



NJPH

The Journal of
NEW JERSEY POSTAL HISTORY SOCIETY
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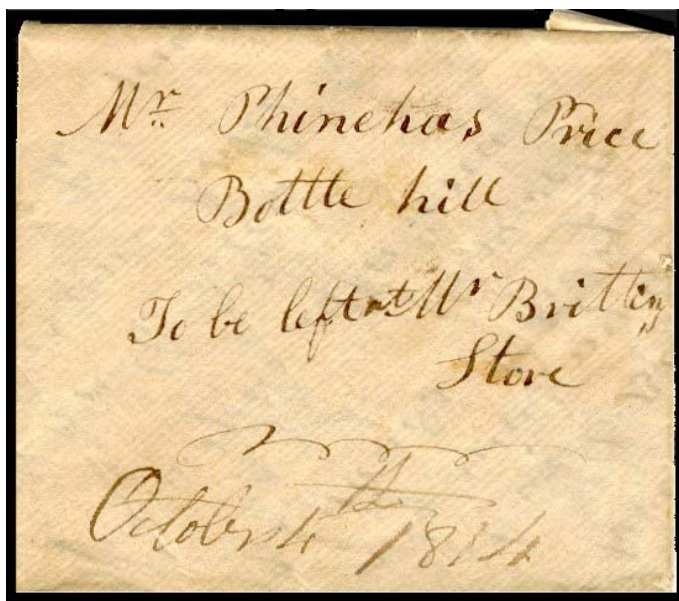
Vol. 31

No 1

Whole Number 149

February 2003

War of 1812 Letter



This War of 1812 letter, written in 1814 from a soldier stationed on Sandy Hook to his parents in Bottle Hill [Madison], was carried outside the mail. It is addressed to Mr. Phinehas Price, Bottle Hill, To be left at Mr. Brittin's Store, dated October 4, 1814. See article p.25.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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or enter "NJPHS" in your browser's search window and go from there.

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THANKS FOR DONATIONS:

The Society gratefully acknowledges the cash donations that the following members submitted with payment of their dues: H. Beckman, R. Buckler, P. Byrnes, S. Hansen, P. La Pella, J. Mason, B. Rainer, R. Rose, H. Segner III, and P. Schopp. These donations go along way in helping the Society meet the ever increasing cost of producing and mailing the Journal.

FINAL DUES NOTICE:

There are still a number of Society members who have yet to forward their dues payment for 2003. Please take the time to write a check to your Society TODAY! A dues payment card is enclosed for those members who have not made payment. WE NEED YOUR SUPPORT.

President's Message

A number of our Society members participated as sellers or buyers (or both) in our second auction which our auction manager, Arne Englund, conducted in January. His report makes interesting reading as to "what's hot and what's not." The excitement about auctions is that you never know how much interest there will be in a particular item. Our Journal's cover illustrates one such item, a rare War of 1812 letter from a soldier on duty at Sandy Hook.

The Society has received a number of requests from philatelic researchers for help in updating data involving: New Jersey usages of Flag cancels; nineteenth century express companies, and the 5 Cent Red Error. Please respond to these inquiries if you have any information.

For those of you who are exhibitors (or wish to become one), the deadline for entries to NOJEX '03, which is held in Secaucus over Memorial Day weekend, is April 15. If you would like a prospectus for NOJEX, please contact me. Please also take note of the challenge from the Empire State Postal History Society to our membership to participate in ROPEX '03 which will be held in June in Rochester, NY. Finally, I hope that you will enjoy this issue of our Journal. We have been trying with each new issue to improve both its content and appearance. More changes are coming in the future. We need your continued support. If you haven't already sent in your dues for 2003 please be sure to DO IT NOW!

Robert G. Rose

TREASURER'S REPORT:**FISCAL YEAR JAN 1, 2002 THROUGH DEC 31, 2002****Balance Sheet****Balance Brought forward****12/25/01 \$2,833.82****Receipts**

	Actual	Budget	Variance from Budget
dues FY 2002	1,410.00	975.00	435.00
donations FY 2002	203.00	110.00	93.00
advertisements			
FY 2002	0.00	10.00	-10.00
auction donations	33.92	0.00	33.92
literature sales	197.00	100.00	97.00
interest earned			
Checking account	40.27	91.00	-50.73
Certificates of Deposit int.	92.06		92.06
misc.	0.00	25.00	-25.00
Totals	\$2,911.25	\$1,311.00	\$1,600.25

Membership 2002

Total members	96
Paid in FY 2002	94
Life members	2
Paid in FY 2003	52

+ 2,911.25

Expenditures

postage	603.60	425.00	178.00
printing:			
literature	0.00	100.00	-100.00
Journal	834.35	1,300.00	-465.65
misc expenditures	13.76	45.00	-31.24
MERPEX	0.00	100.00	-100.00
Totals	\$1,451.71	\$1,970.00	-\$518.89

- 1,451.71

Year to date 12/31/02 \$4,293.36**Certificates of Deposit**

	Value	Purchase	Due date	Interest earned	
Delanco Federal Saving Bank				2001	2002
0119000445 6 month	1,020.71	12/25/99	6/23	42.84	24.06
0121001025 1 year	1,023.16	12/25/99	6/25	42.65	34.00
0121001026 1 year	1,023.16	12/25/99	6/25	42.65	34.00
CDs Totals	\$3,067.03			\$128.14	\$92.06

+ 3067.03

Total Balance on hand 12/31/02 \$7,360.39**Submitted by Robert J. Zanoni, Treasurer**

ARTICLES WANTED!

[and some thoughts on how to submit them]

This journal exists only because you as members contribute to it. We hope all members will feel that we welcome their contributions. Should you have an article still unwritten, we urge you to write it. If you have some item that is of particular interest to you, and that others might also enjoy, please think about writing about it for the NJPH journal. We hope to include all aspects of New Jersey postal history, and will be happy to have your efforts.

Articles may be submitted in any form, but if possible, we would appreciate your sending us "computer ready" copy - either in WORD or Word Perfect. These may be sent either on disk, floppy or CD, or as attachments to email. Should you wish to embed pictures in your copy, that helps us to see how you would envision the final copy, but we would also appreciate your sending the images separately in digital form. When scanning your material, please scan at 300 dpi in color at 100%, and save your files as .jpgs. This allows us to adjust them for the best possible printing image.

If you do not have a scanner, we can use good photocopies; however this will not result in the best quality images. If you are willing to send your material along to be scanned, we will treat it carefully, scan it, and return it to you as quickly as possible. If a photocopy is the best we can have, try setting the copier on the "photo" or "picture" setting to get images that will have more gradients of gray, and look more like the original. We want to make your article look its best.

Handwritten copy is also very acceptable, but please try to avoid last minute submissions that will require typing - we need the time to prepare it for printing. Typewritten copy is also fine. If we can be of any assistance in formatting material, we are happy to help.

Please submit articles to Robert G. Rose, Editor, at rrose@pitneyhardin.com, or send material to him at P.O. Box 1945, Morristown, NJ 07962. Material for scanning should be sent to Jean Walton at 125 Turtleback Road, Califon, NJ 07830. Images already scanned may be sent on disk or CD to the address above, or emailed as attachments to NJPostalHistory@aol.com.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose
at PO Box 1945

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

Alan Parsons - A CHALLENGE!



**EMPIRE STATE
POSTAL HISTORY
SOCIETY**

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January 30, 2003

New Jersey Postal History Society

Robert G. Rose

P.O. Box 1945

Morristown, NJ 07962

Dear Bob,

A Challenge!
Let's see what we can do!

LET'S DO IT AGAIN!!!

Please consider this the formal invitation (and challenge) to the New Jersey Postal History Society and its members to participate in a continuation of the multi-state postal history competition you successfully initiated at NOJEX 2002.

For Chapter Two, ESPHS will host at ROPEX 2003, June 20-22, in Webster, NY, a suburb of Rochester. ESPHS hopes it can do as well as NJPHS did at NOJEX, and is inviting at least two New England postal history societies (Vt. and Mass.) in addition to New Jersey and Pennsylvania.

As was the case at NOJEX, the host society will provide awards for the best multi-frame and single frame exhibits entered in the competition, and each participating society is encouraged to present its own awards. Any competition between societies will be for *bragging rights* only, without benefit of a scoring system.

Other activities planned for the members of the postal history societies participating at ROPEX include a dinner (dutch treat) at a local restaurant Friday evening and a seminar/discussion session on Sunday to exchange information and ideas and give further thought to the future of state postal history societies. Sound familiar? Imitation is the sincerest form of flattery!

We hope that New Jersey's postal historians will plan to exhibit at ROPEX in June as well as attend the show and participate in its activities. I am enclosing a copy of the ROPEX 2003 showcard. The exhibiting prospectus can be downloaded at <http://now.at/rpa/> or obtained by contacting Exhibits Chair Tom Fortunato by email at stampmf@frontier.net, phone (585)621-1670 or by mail at 42 Maynard St., Rochester, NY 14615.

Thank you for your hospitality at NOJEX last spring and for any help you can provide "Chapter Two" at ROPEX this spring. I'm hoping to see a good turnout of NJ postal history exhibitors both *in the frames* as well as *in person* at ROPEX 2003.

Philatelically yours,

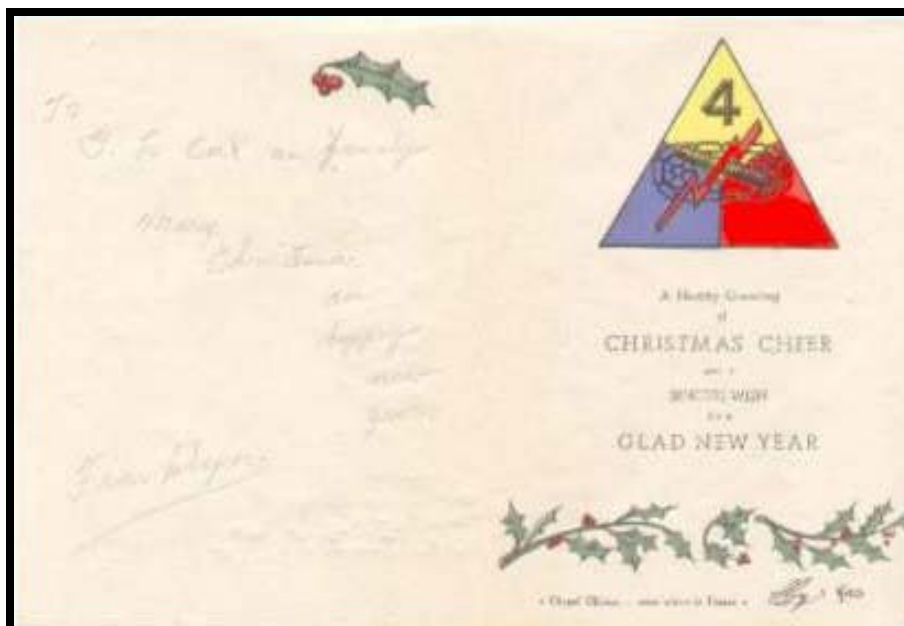
ARMY POST OFFICE # 254

By Jim Walker

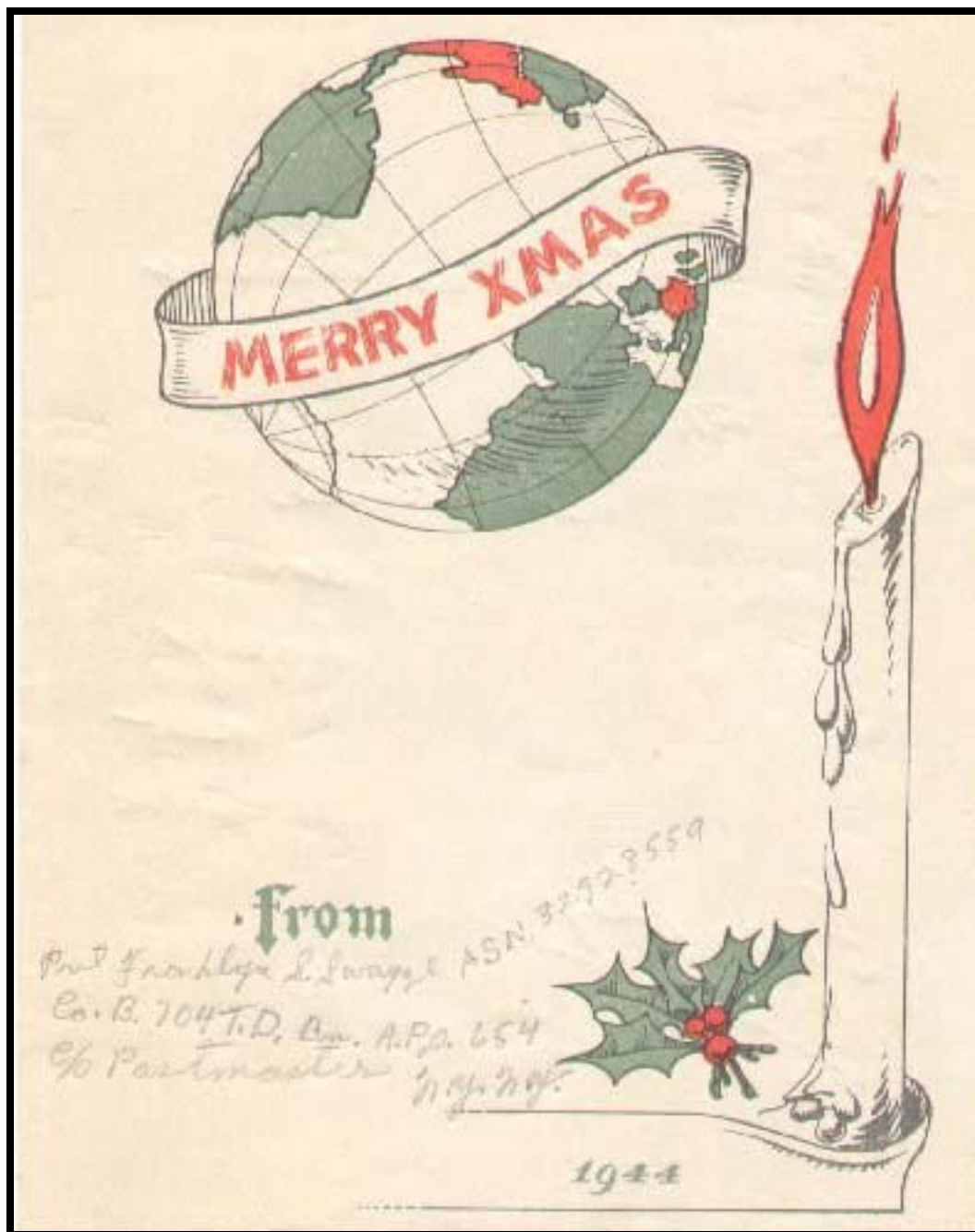
Private Franklyn Swayze of Company B 704 Tank Destroyer Battalion of the Fourth Armored Division somewhere in France sends Christmas Greetings in the form of a multicolor card to G. L. Cox Pottery, Hackettstown, N.J. The cover is backstamped Budd Lake, N.J., Jan. 6, 1945.



APO cover dated Dec 5, 1944, sent from France with US censor mar. The front of folded card is shown below.



The Budd Lake Pottery owned by G. L. Cox went out of business sometime in the mid-1950's. It was located on what is now Route 46 West. The card was supplied by the Division Chaplain Service and they also printed a newsletter for the troops. Private Swayze's unit would spend the holiday Season in Belgium, taking part in the U.S. Army's largest land battle of the European Front. I don't know what Swayze's connection was to the Cox pottery, maybe an employee before the War? No records can be found. Did he make it home?



Both this and the front of the card are accented in green and red ~ a nice Christmas greeting from the front.

**This cover appeared on the NJ Postal History Society website as our holiday greeting.*

THE HUNT FOR NEW JERSEY FLAG CANCELS ~ A SURVEY

By Charles Adrion



Flag cancels are a popular collecting interest in the United States, and in other countries as well. These cancels came into existence at the turn of the last century, and were around until the World War II era. They are easily recognized by a circular date stamp (dial) and a killer designed to look like a waving flag. The first U.S. flag cancels appeared in 1894, in Boston. These were followed by many more, so that eventually some 3000 towns in the United States had such cancels, with some additional known on RPO, naval, and street car cancels as well.

These flag cancels [with the exception of a few handstamps] were manufactured by the "American Postal Machine Company." They were in use from 1894 to 1940. The author of the *Standard Flag Cancel Encyclopedia** (Frederick Langford), the bible of flag cancel collecting, scrupulously researched government records for what post offices had the machines and many of his 'predicted' towns have been discovered over the past 25 years. A continuous survey of these cancels is sanctioned by the Machine Cancel Society, and new information is always welcome.

In New Jersey they were used in 115 towns with 166 collectable varieties. There are some scarce flag cancels from New Jersey and even 4 that are suspected to exist that have never been recorded. The New Jersey Postal Historical Society might be able to help ferret these out. The concept of the survey as a whole is to report how many of the 115 towns and 166 varieties you own. For all states there are over 6800 varieties known - so there is a lot of counting involved.

We will describe the various types of flag cancels that exist in New Jersey and invite members of the New Jersey Postal History Society to search their own material for new finds. If you would like to record your varieties as part of this survey, please contact me at cadrion@rochester.rr.com, or write me at Charlie Adrion, Box 10295, Rochester, NY 14610.

My own collection is intermediate, certainly not world-class, and I am always interested in adding to it. I collect on postcard and postal cards (my preference, although this is not the usual - most people prefer real covers, I don't). If I only have a cover or 2x4 cut piece, then I mark it with a pencil + mark. On the attached list, I have indicated which cancels I have by a √; if Society members have others they would like to sell, please feel free to contact me about them.

Here is a brief explanation of the Flag Cancel Encyclopedia entries and some example scans:

FCE Classification of Flag Cancels

Each catalog entry is formatted into seven columns. First is city name. Alphabetically, the first NJ city is Absecon.

Second is dial-style. In NJ this is either A, B, or D.

The A-style has year date at bottom horizontally like the Atlantic City cancel shown.

The B-style has State at bottom with the year split like Elizabeth "19 10."

The D-style is similar to A-style but the year is round at bottom, as in the Trenton cancel.



*Type A dial -
horizontal year date
at bottom*



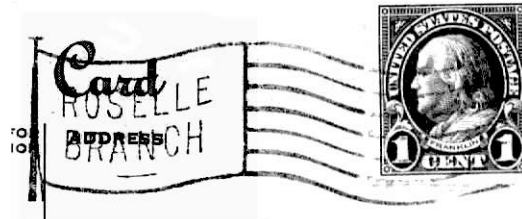
*Type B dial - year
date above state,
divided.*



*Type D dial - year
date at bottom is
curved.***



Flag style 14 ~ no text in flag



Flag style 38 ~ text in flag

Third is the flag style. In New Jersey this is either 14 or 38. Style 38 flags have text in the flag design - like Elizabeth, Roselle Branch.

Fourth is special characteristics. The (1) or (2) indicates that there is a number in the flag stripes - as in Ocean Grove (1). (Blank) means there is a blank space in the flag stripes where the number should be.

On style 38 entries, the text is noted. 'Diff. die' means that two different flags were used during some overlap of the years listed. 17-132 in the Arlington entry below relates to a special survey of flag cancel dies in use in 1917.

(LFHC) stands for 'long field hand cut'. These are distinctive handmade flag designs - there are only two from NJ - Hawthorne and Glen Rock.

Fifth and sixth are the earliest and latest known years - based on information available in 1975 when the catalog was written.

Seventh is a 'points' rating showing a measure of scarcity. It is useful but not entirely accurate. For example, Woodstown has a rating of 43, but no example has never been found.

* Langford, Frederick, *Standard Flag Cancel Encyclopedia*, 3rd Edition, 1974

** Illustration courtesy Matthew E. Liebson, editor of the Ohio State Postal History Journal and a collector of flag cancels.

THE HUNT FOR NEW JERSEY FLAG CANCELS ~ A SURVEY - Charles Adrion

CHECKLIST OF NEW JERSEY FLAG CANCELS

F. Langford STANDARD FLAG CANCEL ENCYCLOPEDIA, 3rd Ed., 1974

Bold = Scarce CAPS & bold = Never found

115 Towns 166 Varieties State Name invariably "N.J."

Dial style: A = year date at bottom, straight // B = divided date "19 08" //

D = date at bottom, curved

Flag style: 14 = no text in flag // 38 = text in flag; **Other:** (1) or (2) = number in flag stripes // (blank) indicates place for number, but no number present // (LFHC) = long field hand cut // 17- 1917 survey number

EP = Earliest Reported; **LP** = latest reported // Point value - rarity factor

+ & √ = My own holdings - always interested in buying those I need [C.A.]

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
√	Absecon	A	14		1927	1932	31
	(Ampere: See East Orange, Ampere Sta.)						
√	Arlington	B	14		1900	1913	7
√	Arlington	B	14	diff. die	1913	1917	9
√	Arlintgon	A	14	17-132	1917	1920	10
√	Asbury Park	B	14	(1)	1898	1900	20
	Atlantic City	B	14	(1)	1896	1898	14
√	Atlantic City	B	14	(1) diff. die	1898	1900	15
√	Atlantic City	B	14	(2)	1899	1902	10
√	Atlantic City	A	14		1914	1917	8
√	Avon by the Sea	A	14		1924	1927	63
	Beachhaven	A	14	17- 89	1927	1931	58
	Berlin	A	14		1928	1935	10
	Bernardsville	A	14		1924	1931	21
	BEVERLY	A	14		1925	1926	65
√	Blairstown	A	14		1927	1935	10
√	Boonton	A	14	17-133	1917	1925	13
	Boonton	A	14	diff. die 17-153	1922		70
+	Boonton	A	14	diff. die 17-184		1924	49
√	Boundbrook	A	14		1913	1921	12
√	Bradley Beach	A	14	17-166	1921	1925	32

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
√	Branchville	A	14		1932	1935	12
√	Bridgeton	A	14	17-134	1917	1920	9
√	Burlington	A	14	17-135	1917	1923	8
√	Caldwell	A	14		1925	1927	29
+	Camden	D	14	(1)		1896	28
	Camden	D	14	(1) diff. die (late Dec.)		1896	80
	Camden	B	14	(1)		1897	28
√	Camden	B	14	(1) diff. die		1897	50
√	Camden	B	14	(blank)	1897	1900	10
√	Camden	B	14	(blank) diff. die	1900	1906	2
√	Cape May	B	14		1911	1913	25
√	Cape May	B	14	diff. die	1913	1917	20
√	Cape May	A	14	17-136	1917	1922	20
	Cape May C.H.	A	14		1926	1928	53
	(Full name of above is Cape May Court House)						
	Carteret	A	14	17-161	1922	1925	30
√	Clayton	A	14		1926	1928	45
	Closter	A	14	17-145	1927	1928	47
	Collingwood	A	14	17-137	1917	1925	15
√	Coytesville	A	14	17-07	1928	1937	11
	Delanco	A	14		1931	1937	54
√	Dover	B	14	(1)	1902	1917	6
√	Dover	A	14	17-138	1917	1921	9
	East Orange	B	14		1899	1902	8
√	East Orange	A	14	17-139	1917	1919	9
√	East Orange	C	14		1927	1936	12
	Ampere Sta,						
	Egg Harbor City	A	14		1924	1926	33
√	Elizabeth	B	14	1899-1907	1910		2
	Elizabeth	B	14	(2)	1901	1902	30
√	Elizabeth	B	14	(blank)	1903	1910	1

Charles Adrion THE HUNT FOR NEW JERSEY FLAG CANCELS ~ A SURVEY

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
√	Elizabeth Station A	A	38		1917	1919	30
√	Elizabeth Roselle Branch	A	38		1920	1926	20
√	Elmer	A	14		1927	1935	11
√	Englewood	A	14	17-140	1917	1920	10
√	Fairview	A	14		1928	1931	23
√	Flemington	A	14		1924	1927	36
√	Freehold	A	14		1910	1922	14
	Glen Rock	A	14	(LFHC)	1928	1931	27
√	Gloucester City	A	14		1921	1927	25
	Grantwood	A	14		1926	1928	76
√	Hackensack	B	14		1900	1907	7
√	Hackensack	A	14		1914	1919	6
√	Hackettstown	A	14	17- 89	1921	1927	24
	Haddonfield	A	14		1924	1925	47
√	Hamburg	A	14		1929	1936	11
	Hammonton	A	14		1921	1924	20
	(Harrison: See Newark, Harrison Station)						
√	Hawthorne	A	14	(LFHC)	1928	1936	12
√	Helmetta	A	14		1931	1936	11
	Hoboken	A	14			1928	90
	(Above A-14 used at Hoboken Terminal R.P.O.)						
	Jersey City	B	14	(1)	1896	1897	28
√	Jersey City	B	14	(1) diff. die	1897	1900	8
√	Keyport	A	14	17- 53	1920	1926	25
+	Lakehurst	A	14	17- 08	1928	1932	40
√	Lambertville	A	14		1917	1926	15
	Lambertville	A	14	diff. die	1926	1928	32
√	Linden	A	14		1924	1926	30
	Little Ferry	A	14		1928	1935	17
√	Little Silver	A	14		1928	1935	11
√	Livingston	A	14		1932	1935	10
	Long Branch	B	14		1899	1904	8

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
	Long Branch	B	14	(1)	1904	1906	17
√	Long Branch	B	14	(blank)	1906	1910	5
√	Madison	A	14		1912	1913	25
√	Manasquan	A	14		1922	1929	31
√	Maplewood	A	14		1923	1926	30
	Mays Landing	A	14		1924	1925	70
√	Medford	A	14	17-211	1928	1935	11
√	Metuchen	A	14	17-211	1920	1925	21
√	Montclair	B	14		1907	1909	6
√	Moorestown	A	14		1913	1925	14
√	Mullica Hill	A	14		1934	1939	18
√	Neptune	A	14	17-187	1928	1929	65
√	Netcong	A	14	17-269	1931	1935	10
√	Newark Harrison Station	A	38		1917	1921	20
√	New Brunswick	B	14		1909	1913	4
	Newton	A	14		1910	1926	70
	NORTH BERGEN	A	14		1924	1925	70
√	Nutley	A	14		1921		70
	Oakland	A	14		1924	1925	90
√	Ocean City	A	14	17-141	1917	1922	18
√	1. Ocean Grove	B	14	(1)	1905	1906	32
√	2. Ocean Grove	B	14		1906	1906	80
√	(Above die was used only from Aug. 25 to Sep. 10, 1906, excluding Sundays; total, 14 days of postal use. Star 9 is high. This die used in Moscow ID 1906-1912.)						
√	3. Ocean Grove	B	14	diff.die	1906	1910	4
√	4. Ocean Grove	A	14	Used only	1909 & 1917		32
	(Above is a rough Flag die; only 1917 use seen, Aug, 7-18.)						
√	5. Ocean Grove	B	14	diff. die	1907	1910	4
√	6. Ocean Grove	A	14	diff. die	Sep. & later 1909		80
	(Above is a smooth Flag die, used in Milford, CT 1911-1919.)						
√	7. Ocean Grove	A	14	(1)	1911	1912	40

THE HUNT FOR NEW JERSEY FLAG CANCELS ~ A SURVEY - Charles Adrion

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
√	8. Ocean Grove	A	14	(1) diff. die	1911	1915	8
	(Last above Flag die used at Longview, Texas 1909-1911)						
√	9. Ocean Grove	A	14	diff. die	1916	1921	8
	(Above Ocean Grove points scores are for VF envelopes only. When on picture postcards, they are valued as follows: Nos. 1 And 4, 16 points; Nos. 2 and 6, 40 points; Nos. 3 and 5, 1 point; No. 7, 20 points; Nos. 8 and 9, 2 points.)						
√	Orange	B	14	(1)	1896	1900	7
	Orange	B	14		1900	1901	30
√	Orange	B	14	(blank)	1901	1904	10
√	Orange	B	14	diff. die	1904	1905	10
√	Orange	B	14	(blank)	1910		25
				diff. die			
	Palisade	A	14	17-07	1926	1927	70
√	Palmyra	A	14	17-248	1922	1927	21
+	Park Ridge	A	14		1927	1929	41
√	Passaic	B	14	(1)	1899	1903	6
√	Passaic	B	14		1903	1911	1
√	Passaic	B	14	diff. die	1909	1911	14
√	Paterson	B	14	(1)	1897	1899	18
√	Paterson	B	14	(1) diff. die	1899	1900	13
√	Paulsboro	A	14	17-211	1925	1928	26
	Penns Grove	A	14	17-142	1917	1925	12
	Penns Grove	A	14	diff. die	1925	1927	25
				17-50			
√	Phillipsburg	B	14		1911	1917	3
√	Phillipsburg	A	14	17-143	1917	1922	7
√	Plainfield	B	14		1900	1910	2
√	Pleasantville	A	14	17-192	1921	1925	22
√	Point Pleasant	A	14	17-138	1921	1928	31
√	Rahway	B	14		1900	1910	5
	Ridgefield	A	14		1928	1931	21
√	Ridgefield Park	A	14		1921	1925	22
√	Ridgewood	A	14		1913	1922	11

	Town Cancel	Dial style	Flag style	Other & 1917 survey #	ER	LP	Point value [1-100]
√	Riverside	A	14		1914	1926	15
√	Rockaway	A	14		1924	1928	27
	(Roselle: See Elizabeth, Roselle Branch)						
√	Salem	B	14			1908	22
√	Salem	A	14		1909	1925	8
√	Somers Point	A	14		1927	1937	10
√	Somerville	A	14	17-144	1917	1921	13
√	South Orange	B	14	(1)	1902	1913	8
√	South Orange	A	14		1913	1923	9
	South River	A	14		1925	1927	3
√	Spring Lake Beach	A	14	17-45	1922	1925	63
√	Stoneharbor	A	14		1930	1937	12
√	Summit	A	14	17-145	1917	1919	13
	Swedesboro	A	14		1927	1929	38
√	Trenton	D	14	(1)	1895	1896	18
√	Trenton	B	14	(1)	1897	1898	13
√	Trenton	B	14	(1)	1898	1901	8
√	Trenton	B	14	(1) diff. die	1901	1902	20
√	Trenton	B	14	(blank)	1901	1902	28
√	Tuckerton	A	14		1932	1935	10
√	Vauxhall	A	14	(blank)	1931	1935	10
√	Ventnor	A	14	17-190	1922	1931	17
√	Vineland	A	14		1909	1910	25
√	Washington	B	14		1909	1917	14
√	Washington	A	14	17-146	1917	1922	20
√	Westfield	A	14	17-147	1917	1923	8
√	West New York	A	14	17-148	1917	1919	22
+	Westville	A	14		1930	1935	10
√	Westwood	A	14		1921	1925	26
√	Wildwood	A	14	17-149	1917	1920	18
√	Woodbury	A	14		1908	1923	11
	WOODRIDGE	A	14		1931	1932	75
	WOODSTOWN	A	14		1925	1935	43

NEW JERSEY PRIVATE EXPRESS COMPANIES:

Interim Research Project Report and Request for Help

By Bruce H. Mosher

An extensive list of the private express companies that operated in New Jersey has been started and is being generated in report format for future publication in the NJPH. This list starts with express companies that went into business in New Jersey in the 1840's and includes those that operated in New Jersey at anytime up until 1918. A preliminary table of 55 confirmed companies that had at least one express agency located in New Jersey is documented in the accompanying table. The final express report will contain a significant update to this early compilation.

When completed, this express report will discuss all the private companies that are known to have provided express service in one or more New Jersey town before 1918. Historical items (see the subsequent definitions and explanations) that confirm New Jersey connections of private express companies will be cited and quoted or illustrated whenever practical.

This express company report will identify the operating (i.e., "Ops" in the accompanying table) years of each company, as best understood from studying pertinent references. Unknown, or uncertain, operating years will be shown with question marks. Each cited express company's business-presence in New Jersey will be ascertained through specific references to historical materials that are among the following types:

Town Labels [See Fig. 1] Many express companies issued adhesive labels to facilitate normal business operations. These labels contain the express company's business name, and sometimes contain their agency office address and/or the towns serviced by this particular business. Express companies that issued labels with New Jersey towns printed on them are identified in the table. NOTE: The final report will also identify covers with New Jersey express handstamps.

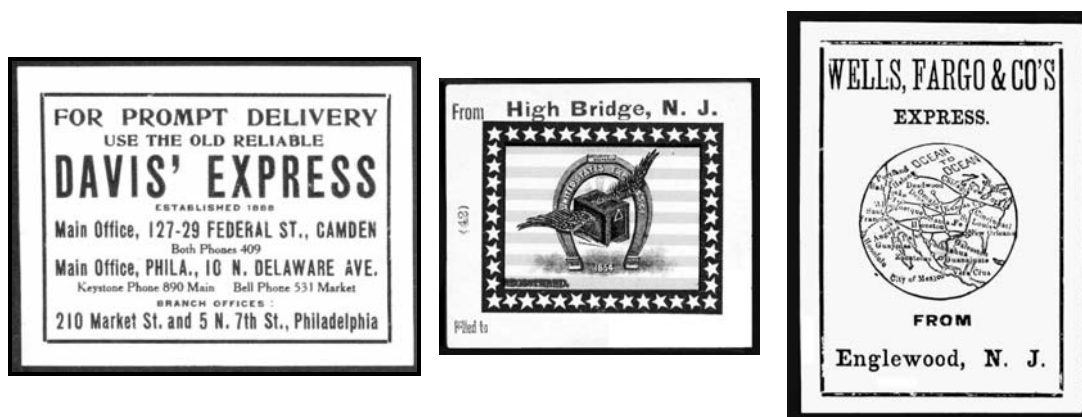


Fig. 1: Typical express labels that exhibit New Jersey town names

Express Covers [See Fig. 2] Money packages, C.O.D envelopes and express-business mail covers were widely used during each express company's business tenure. A few of these envelopes and covers have survived the years. The express companies whose stationery shows evidence of New Jersey usage are included in the table. NOTE: The final report will also identify New Jersey express covers that carry cameo corner cards.



Fig.2: Folded letter that was carried from Somerville (red town label) to Philadelphia by the Hope's Express in August 1852.

Express Receipts [See Fig. 3 below] Express companies regularly issued shipping receipts for express goods that were consigned for transport and delivery. Expresses also generated accounting receipts for payments of express fees. Some of these documents are currently known and express companies whose receipt documents have New Jersey towns on them are shown in the table.

Railroad Contracts Many large and small express companies negotiated contracts with individual railroads to transport their express goods between towns on the railroads' routes. Known expresses that executed contracts with railroads operating in New Jersey are shown on the table.

Contemporary Advertisements [See Fig. 4 below] Express companies sporadically commissioned magazine, newspaper or agent reference-book advertisements. A few of these companies also issued small trade cards that probably were hand-distributed by the hundreds. Several contemporary examples of such advertisements have been located and express companies mentioned in such ads with agencies located in New Jersey are shown in the table.

Camden & Atlantic Railroad Company's Express, EXPRESS FORWARDERS.
 \$13.00
 Received from *E. Somers*
Frederick Morris B. Co.

NEW JERSEY EXPRESS COMPANY, EXPRESS FORWARDERS.
 No. 1. [DOMESTIC BILL OF LADING.] Newark, N. J., March 8 1883
RECEIVED of *Bolles Bros*
One Case Books Value *5*
For which this Company charges
Marked Thos. J. Ingraham La. Ports Pa
Via Dushorn Sullivan Co - charges paid in advance

Which it is mutually agreed to be forwarded to our Agency nearest or most convenient to destination only, not here delivered to other parties to complete the transportation.
It is part of the consideration of this contract, and it is agreed, that the said Express Company are Forwarders only, and are not to be held liable or responsible for any loss or damage to said property while being conveyed by the Carriers to whom the same may be by said Express Company intrusted, or arising from the dangers of Railroads, Ocean or River Navigation, Steam, Fire in Stores, Depots, or in Transit, Leakage, Breakage, or from any cause whatever, unless, in every case, the same be proved to have occurred from the fraud or gross negligence of said Express Company or their servants; nor, in any event, shall the holder hereof demand beyond the sum of Fifty Dollars, at which the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially insured by them, and so specified in this receipt, which insurance shall constitute the limit of the liability of the New Jersey Express Company. And if the same is intrusted or delivered to any other Express Company or Agent (which said New Jersey Express Company are hereby authorized to do), such Company or person so selected shall be regarded exclusively as the agent of the shipper or owner, and as such alone liable, and the New Jersey Express Company shall not be, in any event, responsible for the negligence or non-performance of any such Company or person, and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained, shall extend to and inure to the benefit of each and every Company or person, to whom the New Jersey Express Company may intrust or deliver the above-described property for transportation, and shall define and limit the liability thereof of such other Company or person. In no event shall the New Jersey Express Company be liable for any loss or damage, unless the claim therefor shall be presented to them in writing at this office, within thirty days after this date, in a statement to which this receipt shall be annexed. All articles of Glass or contained in Glass, or any of a fragile nature, will be taken at Shipper's risk only, and the shipper agrees that the Company shall not be held responsible for any injury by breakage, and for damage to goods not properly packed and secured for transportation. It is further agreed, that said Company shall not, in any event, be liable for any loss, damage, or detention caused by the acts of God, Civil or Military Authority, or by Rebellion, Piracy, Insurrection, or War, or by dangers incident to a time of war, or by any riotous or armed assemblage. If any sum of money, besides the charges for transportation, is to be collected from the consignee on delivery of the above-described property, and the same is not paid within thirty days from the date hereof, the shipper agrees that the expiration of time at the expiration of that time, subject to the conditions of this receipt, and that he will pay the charges for transportation both ways, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of a warehouseman only.
 Freight *1003*
 For the Company, *Hampden*
 Berlin & Jones Exchange Co., N. Y.

Fig. 3: Examples of express receipts from New Jersey express companies.

Literature References Several old periodicals, some daily/weekly newspapers, a few transportation books and many large-city business directories, all contain information about some specific expresses. There are also some twentieth century history books that provide information about specific expresses. The express companies that appear in such documentation with explanations that they operated in New Jersey are shown in the table.

The checked items in the table below indicate that I have (or have knowledge of) at least one example. I would certainly appreciate clear photocopies from reader's collections of any and all New Jersey express material, such as described above, that could be used in this research project, whether or not I show a checkmark. Received information about New Jersey expresses will be published in the forthcoming NJPH article about these businesses.

There are also a lot of old city business directories in public libraries waiting to be 'mined' for names of companies that performed express services in New Jersey towns. A few of these business directories may even contain express company advertisements. Business directories from Camden, Jersey City, Hoboken, Paterson, Elizabeth, Trenton and New York City immediately come to mind as fruitful research areas. Any reader that has access to one of these libraries and would like to help in researching New Jersey private expresses should contact me at P.O. Box 033236, Indialantic, FL 32903; or call me at 321-723-7886; or send an email message to bhmexp@digital.net. I can quickly provide you with instructions for efficiently conducting express research in New Jersey libraries. Your help will be very much appreciated; I thank you in advance.

NEW JERSEY PRIVATE EXPRESS COMPANIES - Bruce Mosher

<u>PRIVATE EXPRESS COMPANIES THAT OPERATED IN NEW JERSEY</u>							
<u>Company Name</u>	<u>Express Ops Years</u>	<u>Town Labels</u>	<u>Express Covers</u>	<u>Express Receipts</u>	<u>Contract with RR</u>	<u>Contemp Advert.</u>	<u>Lit. Ref.</u>
Adams & Co.	1842-54	×	--	×	??	--	×
Adams Express Co.	1854-1918	×	×	×	×	--	×
C. Adams's Express	ca. 1851	--	--	--	--	×	--
American Express Co.	1850-1918	--	--	--	×	--	×
Baldwin's Express	1848-51?	×	×	--	×	×	--
Blood's Camden Express	ca. 1850	--	--	--	--	×	--
Bree's Express	1855-68?	--*	--	×	×	--	×
Brittin's Express	1848-??	×	×	--	--	--	--
Buck's Express	1861-62?	×	×	--	--	--	×
Camden & Atlantic Express Co.	1870-96	--	--	×	×	--	×
Central Express	1858-87?	×	--	×	×	--	×
Crane's Express	???	×	--	--	--	--	--
Davis' Express	1888-??	×	--	--	--	--	--
Day's Express	ca. 1851	--	×	--	--	--	×
Delaware, Lackawanna & Western Express	1874-86	×	--	×	×	--	×
Denning's Baggage Express	ca. 1870?	--	--	--	×	×	--
Dodd & Childs Express Co.	ca. 1894-1910	--	--	--	??	×	--
Dodds Express	ca. 1869	×	×	--	--	--	×
Dunlop's Express Co.	1874-19??	--	--	--	--	×	--
Feary & Co.'s Mustang Express	1887	--	×	--	--	--	×
Hardys' Express Co.	???	×	--	--	--	--	--
Hay's Express	ca. 1851	--	--	--	--	×	--
Hierspiel's Express Co.	???	×	--	--	--	--	--
Hope Express Co.	1855-??	×	×	×	×	--	×
Howard Express Co.	1854-68	--	×	×	×	--	×
Jersey City, Hoboken & New York Express	ca. 1881	--	--	--	--	×	--
Leurs' Express	???	×	--	--	--	--	--
Mills' Express	ca. 1848	×	×	--	--	--	--
Moore's Express	ca. 1849	×	×	--	--	--	--
National Express Co.	1853-1918	--	--	--	×	--	×
Newark & N.Y.R.R. Exp. Co.	ca. 1909	--	--	--	×	×	--
New Express Co.	1886-1907	--	--	--	??	×	--
New Jersey Express Co.	1854-88?	×	×	×	×	×	×
New York & Boston Express	1870-72	×	--	--	??	--	--
New York, Vineland and Southern Express Co.	???	×	--	--	--	--	--
Northern Railroad Express	???	--	--	--	×	--	--

PRIVATE EXPRESS COMPANIES THAT OPERATED IN NEW JERSEY							
<u>Company Name</u>	<u>Express Ops Years</u>	<u>Town Labels</u>	<u>Express Covers</u>	<u>Express Receipts</u>	<u>Contract with RR</u>	<u>Contemp Advert.</u>	<u>Lit. Ref.</u>
Ogden's Express Co.	1855-??	×	--	--	--	--	--
People's Express	???	×	--	--	--	--	--
Philadelphia & Atlantic City Express Co	ca. 1883						
Philadelphia & Reading Railroad Express	ca. 1880's	--	--	--	×	--	×
Philadelphia Local Express Co.	???	×	×	--	--	--	×
Phillips' Express Co.	???	--	--	--	--	×	--
Raab's Express Co.	???	×	--	--	--	--	--
Raritan & Delaware Exp. Co.	ca. 1869	--	--	--	×	--	×
Scott's Express	???	×	--	--	--	--	--
Snowden's Express	???	×	--	--	--	--	--
Snow's Express	1856	--	--	--	--	--	×
Tindall's Express	ca. 1910	--	--	--	--	--	×
Trader's Express	???	×	--	--	--	--	--
United States Express Co.	1854-1914	×	--	×	×	--	×
Van Riper's Express	???	×	--	--	--	--	--
Wells, Fargo & Co.	1852-1918	×	--	--	×	--	--
West Jersey Express Co.	1864-1908?	--	--	×	×	--	×
White's Express	1850-1911?	--	×	--	--	×	×
Williamstown & Delaware River Express Co.	ca. 1887	--	--	--	×	--	×

* Label exists, but it shows a specific New Jersey railroad company.
ca. = circa

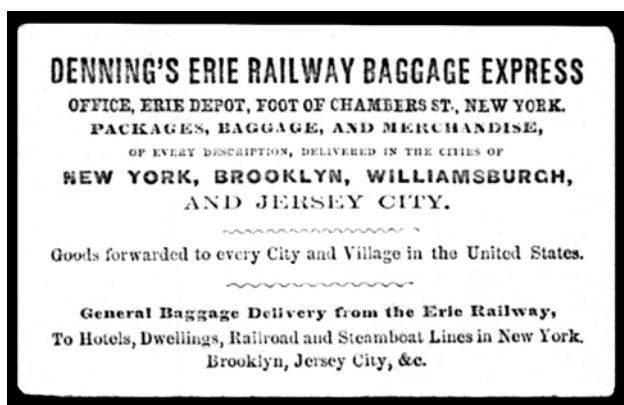


Fig. 4: Contemporary advertising cards, sometimes called Trade Cards. The Erie Railway operated from 1861 to 1878 (Denning's Baggage Express card). The Stanton's Express card was printed in 1881.

5¢ RED ERROR CENSUS - SURVEY OF NEW JERSEY COVERS

By Doug D'Avino



5¢ Red Error

Editor's Note: The 5 Cent Error is the only error of its kind found on United States postage stamps. The Error was created on plate 7942 during the production of the 400 subject flat plate for the 2 Cent stamp. The impressions for stamps at positions no. 74 and no. 84 in the upper left pane of 100 and the impression at no. 18 in the lower right pane were found to have been defectively laid down by the transfer die on the printing plate. The three defective impressions were burnished out of the printing plate. By mistake, fresh entries at each of the three positions were made with a 5-cent transfer roll instead of the 2-cent roll, creating the so-called "single" and "double errors" on the printing plate.

The stamps were bundled for distribution in April, 1917. Some 150,000 copies of the error were contained among the 19,850,000 stamps which were distributed. Shortly afterwards the error was discovered. The Post Office Department on May 2, 1917 directed postmasters to return the "misprinted two cent stamp." However, a large number of errors, primarily the perf. 11 variety, had already been sold. By October, 1917, the Post Office Department reported that 17,283 of the errors had been returned to Washington for redemption and destruction. Usages on cover that are not philatelic in nature are scarce.

The United States Stamp Society (formerly the Bureau Issues Association) is preparing a census of the 5 Cent Red Error (Scott numbers 467 - perf. 10; 485 - imperforate; 505 - perf. 11). The census will update the count which was last undertaken by the BIA in the mid-1980's. Illustrated below are the handful of 5 Cent Red Error covers used from New Jersey.

Please send scans (.jpg image) of any 5 Cent Red Errors with New Jersey usages and any applicable description to Doug D'Avino at davino@navmar.com. If you have no email access, send any information to Jean Walton, 125 Turtleback Rd., Califon, NJ 07830 for forwarding.



Two New Jersey covers with 5 cent error #505 [perf 11] - Lot # 1295 & 1296 in the Siegel Brad Arch Sale #825.

Another Siegel
Sale item,
#834, Lot 609

5¢ Rose
error #505. A
forwarded
cover used on
2¢ envelope,
tied by
"Decorah N.J.
Apr. 10 8 PM"
duplex over
Hackensack
N.J. machine
cancel (same
date) to
Bogota N.J.,
for-warded to
Akron O.



This cover appeared
in Siegel sale #835,
lot #457.

It is a 5¢ carmine,
error #467 - perf 10.
Single error in block
of six, tied by
"Bergenfield N.J.
Dec. 31, 1918" duplex
on a cover addressed
locally.

5¢ rose error #505, perf 11,
to-gether with five #499s,
forming a block of six tied to
March 8, 1920 Montclair, NJ
cover used locally. The BIA
lists only 3 blocks of 6 usages.



NEW JERSEY POSTAL HISTORY on eBay AUCTION - Jan. 19-20, 2003

By Arne Englund

On Jan. 19th and 20th, I conducted a second auction on eBay, the online auction site, for the benefit of our membership. There were 49 lots listed under "Postal History" using the seller ID "NJPHS." Of these, 33 sold with several being lots which had not sold in the last auction. There were 16 lots which either did not meet the reserve or which got no bids. Of these, 5 were relistings from the last sale. The majority of the items which sold received more than one bid. Sales from the first auction were about 75%; for this auction, about 66% of the items sold. This is still well above the reported eBay average of 40%.

Again, there was a nice range of material. There were stampless covers, #11's and #26's, a Morris & Essex R.R. cover, a Patriotic cover, a number of lots from the towns of Madison and New Brunswick, several lots of Doanes, several lots of DPO's, a few advertising covers, a fancy cancel, and several lots grouped by issue, county, or section of the state.

The "star attraction" in the sale was an 1814 Soldier's Letter carried outside the mails from Sandy Hook to Bottle Hill (Madison). This item received 14 bids from 7 different bidders, and went for over \$160.00. The letter represents an item with "crossover" appeal, as the high bidder bought it for its War of 1812 content. It is a very interesting item which is detailed in a separate article in this issue (see p. 25). An 1830 Princeton SFL describing a student's journey from Pennsylvania back to school, much of it on foot, is another example of a lot whose content attracted attention. The American Stampless Cover Catalogue gives a price of \$15.00 for a ca. 1830 Princeton with high "N" cancel. The student's letter went for \$64.00. Princeton material, in general, seems to do well.

A banknote era Princeton cover with a Museum of Geology corner card, and a nice bold blue NYC "Deficiency in Address" auxiliary cancel brought \$47.50. Of the advertising covers, a Salem, N.J. horse farm ad cover with letter pertaining to horse breeding went for \$19.00, while an 1894 Madison coal dealer's ad cover brought \$20.50.

Two #11 covers did well. One with a Morris & Essex R.R. cancel which had a small hole at the bottom of the front still brought \$28.00. An Orange, N.J. cancel on #11 with a letter describing an incident of a horse and carriage running off a bridge over the Passaic River ended at over \$18.00.

There were a number of Madison items. A nice Civil War Patriotic cancelled Madison went for \$50.00, and an 1885 Madison fancy Rosette cancel on postal card brought \$25.00. A lot containing four Madison SFL's was sold for almost \$34.00.

There were also buyers for more modern items and for "auxiliary" items. Of the New Brunswick lots that were included, a group of 1940's to 1980's New Brunswick covers found a buyer at \$10.00; a cover with 3 copies of the 5¢ 1927 Huguenot-Walloon cancelled New Brunswick received a couple of bids and went for \$11.50; and a 1906 postcard cancelled Shanghai, U.S. Sta., and sent to New Brunswick brought its \$10.00 minimum. A lot of 10 large

Registered Package envelopes from Flemington to Rosemont, N.J. went for \$10.00, and a group of 20 Registry Receipts from Locktown, N.J. brought \$10.50.

There were repeat high bidders, and of course, some new buyers. It was nice to see that several of the lots went to NJPHS members.

We would like to have another auction in a few months. We will, however, need more material. Even if you only have a few things to consign, that is fine. Again, I can only handle about 50 lots per auction. Needless to say, condition and scarcity will attract more bidders. Most NJ postal history on eBay seems to be from the very late 19th century and first half of the 20th century, and/or from larger towns, the majority of it bringing less than \$10. A lot of the same type of material seems to crop up again and again. For those who are unfamiliar with eBay, or have questions, please refer to the eBay site, or refer to the articles that have appeared in the previous 3 issues of the journal. Also, feel free to contact me via e-mail at: alenglund@aol.com or by regular mail at:

Arne Englund
P.O. Box 57
Port Murray, NJ 07865

Material may be sent to me at the above address. Please try to consign lots with a minimum bid or reserve of at least \$9.95 - similar items that would only sell for a few dollars grouped into one lot are fine. Also, please remember to include a check to cover the listing fee for each lot, and return postage for any unsold lots. Listing fee for items under \$10.00 is 30¢ per lot; under 25.00 is 55¢ per lot, etc. Reserve lot fees are more. See the eBay website or the July NJPH for a more complete outline of the fees.

The following chart shows the various details related to each item listed in this past auction - description, item number (those interested in searching will still be able to pull up the completed items pages by going to the search and typing in the item number), starting price, ending price, number of bids, and number of bidders. We've also included the number of "hits" or viewings that each item received. We thought that this might be helpful in determining the relative popularity of different categories of material.

Again, many thanks to all who participated in the January NJPHS eBay auction.



Again, our thanks to Arne for running this auction and taking care of all the details. It is no easy task, and we appreciate all he has done.

It should also be mentioned that one of our members donated material to be listed, with the full amount of the winning bid [except for the small amount that goes to Arne] to be donated to the Society. We are very grateful for his contribution.

JANUARY AUCTION ON EBAY Arne Englund

ITEMS THAT SOLD IN LATEST EBAY AUCTION							
Ebay Item #	Title	High Bidder	Starting price	Reserve ?	Ending Price	# of bidders/bids	# of hits
3305353044	NJ - PRINCETON, N.J., 1849 STAMPLESS SFL	normsuwal@aol.com	\$9.99	Yes	\$35.00 Reserve met	2/2	30
3305590090	New Jersey - 4 MADISON, NJ Banknote Covers	stuens	\$2.50	Yes	\$8.50 Reserve met	2/2	33
3305414356	NEW JERSEY - Orange, NJ 1854 #11 Great Letter	meg.tharp@worldnet.att.net	\$11.99	no	\$18.27	2/2	36
3305576610	NJ - Dennisville 1862 ms. Smiths Landing 1892	ed317	\$15.00	No	\$15.00	1/1	19
3305588973	NJ - Four MADISON Stampless Covers SFL 1848	intrepid09	\$4.99	Yes	\$33.88 Reserve met	5/8	62
3305360181	NJ - Star Cancels Lot of 4 #114 thru 1935	justrains	\$12.00	no	\$12.00	1/1	n/a
3305410490	NJ DPO's - N. Branch Depot, Hanover, Port Mor	parcards	\$9.99	no	\$10.49	2/2	23
3305589173	New Jersey - MADISON, NJ Lot of 3 #'s 65 & 94	steveclark@erols.com	\$2.50	Yes	\$5.00 Reserve met	1/1	31
3305355954	NJ - BRIDGETON, N.J. DC 1835 Stampless SFL	bauml@cpis.net	\$3.00	Yes	\$20.00 Reserve met	2/2	n/a
3305588513	NJ - War of 1812 Soldier's Letter BOTTLE HILL	daphar	\$24.99	Yes	\$162.50 Reserve met	7/14	118
3305411542	NJ RAILROAD - Morris & Essex RR 1850's #11	robroy4	\$12.99	No	\$28.00	4/4	66
3305413178	NEW JERSEY Stampless - MORRISTOWN NJ 1828 SFL	timesurfer-lv	\$12.99	No	\$12.99	1/1	31
3305412309	NEW JERSEY - Pennington Seminary 1883 NJ Cove	jwalk5	\$9.99	No	\$9.99	1/1	27
3305588264	NJ - Two BOONTON Stampless Covers SFL 1849	quirqus	\$4.99	Yes	\$46.67 Reserve met	4/7	60
3305412755	NJ STAMPLESS - Princeton 1830 Student Letter	natchez7	\$14.99	No	\$64.02	4/4	51
3305574413	NJ DOANES - Lot of 4 1905-9 inc. EKU & DPO's	aavalon33	\$15.00	No	\$15.00	1/2	33
3305589661	NJ - MADISON, NJ Civil War Patriotic #65	finn_finn	\$24.99	Yes	\$49.99 Reserve met	1/5	65
3305414745	NJ STAMPLESS - New Brunswick 1814 SFL	oldbookshopnj	\$12.99	No	\$21.16	2/2	n/a
3305589849	New Jersey - MADISON, NJ Coal Ad Cover 1894	ignatzs	\$4.99	Yes	\$20.51	3/4	58
3306044890	NJ - New Brunswick 3x#616 1927 5c Hugenot-Wal	lrmare@cs.com	\$9.99	No	\$11.50	2/2	27

Arne England JANUARY AUCTION ON EBAY

ITEMS THAT SOLD IN LATEST EBAY AUCTION							
Ebay Item #	Title	High Bidder	Starting price	Reserve ?	Ending Price	# of bidders/ bids	# of hits
3306180368	NJ - Illus. Horse Ad Cover w/Letter Salem1887	n2svp	\$9.99	No	\$19.39	3/4	n/a
3306045510	ROSEMONT, NJ 1903 Registered Packs. Lot of 10	ssjbc	\$9.99	No	\$9.99	1/1	37
3306187484	NJ - Lot of 27 Mostly 19th Cent. Covers	Aavalon33	\$9.99	No	\$21.50	4/5	73
3306188228	NJ - Lot of 18 New Brunswick Covers 19th Cent	wmilli6153	\$9.99	No	\$14.28	2/4	58
3306046304	NEW JERSEY - Lot of 5 #114 3c 1869 Covers	russell.silverstein-eds@eds.com	\$9.99	No	\$15.28	4/4	63
3306049565	NEW JERSEY TOWNS - Lot of 6 #65 Covers 1860's	knowman	\$9.99	No	\$13.08	2/2	70
3306047006	PRINCETON, NJ - Museum cc "Deficiency" hs c18	normsuwal@aol.com	\$9.99	No	\$47.51	3/6	46
3306159169	NEW JERSEY DOANE CANCELS - Lot of 9 NJ	mulberry_postcards	\$9.99	No	\$15.51	2/5	n/a
3306175232	NEW BRUNSWICK, NJ - Lot of 23 Covers	lbb926	\$9.99	No	\$9.99	1/1	n/a
3306137438	LOCKTOWN, NJ - Lot of 20 Reg. Receipts 1886-9	Ocl	\$9.99	No	\$10.49	2/2	21
3306161795	NEW JERSEY - #26 3c 1857 Lot of 5 NJ	bauml@cpis.net	\$9.99	No	\$13.28	2/2	55
3306168110	NJ - Monmouth Co. #65 Lot of 6 Perrineville	Bmcollector	\$9.99	No	\$9.99	1/1	46
3306164822	NJ - Shanghai U.S. Sta. to New Brunswick 1906	tttbid	\$9.99	No	\$9.99	1/1	n/a
n/a - some items had no counter, so no figure is given; these are marked n/a.							

Compare the above lots which did sell, to those below, which did not, to get a better idea of what does well, and what seems to draw fewer bids.

ITEMS THAT DID NOT SELL IN LATEST EBAY AUCTION							
Ebay Item #	Title	High Bidder	Starting price	Reserve?	Ending Price	# of bidders/ bids	# of hits
3305362603	NJ Towns - Harding Mem. #610 Lot of 6	No Bids	\$9.99	No	Did not sell	0	19
3305350046	STAMPLESS LETTER - BURLINGTON, NJ JUL 18 1844	No Bids	\$12.99	No	Did not sell	0	27
3305589330	NJ - 3 Drew Theological Seminary Covers #158	No Bids	\$4.99	Yes	Did not sell	0	17

JANUARY AUCTION ON EBAY Arne Englund

ITEMS THAT DID NOT SELL IN LATEST EBAY AUCTION							
Ebay Item #	Title	High Bidder	Starting price	Reserve ?	Ending Price	# of bidders/ bids	# of hits
3305352048	NJ - SHREWSBURY, N.J. 1848 STAMPLESS SFL	michael.marino@alumni.monmouth.edu	\$9.99	Yes	\$9.99 Reserve not met	1/1	n/a
3305354679	MIDDLETOWN POINT, MONMOUTH CO., NJ 1848 SFL	illuscoverman	\$9.99	Yes	\$20.50 Reserve not met	3/3	n/a
3305589485	NJ - MADISON, NJ Fancy Rosette Cancel 1885	stampbb	\$24.99	Yes	\$24.99 Reserve not met	1/1	35
3305356728	NJ - MADISON, N.J., 1847 STAMPLESS SFL	bjm9450	\$5.99	Yes	\$5.99 Reserve not met	1/1	30
3305590574	NJ - Madison, NJ on Postcards 1908-12	No Bids	\$4.99	Yes	Did not sell	0	32
3305415066	NJ DPO's - Lot of 5 1907-19 New Jersey	No Bids	\$15.00	No	Did not sell	0	22
3305590429	NJ - Madison, NJ Stamp Dealer's cc 1922	No Bids	\$4.99	Yes	Did not sell	0	26
3305358798	NJ - Woodglen, N.J. 1906 3/2 Doane DPO	No Bids	\$9.99	No	Did not sell	0	24
3306182998	NEW JERSEY - Lot of 5 19th Cent. South NJ Cov	No Bids	\$9.99	No	Did not sell	0	44
3306143281	New Jersey DPO's Lot of 7	No Bids	\$9.99	No	Did not sell	0	37
3306127726	NEW BRUNSWICK, NJ - Lot of 14 Machine Cancels	No Bids	\$14.99	No	Did not sell	0	28
3306170530	NJ - Cumberland Co. Lot of 6 New Jersey	No Bids	\$9.99	No	Did not sell	0	n/a
3306047773	PLAINFIELD, NJ - #216 to England 1889	No Bids	\$9.99	No	Did not sell	0	27



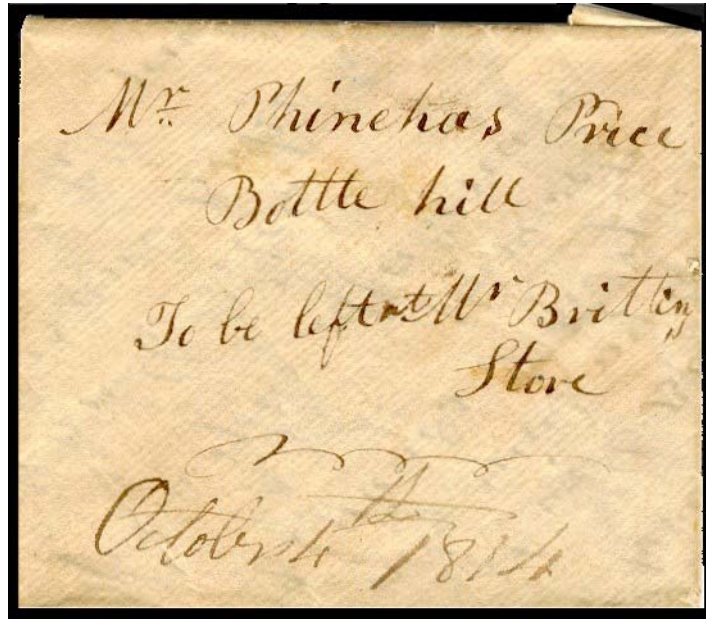
See anything you might have liked? Next time go bid! It is fun and easy, and you might get lucky. [If you wish an e-mail reminder of these auctions on eBay, be sure you have sent us your email address. Send it to NJPostalHistory@aol.com or Alenglund@aol.com.]

Also remember to visit our website. Just search for New Jersey Postal History Society or even NJPHS in most search engines [or go to <http://members.aol.com/njpostalhistory/phsindex.htm>]. The site provides handy links to APS, the APRL journal search, upcoming shows, and Ebay auctions when they are running. Should you wish something else added, just let us know at NJPostalHistory@aol.com.

1814 Soldier's Letter to Bottle Hill (Madison), N.J.

By Arne Englund

The NJPHS eBay auction of Jan. 19-20 included a War of 1812 letter which is very interesting both in content and in destination. The letter, datelined "Blockhouse Sandy Hook October 4th 1814," was sent to "Mr. Phineas Price/Bottle Hill/To be left at Mr. Brittins/Store." The writer of the letter, John C. Price, was in the N.J. militia. His letter gives some revealing insights into camp life at Sandy Hook during the War of 1812.



Letter sent during the War of 1812 from John Price, stationed at Sandy Hook, NJ to his parents in Bottle Hill (Madison), NJ.

The high bidder on the letter, David Harris, collects documents and other material related to the War of 1812, and is particularly interested in letters showing how "common" soldiers/sailors and civilians reacted to this war. He was, therefore, delighted with the letter because of the nature of the content, and said that while having accumulated a pretty extensive library of War of 1812 materials, he has very little related to New Jersey's role or activities.

Amazingly, in e-mailing back and forth, we've been able to very quickly piece together much of the background information on various aspects of the letter. Dave started by contacting the reference librarian at the Madison, N.J. Public Library, who kindly and speedily sent him information on the traditions surrounding the name Bottle Hill, as well as the information that "Mr. (Abraham) Brittin" was appointed first postmaster at Bottle Hill in 1812 when the P.O. opened. We then found a wellspring of related information in Munsell's 1882 *History of Morris County*, which contains 2 full pages on the county's role in the war including lists of officers and men. Dave, who lives out of state, found Munsell's coverage to be "splendidly thorough."

Arne England: 1814 SOLDIER'S LETTER TO BOTTLE HILL [MADISON], N.J.

First, let's look at the letter itself:

Addressed to: Mr Phinehas Price
Bottle Hill
To be left at Mr Brittins
Store

October 4th 1814

Blockhouse Sandy Hook October 4th 1814

Kind father and Mother

I take this opportunity to write to you to inform you that I am not so hearty as I have Been But I get Better I have Done my Duty as yet But I hope that you are all well I Received a letter By Mr John B Miller Dated 30th Ocber (sic) 1814 And I should be very Glad to see you once more and I trust To providence for It I Don't know when we shall be Dismissed But I hope it will be soon & if we are not I want father To Come and See me I want to See him and Be with him But the Lords will must be Done and I want you to send me An under Jacket and Some Indian hemp root for Bitters My under jacket is good all But the Back is Gone and send Me another and then I can Do for Clothes my wollen trousers Is good yet I wear them steady I know you feel very uneasy About me Don't if you can help it I Do the Best I Can for myself and Situation I have Got mony yet I Buy things when I stand in need of them I have nothing strange to rite to you only one man Died last night here with sickness And we don't know hose turn it will be next And so no more at present only Give my love to all Relation and Enquiring friends. I Bid you all

	Farewell
I Don't know	This from your affectionate
But we shall	Son John C Price
Come to paules	Phinehas and Bekah Price
hook as soon	
the weather	Dont Send them till you know some
clears of	thing about it

The letter was carried outside the mails, but was addressed to the store containing the Bottle Hill post office. Kay and Smith's *New Jersey Postal History* confirms that on July 12, 1812, the Bottle Hill, N.J. post office was established with Abraham Brittin as postmaster. The post office would continue to use that name until Nov. 24, 1834 when it was renamed Madison.

Blockhouse Sandy Hook October 4th 1814

Kind father and Mother

I take this opportunity to write to you to inform you that I am not so hearty as I have been But I get better I have Done my Duty as yet But I hope that you are all well I Received a letter By Mr John B. Miller Dated 30th Dec^r 1814 And I should be very glad to see you once more and I trust To providence for I dont know when we shall be Dismissed But I hope it will be soon & if we are not I want father To come and see me I want to see him and be with him But the Lords will must be Done and I want you to send me An under jacket and some Indian hemp root for Bitters My under jacket is good all But the back is gone and send Me another and then I can Do for Clothes my wollen trousers Is good yet I wear them steady I know you feel very uneasy About me Dont if you can help it I Do the Best I can for Myself And Situation I have got mory yet I buy things when I stand in need of them I have nothing strange to vrite To you only one man Died last night here with sickness And we Dont know hose turn it will be next And so no more at present only Give my love to all Relation and Enquiring friends I Bid you all I Dont know But we shall Come to pauls hook as soon the weather clears of

Farewell
This from your affectionate
Son John C Price
Phineas and Bekah Price

Dont Send them till you know some thing about it

Letter from John Price, stationed on Sandy Hook in the War of 1812, to his parents in Bottle Hill [Madison].

Regarding the names Bottle Hill and Madison - according to Munsell's "the first tavern in the place, which must have been a rude affair, was located on Academy Hill... a very uncertain tradition says that it was kept by an Indian. Its sign was a bottle suspended from a corner sign post." This is one of several traditions used to explain the name of the town. Frank J. Esposito in "The Madison Heritage Trail" explains that during the 1830's, a local temperance movement was established and took up a campaign to change the village name, believing that the name Bottle Hill gave the impression that the town was full of drunkards. On Aug. 30, 1834, a vote was taken at a public meeting to change the name of the town, which became Madison in honor of President Madison. Munsell also states that "when the academy was built in 1809, it was called the Madison Academy."

John C. Price is found listed in Munsell's as a private in "Captain William Brittin's company, which was in the United States Service from September 1st 1814 to December 3rd 1814." Captain Brittin's fusileers, of Chatham was one of three volunteer uniformed companies, accepted into service by General James J. Wilson, in command at the seacoast, "together with 185 officers and men who were to be taken from the other militia." The other two companies were Captain Carter's company of riflemen from Madison or Bottle Hill, and Captain Halliday's company of Morris rangers. "The three uniformed companies marched off on Saturday morning, September 3d, for Harsimus, near Paulus Hook (Jersey City), where they were stationed for a time."

Madison's tavern had a significant role in Morris County's involvement in the War: "All the drafted men of Morris and Sussex counties were required to assemble at Madison, to be mustered in. The place of meeting was the old Albright tavern. There was a large open space in front of the house, in the rear of which stood the sheds and stables. The men came in farm wagons, and these wagons were then used to convey the drafted men to Jersey City. At that time every able-bodied man between 18 and 25 was enrolled and obliged to train three times a day."

The man whom Price refers to as dying the previous night is even identified in Munsell's. Under the roll of Captain Carter's riflemen is found "William Canfield (died October 3d 1814)." As Dave said "It's amazing to discover this detail" and "rare that the records of War of 1812 militia units are so complete."

As for the blockade at Sandy Hook, the curator of Gateway National Recreational Area at Sandy Hook was kind enough to send the following: "We have little information about Fort Gates, the War of 1812 wooden stockade built to defend the lighthouse. We have some very vague information about it. In the Revolutionary War, the lighthouse was taken over by the loyalists so when this war broke out, it was considered a very important place to protect. The British control of the lighthouse in the Revolution allowed them to hold New York harbor. The actual location of Fort Gates is not entirely known."

In 1834 Gordon's *Gazetteer of N.J.* lists Bottle Hill as having "a tavern, three stores, a Presbyterian church, an academy, and above 40 dwellings, generally very neat." As John Price was due to be mustered out by early December 1814, hopefully he was able to return to his home and his parents there.

MOUNT HOLLY, N.J. STAGE MAIL

By Jean R. Walton

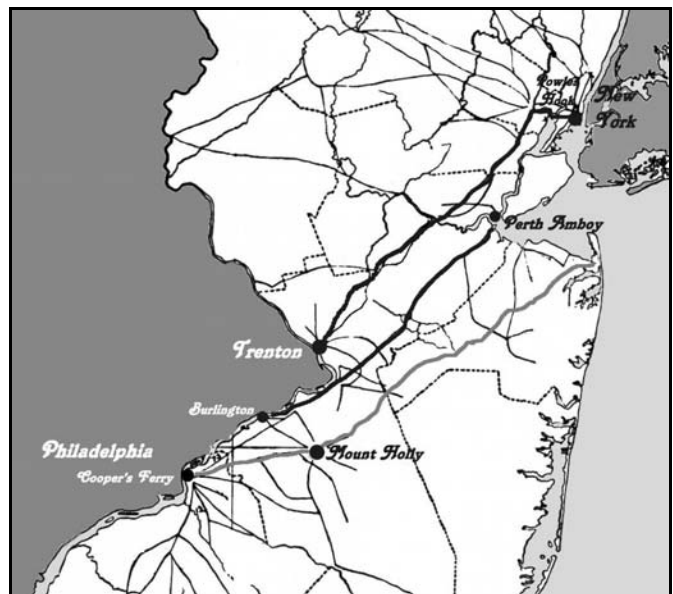


Post offices were established gradually across the State of New Jersey, and it seldom occurs to us to wonder how people communicated with relatives and friends at a distance when there was no local post office to carry their letters. One choice of course would be a trip to the nearest post office, which might be a distance away. Another recourse was the use of stage mail. Many New Jersey towns found themselves on a stage route as this network grew across the state connecting New York and Philadelphia, with local lines connecting Philadelphia and the Jersey shore.

Post roads preceded stage routes. The first post road in the Colony of New Jersey was established by the New Jersey legislature in 1709, and letters are known carried along it by post-riders as early as 1711. It connected the two capitals of East and West Jersey, Burlington and Perth Amboy. The first route (the “lower road”) was soon abandoned as a post road, because of hazards it presented, and what we now know as The Old Post Road was then - in 1730 - the new Post Road (the “upper road”). It crossed the state from Trenton on the Delaware to New Brunswick and then to Powles (or Paulus) Hook [Jersey City], and thence to New York by boat.¹ At this time, mail was sailed or rowed across the Hudson or the harbor to New York.²



Early roads in New Jersey [1775]³



Early stage coach routes across New Jersey

Stage routes were first established as early as the beginning of the 1700's, but were probably not common until the 1730's - 1750's. The presence of New York to the east and Philadelphia to the west guaranteed, however, that these would soon be developed, and the first ones followed the basic paths of the old post roads. The stage routes crossed the state from Burlington to Perth Amboy, and then across Staten Island to New York by boat [the old “lower road”]; from Trenton to Paulus Hook (Jersey City), and then across the Hudson to New York [the “upper road”]. In 1759, for a short time anyway, another “through” route [the gray line on the map] crossed the state from Cooper's Ferry through Mount Holly to Sandy Hook and then by boat to New York. This

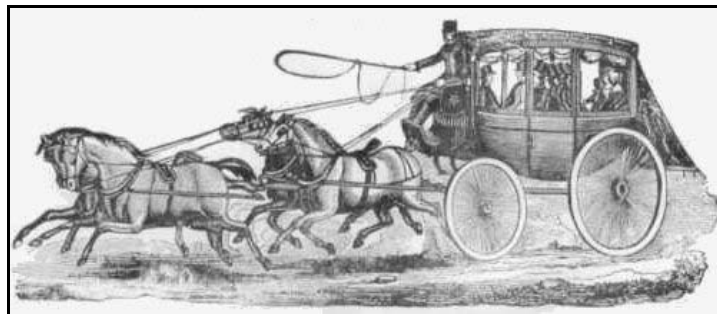
route traveled the Great Monmouth Road through Jobstown, Jacobstown, Prospertown, Freehold and Middletown.⁴ The long voyage across the lower harbor no doubt presented more hazards and inconvenience by weather and season than the other two routes, and it was not a through line to New York for very long.⁵ A 1759 ad for this line read:

“Notice is hereby given to the Publick, That we the Subscribers have erected a Stage Waggon [sic], to transport Passengers, etc. from Mr. Daniel Cooper's ferry, opposite the City of Philadelphia, to Mountholly [sic], from thence through the County of Monmouth to Middletown, and from thence to the Bay near Sandy Hook where a Boat is to attend to convey Passengers, etc. to the City of New York; the said Stage Waggon will attend Cooper's Ferry, on the second Tuesday in October next, at Seven O'clock in the morning and the said boat will attend at the City of New York, on the second Monday in said Month. Any person inclining to travel in said Stage may apply to Mr. Martin Ashburn at the Ferry House in Philadelphia, and Mr. George Cooke, near the Exchange in New York; the said stage will continue to go once a week at present on said days. Any person inclining to travel to Shrewsbury, may depend on being accommodated with a Waggon erected at Middletown for the Purpose by their humble Servants, Edward Taylor and John Taylor, at Middletown, Zacharia Russell and Daniel Jones at Mountholly and John Cox, at Moorestown.”⁶

New Jersey's stage coaches in these early days were little more than glorified farm wagons - often carrying as many as 11 persons and a driver - and often with no springs or padding to soften the ride on their wooden bench seats - pulled by a team of four to six horses. A canvas or linsey-woolsey roof and curtains which could be pulled closed against the weather were the only niceties provided. It would not be until 1772 that the first true stage coach traveled New Jersey roads, gradually replacing the wagons which preceded them, at a higher cost to the traveler.



A Jersey open air stage wagon



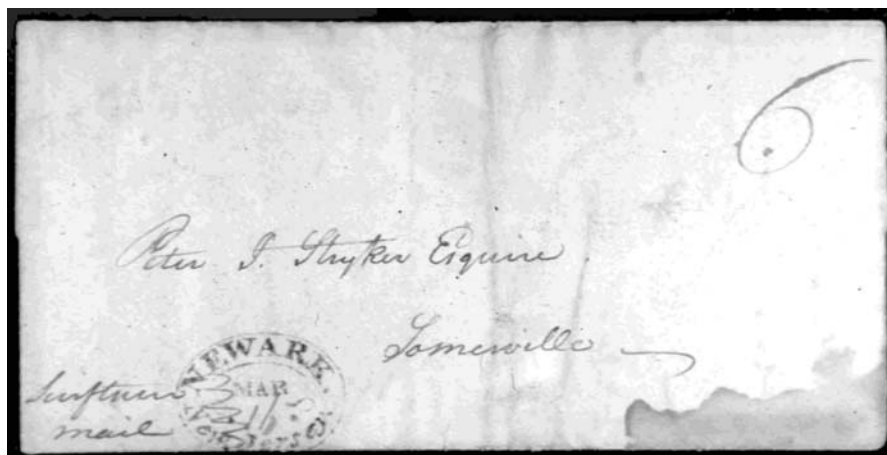
A stage coach - fully enclosed on all sides, riding on springs.

The postriders of colonial days were soon in competition with stage lines. Wheaton Lane, in his *From Indian Trail to Iron Horse*, notes “Wherever stage lines were established, they hurt the post office, as both passengers and drivers were accustomed to carry letters for small fees. Consequently contracts were made with the stage owners for transporting the mail.” Both stage wagons and coaches were known to carry mail. The “Flying Mail Stages” and “Beal's Mail Stage Carriage” are evidence of that in the colonial period. The first known mail contract in all the colonies was awarded in 1773 to the Staver's Stage to carry the mail between Boston and Portsmouth.⁷ In the post-Revolutionary period, Congress authorized such contracts with stage owners in 1786, and the postrider soon became a thing of the past.

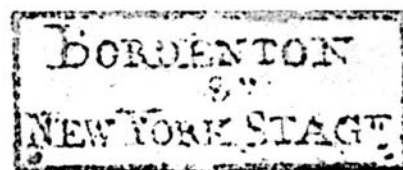
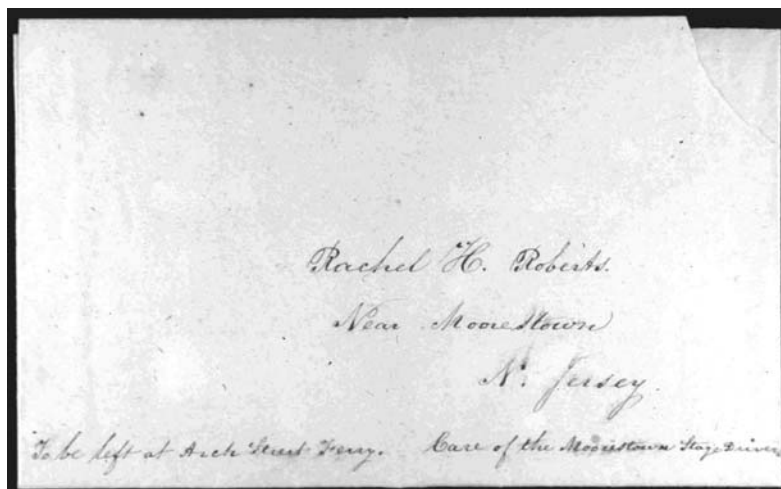
In some communities, however, no post office was yet established, and hence mail continued to be carried privately by stage drivers or passengers, with no benefit to the post office. Examples of markings which indicate this type of mail are the Bordentown Stage marking⁸, and stampless covers marked “Swift Sure” and carried by that stage company, formed in 1799 [shown below]. A third cover indicates that the sender asked that it be left at the Arch Street Ferry in

Philadelphia, to be carried by the Moorestown stage driver, after having made the Delaware River crossing to Cooper's Ferry at what is now Camden.

These two covers were in the collection of Brad Arch, and were photographed at that time.



Cover carried on the Swift Sure Line, from Newark to Somerville. That it is postmarked indicates that a contract existed with Swift Sure to carry the mail.



Marking used on mail carried by the Bordentown Stage

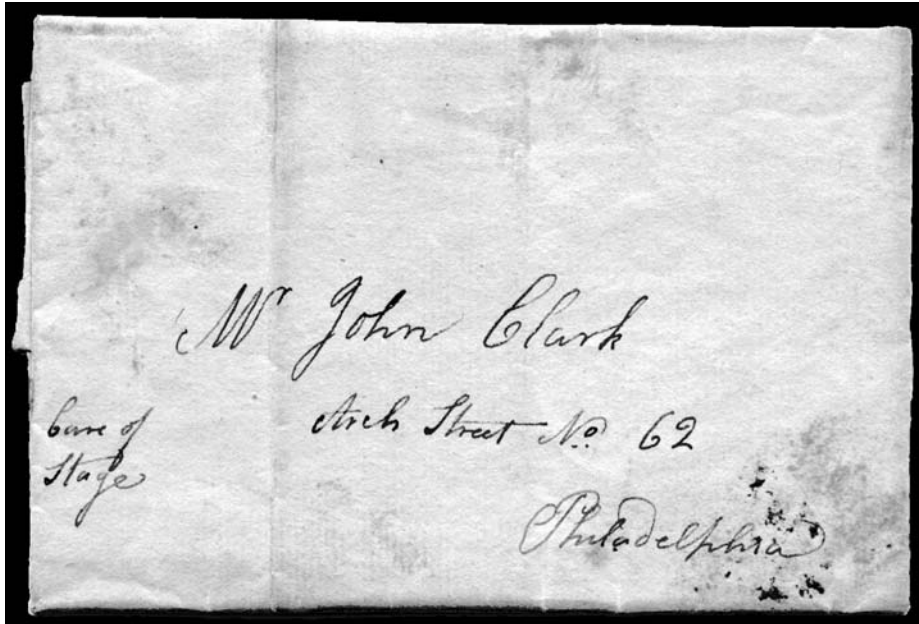
Note two directions at bottom:

"To be left at the Arch Street Ferry" & "Care of the Moorestown Stage Driver" - No postal markings, so it apparently traveled "outside the mails."

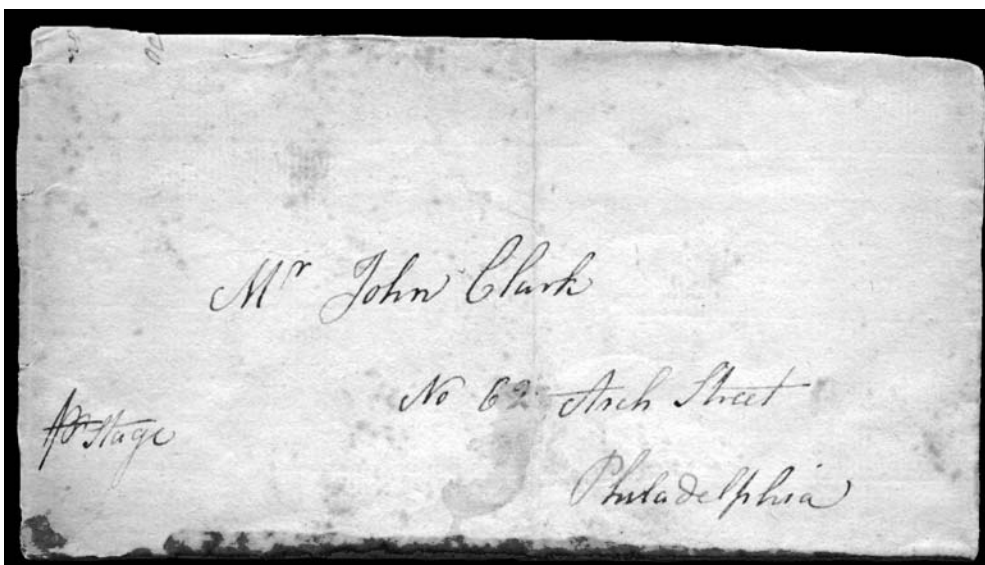
Mount Holly, as mentioned above, had a stage line as early as 1759 - as part of a through route from Cooper's Ferry opposite Philadelphia to Sandy Hook. This through route did not last long, but it was replaced by several local stages. In 1796, Mount Holly became the county seat of Burlington County and the courthouse and county offices were moved here. It lies not far from Burlington, one of the early capitals of New Jersey, and only 20+ miles from Philadelphia. Travelers to South Jersey and the shore would often pass through this town, which had some 200 homes even before the Revolution.⁹ It was a central and busy point in New Jersey; it did not, however, have a post office until September 18, 1800. Private carriers and stage mail were thus the only options until that time.

MOUNT HOLLY, NJ STAGE MAIL - Jean R. Walton

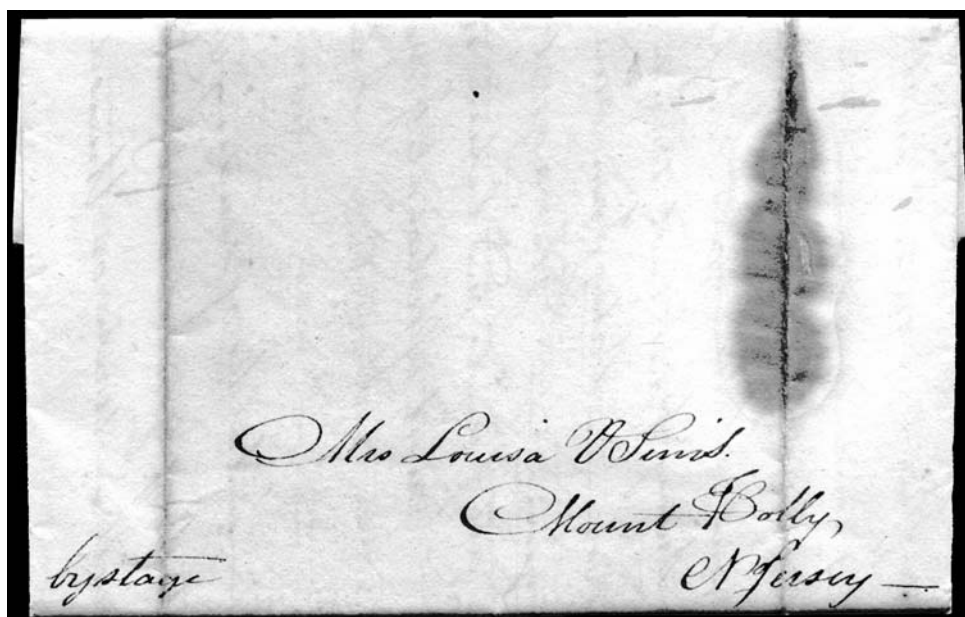
In 1797, the nearest post office to Mount Holly was Burlington, but stages passed through Mount Holly regularly. The following covers from a single correspondence indicate that they were carried by stage, and each is noted "Care of Stage" or "Pr. Stage." No particular company is noted, so we cannot be sure which stage line they traveled on, but all are destined for Philadelphia. It is likely these letters were headed for Cooper's Ferry [Camden] to cross the Delaware - at least one such ferry crossed to the foot of Arch Street in Philadelphia, not far from where these are addressed. In one, the writer says, "I had folded and directed my letter and was just going to seal it when I heard the stage had gone, but Uncle said I can send it this afternoon." We can presume therefore that such service was readily available, in all likelihood, on a very frequent basis.



Mail sent "Care of Stage," sent from Mount Holly, N.J. to Philadelphia on May 18, 1797. Another from the same correspondence, seen below, dated June 11, 1797, is marked "Pr. Stage."



Stage routes and post offices continued to grow together in the State of New Jersey. However, unofficial carrying of mail by stage continued, even after the creation of official mail stages between post office points. The carrying of letters outside the mails was not prohibited until 1827,¹⁰ when the regulations were changed to preclude letter-carrying by anyone but the post office. The cover below, addressed to Mount Holly from Philadelphia in 1824, indicates that mail “by the stage” continued to be a viable choice where stage routes existed, even though both Philadelphia and Mount Holly had post offices at this time. In fact, even after the new regulations were established in 1827, their poor enforcement allowed unofficial private mail to continue for some time.¹¹



SFL sent outside the mail “by stage” from Philadelphia to Mount Holly, NJ on January 18, 1824.

ENDNOTES

- ¹ Lane, Wheaton *From Indian Trails to Iron Horse, Travel and Transportation in New Jersey 1620-1860*, published by Princeton University Press, Princeton, 1939.
- ² -, *History of Hudson County and the Old Village of Bergen*, Trust Company of New Jersey, Jersey City, NJ, 1921. [This little book contains a reference to a 24-hour attempt to save a mail carrier and his black boatman caught in the ice-pack when attempting to cross the Hudson. (p.37)]
- ³ Snyder, John *The Mapping of New Jersey*, Rutgers Press, New Brunswick, NJ 1973
- ⁴ Margaret S. Pierce, “Early Stage and Mail Routes Through West Jersey,” in the 1948 American Philatelic Congress Book.
- ⁵ -, *Stage Routes in West Jersey*, in Camden History Vol. 1, Nos. 10, 11, & 12, published by the Camden County Historical Society
- ⁶ Ibid.
- ⁷ Finley, Hugh *Journal*, 1871
- ⁸ This line is described by Calvet M. Hahn in the SPA Journal, Oct. 1979, as a stage wagon.
- ⁹ Barber, John W. and Howe, Henry *Historical Collections of New Jersey*, published by Benjamin Olds, Newark, 1844
- ¹⁰ Pierce, Arthur D. “Early Postoffices in the Jersey Pine Barrens,” in Proceedings of the NJ Historical Society, April 1966
- ¹¹ Ibid., p.137

~ 1827-1828 ADVERTISEMENTS ~

CITIZENS' LINE FOR NEW YORK,
 Burlington, Bristol, Bordentown, Trenton, Easton.
 By the new and splendid Steam Boat PHILADELPHIA, Captain Kellum, daily, (Sundays excepted) at 6 o'clock, from Arch street wharf.

Fare to New York, through in one day,	\$2 00
To Burlington, Bristol or Bordentown,	50
To Trenton,	75
To Easton,	2 00

By Steamboat PENNSYLVANIA, captain Laurie, from Arch street wharf, daily, at 1 o'clock, Sundays excepted.

Fare to Trenton,	\$ 50
Burlington, Bristol or Bordentown,	25
New York,	2 00

By the Pennsylvania, travellers for New York have the advantage of a few hours recreation at Bordentown, one of the most salubrious, high and healthy villages in Jersey, and taking the stages next morning, arrive at New York the same afternoon, by the steam boat New York, captain Jeffries.

For passage, apply at either of the steam boat offices, viz: No. 23, south Third street, 32, north Third street, opposite Heiskell's City Hotel, and 8 Arch street, corner of Front, where baggage sent will be taken in charge. Baggage at the risk of its owners.
 oct 18—dtf

NEW ARRANGEMENT.



UNION LINE FOR NEW YORK,
LEAVES Chesnut street Wharf daily (Sundays excepted), at 6 A.M. and 12 o'clock noon.

The steamboat Burlington, Captain D. Martin, leaves at 6 o'clock for New York, via Trenton, Princeton and New Brunswick. Passengers arrive by the Swan at 5 o'clock the same afternoon. Fare Two Dollars.

The steamboat Trenton, Captain A. Jenkins, leaves at 12 o'clock for New York, via Trenton, Princeton, and New Brunswick; lodge at New Brunswick, arrive next morning by the Thistle at 10 o'clock. Fare Three Dollars.


The above boats stop at Burlington, Bristol, White Hill, Bordentown and Trenton; they are the only boats that go to the wharf at Trenton.

Fare in the twelve o'clock boat to Burlington, Bristol, White Hill, Bordentown and Trenton, 25 cents. When the boat cannot get to the wharf at Trenton, coaches will be in readiness to convey passengers to Trenton for 25 cents.

For seats apply either at the U. S. Mail Coach Office, south Third street, at the Office, foot of Chesnut street, or to the captains, on board.

N.B. All Baggage at the risk of the owners.
 dec 2—d J. VANDEGRIFT, Agent.

COLUMBIAN LINE OF TRANSPORTATION,
Between Philadelphia and New York, via Bordentown and Washington.





For the conveyance of Merchandise, Specie, Baggage, &c. by the Citizens' Line Steam Boats Philadelphia and Pennsylvania, run twice every day, (Sundays excepted,) viz: The Philadelphia will leave at 6 o'clock, A. M. The Pennsylvania at 1 o'clock, P. M.

Goods shipped by the above named boats will be delivered in New York the next day.

The proprietors respectfully inform the public, that they have effected insurance against fire and water, to a liberal amount, on merchandise shipped by their line. They have also effected insurance against fire on merchandise stored in each of their offices in Philadelphia and New York, for benefit of shippers and consignees.

Freight received at the office, No. 61, north Front street, Philadelphia, and at No. 31, Washington street, New York.

VAN SANTVOORD, NORCROSS & CO.
 Goods forwarded to any part of the state of New York, Ohio, or any of the Western States, via the New York Canals.
 oct 6—






PRINCETON COACH.
THE Subscriber respectfully informs the inhabitants of Princeton and its vicinity, that he has commenced running a daily Stage from Princeton to Trenton, in connection with the Philadelphia and New York Union Line Steam Boats. The stage will leave the Hotel of the subscriber, every day at eleven o'clock, for Trenton and return immediately on the arrival of the steam boats.

For seats apply to the Captain on board the boat—at Joseph M Bishpams—or at the office of the Union Line, Trenton, and at the hotel of the subscriber, in Princeton.

LEVI HOWELL.
 if
 Princeton, April 12

TRENTON PACKETS.

BENJAMIN FISH, respectfully informs the public, that the ANN MARIA, Captain Parker, and CAROLINE, Captain M'Kean, have removed from Arch-street wharf, and one of which Sloops will, during the season, leave Chesnut-street wharf every Wednesday and Friday. The other will leave Trenton on Tuesday and Saturday. Freight will be landed and received on said wharf, and every care and attention promptly paid.
 March 6.

CLASSIFIED ADS:

Place your ad here*

WANTED: Hunterdon County, NJ, Bucks County, PA, postal history covers, postcard, pictures from all eras; Americana, ephemera, collateral paper items. Contact Jim Walker, 121 Wertsville Rd, Ringoes, NJ 08551-1108, phone 908/806-7883, or email jiwalker@rcn.com.

PONY EXPRESS CENSUS BOOK IN PROGRESS - Contact me with any information. Anonymity respected. George J. Kramer, 199 Charles Street, Clifton, NJ 07012, phone 973/471-8660 or email gjkke@optonline.net

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Walpack Center, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, Nj 07865-3012 Or alenglund@aol.com

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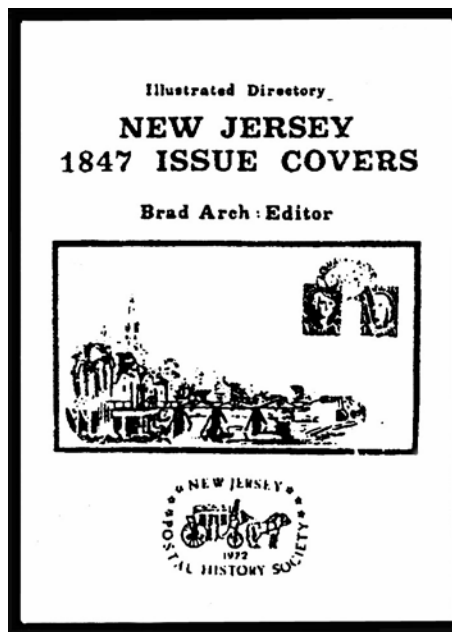
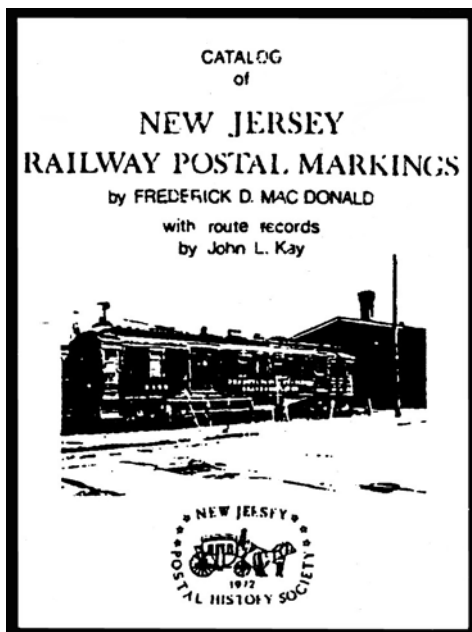
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