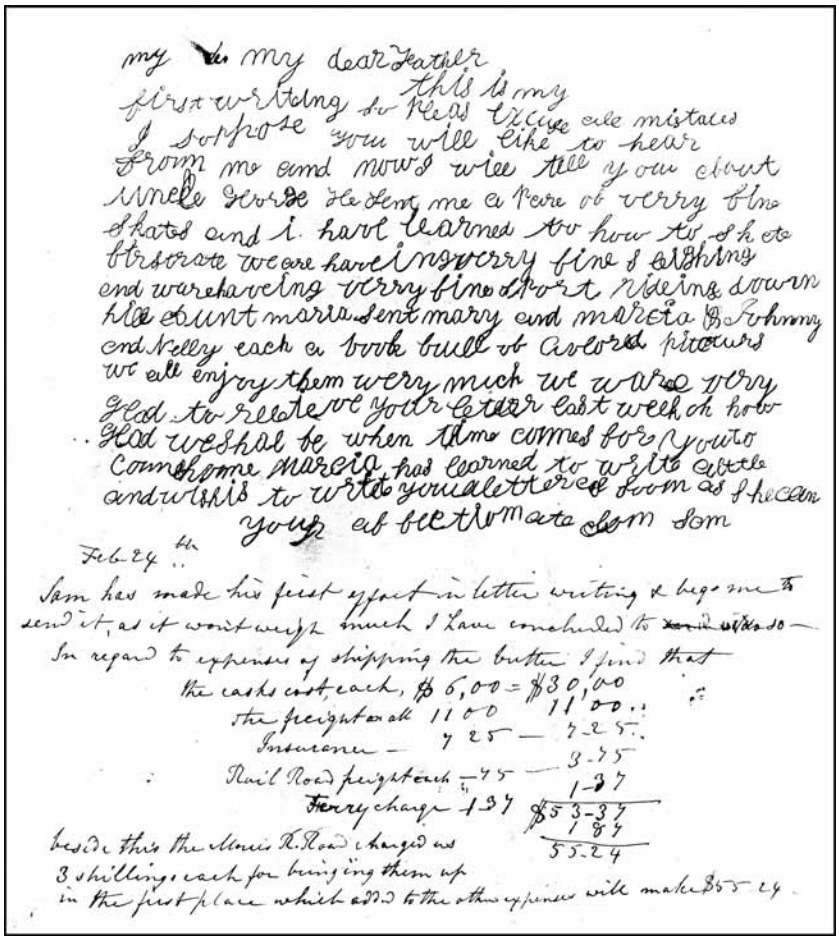
my dear Father
this is my
first writing so please excuse all mistakes
I suppose you will like to hear
from me and now I will tell you about
Uncle George He sent me a pair of verry fine
skates and I have learned to how to skate
bresorate we are have in verry fine sleighing
and we have verry fine sport riding down
hill Aunt maria sent mary and maria & Johnny
and Nelly each a book full of colored pictures
we all enjoy them very much we were very
glad to receive your letter last week oh how
glad we shall be when time comes for you to
come home maria has learned to write quite
and wishes to write you a letter soon as she can
your affectionate son Sam
Feb 24th
Sam has made his first effort in letter writing & begs me to
send it, as it won't weigh much I have concluded to do so —
In regard to expenses of shipping the butter I find that
the casks cost each, $6,00 = $30,00
the freight on all 11 00 11,00
Insurance — 7 25 — 7.25
Rail Road freight each — 75 — 3.75
Ferry charge 1 37 1.37
$53.37
1 87
55.24
besides this the Morris R. Road charged us
3 shillings each for bringing them up
in the first place which added to the other expenses will make $55 24

Fig. 5: Sam's letter to his father in China in 1862. He was 9, having been in NJ for 3 years.

Below Sam's letter is the following note to Elihu Doty from his father-in-law, describing expenses involved in sending butter from New Jersey to Amoy, China. This was something that Eleanor's family did when Eleanor was alive, as butter was not available in Amoy, and continued after her death.

Feb. 24th

Sam has made his first effort in letter writing & begs me to send it, as it won't weigh much I have concluded to do so.

In regard to expenses of shipping the butter, I find that

The casks cost each	*$6.00*	=	*$30.00*
The freight for all	*11.00*		*11.00*
Insurance	*7.25*		*7.25*
Railroad freight each	*.75*		*3.75*
Ferry charge	*1.37*		*1.37*
			$53.37
Besides this the Morris R. Road charged us 3 shillings each for bringing them up in the first place which added to the other expenses will make $55.24.			*1.87*
			$55.24

This letter is marked only "Paid in N York," and "via the Overland Mail Route, which is pictured below in *Figure 6.* It is also noted as received on May 9, 1862, 75 days en route.

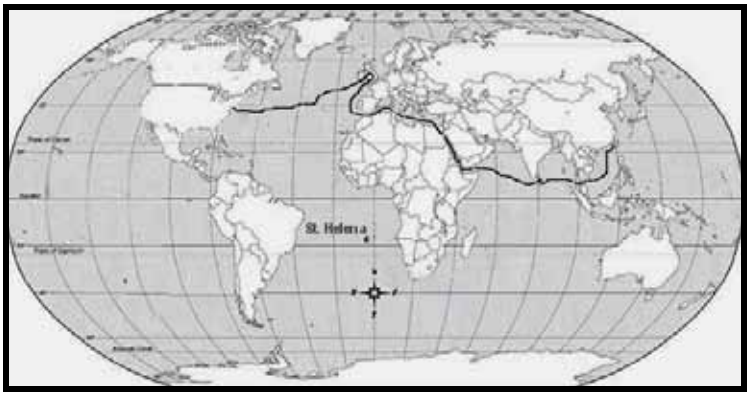

Fig. 6. Overland route from China, which by 1846 had become preferred over the route around the Cape of Good Hope, which exchanged mail for the US at St. Helena.

As for the butter, Mary describes its preparation and shipping as follows (Who knew this was even possible!):

> *Butter was a great luxury, not to be procured in Amoy or anywhere in that region, but it was sent to [Eleanor] from the loved home.*
>
> *Through the great labor of love of her mother, preparing the butter herself, lest all the buttermilk and water should not be absolutely extracted in the process of being made (knowing its being preserved, pure and sweet, depended on this work) it was made possible to send it to her in a well preserved condition.*
>
> *And then the painstaking care of her father in packing it in small wooden kegs – previously prepared to receive the butter – sealed, and put into a hogshead covered with strong brine and headed up, completed its preparation. … The coming of these hogsheads was a…great event!*

Elihu Doty returned home four years later, in 1865, because his health was failing. The family awaited his return, only to learn on the arrival of the *N. B. Palmer* in New York that he had died 4 days prior to its docking. He was buried in the plot that would have been Eleanor's, in Parsippany, New Jersey.

ENDNOTES:

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[1] RCA Church website: http://www.rca.org/aboutus/archives/gallery.php June 22, 2004.

[2] Walton, Jean R., "Elihu Doty's Garden – New Brunswick, Borneo, and China," ***NJPH***, Vol. 32, No. 4, Whole No. 156, November 2004. pp. 127-142

[3] This church is currently called the Reformed Church of America (RCA), and to this day maintains missions in China.

[4] In thanks for help received from the webmaster at the Berne History, I agreed to post the article online for their own reference: http://www.bernehistory.org/local/ELIH_DOTY_NJPH_article.pdf (July 6, 2007)

[5] Mary herself was born in 1851, and came to New Jersey in 1859 with her brothers and sister to live with her grandparents in Parsippany, after the death of her mother, so her own memories do not really begin until some years later than 1848. From the unpublished manuscript of Mary Augusta Doty Smith, *The China Story, Recollections of a Little Girl's Life in Amoy, China*, written in 1931. This document was kindly sent to me by Elwood Geiger, descendant and family member.

TRENTON TRANSIT

By Gene Fricks

Fig. 1: Post card view of trolley on Broad Street in Trenton in the early 1900s.

Mass transit in Trenton dates to the chartering of the Trenton Horse Railroad Company in 1859. The first horse car tracks were laid on State Street in 1863, beginning at the Camden & Amboy Railroad station and extending westward to Calhoun Street. Tracks were also constructed on Warren Street from the Delaware & Raritan (D&R) Canal feeder to Ferry Street. Other routes in the area were constructed and operated by the City Railway, which began service in 1876.

In 1891, the Trenton Horse Railroad Company and the City Railway merged into the Passenger Railway Company. This company expanded service and electrified routes along Broad Street and East State Street. Trolley routes expanded from 1897 and the Passenger Railway Company merged with two subsidiaries in 1898 to form the Trenton Street Railway Company. In 1910 the Trenton and Mercer County Traction Corporation (T&MCT) leased the city and suburban routes of the Passenger Railway Company. While small single-truck streetcars had been the standard vehicles in Trenton's narrow downtown street, in 1917 the T&MCT purchased ten double-truck Brill cars measuring 31 feet 5 inches long. The new cars required track rebuilding, most dramatically at the "Grand Junction" at the intersection of Broad and State Streets.

Whether as a result of this purchase and track reconstruction or not, the T&MCT faced financial difficulties less than a decade after leasing the Trenton routes. The DuPont-controlled General Motors Corporation waged a relentless marketing campaign, allied with the rubber tire manufacturers, across the United States in the 1920s to replace rail transit operations with motor buses. In 1923 the T&MTC chartered a subsidiary Central Transportation Company to operate buses and take up some of the slack in ridership. The T&MTC and Central Transportation Company merged in 1929 to form the Trenton Transit Company and the combined company rapidly phased out its suburban trolley routes. In September 1933 the Trenton Transit Company went into receivership and, in 1934, the last intra-urban streetcar ran in downtown Trenton. A few independent suburban trolley lines in the Trenton region operated a little while longer; the last of these was the Trenton-Princeton Traction Company, which ended service in November 1949.

Streetcar operations in Trenton never encompassed collection or distribution of mail as it did in some larger cities such as Boston, Baltimore and Washington, DC. It was however the inspiration for this special cancel on the cacheted cover below.

Fig. 2: Cacheted cover showing a Trenton trolley, for the Quaker Bridge Mall Stamp Collecting Show, Oct. 22-23, 1983.

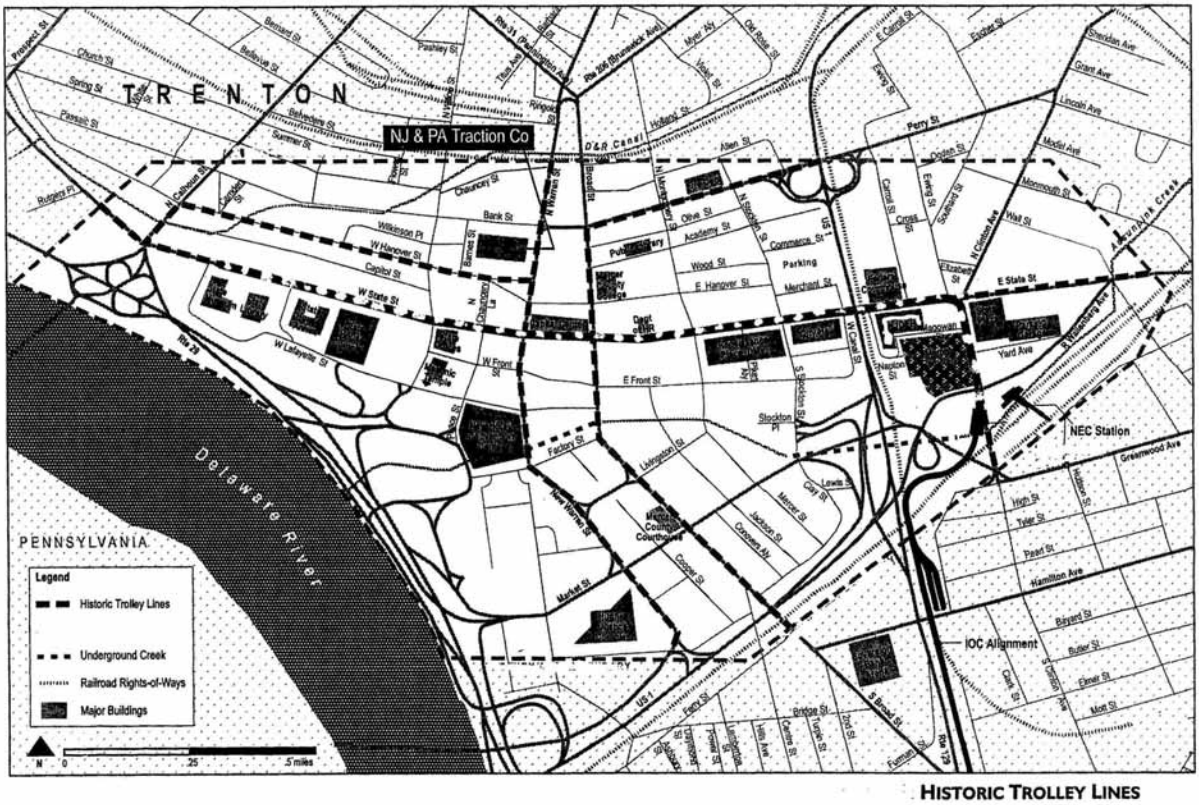

Fig. 3: Map showing old trolley lines in Trenton.

DIXON PENCIL ILLUSTRATED ADVERTISING COVERS

By Robert G. Rose

The recent auction sale by H.R. Harmer, Inc. of the "Sapphire" Collection of illustrated advertising covers included a number of covers from the Dixon Crucible Company in Jersey City,[1] formerly one of the largest manufacturers of pencils in the United States. Joseph Dixon established his plant in Jersey City in 1847 which operated continuously until the late 1970's. In 1986, the plant, as depicted in *Figures 1 & 2* below, was converted into residential housing, most recently marketed as "The Residences at Dixon Mills" condominiums.[2]

Fig. 1 & 2: View of the Joseph Dixon Crucible Company in Jersey City, maker of Dixon & Ticonderoga pencils.

With the recent addition of illustrated covers to the American Philatelic Society's list of exhibit classifications, there has been a renewed interest in these beautiful multi-color advertising covers that were produced primarily in the period from 1895 to 1910. Covers which could have been purchased for $15 to $25 only a few years ago, routinely brought between $300 and $400 each in the "Sapphire" Collection auction sale. Several depicting the Dixon plant and its products are illustrated below.

Who will be the first to put together an exhibit of illustrated covers depicting New Jersey's industries at the close of the 19th Century?

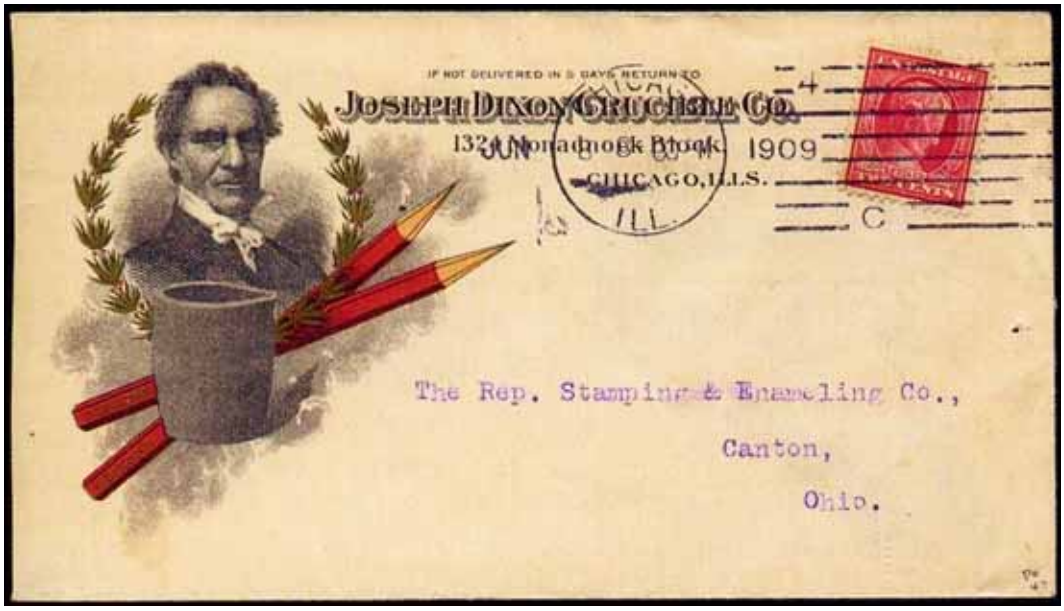

Fig. 3: 2 cent carmine (Scott 279B) tied by Jersey City, N.J., Nov. 13, 1902 postmark on multi-color illustrated cover depicting Dixon pencils and crucibles.

Fig. 4: 2 cent carmine (Scott 267) tied by Jersey City, N.J., May 2, 1898 flag cancel on multi-color overall illustrated cover depicting Dixon plant and pencil in "trompe l'oeil" style.

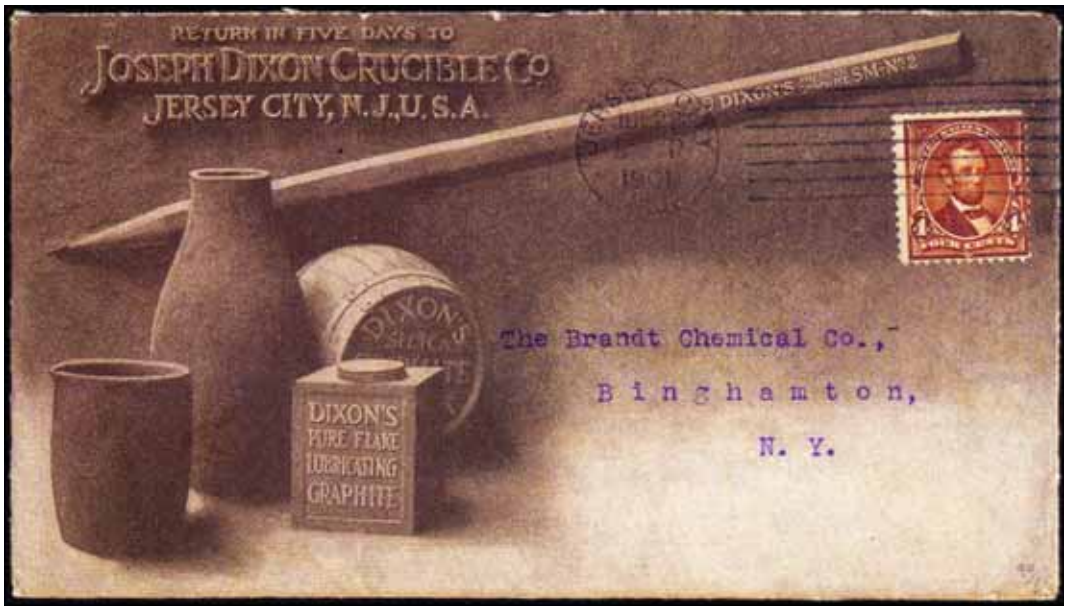

Fig. 5: 4 cent brown (Scott 269) tied by Jersey City, N.J., July 22, 1901 machine cancel on shades of brown overall illustrated cover depicting Dixon pencils and crucibles.

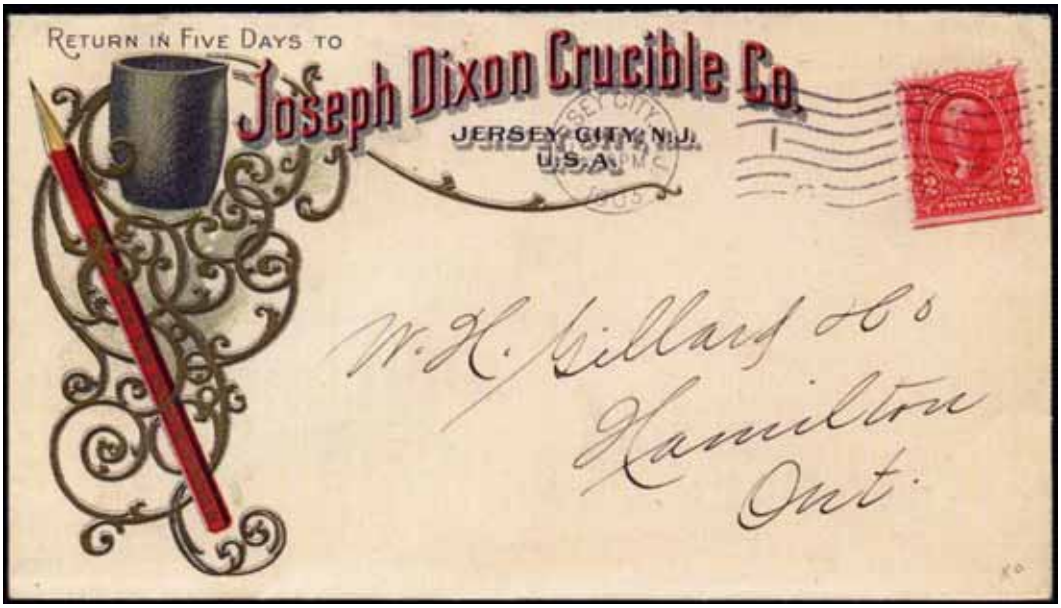

Fig. 6: 2 cent carmine (Scott 301) tied by Jersey City, N.J., April 11, 1903 machine cancel to multi-color illustrated cover depicting Dixon pencil and crucible.

Fig. 7: 2 cent carmine shield (Scott 319) tied by Jersey City, N.J., April 29, 1908 machine cancel to multi-color illustrated cover depicting Dixon plant and pencil.

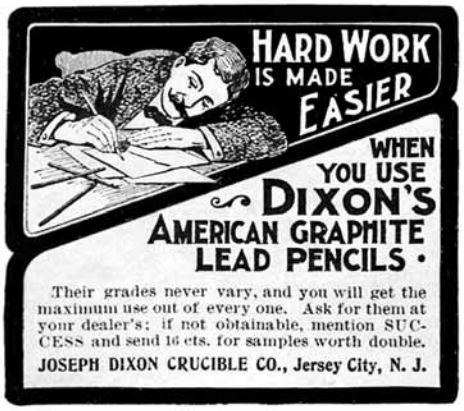

Fig. 8: Old ads for Dixon which appeared recently on Ebay.

Fig. 9: "Dixon Mills" as it appears today, housing condominiums, in trendy Jersey City. [3]

ENDNOTES:

[1] H.R. Harmer, Inc., The "Sapphire" Collection of Illustrated Advertising Covers, May 17, 2007, lots 2613-2620.
[2] *The New York Times*, Sunday NJ Real Estate Section, June 11, 2007, pg. 11.
[3] Martin, Antoinette, "'Gold Coast,' Sterling Views But…," *The New York Times*, June 17, 2007

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
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Morristown, NJ 07962-1945
or rrose@daypitney.com

MEMBER NEWS: MINUTES OF ANNUAL MEETING

NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2007 - SECAUCUS, NJ - MAY 26, 2007

The 34th* annual meeting of the New Jersey Postal History Society was held on Saturday, May 26th, 2007, at 12 noon at the NOJEX show at the Meadowlands Crowne Plaza Hotel in Secaucus. The meeting was held on Saturday, as the NOJEX show schedule was changed from Saturday - Monday of Memorial Day weekend to Friday – Sunday of that weekend. The meeting was called to order by President Robert G. Rose at 12:00PM. Officers present were Bob Rose, President, and Jean Walton, Secretary.

Preceding the business meeting, Bob Rose gave an interesting talk, using a PowerPoint presentation, on the Bordentown Stage Mail covers. He answered questions and explained the status of these early covers, with illustrations and maps.

No Treasurer's Report was offered at this time, as Andy Kupersmit was not able to be present, as he had a booth on the show floor, and no one to cover it for him. We continue to operate on a restricted budget, with dues not sufficient to cover our yearly journal expenses, making contributions a continuing important source of revenue for us. Our membership is now over 100 paying members, with four new members joining at NOJEX this year.

Bob Rose announced that PNSE [the Philadelphia National Stamp Exhibition] will host a State Society completion – both one frame and multi-frame exhibits are welcome, and members are encouraged to participate, representing the New Jersey Postal History Society. It is hoped that a number of members will participate.

Present were: Joe Chervenyak, George Crawford, Doug D'Avino, Arne Englund, Len Frank, Harvey Mirsky, Alan Parsons, Bob Rose, Jean Walton, Steve Washburne, John Trosky, and Nathan Zankel – a good group with a number of questions for speaker Bob Rose.

The meeting was concluded at 1:00PM.

Respectfully submitted,

June 7, 2007 Jean R. Walton, Secretary

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* Although this is our 35th anniversary year, no meeting was held in 2006, as no NOJEX meeting was held, due to conflicting dates with Washington 2006.

MEMBER NEWS: NEW MEMBERS, AVAILABLE FILES

WELCOME TO NEW MEMBERS!

Daniel M. Bagby, 315 Wythe Road., Egg Harbor Twp., NJ 08034-6402 Interests: 1847s, 1873-75 1st Postal cards

Capt. Lawrence B. Brennan, USN, 176 Christol St., Metuchen, NJ 08840 lawrence.brennan@wilsonelser.com Interests: Naval covers, polar, US & UN stamps, FDCs

Alfred LaSala, 563 Sanderling Ct., Secaucus, NJ 07094 dlasala563@comcast.net

Nicholas Lombardi, 1367 Stoney Brook Lane, Mountainside, NJ 07492, 8605@comcast.net

Ed Murtha, 105 Coleman Rd., Hamilton Square, NJ 08690

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 DIGITAL FILES FROM YOUR SOCIETY! ~ The following digital files are available for members of NJPHS at NJPostalHistory@aol.com at no cost, to be sent free as a link or email attachment (or may be requested as hardcopy or on CD for cost of production and mailing):

- Brad Arch's handy DPO book[1] available in Excel format (also available in hardcopy for $3)
- Stampless Era Post Offices, based on Coles[2] and the Coles Update[3] 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.
- ***NEW!*** Edge, Jack, *Post Towns of Burlington County*. All of Jack's Burlington series, as published in the pages of ***NJPH***, compiled into one document, in PDF format.
- Edge, Jack, *Postmasters of Burlington County*. Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.
- ***NEW!*** Law, Mary E., *The Postal History of Cape May County, NJ* including postmaster list, published in the pages of NJPH between March 1993 through May 1994, PDF format.

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[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.

MERCHANTVILLE STAMP CLUB

proudly presents

MERPEX XXXI

Year 2007

Stamp Exhibition and Bourse

To be held at

West Jersey Masonic Center
Berlin-Haddonfield Road
Cherry Hill, New Jersey

August 31 to September 2, 2007
Show hours
Friday, August 31 Noon – 6:00 PM
Saturday, September 1 9:00 AM – 5:00 PM
Sunday, September 2 10:00 AM – 3:30 PM

19-Dealer Bourse

USPS sub-station with stamps & postal products

Admission and Parking Free!

Directions on other side

MERPEX XXXI

CHERRY HILL, NEW JERSEY

Friday Aug 31 - noon to 6PM
Saturday Sept 1, 9AM to 5PM
Sunday Sept 2, 10AM to 3:30PM

DIRECTIONS

FROM:

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

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

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

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

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

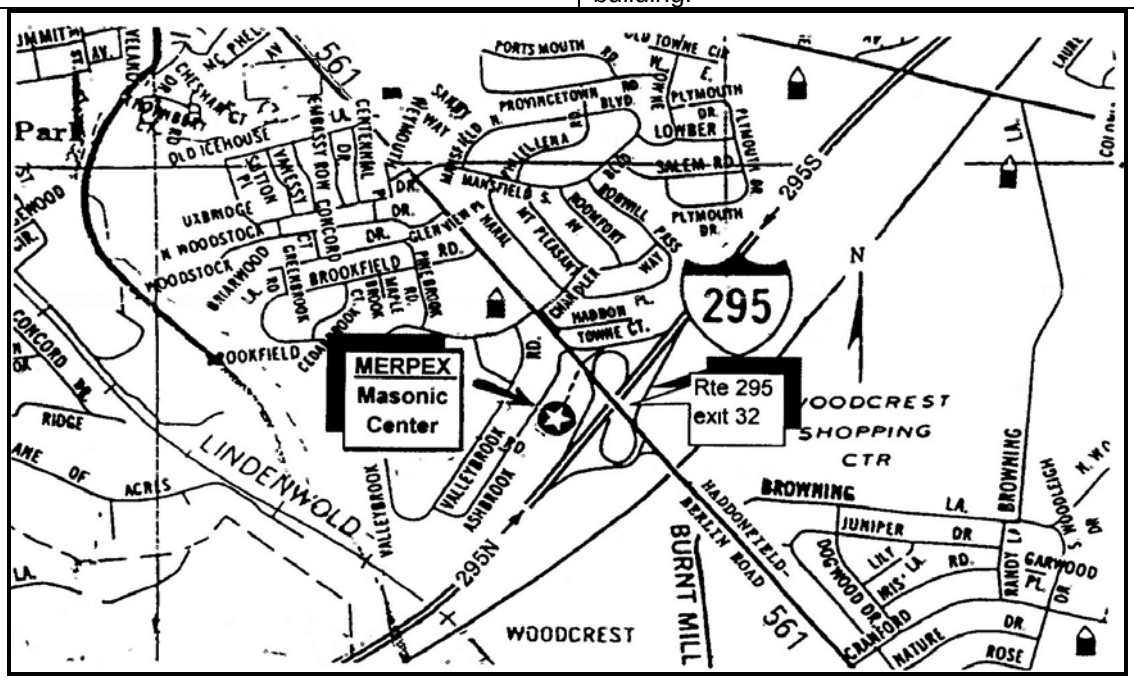
FROM:

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

COMMODORE BARRY BRIDGE: take Route 295N...

DELAWARE MEM. BRIDGE: take Route 295 N.

HEADING NORTH ON ROUTE 295, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro]. When the exit ramp forks, take the left fork, take the left fork [Haddonfield]. Turn left at the light and go one block to another light. Just before this light, turn left into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.



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

MIDDLESEX COUNTY DPOs

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

Look for the following post offices:

* *Source*: New Jersey DPOs *by Brad Arch*

Amboy
Applegarth
Barber Br
Black Horse
Browntown
Brunswick
Camp Kilmer Br
Cheesequake
Chrome
Clay Bank
Cliffwood Beach
Colonia
Cranbury Station
Deans
Fords
Georges Road
Green Brook
Hospital Br No 3 (Rahway)
Kendall Park Br
Kilmer Br
Laurence Harbor
Lawrence
Lincoln
Marcounier
Maurer
Maurer Sta
Menlo Park
New Brooklyn
New Market
Nixon
Nixon Br
Oak Tree
Ostrander
Prospect Plains
Raritan Arsenal Br
Roosevelt-Carteret
Six Mile Run
South Brunswick
Stelton
Uniontown
Weber

To print this out, go to the **NJPHS website** and click on **Word Puzzle** to download a printable copy. For solution, go to: **Middlesex County DPO Solution** or return to the **NJPHS website** and click on **Solution**.

MEMBER ADS

NEW BOOK AVAILABLE: HISTORIC MAIN STREET, HACKETTSTOWN, N.J.

Co-Authors Len Frank (NJPHS member) & Ray Lemasters guide readers from 19th Century through present day Hackettstown. Covers industries, businesses, and people. For the historian, genealogist and business owner. See ad on page 105.

Available for $23.00, or $27 postpaid. Send checks to Hackettstown Historical Society,. 106 Church Street, Hackettstown, NJ 07840. More information and an order form are available online at http://www.hackettstownhistory.com.

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.

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.

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD since 1972. 8000 items, 1690s to 1990s. Visit our searchable website: www.felcone.com. Joseph J. Felcone, PO Box 366, Princeton, NJ 08542 609/924-0539; felcone@felcone.com.

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

WANTED: 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, or 973/84-0359.

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: FLORIDA STAMPLESS POSTAL HISTORY, Pre-territorial, Territorial, Statehood, Civil War periods. Contact William Johnson, 13691 Metropolitan Pkwy, Ft. Myers, FL 33912 or email whjdds@aol.com.

19TH CENTURY AND INTERESTING PATERSON WANTED. Contact George Kramer, 199 Charles St., Clifton, NJ 07013-3853, or email gjkk@optonline.net

BERGEN COUNTY WANTED: STAMPLESS THROUGH PRESIDENTS -- Clean covers. Send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401

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.

WANTED; STAGE COVERS BEFORE 1860. All states including New Jersey. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

MEMBER ADS

SAMUEL 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: 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: 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.

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

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.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: Clear handstamps on New Jersey stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, P.O. Box 1945, Morristown, NJ 07962 or e-mail rrose@daypitney.com.

WANTED: WYCKOFF POSTMARKS ON COVER appreciated. Are there any out there? Please contact me! Also other North Jersey covers wanted. Marge Faber, P.O. Box 1875, Bloomington, IN 47402 or email faber@bluemarble.net.

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 .

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.

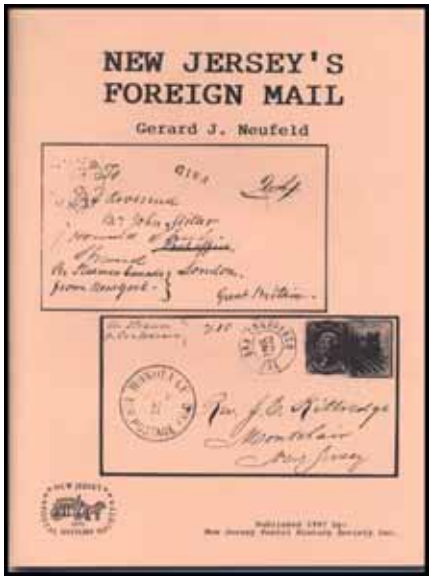
WANTED; COVERS FROM ATLANTIC COUNTY WITH MANUSCRIPT TOWN CANCELLATIONS from any time period. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

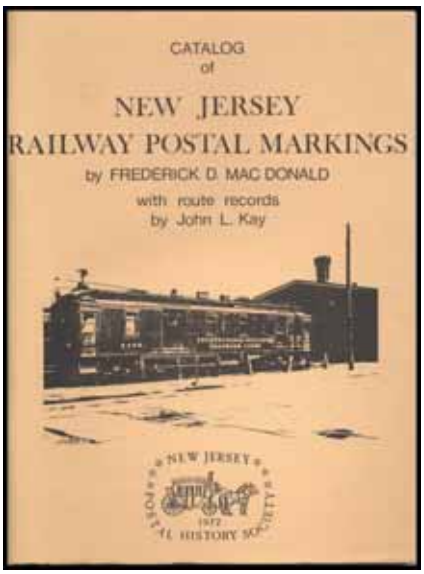
WANTED: Hunterdon County NJ, **Bucks County PA** postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras,. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@earthlink.net.

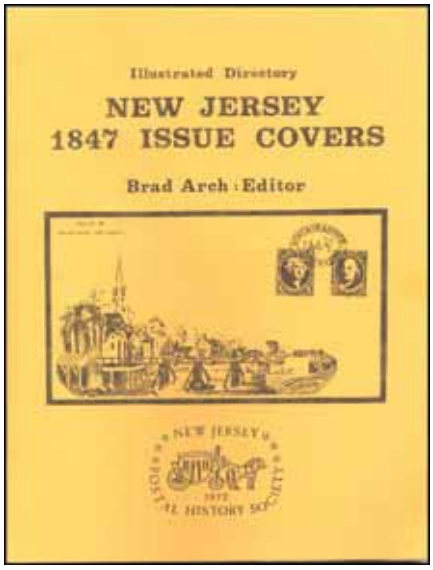
YOUR AD NOT HERE?

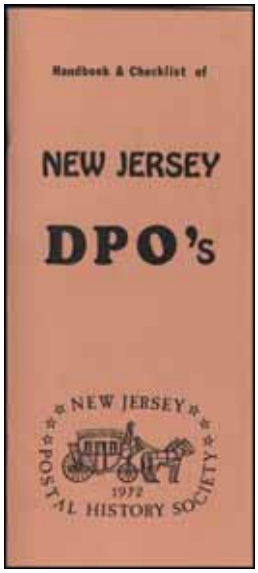
If you previously were running an ad, and do not now find it here, it is probably because I found no indication of your membership renewal that you wished to continue it. If you do have an ad that you wish to continue, just let me know at njpostalhistory@aol.com or write Jean Walton, 125 Turtleback Road, Califon, NJ 07830.

NEW JERSEY LITERATURE AVAILABLE NOW!









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

The Postal Markings Of New Jersey Stampless Covers: An Update by Donald A. Chafetz hardcopy, 28pp	$10.00
Same plus CD in Acrobat Reader [.PDF] format.....	$15.00
Washington Organ Manufacturers on CD, by Len Frank - 3 articles + many many illustrations not in ***NJPH***, in Acrobat Reader [.PDF] format.....Reduced price!	$12.95
Catalog of New Jersey Railway Postal Markings, 1984, Frederick D. MacDonald, 136pp.	$10.00
Illustrated Directory of New Jersey 1847 Issue Covers, Brad Arch, ed., 1987, 44pp & Supplements	$4.00
New Jersey DPO's, Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices	$3.00
New Jersey's Foreign Mail, 1997, Gerard J. Neufeld, 76pp.	$8.00
New Jersey Civil War Patriotic Covers, 1993 [***NJPH*** Whole No. 100] 100pp, an illustrated study	$10.00
2003 ***NJPH*** Issues on CD in Acrobat reader [.PDF] format, with many color illustrations.....	$5.00
2004 ***NJPH*** Issues on CD in Acrobat reader [.PDF] format, with many color illustrations.....	$5.00
2005 ***NJPH*** Issues on CD in Acrobat reader [.PDF] format, with many color illustrations.....	$5.00
2006 ***NJPH*** Issues on CD in Acrobat reader [.PDF] format, with many color illustrations [member price $5.00]	$12.00
2 back issue CDs, $8.00, 3 back issue CDs $12.00 , all 4 back issue CDs $15.00- members only	