



NJPH

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Bordenton & NY Stage cover sold



This 1786 "Bordenton & New York Stage" handstamp from the Sid Morginstin Collection of Bordentown was sold in a Weiss auction for a record price of \$5000. See page 3.

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OFFICERS

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

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

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

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

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

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

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

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FINAL NOTICE ~ 2005 MEMBERSHIP DUES:

There are still a number of Society members who have yet to forward their dues payment for 2005. Please take the time to write a check to your Society TODAY! A dues payment notice is enclosed for those members who have not made payment. WE NEED YOUR SUPPORT. Dues should be sent to Secretary, Jean Walton, at the address above.

PRESIDENT'S MESSAGE

Perhaps it is the long, cold winter nights which are made so much more tolerable by a warm fire crackling in the fireplace that gives us the inspiration to sit and work for hours with our collections or, in the case of the authors of this issue's articles, the time and motivation to share their knowledge with the rest of us. In all events, the contents of this issue of *NJPH* provide original and previously unpublished information concerning several very different areas of New Jersey's postal history. We want each of you read and enjoy *NJPH*. We also ask that each of you help your Society. All you need do is to send myself or Jean Walton a photocopy or a computer scan of a cover or two in which you have a special interest, and a line or two describing why that cover fascinates you. We will work with you in getting it written up for publication. How about it?

I especially wish to thank our long list of donors for their generosity and support of our Society. Without their assistance we would have a difficult time covering the costs of printing and mailing *NJPH* through dues payments alone. For those of you who have delayed in mailing in your dues payments for 2005, I have enclosed a "Final Dues Notice." We think we are turning out a quality journal and we don't want to lose members. So please, get your dues in! Thanks.

ROBERT G. ROSE

ON THE AUCTION SCENE: The Bordentown Stage & Three Cent Transatlantic Usages

By Robert G. Rose

One of the most valuable artifacts of 18th Century New Jersey postal history, the “Bordenton & New York Stage” handstamp on a 1786 stampless cover, Fig. 1, was sold by Weiss Auctions on October 30, 2004, as the highlight of the Sid Morginstin Bordentown Collection. This private mail marking is regarded as the first of the independent mail handstamps used by a private carrier. Only six examples of this handstamp have been recorded over its brief period of use from August 23, 1786 through November 21, 1786.¹ Befitting its significance and rarity, and against an aggressive estimated value of \$7,500 to \$10,000, the cover sold for \$5,000, which is still believed to be a record auction price for this rare marking.



Fig. 1: “Bordenton & New York Stage” handstamp on a 1786 stampless cover.

The Matthew Bennett Auction conducted January 19-21, 2005 contained a trio of interesting transatlantic usages paid by multiples of the 3 cent 1851 Issue (#11). The first of the trio, Fig. 2, shows a Princeton to Paris usage in 1854 paid by a strip of five and a single on a 3 cent Nesbitt entire (#U1).² The stamps, paying the 21 cent, pre-treaty rate to France are tied by “Princeton, NJ Jan. 2” postmarks with a red “New-York Am. Packet Jan. 7” exchange marking.³ The cover was placed on board the American packet “Collins” and carried to England where it received a red British transit backstamp. The cover was then carried to Paris where, on January 20, it received a backstamp and a manuscript “8” indicating that the letter was slightly over the 7½ gram French single rate. It was rated as “16” decimes, or 32 cents due as a double rate letter with total postage of 53 cents. Against a pre-sale estimate of \$200-300, the cover realized \$400.



Fig. 2: Princeton to Paris usage in 1854, pre-treaty 21 cent rate to France.

The other two transatlantic covers are 24 cent British Treaty usages with Morris County manuscript town postmarks, both from the same correspondence addressed to Wellingborough, England. Shown in Fig. 3 is a strip of six and two singles with a manuscript “Berkshire Valley, May 12” postmark used in 1856, a red “19” handstamp credit to Great Britain, red Liverpool and London transit marks and a blue Wellingborough backstamp.⁴ According to the auction description, it was carried on the Cunard Line’s “Persia,” which would account for the 19 cents British packet credit. Against an estimate of \$1,000 to \$1,500, reflecting its scarce small town usage, it bought \$600, perhaps because the two stamps at the right overlapping the edge of the cover were seen as a condition issue, or perhaps because of its manuscript postmark.



Fig. 3: Manuscript “Berkshire Valley” usage to England in 1856, British Treaty 24 cent rate by British packet.



Fig. 4: Manuscript "Dover, N.J., February 8th 1856" usage to England, British Treaty 24 cent rate by American packet.

Shown in Fig. 4 is a block of eight, again paying the British Treaty 24-cent rate with manuscript cancels and a matching "Dover, N.J. February 8th 1856" manuscript postmark, a red "3" handstamp credit to Great Britain, a red London transit mark and a blue Wellingborough backstamp.⁵ According to the auction description, the cover was carried on the maiden voyage of the Havre line's "Fulton," which would account for the 3 cents American packet credit. Against an estimate of \$750 to \$1,000, the cover brought \$350, perhaps because the cover was described as having a part of its back flap missing as well as having a manuscript postmark.

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ENDNOTES

¹ The six reported examples of the "Bordenton & New York Stage" handstamp in chronological order by date with known auction sale history, include:

- (1) August 23, 1786 usage on folded letter originating at "George Ryale's" with ms. notation posted "1 mile out of Trenton" to Walnford, illustrated in Calvet M. Hahn, *The Post Office During Confederation (1782-9), Part V*, The Collectors Club Philatelist, September-October 1991, Figure 55, p.340; Calvet M. Hahn, *Express Business: Origins and Definitions*, The Penny Post, July 2003, Figure 8, pp. 56 & 60; John A. Fox Auctions, Hollowbush Collection, August 15, 1966, lot no. 1
- (2) September 10, 1786 usage on folded letter from Philadelphia with ms. notation "pr. Borden'n Stm Boat" to Hydestown (now Hightstown, NJ); Robert A. Siegel Auction Galleries, Inc., Edith M. Faulstich Collection, Sale 440, November 19-21, 1973, lot no. 332; Butterfield-Johnson-Gillio Auction, Sale 6534, October 7, 1996, lot no. 1825; illustrated in William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983, Figure 8, p.13 and in Alex L. ter Braake, coord., *The Posted Letter in Colonial and Revolutionary America, 1628-1790*, The American Philatelic Society Library, 1975, Figure B-16, p. B-40
- (3) September 23, 1786 usage on folded letter from Philadelphia to Hydestown with ms. notation "pr Bordentown Stage," H.R. Harmer, Inc., Edwin Mayer Collection, February 17, 1967, lot 3010; Robert A. Siegel Auction Galleries, Inc., Sale 426, February 14-16, 1973, lot no. 332
- (4) October 10, 1786 Quaker date usage on folded letter being the only example with *two strikes* of handstamp from Philadelphia to Walnford with ms. notation "pr Bordentown Stage boat"

- (5) October 28, 1786 usage on folded letter from Philadelphia to Walnford with ms. notation "pr Stage," Weiss Auctions, October 30, 2004, lot no. 2198
- (6) November 21, 1786 usage on folded letter to Perth Amboy; H.R. Harmer, Inc., July 15, 1968, lot no. 35; Stan Gib Inc., November 11, 1972, lot no. 28; Al Zimmerman, December 7, 1976, lot no. 23; Richard J. Frajola, Inc., September 9, 1989, lot no. 381 (author's collection).

Three of these covers [(4) – with double strike, (5), and (6)] are illustrated in color on Sid Morginstin's book on CD, *The Mails of Bordentown New Jersey from Colonial Village Through the Twentieth Century*, 2004 – available from Sid Morginstin ([see P. 50 of this journal](#)).

Two folded letters, dated July 13, 1785 and August 14, 1790, but *without the handstamp* and addressed to "Capt. William Smith" in Hydestown [the same addressee as in examples (2) and (3) above], with ms. notation "pr. Bordentown boat" or "pr. Bordentown Stage" were included in an Al Zimmerman auction, March 18, 1980, lot nos. 8 & 10. A third folded letter, dated May 2, 1787 to "Mr. William Smith" in the same hand, with ms. notation "pr Bordentown Stage," is illustrated in Calvet M. Hahn, "*The Post Office During Confederation (1782-9), Part V*," September-October 1991, *The Collectors Club Philatelist*, Figure 56, p.344. Hahn erroneously places the letter's "Hydestown" destination "in the northwestern part of Pennsylvania in the oil region," instead of Highstown, which is on the road to Perth Amboy. *Ibid.* A fourth folded letter, in the same hand as the other three from the Smith correspondence, dated April 6, 1788, without the handstamp and with ms. notation "per Burlington Stage" was included in the sale of the Edith M. Faulstich Collection, Robert A. Siegel Auction Galleries, Inc., Sale 440, November 19-21, 1973, lot 777; illustrated in ter Braake, *op. cit.*, Figure B-17, p. B-41. All of the above are northbound usages on the road from Bordentown to Perth Amboy. None of these covers have any postal rate markings.

² Matthew Bennett, Inc., Harbour Auction, Sale 284, January 19-21, 2005, lot no. 1270. This cover was at one time in the collection of New Jersey foreign mail formed by Gerald J. Neufeld and is illustrated in his book, *New Jersey's Foreign Mail*, New Jersey Postal History Society, 1997, Figure 56, p. 35. The Neufeld Collection, including this cover, was sold by Lowell S. Newman & Co. Auctioneers, Inc., Sale 23, September 6-7, 1995, lot no. 1049 for \$270.

³ During the pre-treaty period, prior to the French Convention which became effective on April 1, 1857, the great bulk of the mail to France was carried under the 21-cent open mail provisions of the British Treaty. England entered into the Anglo-French Agreement effective May 1, 1851, which as modified by the French decree effective December 1, 1851, established a total rate of 37 cents for mail by American packet to France via England with 21 cents to be prepaid in U.S. postage stamps and 16 cents due from the recipient of the letter. The components of the rate include: 5 cents for the United States domestic rate to the ship, 16 cents for sea postage, 6 cents for transit through England and 10 cents for domestic French postage. Although the United States postage was charged based upon a one-half ounce rate, as noted above, the French domestic single rate was based on 7½ grams or only about one-quarter of an ounce. As a result of this difference in calculating the single rate, because this cover was weighed at eight grams in France, the French due postage of 16 cents was doubled and the cover was rated with the manuscript "16" decimes, the equivalent of 32 cents (2 x 16 cents for transit through England and 10 cents for French domestic postage = 32 cents), for a total postage charge of 53 cents for the transit of the cover. Discussion and analysis of transatlantic postal rates are found in the following: Charles J. Starnes, "Transatlantic Mail Markings," in *Simpson's U.S. Postal Markings 1851-1861*, Thomas J. Alexander, ed., pp. 277-308, U.S. Philatelic Classics Society, Inc., 1979; Gerald J. Neufeld, *New Jersey's Foreign Mail*, New Jersey Postal History Society, Inc., 1997; *American Stampless Cover Catalog*, Vol. II, fourth ed., "Exchange Markings on International Mail," pp. 98-110, David G. Phillips Publishing Co., Inc., 1987.

⁴ Matthew Bennett, Inc., Harbour Auction, Sale 284, January 19-21, 2005, lot no. 1271. The British Treaty became effective on February 15, 1849. The rate to the United Kingdom was 24 cents per half ounce. The credit division was 5 cents for the U.S domestic rate to the ship, 16 cents for sea postage and 3 cents for domestic British inland postage. Because this cover was carried by the Cunard Line, a British packet, the United States credited 19 cents to Great Britain and 5 cents was credited back to the United States (16 cents sea postage + 3 cents British inland postage).

⁵ Matthew Bennett, Inc., Harbour Auction, Sale 284, January 19-21, 2005, lot no. 1272. Under the British Treaty, all packets under contract with the United States were treated as American packets, regardless of country of registry. Thus, because this cover was carried on the French owned "Havre," it was treated as an American packet and the United States credited 3 cents to Great Britain and 21 cents was credited back to the United States (5 cents U.S. domestic rate + 16 cents sea postage).

THE POST TOWNS OF BURLINGTON COUNTY: PART 1

By Jack Edge

[We begin here a study of Burlington County, by Jack Edge, a long-time member of the New Jersey Postal History Society. It will continue over upcoming issues, and we hope the series will be interesting and informative to all. This work will be published in book and CD form, with additional information on postmasters, and available to members and others. We invite other County postal histories, and would like, in the future, to be able to offer similar works on all 21 Jersey counties.]

~ Preface ~

This record attempts to list all of Burlington County's post offices, with some history and information, and the geographic location of each.

Burlington County is probably the most disproportionately populated county in New Jersey. Settled originally along the Delaware River at Burlington, with some early settlement along the Lower Mullica River, this pattern has changed but little today. The area along the Delaware River from Bordentown to Palmyra, down to Marlton, across to Mount Holly and northward to Willingboro Township is thickly populated. Southward, Southampton, Pemberton and Medford Township and north including Mansfield, Springfield, Chesterfield and Hanover Townships, the population is sparser. South of these, one encounters the beginnings of the vast pine forests that cover the southern and western parts of the county.

This unique area, known as the "Pine Barrens," stretches across Washington, Shamong, Tabernacle, Woodland, and Bass River Townships and on into Ocean County easterly, and Camden and Atlantic Counties across the Mullica River, westerly. Notwithstanding the relative remoteness and inaccessibility of much of this forested portion of the county, many settlements were established around or near early industrial ventures located here. Timber, bog iron ore and an abundance of good glass sand made this region attractive to these early enterprises.

Regardless of their enterprise, these settlements, villages, and towns all had a common thread: their desire to communicate with others. The establishment of a post office was considered a necessity in the days before modern communications. Each community, regardless of size, would try to convince their elected representatives of the need for a postal facility, often inflating the size of the population they anticipated servicing, sometimes exaggerating their proximity to a current route or railroad station in their entreaties.

Many of the early post offices remain in operation today, but not a few have ceased their function and been long forgotten along with the towns and villages that bore their names. When entire industries failed, or were made obsolete, the settlements they supported were abandoned and often disappeared, leaving little to mark their existence, save an occasional brick foundation or a long neglected graveyard.

Most of the post town locations in Burlington County are known, but a few have been guessed at and some locations have been misidentified. In the southern townships especially, some of these remote or short-lived post towns have been mistakenly located or identified for many years. The isolation of this area and the lack of geographical knowledge by postal authorities in Washington D.C. have led to some of these errors. At times, a postmaster would

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

abandon a place and move his business and the post office to a more lucrative location, not bothering to notify the authorities until asked.

Chroniclers have, at times, named Green Bank, along the Mullica River, as Sooy's Inn, which in fact was located some 6 miles distant. They have mistakenly referred to the post office at Bass River Hotel as New Gretna or Bass River Lower Bridge, some 2½ miles south of that location. Red Oak Grove has been listed as a Burlington County and an Ocean County Office! The postmaster might have moved the office back and forth across the county border, but Red Oak Grove was always located in the Forked River Mountain portion of Ocean County, not more than 1½ miles from the border between the counties.

Early postmasters, in many instances, operated the only store or public house in their village. Often, the names for their post offices bore the surnames or the name of a prominent landowner. Examples include Bougher post office (Amos L. Bougher, 1st Postmaster) and Recklesstown (J.W. Reckless, Landowner). Postal authorities eventually frowned upon this self-serving practice and a local or generic name was requested, in preference.

Not unique to New Jersey, but unusual in most other parts of the country, was the method by which some Quaker postmasters dated mail received by them for posting. Not writing the months or days is a common practice for members of The Society of Friends. An example would read – 8th mo., 13 – meaning August 13th. Burlington County has been, since its inception, home to a large number of Quaker families. Some were the local postmasters. Five such towns are known to date with “Quaker Dated” postal markings, all hand-written, or manuscript. The five are Cinnaminson, Columbus, Medford, Mount Laurel and Rancocas. An example from each town is illustrated in this record.

For the collector of postmarks, Burlington County, like many others, offers a challenge to find an example from each office. Quite a few of the post offices served a small population, or were in operation for a very short time. Many of these offices have yielded just a few known posted items; some, none at all. All of the illustrated covers are from my own collection.

I would like to thank two old friends who encouraged my interest in this collecting of New Jersey, and particularly Burlington County postal history. They were, Stanley Griffith of Palmyra and William Coles, from Moorestown. Both are now deceased and sadly missed. Thanks are in order to Sue Meredith for her help in preparing this manuscript and to the Edge brothers, Jeff, James and Tim, for their computer advice.

Hopefully this undertaking will be a start for the postal history of Burlington County and an aid to genealogists and local history buffs. Any and all corrections, additions and criticisms are welcomed and solicited.

John W. Edge
Beverly, New Jersey

THE COUNTY OF BURLINGTON



Covering 819 square miles, Burlington is the largest county in New Jersey, reaching across the state, bordering the Delaware River on the north and west and touching the lower Mullica River, as it enters Great Bay, southeasterly.

Five other counties border Burlington: Mercer at the top northeast corner; Monmouth, also to the northeast across Crosswicks Creek; Ocean County forms the eastern boundary; with Camden and Atlantic west and south, respectively.

Formed on May 17, 1694 out of the original division of West Jersey Province, the county has since lost parts of its original territory to Gloucester, Mercer, Hunterdon and Ocean Counties. The borders were redrawn in 1714, when Hunterdon was set off from Burlington County. In 1838, the year Mercer County was formed, that portion of land above Crosswicks Creek was ceded to the new county.

The year 1891 saw Little Egg Harbor Township, in the southeastern corner of the county, annexed by Ocean County. This was approved by a State Democratic Legislature, removing a Republican dominated township to create a better political base in bipartisan Burlington County. Politics and money ruled then, as today!

In 1902, the county gained a small portion of land along its western border, the Mullica River, at a point near the village of Atsion. The border that formerly followed the course of the river now left it, to run in a straight line north-northwest and south-southeast, reconnecting with the river, thus gaining the ground created by the river's bend.

For the purposes of this record, all this redrawing of boundaries affected only three Burlington County post offices, i.e.: Yardville to Mercer County, 1838; and Tuckerton and Long Beach to Ocean County in 1891.

In 1699, the population of Burlington County was estimated by the Crown to be 300. These individuals were mostly Quakers and lived predominantly in or near Burlington. Albeit a moderate but steady population growth for 250 years, the numbers exploded after World War II to reach the 395,066 reported in the 1990 census.

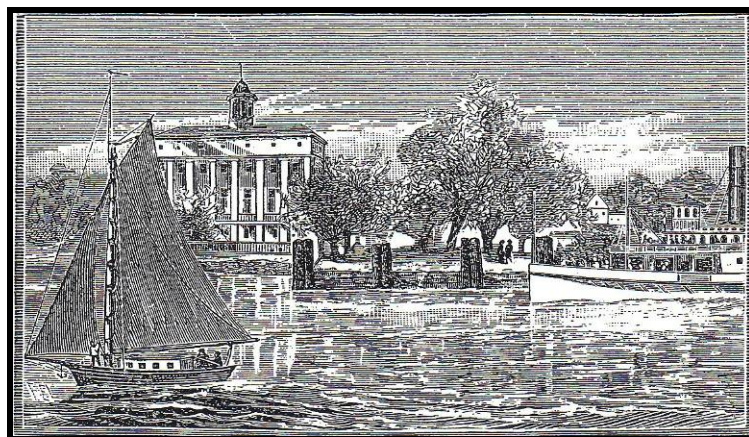


Fig. No. 1b: A view of Bordentown, N. J. from the Delaware River, circa 1875

MAP OF BURLINGTON COUNTY, NJ POST TOWNS



MUNICIPALITIES NO LONGER IN EXISTENCE IN BURLINGTON COUNTY

Formed on May 17, 1694, from the first and second tenths of the West Jersey Division of the Colony of New Jersey, Burlington County consisted of the following original townships: Burlington, Chester, Chesterfield, Evesham, Mansfield, Northampton, Nottingham, Springfield, and Willingboro. The lands and municipalities above the Assunpink Creek were tentatively annexed.

The following municipalities no longer exist in Burlington County:

Amwell Township – Incorporated [Inc.] June 8, 1708 – setoff to Hunterdon County in 1714

Beverly Borough – Inc. Mar 5, 1850 - formed within Willingboro Township - became Beverly City April 13, 1857.

Beverly Township – Inc. Mar 1, 1859 – formed from Willingboro Township - part to Edgewater Park Township – 1924; became Delanco Township – 1926

Bordentown Borough – Inc. December 9, 1825 – formed within Chesterfield Township became **Bordentown City** – April 3, 1867.

Chester Township – Inc. November 6, 1688 – (Also called **Copwell Township** 1690-1699) part to Evesham Township – 1801, part to Cinnaminson Township – 1860, part to Moorestown Township – 1922 – became Maple Shade Township – 1945.

Coaxen Township – Inc. March 10, 1845 – formed from Northampton Township – became Southampton Township – April 1, 1845

Hopewell Township – Inc. February 20, 1700 – setoff to Hunterdon County - 1714

Levittown Township – Inc. November 3, 1959 – replaced Willingboro Township, – became Willingboro Township again November 12, 1963

Little Egg Harbor Township – Inc. February 13, 1740 (as Egg Harbor Township until 1798) - setoff to Ocean County – 1891

Maidenhead Township – Inc. February 20th, 1697 – setoff to Hunterdon County – 1714

Northampton Township – Inc. November 6th, 1688 – parts given to Little Egg Harbor, Washington, Pemberton, Coaxen, Westampton, and Lumberton Townships 1740-1860. Became Mount Holly Township – November 6, 1931

Nottingham Township – Inc. November 6th, 1688 – setoff to Mercer County – 1838

Palmyra Township – Inc. April 19, 1894 – became Palmyra Borough – February 20th, 1923

Randolph Township – Inc. March 17th, 1870 – formed from Washington Township, restored to Washington Township – March 28, 1893

CURRENT MUNICIPALITIES IN BURLINGTON COUNTY

[see key below]

Municipality	Effective Incorporation Date
*79.65 #1,558 Bass River Township	March 30, 1864
*0.54 #2,973 Beverly City	April 13, 1857
*0.92 #4,341 Bordentown City	April 3, 1867
*7.41 #7,683 Bordentown Township	March 8, 1852
*3.06 #9,835 Burlington City	October 1693
*14.72 #12,454 Burlington Township	March 2, 1677
*21.88 #5,152 Chesterfield Township	November 6, 1688
*7.55 #14,583 Cinnaminson Township	March 15, 1860
*2.16 #3,316 Delanco Township	December 20, 1926
*11.14 #13,178 Delran Township	February 12, 1880
*5.73 #4,962 Easthampton Township	February 11, 1880
*2.86 #8,388 Edgewater Park Township	February 26, 1924
*29.65 #35,309 Evesham Township	November 6, 1688
*0.30 #579 Fieldsboro Borough	March 7, 1850
*9.68 #10,266 Florence Township	March 7, 1872
*6.68 #3,249 Hainesport Township	March 12, 1934
*13.29 #6,705 Lumberton Township	March 14, 1860
*22.71 #3,874 Mansfield Township	November 6, 1688
*3.72 #19,211 Maple Shade Township	November 6, 1945
*40.32 #20,526 Medford Township	March 1, 1847

Municipality	Effective Incorporation Date
*1.22 #4,462 Medford Lakes Borough	May 17, 1939
*14.88 #16,116 Moorestown Township	March 11, 1922
*2.91 #10,639 Mount Holly Township	November 6, 1931
*22.05 #30,270 Mount Laurel Township	March 7, 1872
*19.20 #9,546 New Hanover Township	December 2, 1723
*17.31 #9,994 North Hanover Township	April 12, 1905
*1.92 #7,056 Palmyra Borough	February 20, 1923
*0.7 #1,367 Pemberton Borough	December 15, 1826
*64.51 #31,342 Pemberton Township	March 10, 1846
*1.54 #7,974 Riverside Township	February 20, 1895
*0.70 #2,775 Riverton Borough	December 18, 1893
*46.61 #5,765 Shamong Township	February 19, 1852
*42.61 #10,202 Southampton Township	April 1, 1845
*29.47 #3,028 Springfield Township	November 6, 1688
*48.39 #7,360 Tabernacle Township	March 22, 1901
*107.12 #805 Washington Township	November 19, 1802
*11.01 #6,004 Westampton Township	March 6, 1850
*7.15 #36,291 Willingboro Township	November 6, 1688
*95.38 #2,063 Woodland Township	March 7, 1866
*0.60 #3,843 Wrightstown Borough	March 4, 1918

* - Area in Square Miles
- Population 1990

County - 819 Square Miles
County population 1990 - 395,066

BURLINGTON COUNTY'S EIGHTEENTH CENTURY U.S. POST OFFICES:

Atsion	– 1797	Moorestown	– 1800
Bordentown	– 1800	Mount Holly	– 1800
Burlington	– 1797	New Mills	– 1800
Bustletown	– 1800	Tuckerton	– 1797

THE EARLY POSTAL SYSTEMS

In the year 1692, Thomas Neale was granted a royal patent, lasting 21 years, to organize a postal system in the British Colonies in North America. Not as successful as originally hoped for, this system depended on local government to establish routes and appoint postmasters, etc.

Administered by Deputy Postmaster General Andrew Hamilton, the first two offices established by him in New Jersey were Perth Amboy, capitol of East Jersey in 1692, and Burlington, capitol of West Jersey in 1693. Both offices were located on the new postal route between New York and Philadelphia as concessions to the proprietors of East and West Jersey, thus linking both capitols.

This earliest colonial post road to enter what was to be Burlington County crossed from New York to Long Island, to Staten Island; on to Perth Amboy and southwest through Cranberry, next to Burlington where it crossed the Delaware into Pennsylvania and on down to Philadelphia. Shortly after this route, referred to as the “lower road,” was laid out, a preference was shown for an alternate road with not as many ferry crossings. This alternate route crossed from New York, by boat, down to the Raritan River to Woodbridge, south to New Brunswick, then on to Princeton and Trenton, on the Delaware, where it crossed over into Pennsylvania.

Burlington lost its importance as a colonial post office in this portion of the Jerseys, being displaced by Trenton as the preferred crossing for the Philadelphia–New York postal route.

The Colonial postal system was poor, at best, but it operated until the American Revolution. Many private mail carriers operated in direct competition with this system, and were generally cheaper and more effective.

In 1774, William Goddard was operating his “Constitutional Postal System,” in direct and illegal competition with the Colonial Postal System, which was still operated by the crown. Even then, Perth Amboy and Burlington were not included on Goddard’s mail routes.

By 1775, the British postal system was, for all intents and purposes, nonexistent. The provisional system, established by Goddard, had rendered it useless.

Burlington County would not have an official post office again until August 18, 1797 when post offices were established at both Atsion and Tuckerton. Burlington was granted an office later that year on October 18, 1797.

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

The United States Postal System was created by an Act of Congress on September 22, 1789. It took nearly eight more years before it deemed Burlington County worthy, or in need of a post office!

Although relatively obscure today, such was not the case for the county's initial postal locations at Atsion and Tuckerton. Atsion was considered the most important manufactory in the county, and at that date, probably the largest iron producer in the county. Tuckerton was made the third United States port of entry on March 21, 1791, preceded only by New York and Philadelphia. Both places were deemed essential to the new nation.

By the year 1800, there were just 47 post offices in service in all of New Jersey. Eight of these, as previously noted, were located in Burlington County. In 1850, statewide, the number had risen to 347. The year 1875 saw 554 offices established and by 1900 the number of offices peaked at 816. Consolidations and closures had reduced their number to 670 by 1955.

The actual effective dates of opening or closing certain postal facilities were often different than the dates of order by the P.O. Department, in Washington. For the purposes of this effort, I have used the "Record of Postmaster Appointments," National Archives, Washington D.C., to record the dates given. Accuracy notwithstanding, I leave the disputed dates to the chronologists.

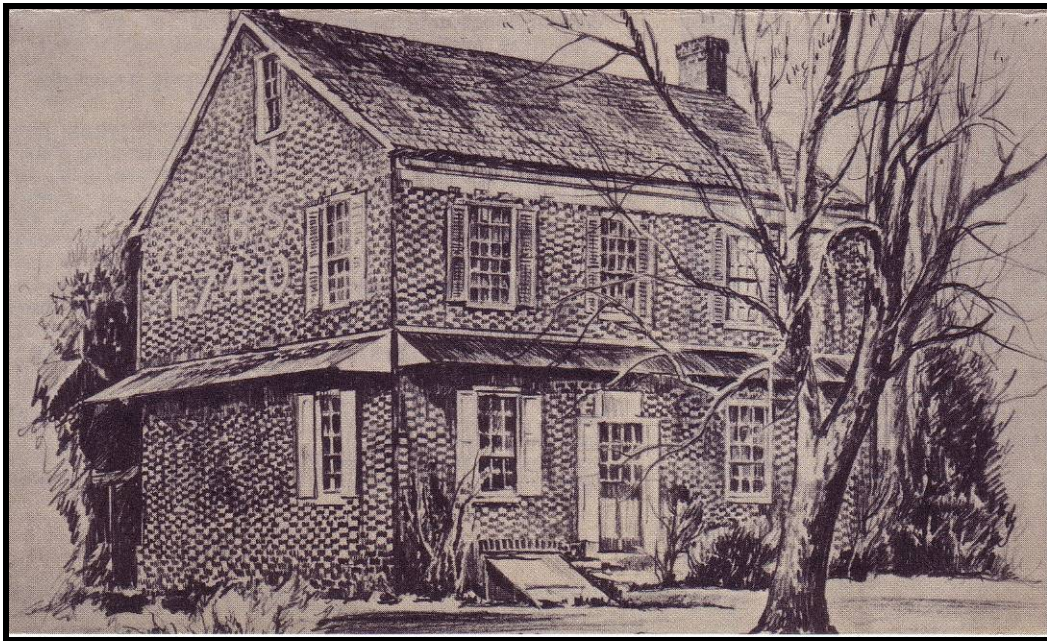


Fig. No. 1a: The Newbold House, Georgetown, N. J., A. D. 1740.

[An alphabetical list of Burlington post offices follows, with further information on each post office, to be continued in future NJPH Journals.]

ANCOCAS POST OFFICE ~ Established January 2, 1834

This office, established in Willingboro Township, was opened at what is now the Village of Rancocas. Prior to 1832 there were just two dwellings established here, in addition to the Friends Meeting House and School. In 1832, a bridge across the Rancocas Creek at Centerton and a road to Rancocas Meeting, one mile distant, were completed.

About 1833, Andrew Hollinshead was constructing a large building on the north side of Beverly Turnpike near Rancocas Meeting (as this place was called by the Quakers). The new village petitioned for a post office and on January 2, 1834, Ancocas Post Office was recorded as opening. However, no postmaster is listed until January 21, 1836. It is possible that a location for the office was not available until the later date.

The postmaster named in 1836 was Andrew Hollinshead; however, the facility was closed six months later on June 23, 1836 and listed as discontinued. Although this place had always been called Rancocas Meeting, there were proponents of the ancient Ancocas, an early spelling of the Indian tribe and the creek they lived near. It seems Mr. Hollinshead was in favor of this older name and wanted to affix it to the village and new post office.

On May 1, 1838, the postal facility re-opened as Rancocas Post Office. Samuel Stokes, Jr., the new postmaster, opened this office in part of his recently completed store located, ironically, in Andrew Hollinshead's building! Popular opinion had prevailed and Rancocas it would remain.

January 2, 1834?	Post office opened* - no postmaster listed
January 21, 1836	First postmaster named
June 23, 1836	Post office discontinued
May 1, 1838	Re-opened as Rancocas

**It is probable the office did not operate until January 21, 1836.*

~ ☐☐☐ ~

ARNEYTOWN POST OFFICE ~ Established April 24, 1827

This small, rural hamlet was a part of New Hanover Township in 1827 when they managed to secure a post office. Today, what's left of the old village is located in North Hanover Township, some thirteen miles northeast of Mount Holly and eight miles to the southeast from Bordentown. It stands on the Monmouth County border.

Settled prior to 1765, it was referred to as Upper Freehold in some records. No record of population count was found for this unincorporated village, but a map of 1876 shows perhaps twelve dwellings, one church and a schoolhouse. By 1935 Henry Beck tells us, "but five or six families are all that live in Arneytown, now."

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

Arneytown was off the normal post route from Bordentown to New Egypt. By 1870 the office was deemed unnecessary by postal authorities and closed February 8, 1871. The office located in Jacobstown would take care of the few residents left at Arneytown.

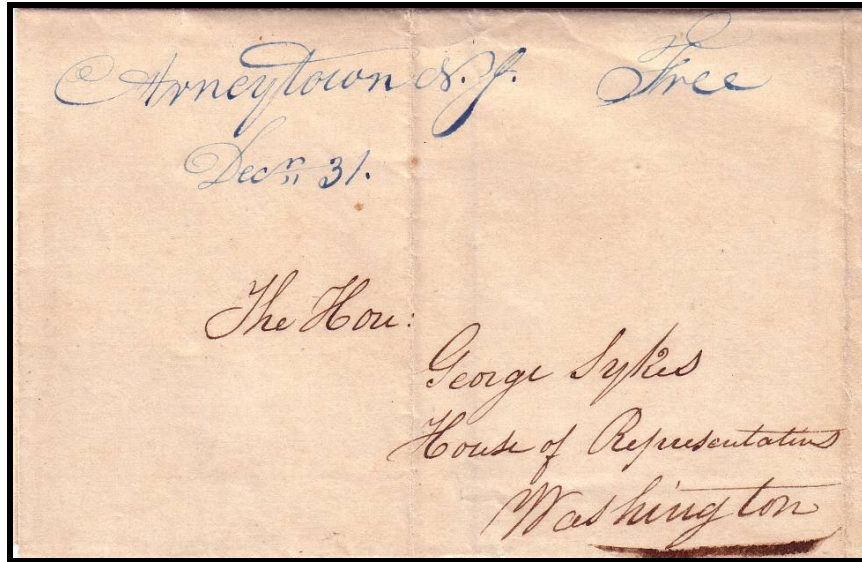


Fig. No.2: Arneytown, N.J. cover dated Dec. 31, 1843. Free indicates no postage due. George Sykes was a member of The U.S. House of Representatives.

April 24, 1827
February 8, 1871

Post office opened
Post office discontinued - service to Jacobstown

~ ☐☐☐ ~

ATSION POST OFFICE ~ Established August 18, 1797

Known by the Indian name Atsayunk, originally this old village was part of Evesham Township when a post office was established here in 1797. Atsion is some 3½ miles southwest of Indian Mills and eleven miles to the northwest from Green Bank. It lies along the Upper Mullica River, and today is a part of Shamong Township.

Soon after the ratification of the Constitution, the new United States Postal System established post offices in New Jersey. Atsion and Tuckerton became Burlington County's first offices in 1797. Atsion's ironworks, established in 1768, were considered an integral part of the new nation's economy. The post office established here lent credibility to this necessary industry. Unfortunately for Atsion, the discovery of coalfields in Pennsylvania in the 1830s soon made charcoal-fueled iron manufactory obsolete.

In 1815 the ironworks at Atsion shut down, and the post office was moved ten miles southeast to Sooy's Inn. In 1827, Samuel Richards purchased and revived the business. The post office soon was re-opened. As the fortunes of Atsion flourished and declined over the years, the post office closed and re-opened several times. In 1834, the forge and furnace at Atsion employed nearly 100 men with approximately 700 persons living in the village or nearby. The estate, including Atsion, encompassed some 60,000 acres.

From June 4, 1866 until August 21, 1871, the post office here was renamed Fruitland. [see Fruitland Post Office]. On October 31, 1882, Atsion Post Office was listed as being located in Atlantic County. The village is located in Burlington County on the east side of the river. Apparently, the office was moved to the station house of the New Jersey Southern Railroad, located on the west bank of the river in Atlantic County, some one-half mile distant from Atsion village.



Fig. No. 2a: Colonial one shilling note printed at Burlington, N. J. by Isaac Collins ~ some of the first currency paid to the workers at Atsion Iron Works.



Fig. No. 3: Atsion N.J. cover dated Dec. 31, 1863.

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

On December 3, 1883 the Atsion Post Office was relocated back to its former site in Burlington County. In 1930, the office at Atsion was closed, and mail service was supplied by Vincentown Post Office; an ignominious end to Burlington County's first post office.

August 18, 1797	Post office	opened
February 13, 1815	Post office	moved to Sooy's Inn
June 28, 1828	Post office	re-established at Atsion
November 14, 1831	Post office	discontinued
June 22, 1832	Post office	re-established
December 28, 1843	Post office	discontinued
March 25, 1851	Post office	re-established
January 28, 1856	Post office	discontinued
December 22, 1862	Post office	re-established
June 4, 1866	Post office	name changed to Fruitland
August 21, 1871	Post office	name changed back to Atsion
October 31, 1882	Post office	moved to Atlantic County
December 3, 1883	Post office	moved back to Burlington County
July 31, 1930	Post office	discontinued - service to Vincentown

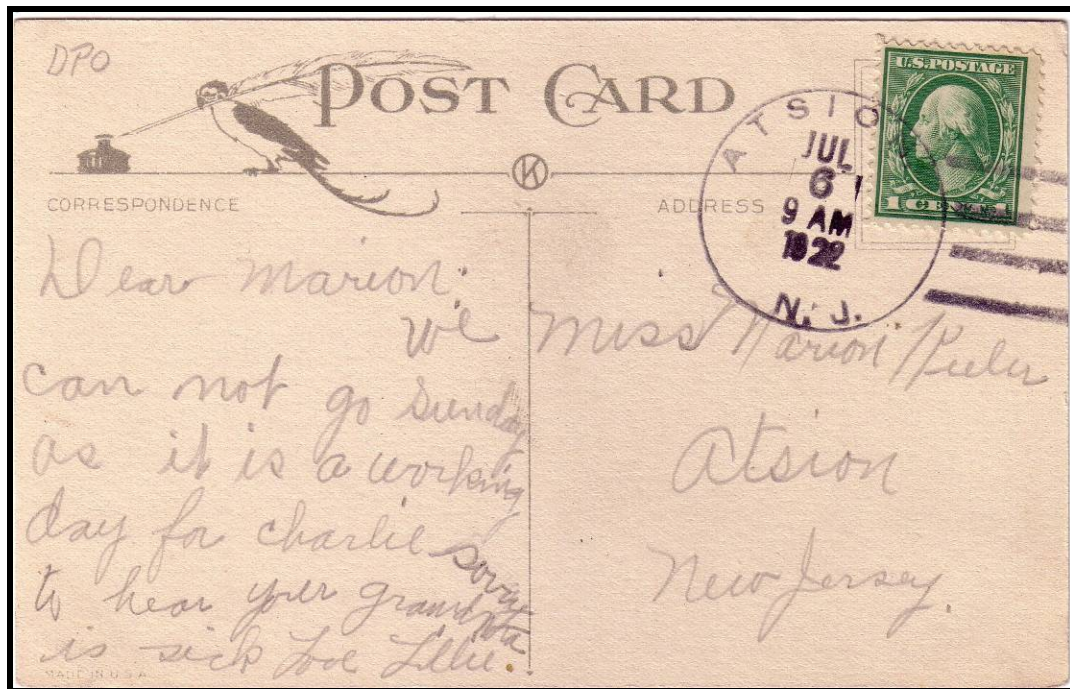


Fig. No. 3A: Post card cancelled at Atsion, N. J. in 1922.

~ ☐ ☐ ☐ ~

BASS RIVER HOTEL POST OFFICE ~ Established February 23, 1827

Bass River Hotel, an ancient hostelry, was situated on the Old Stage Road between Tuckerton and Philadelphia. Located in Little Egg Harbor Township some six miles northwest of Tuckerton, the Hotel lay on the west bank of Bass River. Built prior to the American Revolution, this place was known as Red Tavern, and was still referred to by this name as late as 1882. Little is left to mark its existence, and the area is now a campground at what is referred to as the Fir Bridge Section of present day Bass River Township.

In 1833, Isaiah Adams became the owner and postmaster at Bass River Hotel. In 1840, the stagecoach route was abruptly shifted two miles south to pass through present day New Gretna. This new location applied for a post office as Bass River Lower Bridge. The postmaster here was Joseph B. Cramer, who operated the office until late in 1841 when it closed. It seems the stage road was returned to its old path through Bass River Hotel, as before.

That same year, 1841, the post office at the Old Hotel was re-opened, and lasted until 1854, when lack of business caused its closure. The stage route had been relocated, again, through New Gretna, thus bypassing the Old Red Tavern or Bass River Hotel Post Office. It seems the former owner of the venerable old strand had built a new hotel at New Gretna.



Fig. No. 4: Bass River Hotel. Manuscript folded letter dated Feb. 19, 1844.

February 23, 1827

May 8, 1840

November 6, 1841

November 29, 1854

Post office opened

Post office discontinued & moved to Bass River
Lower Bridge

Post office re-established

Post office discontinued

~ ☐ ☐ ☐ ~

BASS RIVER LOWER BRIDGE POST OFFICE ~ Established May 8, 1840

The Lower Bridge on the Bass River, down in Little Egg Harbor Township, was at the town now called New Gretna. This short-lived office was established due to the efforts of Joseph B. Cramer, the postmaster there. He was also to become New Gretna's first postmaster, some ten years later.

A re-routing of the Tuckerton Postal Road through this village replaced Bass River Hotel Post Office, which lay on the Old Stage Road. In 1841 the old route was restored, effectively closing this office, Bass River Lower Bridge.

In 1850, the mail route was again re-routed through this place, now known as New Gretna. The Old Stage Road to Bass River Hotel was abandoned, and the post office there would cease to operate by the end of 1854.

May 8, 1840

Post office opened

November 6, 1841

Post office discontinued & moved back to Bass
River Hotel

~ ☐☐☐ ~

BATSTO POST OFFICE ~ Established June 28, 1852

The iron works established at Batsto in 1766 figured prominently in supplying the American armies during the Revolutionary War, and, again, when the War of 1812 was fought. Munitions, in the form of shot and cannon balls, were supplied by the Batsto Iron Works, far down in the pinelands of Burlington County.

Located today in the southwest portion of Washington Township, along Batsto River, one-half mile off from the Mullica River, the village is one and one-half miles northwest of Green Bank, and five miles to the southwest from the site of old Sooy's Inn Post Office.

In 1834, Gordon [Gordon's *Gazetteer and History on New Jersey*, Phila., 1834] recorded Batsto's inhabitants as numbering 400 persons. It was second at that time only to Atsion in population in this part of Burlington County. The post office, however, was not opened until 1852. Pleasant Mills Post Office, located directly across the Mullica River from Batsto, in old Gloucester County, was established in 1827. Mail service for Batsto, although Batsto was twice as large as Pleasant Mills, was handled by the smaller town until 1852. Both offices, thereafter, were closed or re-opened depending upon the political climate of the time.

The village and post office at Batsto have been restored, and today are maintained by the State of New Jersey. In 1966 this post office was re-opened and operates as a rural branch of Hammonton Post Office.

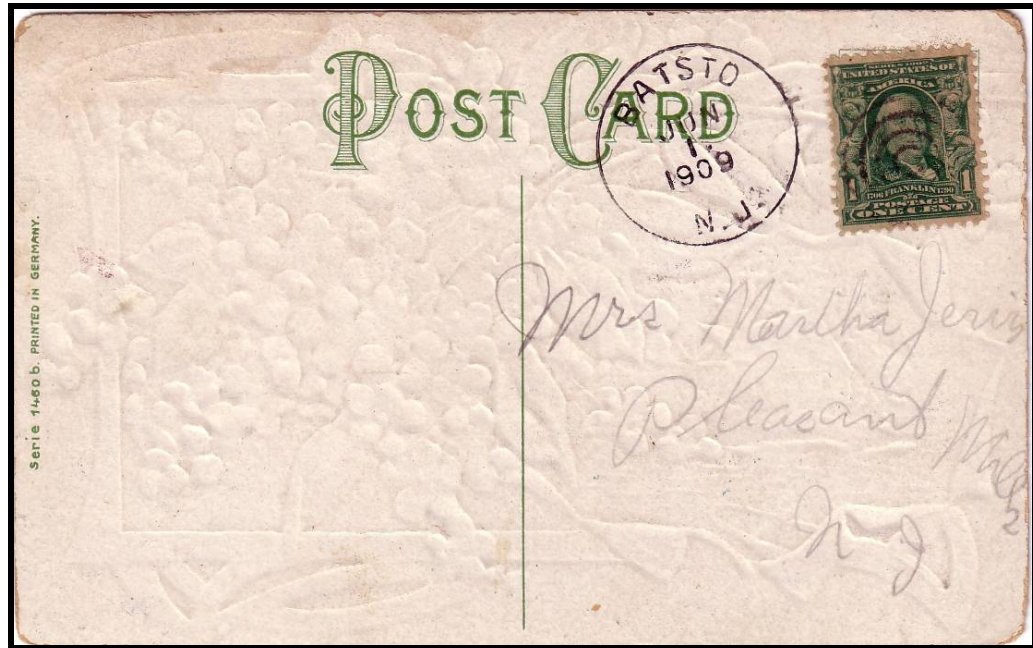


Fig. No. 5: Batsto, NJ postmarked June 11, 1909 on postcard.

June 28, 1852	Post office opened
June 24, 1870	Post office discontinued - service to Pleasant Mills
January 3, 1883	Post office re-established
January 14, 1911	Post office discontinued - service to Hammonton
June 1, 1966	Post office re-established as a Rural Branch of Hammonton Post Office

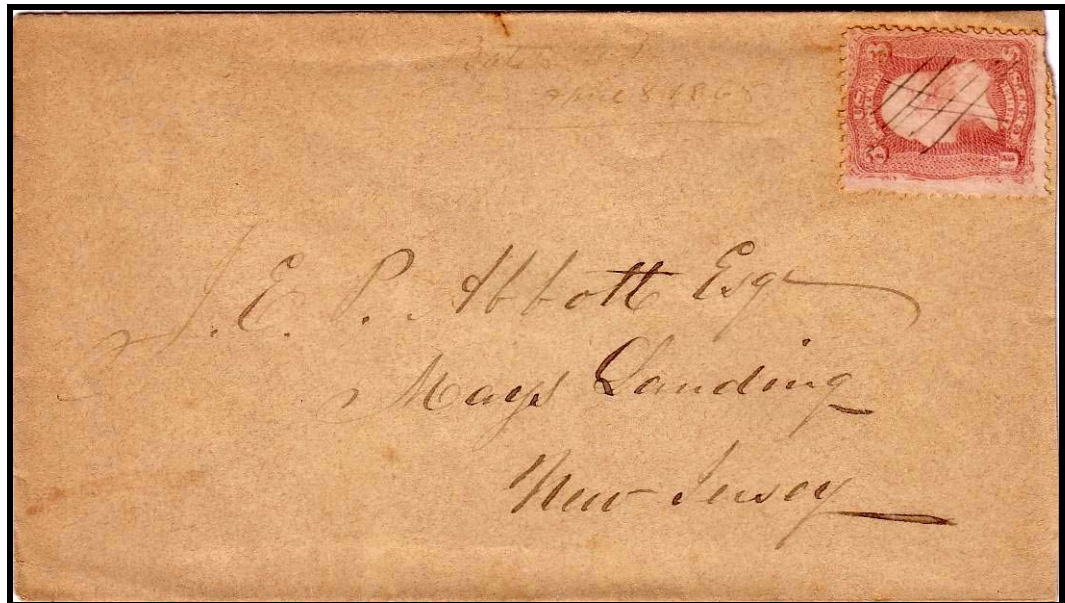


Fig. No. 5A: Batsto, N. J., dated Apr. 8, 1865 with an 1861 3-cent stamp pen cancelled.

~ [] [] [] ~

BEVERLY POST OFFICE ~ Established January 4, 1849

Beverly is Burlington County's smallest city, and the second smallest municipality in the County, comprising just .54 square miles in area. Located three and one-half miles west from Burlington, Beverly is situated on the Delaware River, in the northern part of the county.

A ferry was in operation here by 1680. Originally owned by Duncan Williamson, the ferry and village became known as Dunk's Ferry. It operated for well over 150 years. Continental troops under George Washington crossed at Dunk's Ferry many times during the American Revolution.

After completion of the Camden and Amboy Railroad in 1834, the growth of the tiny hamlet at Dunk's Ferry was rapid. By 1845, this place had taken the name of Beverly. In 1849 the post office was opened. The population was approximately 1,000. By 1860 the town boasted 1,220.

Today, this diminutive "city" has a population just shy of 3,000. The post office serves both Beverly and Edgewater Park Township, with a population nearly three times that of tiny Beverly. The City of Beverly is this writer's home.

This post office opened January 4, 1849 and continues in service today, also servicing Edgewater Park Township



Fig. No. 6: An early folded letter with a three cent 1851 issue stamp. Dated Sept. 4, 1856, Beverly, N. Jersey.



Fig. No. 7: This envelope is cancelled with a magenta town cancel and a Maltese Cross, used in 1873.

~ ☐☐☐ ~

[This series on The Post Towns of Burlington County by Jack Edge will be continued in future issues of NJPH]

Please note that this issue's [Word Puzzle](#) features the [DPOs of Burlington County](#) (p.51).

WE NEED ARTICLES NOW!

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

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PLEASE submit these to your Editor: Robert G. Rose
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or rrose@pitneyhardin.com

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ALLIANCE--A UNIQUE COMMUNITY: A UNIQUE POSTMARK?

By Professor Mark Sommer

Nothing gets a response until someone claims to have something that is “unique,” “best known example,” “rare,” and the like. Thus, this article is a request to fellow NJPHS members to prove me wrong with a showing of other covers used from Alliance, New Jersey. The postal card, illustrated below, is the only one I have ever seen since purchasing this item nearly twenty years ago. I have yet to see another card or cover with a postmark from Alliance.

The Alliance story begins in May 1882, when, after escaping from the persecutions of Tsarist Russia, 43 destitute Jewish families arrived in Salem County in search of freedom and a better life.¹ Some of these immigrants were inspired by the Russian Am Olam movement, whose goal was the creation of agricultural settlements. Alliance was the first and largest of such settlements in New Jersey.² Funding for the settlement was made possible by a donation of a million francs by Baron Maurice de Hirsch to the Alliance Israelite Universelle, an organization based in Paris (the settlement was named for this organization).³ Alliance was also partially funded by the Hebrew Immigrant Aid Society in New York. The immigrants to Alliance, who shared the dream of becoming American farmers, were mostly tradespeople and shopkeepers.

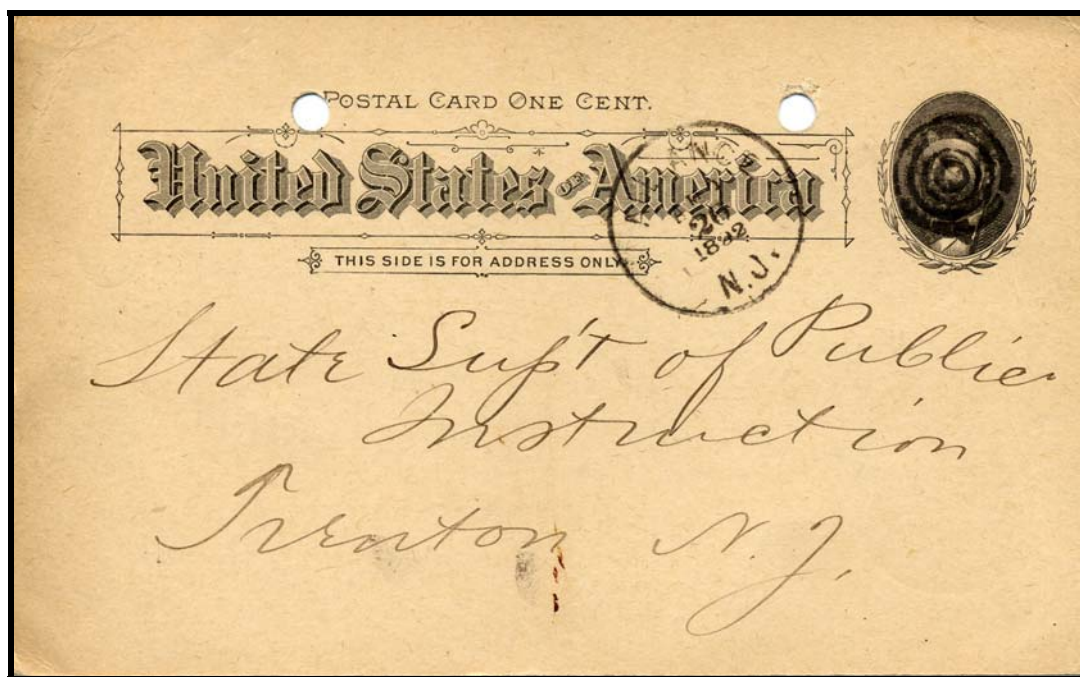


Fig. 1: Cancelled "Alliance, NJ" in 1892.

But these immigrants were to endure many hardships before that dream came true. The twelve hundred acres purchased for them by the Hebrew Immigrant Aid Society proved to be poor soil, thickly overgrown with scrub pine and oak. Every man, woman, and child was needed to clear brush, cut trees and uproot stumps. Until individual homes could be built, families lived in tents, donated by the U.S. Army and later in barracks, also provided by the Hebrew Immigrant Aid Society. They dubbed the barracks “Castle Garden” after the immigrants’ depot at Ellis Island. An American flag was erected in the center of the compound.

To subsist, entire families worked in cranberry bogs, in canning factories and for neighboring farmers, who hired them to cut corn and pick berries in season. Winter found everyone sewing piecework for New York and Philadelphia garment manufacturers.

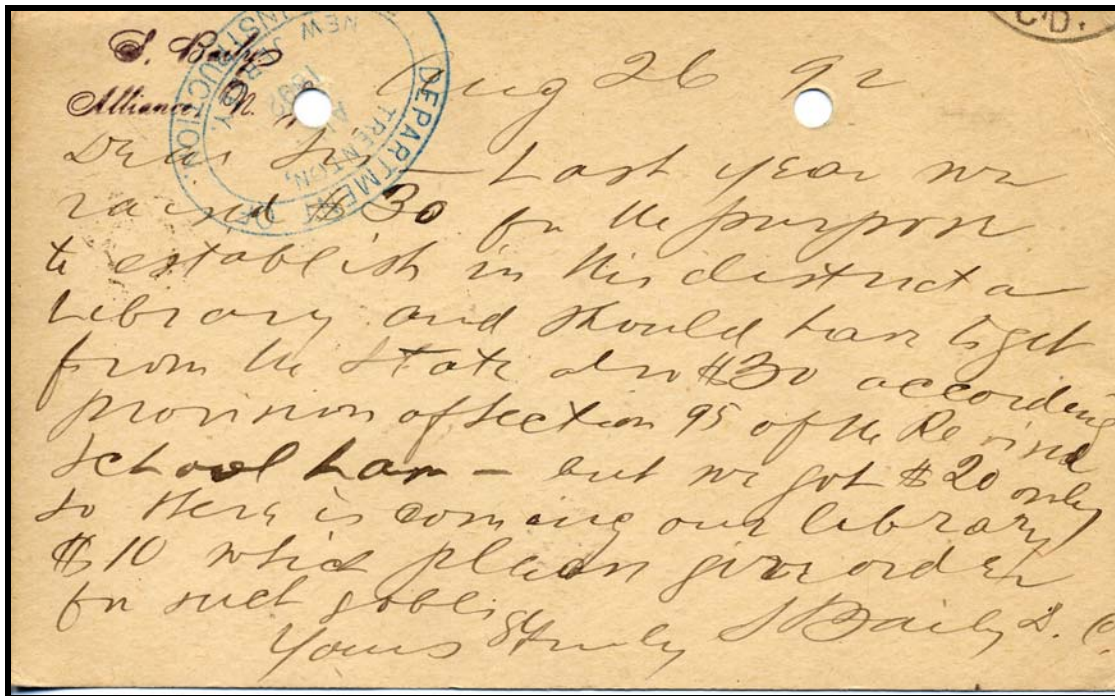


Fig. 2: With a receiver mark from the Department of Instruction in Trenton, and a corner stamp from S. Baily, Alliance, N.J.

Finally, the settlers were able to start working their own land. (Farms of 12-15 acres had been mapped out by community leaders and allotted to families by drawing from a hat. The Hebrew Immigrant Aid Society held the mortgages). Inexperienced and lacking know-how, they mastered the rudiments of agriculture from books, helpful neighbors and the aid of the Jewish Agriculture Society in New York. It took several years of determination, diligence and loving care, but they gradually turned what had once been poor soil into a garden covered with grapevines, berry bushes, fruit trees and vegetables.

By 1887, carloads of fine Alliance produce including cherries, peaches, apples, tomatoes and potatoes, were shipped daily to New York, Boston and Philadelphia, while grapes were shipped to Welch's grape juice factory in Vineland. Alliance farmers were soon recognized by agriculturalists as some of the finest in the State.

Alliance endured as a community until after World War II, when it received, with open arms, another wave of Jewish immigrants from Europe. Then, as families moved away and children left in search of their own fulfillment of the American dream, Alliance's population began to dwindle. Today, only a few farms and homes remain.

The Alliance post office was established on October 26, 1888, with George S. Seldes as its first postmaster. During its period of operation, it was serviced twice a day by a mail route from Norma, NJ, which was a station stop on the Central Railroad of New Jersey (Red Bank & Bridgeton RPO route). The post office was discontinued on May 31, 1917, with further service being provided through the post office at Vineland.

The post card pictured above, has an Alliance, NJ August 26, 1892 postmark. Are there any other cards or covers with Alliance NJ postmarks out there? If so, please contact me: Professor Mark Sommer, 1266 Teaneck Road, #10A, Teaneck NJ 07666, 201-837-0489.



Fig. 3. Alliance Synagogue



*Woodbine, NJ website*⁴

Fig. 4. Alliance Cemetery

ENDNOTES

¹ By the Tsar's decree of June 10, 1864, in nine western sections of Russia, including Belarus, Jews were forbidden to buy land from aristocratic landowners, "pomeshchiks" or from gentile farmers. Jews were permitted to own land only in their own place of residence. <http://www.shtetlinks.jewishgen.org/scadryn/farming.html> [01/18/05] In 1881, Tsar Alexander II was assassinated by revolutionaries, who scapegoated the Jews. A series of pogroms devastated many Jewish communities. By the "May Laws" of 1882, Jews were expelled from hamlets and villages outside the pale and Jews were prohibited from renting or buying land for agricultural purposes. www.gpfm.sk.ca/religion/judaism/history [01/18/05].

² Other Jewish agricultural settlements were established in a number of locations in South Jersey including Carmel, Brotmanville, Montefiore, Malaga, Rosenhayn and Woodbine. www.jewishencyclopedia.com [01/18/05].

³ Hirsch was a German Jew, who amassed wealth in the sugar and copper industries. He became a financier and philanthropist who dedicated his fortune to the welfare of eastern European Jews who were subject to persecution in Russia. www.jewisharchives.net/jewisharchives/woodbine/index.html [01/18/05]. Hirsch's vision was to transform these refugees into independent farmers and craftsman in the New World. *Id.* The historical records of the Baron de Hirsch Fund document his organization's involvement in the planning of agricultural communities in the United States. These records are maintained in the archives of the American Jewish Historical Society in New York. <http://www.cjh.org/academic/findingaids/AJHS/institutionlist.html> [01/18/05].

⁴ Both pictures are from the Woodbine, NJ website entitled "Woodbine, New Jersey: Fifteen Acres and a Shul," http://www.jewisharchives.net/jewisharchives/woodbine/New_Jersey_Colonies/new_jersey_colonies.html [01/18/05] (1) Alliance Synagogue of the Alliance Colony of Jewish Farmers, and (2) Alliance Cemetery of the Alliance Colony of Jewish Farmers.

THE TRIAL OF THE CENTURY

By Jim Walker

The trial of Bruno Richard Hauptmann for the kidnapping and murder of the infant son of Col. Charles and Anne Lindbergh was held in the historic court house on Main Street in Flemington. The trial lasted six weeks from January 2 to February 14, 1935.

The town was turned into a circus by the news media and the thousands of spectators who descended on the small town of Flemington. Entry to the trial could be gained only with an Official Pass issued by John H. Curtiss, the Sheriff of Hunterdon County. The first item is one of two Passes for the morning session on Monday February 4, 1935. Passes #189 and #190 were mailed from Flemington January 30th in a #U436 postal stationary envelope with the Sheriff's corner card.

Addressed to Miss Frances Groginsky, 39 Main Street, Lambertville, N.J. and as the accompanying billhead shows, her father, Harry owned a department store located on the corner of Main and Coryell Streets. Frances' house, 39 Main is just to the left of the store in the picture. Interestingly, Frances owned this house from 1913 until her death in 1997 at the age of 106!

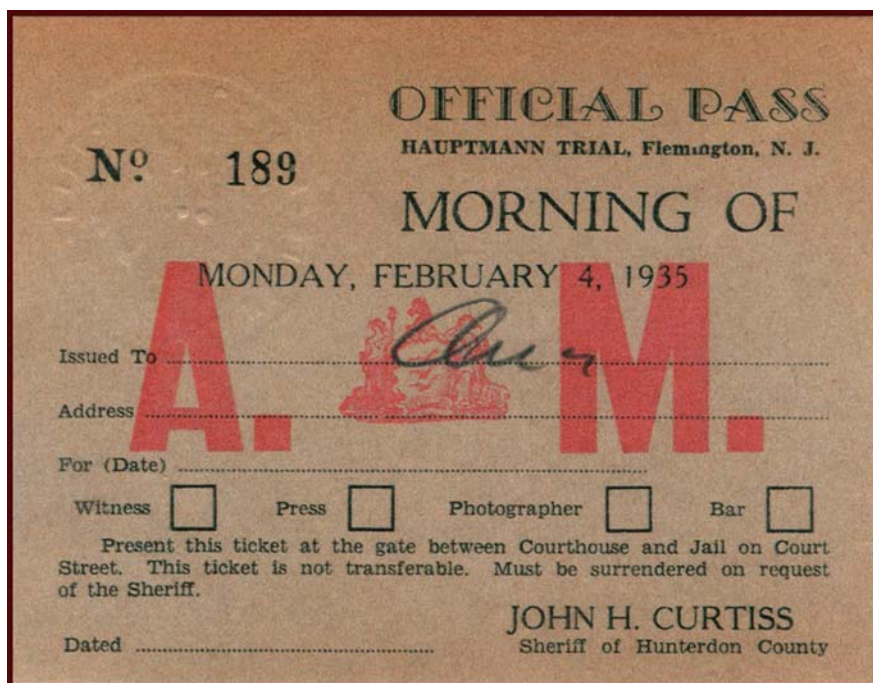


Figure 1. Pass necessary to gain admittance to the court house for the Hauptmann trial.

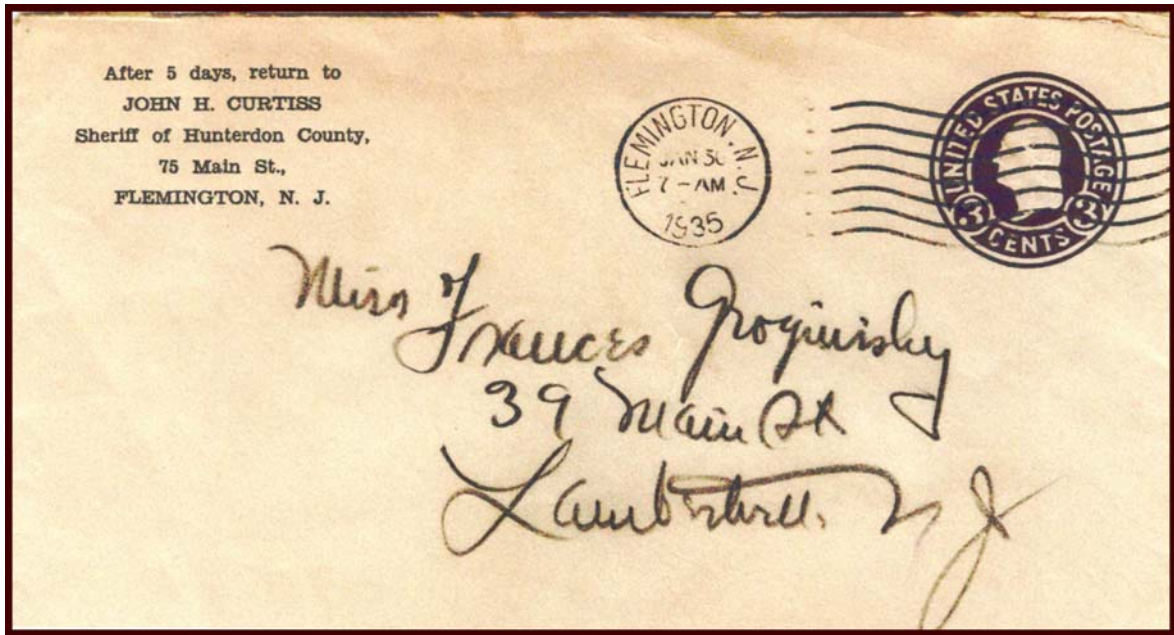


Figure 2. Cover from Sheriff's Office in Flemington, enclosing passes for the trial.

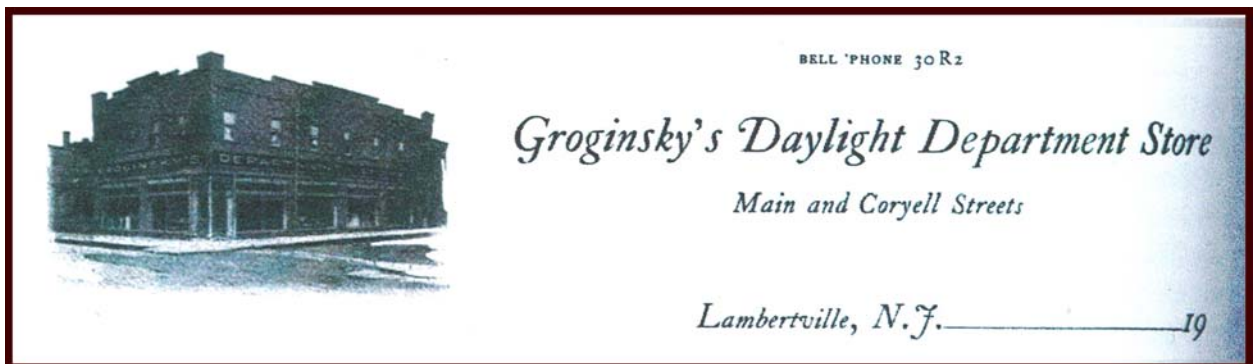


Figure 3. Billhead showing Groginsky's Department Store in Lambertville, and house adjacent, home of the addressee at left.

The second cover with the same machine cancel dated February 9, 1935 ties a #742 Three cent National Parks issue to a souvenir cover with a photo of the Flemington court house and a rubber stamped cachet of the ladder used by the "kidnappers;" at this time it was still believed Hauptmann had help.

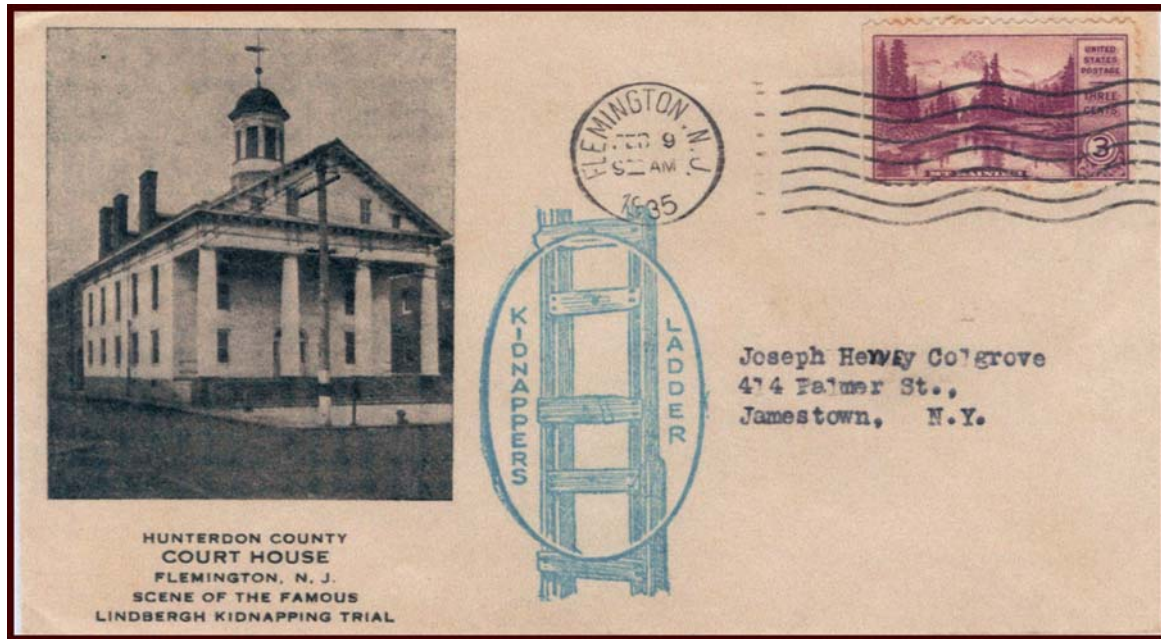


Figure 4. Cacheted cover of Flemington Court House, with "Kidnappers' Ladder" handstamp.

Hauptmann received lots of mail during his stay in Flemington. This last cover addressed to him at the Flemington Goal (a misspelling of "gaol") is from England. Posted February 15th, the day after the trial ended, it was received at Flemington on the 25th of February and redirected to the State Prison at Trenton, New Jersey. Hauptmann remained there until his execution on April 4, 1936.



Figure 5. Cover from Great Britain addressed to Hauptmann at the Flemington Goal [sic], forwarded to him at the State Prison, Trenton.

HISTORY OF THE FREDON, NJ POST OFFICE

By Myra Snook, Fredon Township Historian

For the small towns of early New Jersey, the mail stage was an important part of their connection with the rest of the world. During earlier times, coffee houses, taverns, and local stores became postal centers of the community and were attended to by proprietors, who doubled as postmasters. The mail stage broke the isolation with letters, newspapers and light freight. A table was generally set aside for mail to be displayed, thus affording little security and no privacy. Fredon, a tiny community in the hills of northwest New Jersey, just west of Newton in Sussex County, was lucky enough to find itself on such a stage route.

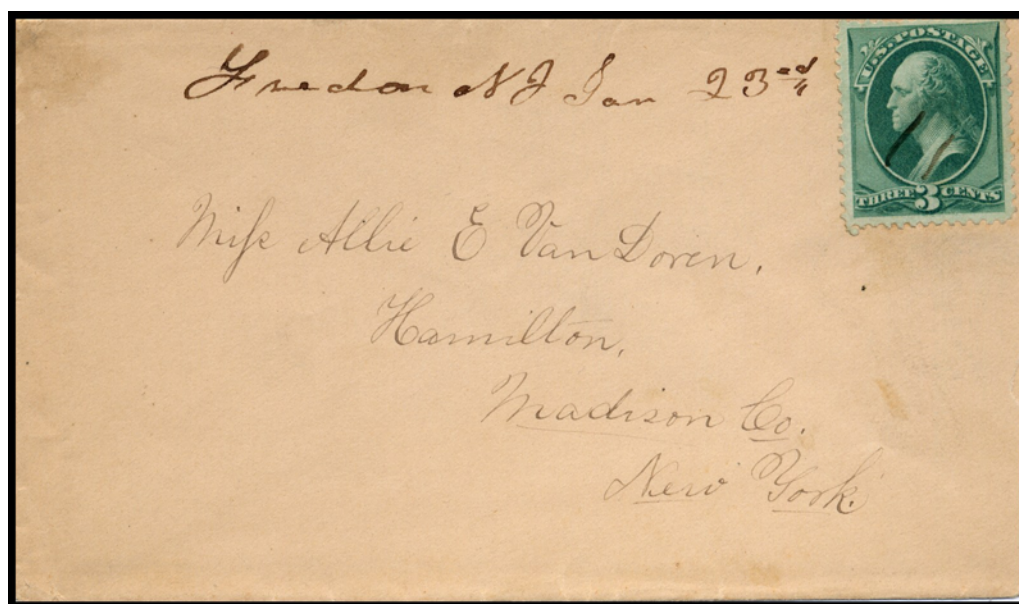
On March 3, 1819 a mail route was established from Newton, Sussex County to Columbia Glass Manufactory, on the Delaware River, passing through Stillwater, Marksboro and Butt's Bridge (Blairstown). This became a daily route in 1860. Stillwater included the area later to be known as Fredon. At this time, the mail pouches were dropped off at the store owned by Isaac Coursen, located on Stillwater Road (County Rt. 610) at the corner with the Newton-Blairstown Road (Route 94). Mail was sorted and distributed, probably at the store (diagonally across from the Fredon Township School). This was the beginning of the Fredon Post Office, although it was not yet known by that name.

A shotgun guard or messenger was employed on express or mail routes when treasure might be aboard. There were usually no passengers on those runs. Mail was usually carried in pouches weighing about 100 pounds. Some pouches were carried straight to their destination; others were one-way and were opened at each post office along the way. Fredon was a place where mail was removed from and added to the mailbags.

Sussex County, including what would later be Warren County, had 10 post offices in 1811. By 1837 there were 26 post offices in Sussex County alone.

Post offices were located at two different locations within what is now Fredon Township. The first post office to be established was at the intersection of the roads connecting Newton and Stillwater, probably located in the store. This area was 4 miles west of Newton and was called Trade Valley when a post office was established there on March 29, 1819. Enos Coursen was the first postmaster. The post office was renamed Hardwick [likely after the township in which, at that time, it was located], at the same site, on Nov. 15, 1820 with Isaac Ventile Coursen as postmaster.

At the same time that Warren County was separated from Sussex in 1824, Stillwater Township was formed from the northern half of Hardwick Township. As the Coursens farmed hundreds of acres in that area, the crossroads at the intersection of the Newton-Blairstown Road and the road to Stillwater became known as Coursens Corners. The Hardwick post office located at Coursens Corners, however, was renamed Fredon on June 8, 1829 with Isaac Ventile Coursen continuing as postmaster. The area has generally been known as Fredon since that time. Compensation for Isaac Coursen in 1846-47 was \$11.83 and receipts were \$13.64.



Courtesy Arne Englund

Late 1870s or early 1880's cover showing Fredon manuscript marking

During Isaac's tenure, the following men were apparently clerks:

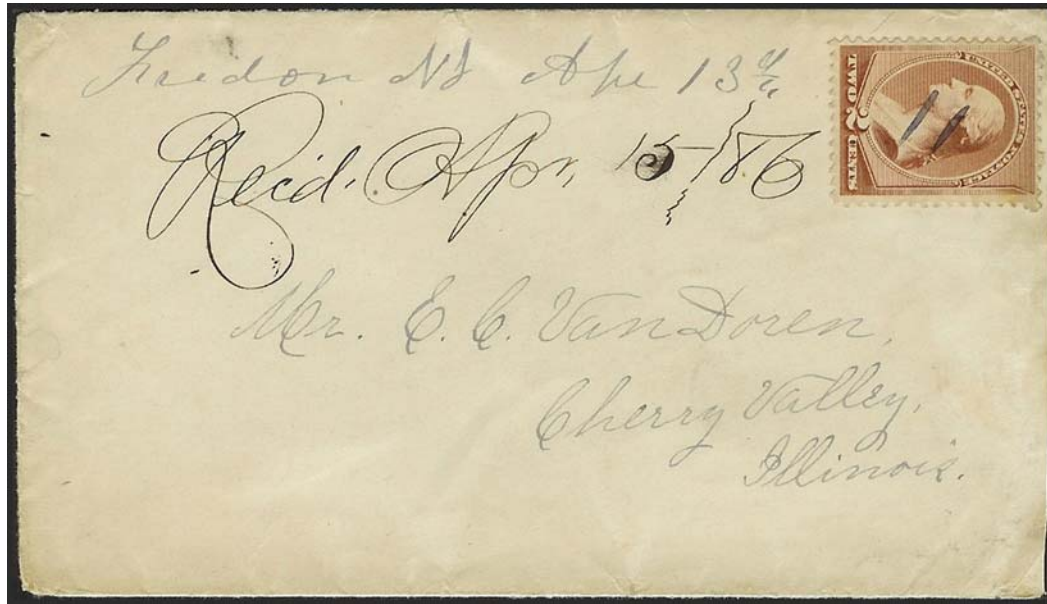
William Hunt & Jacob Miller	June 8, 1837
Abner Bunting (son-in-law of Isaac) & Jacob Miller	June 7, 1842
H. Coursen & Nelson Smith	Sept. 11, 1851

On September 3, 1853, Isaac's son, William P. Coursen, became Fredon's next postmaster, and served until 1892 when he resigned to become a member of the N. J. State Legislature. He was followed by Henry Ward in July of 1893, and William Smith, in December of the same year. William P. Coursen was reappointed in 1897, after serving his term in the state legislature.

As an aside, Joseph Coursen, son of Isaac V, was postmaster in Stillwater. Two other Coursens were post-masters at Coursenville, north of Newton. They were Vantile Coursen, appointed July 2, 1824, and Henry Coursen, appointed 1837.

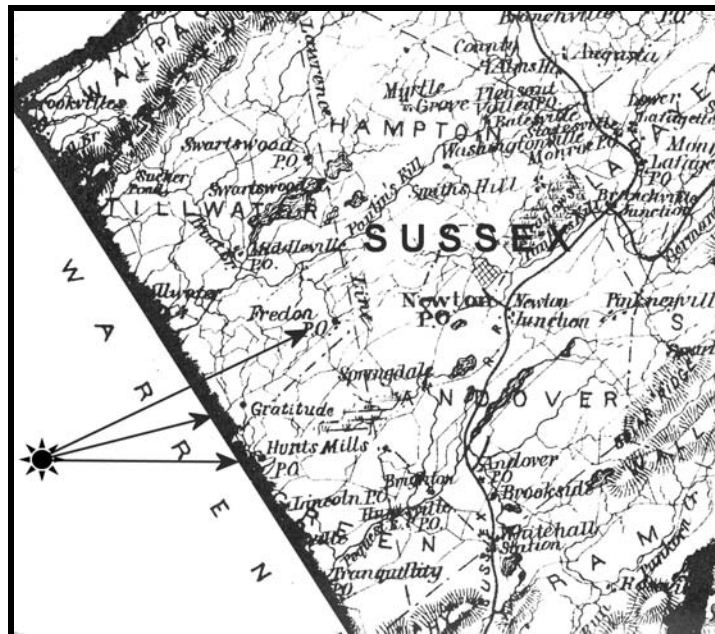
According to a N.J. Herald article, (125 years ago) on June 6, 1877, "William Morrison of Fredon has the contract for carrying the mail from Newton to Portland. Mr. Morrison will take charge of the route, July 1st, and will receive \$848 (per year) for his services."

George Watson Roy, an early Fredon historian, relates that during at least part of the time, mail bags were exchanged at the Coursen store located at the crossroads. It is not known when the mail started to be distributed from the main house instead, but it may have been after 1853 when William P. Coursen became postmaster. Mr. Roy also recalls, that before he left Fredon in 1894, mail was sorted in the dining room of the main house and children used to go to the main house to pick up mail at the double door (or Dutch door) of the kitchen. (The window section of the door actually opens inward.)



Courtesy Arne England
An 1886 cover showing the Fredon manuscript marking

In viewing envelopes mailed from Fredon during the 1880s, the postal marking is a manuscript "Fredon, N.J." with the date and a line or mark, in ink, on the stamp. The Fredon post office was discontinued June 15, 1901 and the mail was then delivered from the Newton post office to Fredon.



Arrows indicate Fredon, Gratitude and Hunt's Mills, on this 1881 map illustrated in Snell. Gratitude was added to Snell's map to show its relative location.

HISTORY OF THE FREDON, NJ POST OFFICE ~ Myra Snook

In 1828 a second post office was established at Gratitude, in the southwestern part of what would become Fredon Township, in the vicinity of Yellow Frame Church. John Hunt was appointed postmaster April 9, 1828, and was succeeded on his death by Benjamin J. Lowe. In 1837, John Hunt, Jr. was appointed postmaster. On July 20, 1868, the location of the post office was moved just over the line into Green Township, to Hunts Mill's, named after the area's first settler. The area was known for a short time as Washington. The post office was renamed Hunt's Mills, which was subsequently changed to Huntsburgh [1888] and then to Huntsburg [1894] to conform to nomenclature changes dictated by Washington, D.C. This office was discontinued on April 15, 1901 and was serviced for a short time by the Fredon Post Office. When the Fredon office closed two months later, we do not know where mail service to the area was assigned.

A complete list of postmasters of both post offices follows.

POSTMASTERS AT FREDON AND GRATITUDE

	Postmaster	Date appointed
As Trade Valley (1819-1820):	Enos Coursen	Mar. 29, 1819
As Hardwick (1820-1829)	Isaac V. Coursen	Nov. 15, 1820
As Fredon (1829-1901)	Isaac V. Coursen	June 8, 1829
	Wm. P. Coursen (Isaac's son)	Sept. 3, 1853
	Henry W. Ward	July 26, 1893
	William Smith	Dec. 23, 1893
	Wm. P. Coursen	Dec. 2, 1897
Discontinued June 15, 1901. Mail service was then from Newton.		
	Postmaster	Date appointed
As Gratitude (1828-1868)	John Hunt (Died Dec. 9, 1829)	Apr. 9, 1828
	Benjamin Lowe	(no date listed)
	John Hunt Jr.	Dec. 15, 1837
	John Shaw	Apr. 19, 1859
As Hunt's Mills (1868-1888)	Asa B. Palaubet	July 20, 1868
	Theodore F. Hunt	Mar. 15, 1870
	George Currant	Mar. 2, 1879
	Ryerson Trauger	May 13, 1887
	William F. Haase	Apr. 19, 1888
As Huntsburgh (1888-1894)	William F. Haase	May 16, 1888
	Theodore F. Hunt	July 25, 1889
As Huntsburg (1894-1901)	Theodore F. Hunt	Dec. 1, 1894
Discontinued April 15, 1901. Mail service was then from Fredon, until that office also closed.		

REFERENCES:

Alden's *New Jersey Register* 1811

Peck, Leonard - Postal Historian

Roy, George Watson - Fredon Township Historian, Unpublished manuscripts circa 1900

Snell, James, *History of Sussex & Warren Counties*, Philadelphia: Everts & Peck, 1881

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 6A: Expresses Operating from Newark Offices

By Bruce H. Mosher

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Early Newark City Directories

One of the best sources for learning of 19th Century express companies is in the pages of contemporary city directories. Some of these directories contain business sections where 'Expresses' are listed together and sometimes express company advertisements appear in these directories. Curiosity about the extent of two early Newark expresses (Baldwin and Brittin) led us to The Newark Public Library to research the old city directories for pertinent express information. In addition to learning about Baldwin's and Brittin's expresses, a lot of information about other old Newark expresses was obtained and is discussed in this report.

The earliest group of Newark city directories (1844–65) were compiled by B. T. Pierson (P), but they did not contain a consolidated list of express names until the 1858 edition. The 1844–56 expresses reported here were identified by finding the names of individual expressmen in the Newark city directory pages. As a consequence of this research technique, some early Newark expresses and expressmen are probably missing from this report. The 1857 and 1860 Newark business directories we consulted were compiled by William H. Boyd (B), and both annuals contained a consolidated 'Expresses' list of companies. From 1858 to 1882, consolidated Newark 'Expresses' lists were examined for contemporary express company information. We did note that the Library's 1865 Newark directory was published by James Gopsill (G) and it does not contain a list of Expresses, so our 1865 Newark express data is very lean.

1844–65 Newark Expresses

The majority of the 1844–65 Newark-based expresses are listed in the Table 6-I chart. The information in this chart is rather self-explanatory. The 'X' notation means an express entry exists in the cited annual directory. These old directories also contained the local Newark addresses for all their listed expresses. The boldface expresses/expressmen listed in Table 6-I are subsequently discussed in this report. Other words, abbreviations and acronyms used in the tabulation are explained in the NOTES at the bottom. Most of the early Newark expresses provided service to and from New York City. No other information is presently known about these other express companies that are not discussed, except the New Jersey Express Co., and it will be the topic of a future part of this New Jersey private express series.

Table 6-1. Newark Expressmen/Expresses (1844-65)

[illegible]

Crowell Adams Express (1846–56)

The initial identification of “C. Adams’s Express” was found in the Fall 1851, unnamed, New Jersey newspaper advertisement that was reproduced on page 50 of the September 1885 *NJPH* (same ad that is shown in the top part of Figure 6-1). Crowell Adams conducted a twice daily (except Sunday), express service from Newark to New York City. In 1851, Adams’s Express left from Agens’s Periodical Depot at 1 Commerce Street and from H. Adams & Brother’s (probably relatives of Crowell) store, 316 Broad Street, at 9 A.M. Then at 1 P.M. it departed from the Moss, Stringer & Townsends Book and English Periodical store located at 222 Broadway. His express returned from New York (75 Cortlandt office) at 2 P.M. to Newark. Crowell’s express handled packages of all kinds plus drafts, bill collections, periodicals, books and normal banking transactions for customers. Incidentally, we would speculate that Crowell adopted the awkward “Adams’s” possessive name for his company to help differentiate it from the larger (and better known) Adams & Co. Express, owned by Alvin Adams, that also operated in New Jersey and New York City.

C. ADAMS’S EXPRESS.
Between NEWARK and NEW YORK, Daily.
(Sundays excepted.)

PACKAGES of all kinds and description, forwarded and delivered without delay to all parts of the United States and Europe.

DRAFTS obtained on any of the Banks in Europe, free of expense to persons making remittances. Bills collected, and Moneys paid over punctually. Periodical dealers and Book-seller’s orders strictly attended to. Banking business attended to before 3 o’clock P. M., in all the Newark Banks.

OFFICES—In Newark at J. L. AGENS’S Periodical Depot, No. 1 Commerce st., and at H. ADAMS & Brother’s store, 316 Broad st., leaving at 9 o’clock A. M.—At MOSS, STRINGER & TOWNSEND’S large Book and English Periodical store, No. 222 Broadway, at 1 o’clock P. M., and at 75 Cortlandt st. at 2 o’clock P.M. ➡

All business done personally.

P. S. Silk, Cotton and all kind goods colored at Mesr. SO-RIA’S French Dyeing establishment in New York, in the cheapest and best manner.

HAY’S
Belleville and Newark Express.
(In connection with Adams’s Newark and New York Express.)

<p>LEAVE BELLEVILLE. Mansion House 7 3/4 A. M. and 1 P. M.</p>	<p>LEAVE NEWARK. Adams’s, 316 Broad st., and Trippe’s, cor. Broad and Mar- ket sts., 9 A. M. and ? P. M.</p>
--	--

(Copied from Sept. 1885 *NJPH*)

Figure 6-1. 1851 Adams’s and Hay’s Express advertisements.

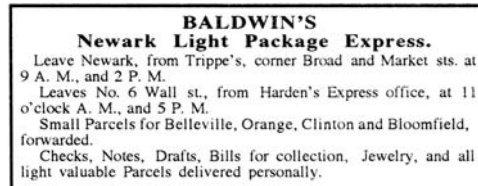
The 1845 Newark City Directory records Crowell’s occupation as “boarding,” possibly meaning that he ran a boarding house in Newark. Starting in 1846, Crowell is listed as an express agent at his 139 Washington office. By 1851, he had moved to 316 Broad Street, presumably to a store that his family owned at that address. By 1857 (according to the city directory), Crowell had left the express business. No express covers or labels have been reported that are attributable to Crowell Adams’s Express.

The 1851 advertisement also showed that Hay’s conducted a feeder express from Belleville, N.J. to Adams’s in Newark, leaving at 7:45 A.M. and 1 P.M. Hay’s also collected express matter at Adams’s in Newark at 9 A.M., plus sometime in the afternoon and returned them to Belleville. Hay’s express was not found in the Newark directories, possibly because his office (or home) was in Belleville. The tenure of Hay’s Express is not presently known, nor are any other details about this express.

Baldwin's Newark Express (1844–57)

Charles W. Baldwin conducted a local parcel express twice daily from Harnden's Express office at 6 Wall Street in New York to and from Newark. He began about 1844 as an Harnden's express agent and was usually listed as an Harnden agent in the ensuing directories up to 1857. In 1843, Baldwin's occupation was listed as "collector," but there is no indication of what he collected. Baldwin's Express was located at 293 Broad Street in Newark for most (maybe all) of its existence and his residence is listed initially at 361 Broad, eventually moving to 355 Broad Street. Two 1857 Newark directories provide different definitions of Baldwin's final express year. Boyd's 1857 directory lists him as an express agent; however, Pierson's 1857 directory does not contain his name, but does list his wife as a widow. The difference in these two citations could be explained by different directory research and issue dates during 1857. Charles W. Baldwin's name does not appear in the 1858 and later Boston directories. Based on this information, it is estimated that Baldwin's Express ended sometime in 1857.

The 1851 newspaper ad in Figure 6-2 states that Baldwin left Trippe's store (corner of Broad and Market Streets in Newark) at 9 A.M. and 2 P.M. to deliver his collected express matter to New York. This included checks, notes, drafts, bills for collection, jewelry, and all light valuable parcels. No weight definition of Baldwin's 'light' parcel has been found, but the newspaper ad (and some express labels) for this express contains the stipulation "Light Package" on them. Baldwin left Harnden's New York office at 11 A.M. and 5 P.M. for Newark. He also forwarded (possibly via another local express out of Newark) small parcels on to Belleville, Bloomfield, Clinton and Orange, N.J.



(Copied from Sept. 1985 NJPH)

Figure 6-2. 1851 Baldwin's Express advertisement.

At one time, this express was known as "Baldwin's Newark Bank Package Express," according to its circa 1848 label, used on a September 7, 1848 folded letter to New York and shown in Figure 6-3. The ornate border around this green label measures 44 x 50 mm. The "Bank Package" phrase in this business name was probably used to provide local bankers with some confidence that Baldwin's Express would cater to the banking community's secure transportation needs. Baldwin certainly didn't restrict his transported express matter to bank parcels, because the label also states "Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels delivered personally." This statement indicates his express services were available to anyone who was willing to pay for secure transit of their (light weight) goods. The quoted Baldwin statement also appears at the end of his 1851 newspaper ad that refers to his business as a 'light package' express.



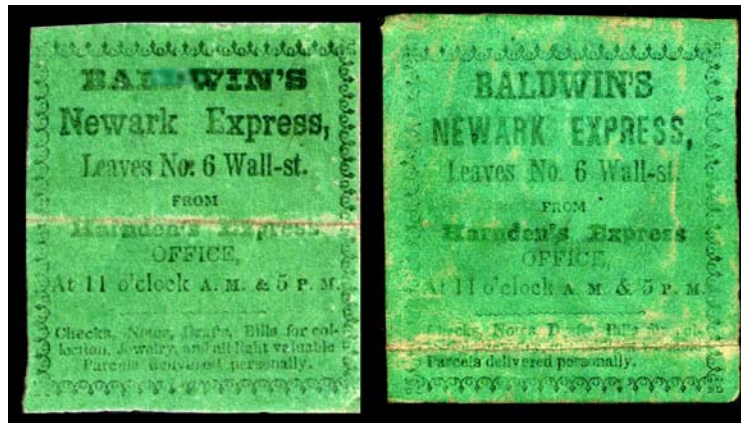
(BLDX-L7 label)

(Ex Hahn)

Figure 6-3. Baldwin's Bank Package Express label on 1848 folded letter.

It is interesting to note that the Figure 6-3 label misspells his employer's name as "Harden." This misspelling also appears in the 1851 newspaper advertisement. Baldwin certainly should have known how to spell 'Harnden' correctly, but the typesetters probably made the spelling mistake and Baldwin (or his designated reviewer) didn't do a good job of proof reading. Possibly the same typesetter generated both the misspelled express label and the 1851 express ad, but this seems rather remotely plausible. Incidentally, the other five types of reported Baldwin's Express labels all contain the correct spelling for Harnden.

Two other Baldwin's Express labels are shown in Figure 6-4 and both simply state the business as "Baldwin's Newark Express." These black on green, 42 x 47 mm labels also indicate that Baldwin expressed "Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels delivered personally." The Baldwin's label at the left (Figure 6-4) is known to have been used on January and March 6, 1848 covers, while the right label is known with "Dec 14, 1847" penciled on its reverse, hopefully by someone familiar with its original host document. The chronological order in which the Baldwin's Express labels were issued is not known, but a guess from some of the usage dates would indicate: 1) Baldwin's Newark Express, 2) Baldwin's Bank Package Express, and 3) Baldwin's Newark Light Package Express. Of course, there is always the possibility that all three label types were issued concurrently, for whatever business or personal reasons Baldwin might have had.

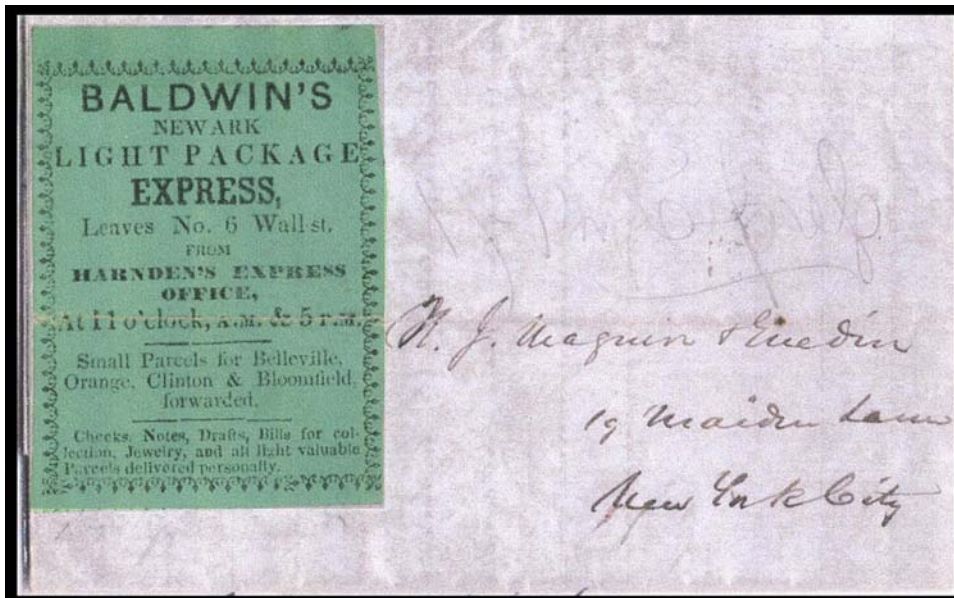


(BLDX-L3 label)

(BLDX-L5 label)

Figure 6-4. Baldwin's Newark Express labels used 1847/1848.

In addition to the heading on his 1851 newspaper ad, Baldwin also used at least three slightly different labels that carried the “Light Package” express designation. One of these labels is shown in Figure 6-5 on a folded letter that was dated July 2, 1850. The difference between the three ‘Light Package’ labels is not in the printed wording, but in their overall height, their width remaining fairly constant. The Figure 6-5 green label measures 44.5 x 57.5 mm and contains 25 vertical fleurs between the end ornaments on each side of the outside ‘frame’ design. A similar, but slightly different, label is 59 mm tall and contains 26 intermediate vertical fleurs, and is known used on an August 1849 folded letter. The third label is 61.5 mm high and contains 27 fleurs; it is only known as an individual label. It seems strange that these three so very similar, but definitely different, label varieties exist (and there may be others that have not yet been found or reported), but we guess that Baldwin had his reasons back in the mid 1800s.



(BLDX-L9 label)

(Ex Hahn)

Figure 6-5. Baldwin's Light Package Express label on 1850 folded letter.

Breese's Express (1855–67)

Breese's Express is the same company that we discussed in Part 1¹, except we called it "Brees' Express" there because it was spelled that way on the family's 1862 receipt shown in Figure 1-2. Since writing Part 1, we have seen "Breese's" used in several contemporary listings of Expresses. Our guess is the two names are phonetically close and the period writers were quick to use "Breese's," because this spelling seemed quite logical, especially if we assume they had not seen the correct "Brees" spelling.

In Part 1 we established that this express started in 1855, but were not exactly sure when it terminated, then estimating perhaps 1869. Interestingly, Breese's Express is not listed in the Newark directories until 1865, although it is known that they serviced Newark long before that time. Looking ahead to Table II,² we see that Breese's Express was last listed in the 1867 Newark Directory, so it now seems practical to identify 1867 as their final business year.

Brittin's Express (1849–54)

John A. Brittin conducted a twice-a-day express between Newark and New York, commencing approximately in 1849 per the oldest known item bearing a Brittin's Express label (see Figure 6-6). This letter sheet from the Newark Library Association is dated September 5, 1849. The first Newark listing of this express appears in the 1850 city directory, which would seem historically correct if Brittin's Express business began in the summer-fall of 1849.



(BRTX-L5 label)

(Ex Hahn)

Figure 6-6. Brittin's Express label on 1849 letter sheet.

Brittin's Express transported packages to New York that had been left at Van Buskirk's Drug Store, 293 Broad at the corner of Market Street in Newark. The 1854 Newark City Directory identifies Brittin's office as 137 Market Street and this is the last annual directory to list John A. Brittin as an expressman. We assume that Brittin's Express ceased operations in 1854, based on this final directory listing. Brittin's Express was not advertised in the 1851 newspaper-page reproduction shown in the September 1985 *NJPH*.

The text on the red Brittin's Express label shown in Figure 6-6 is not very readable, however it is very similar to the text on the pale blue label in Figure 6-7. The red label contains an additional New York express office of "9 Liberty" that was added on the line under "(upstairs)." Also the second Maiden Lane street number is now "70" vice "60" on the blue label. The Figure 6-6 label measures 60 x 52 mm across its design extremes. The outer rectangle on the pale blue label is about 54 x 48 mm.



(BRTX-L1 label)

Figure 6-7. Brittin's Express label on ca. 1850's folded letter.

One potentially different Brittin's Express label was descriptively reported in 1947 by Harry Konwiser³, but with no illustration. The description follows, and appears to contain several misspellings and punctuation errors:

*BRITTEN'S/ EXPRESS/ TWICE A-DAY-BETWEEN/ NEWARK & NEW YORK/
Packages left at the following offices will/ be forwarded immediately./ H. Van
Buskirk's Drug Store/ Newark. 292 Broad, Cor. Market Street,/ New York. 123
Maiden Lane (up stairs/ ""60"/ ""76 Cortland Street/ N. B. Packages forwarded to
all parts of the Union. (On 1848 letter, Watertown, N. Y. to (?); black on blue label
2³/₄x2¹/₄, double rule framed). (Envelope as marked, by hand, "Pr. Russel's Express).*

There are many similarities between this description and the Brittin's label shown in Figure 6-7. We believe that this description came from examining the label on de Windt's letter that Konwiser initially reported in his 1943 Postal Markings column.⁴ That column report reveals that de Windt's letter was addressed to "Elisha Hale, 133 Fulton Street, New York" similar to the Figure 6-7 illustrated item (difference of 'Street' vs. 'St' is noticed). A second Brittin's Express labeled-cover to that address is unknown to the author, but certainly could exist. Konwiser's specific 1943 report was as follows:⁵

Express Data

Heyliger de Windt, of Boston, shows a "black on blue" label, reading "Britten's[sic] Express," etc., indicating this express operated twice a day between Newark, N. J., and New York City, from two offices in Newark and three in New York. The label at hand is attached to the fold of a letter as originally addressed to Elisha Hale, 133 Fulton Street, New York. It was no doubt attached to a shipment. No date is noticed on the letter sheet.

The same New Englander also reports a letter to the same Elisha Hale, as written at Watertown, August 14, 1848, carrying the handwritten "Pr. Russell's Express." As the letter contents refers to a "model shipment" no doubt Russell carried the letter with the express shipment. . . .

This excerpt explains away part of Konwiser's 1947 listing. His "(On 1848 letter, Watertown, N. Y. to (?);). (Envelope as marked, by hand, "Pr. Russel's Express)" comments had nothing to do with the letter bearing the Brittin's Express label.

The relative size of the two Brittin's labels is another reported difference to be reconciled. Konwiser's 2³/₄ x 2¹/₄ inches is over a quarter-inch larger on all sides than the 1.93 x 1.7 inch size of the Figure 6-7 label. This difference seems too large to attribute to a sloppy measurement error. If Konwiser's dimensions represent overall paper size (vs. design size) of the label, then maybe his reported Brittin's Express label had wide white margins around it. If Konwiser's dimensions are correct, we think that label is a larger design, or at least, a different example of the Figure 6-7 label. We will probably never know which postulation is germane until the ex-de Windt letter is located and its Brittin's Express label can be examined.

Buck & Smith Express (1859)

Both the 1859 Newark and 1859 New York City directories list the Buck & Smith express. The New York version contains the following information:⁶

BUCK & SMITH, Newark & New York Express, will collect drafts and forward packages, iron safes, furniture & freight of all descriptions to Newark, Orange, Bloomfield, Bellville, Franklin & Irvington, N. J., office 69 Wash'n, N. Y. & 134½ Market st. Newark

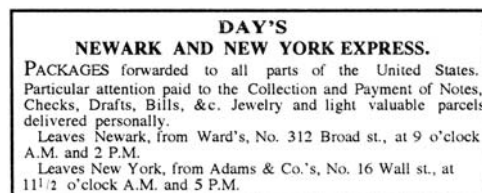
Buck & Smith may have been a short-lived predecessor to Buck's Express as we do not find that express in any prior or subsequent Newark directories.

Buck's Express (1859–66)

When Buck's Express was first discussed in Part 3,⁷ our research at that time indicated this express began about 1861. Now references to this express, working from its office at 134½ Market, have been found in the 1859 and 1860 Newark Directories and we can advance its business start date to 1859. Sometime in the 1866–67 timeframe, Buck's Express and Ira Budd's (Newark) Express merged to form The Newark Express Co. (office at 134 Market). This new express was listed in the 1867 Newark Directory, but not in the 1866, nor 1868, annuals. Also, Buck's Express (alone) was not listed in 1866, but Budd's Express (by itself) was. So, it appears that the last year for Buck's Express was either 1865 or 1866. Based on this information, we postulate that Buck's Express merged with Budd's late in 1866 or early in 1867, so Buck's last operating year is assumed to be 1866.

Amos Day, Day & Co., Day Express Co. (1850–82+)

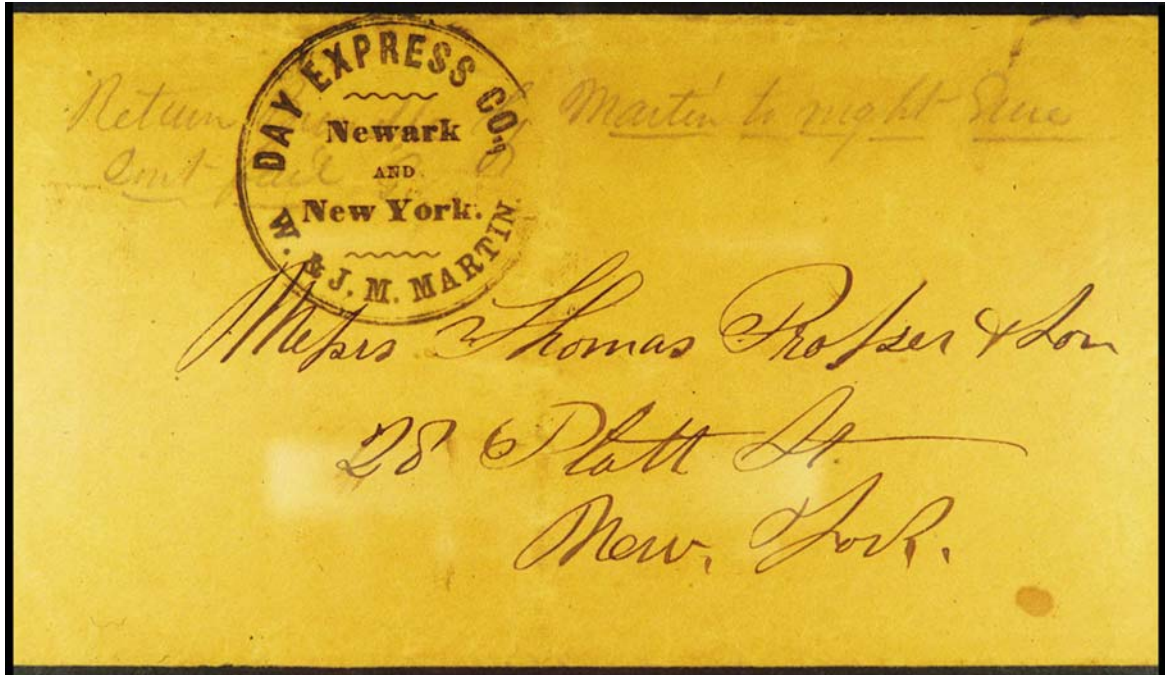
In 1849, Amos Day was listed as an Adams & Co. express agent in Newark. Prior to that, Day was a lock manufacturer and clerk. In 1850 Amos appears to have started his own express business that he operated from 198 Broadway in Newark, then the next year he moved his office to Ward's (store?) at 312 Broad. His enterprise was called "Day's Newark and New York Express" according to the 1851 Fall advertisement shown in Figure 6-8. Day left Newark daily at 9 A.M. and 2 P.M. and returned from Adams & Co.'s, 16 Wall Street office in New York at 11:30 A.M. and 5 P.M. Day's prior experience at Adams & Co. as an agent, and his subsequent use of Adams' office facilities strongly suggests that Amos was one of a number of semiautonomous express agents who worked for Adams & Co. As "Day's Express," Amos provided these express business functions: collection and payment of notes, drafts, bills, etc., and he also delivered jewelry and light valuable parcels.



(Copied from Sept. 1885 NJPH)

Figure 6-8. 1851 Day's Express advertisement.

Day's Express is listed through 1857, but in the following two years his business is shown as Day & Co. Then in 1860 the business became Day Express Co., that name lasting until 1862. These business name changes may indicate the absorption and deletion of business partners or mergers with other expresses. There is no indication in the Newark directories of any of these kinds of business changes.

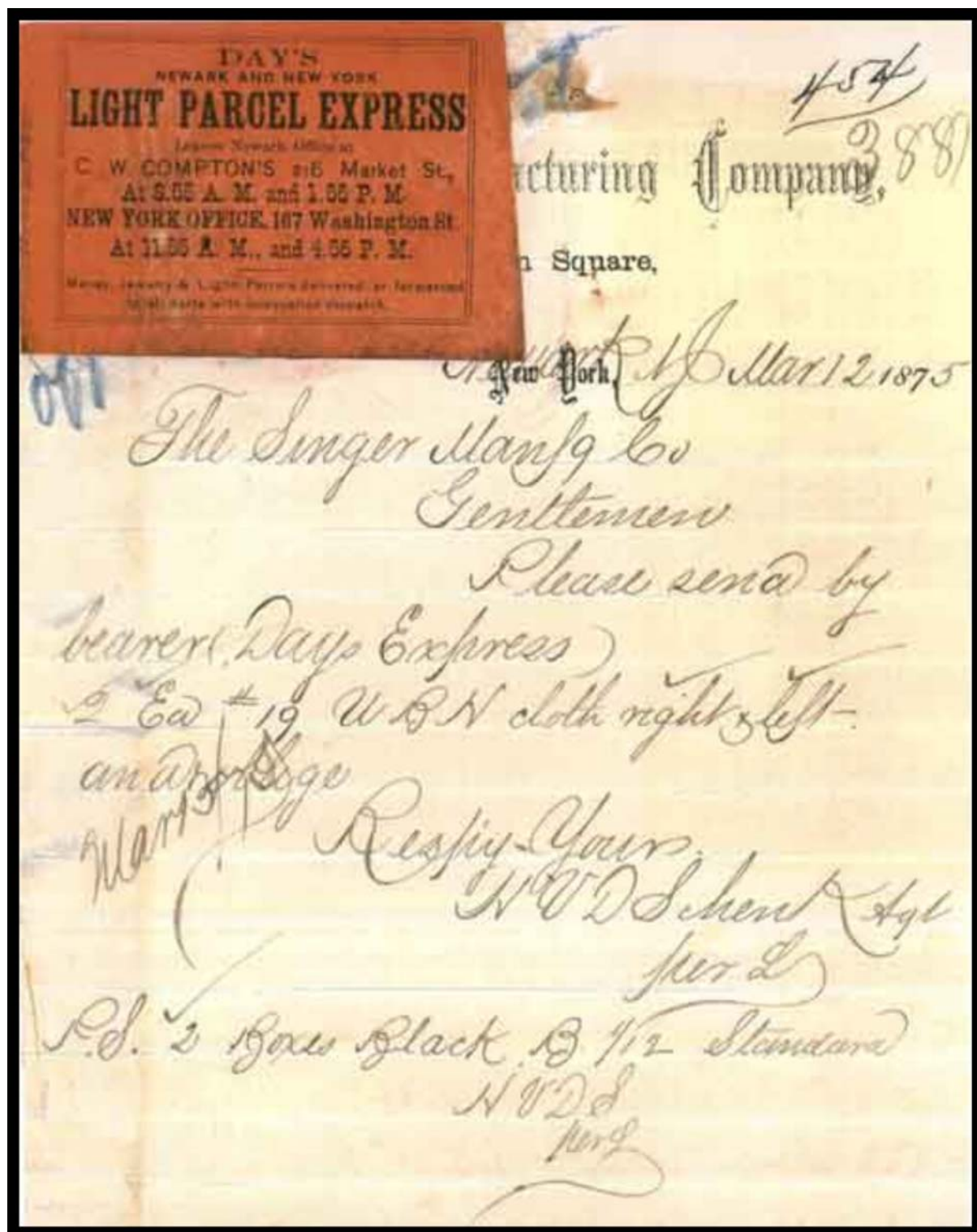


(Courtesy NJPHS)

Figure 6-9. Day Express Co. handstamped cover.

One known indicator of such business partner change is seen in the handstamp on the Figure 6-9 cover. If we believe the city directories correctly recorded the exact titles of the various Day's expresses, the illustrated cover was probably from 1860–62 when the “Day Express Co.” name was reportedly used. The “W. & J. M. Martin” in the handstamp may define the names of the new proprietors during those years. The handwritten note at the top of the illustrated cover reads “Return [?] by Martin tonight Sure Dont fail” which may indicate that Amos Day was out of the express business since he is not mentioned personally, but his familiar company name was still being used.

Only sporadic records of Amos Day as an expressman are found from 1863 to 1870. However, around 1871 it appears that Amos got back into the express business (assuming he had left it) as “Day's Newark and New York Light Parcel Express” that operated from 216 Market in Newark. Figure 6-10 shows a label from this version of Day's expresses that was used in March 1875. This label is printed black on red and measures 61 x 42 mm across the outermost border rectangle. Note that no proprietor's name appears on the label.



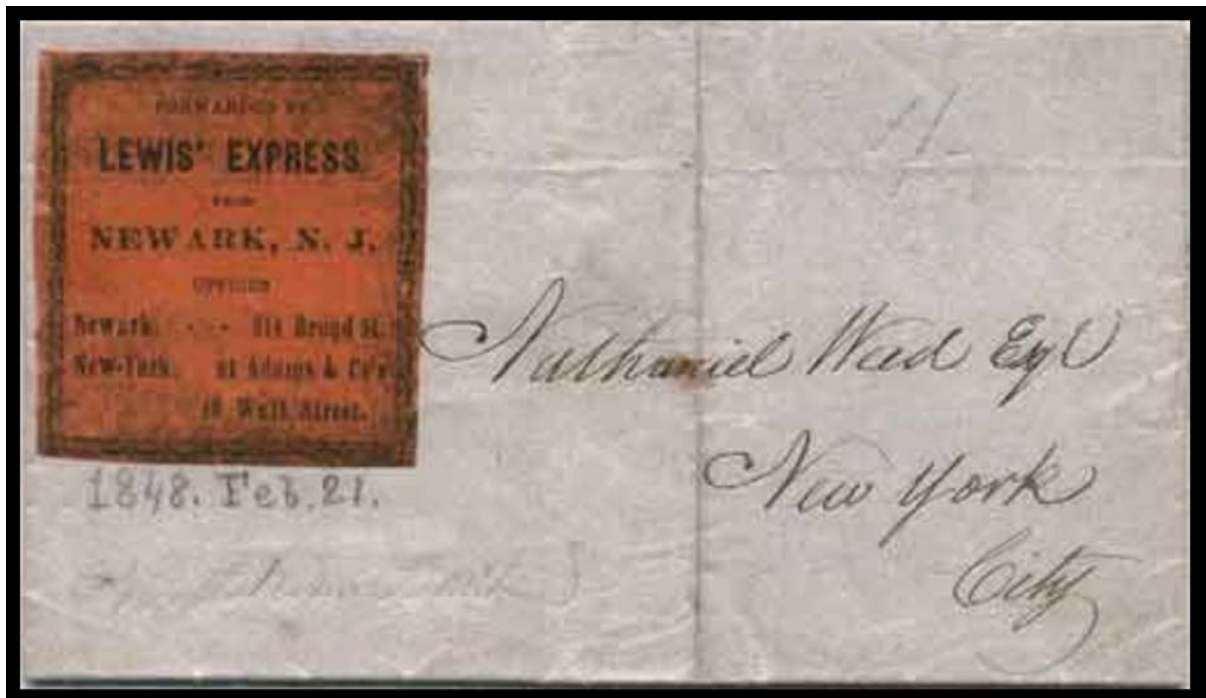
(Copied from the New York U.S. Philatelic Classics website)
Figure 6-10. Day's Express label on 1875 merchandise order.

According to information on this label, Day made daily express trips to its New York office (167 Washington Street) at 8:55 A.M. and 1:55 P.M., and return trips were made to Newark at 11:55 A.M. and 4:55 P.M. Day's express operations are summarized at the bottom of this label in this statement: "Money, Jewelry & Light Parcels delivered or forwarded to all parts with unsurpassed(?) dispatch." This version of Day's express continued until 1882, and probably beyond that date.

Lewis' Express (1847–48)

William Lewis is listed as an express agent at 314 Broad in both the 1847 and 1848 Newark city directories, but not in the 1846, nor 1849 directories. Also, Lewis' Express is not listed in Wilson's 1850–51 Business Directory of New York City, whereas it was listed in the 1848 New York directory (the 1849 directory has not been examined). This information bounds Lewis' Express business operations, as far as can be discerned, to 1847–48.

Only one labeled cover is known from Lewis' Express; it is shown in Figure 6-11. This folded letter from Newark to New York City is dated February 21, 1848, the same as docketed on the outside under the label. The "1/-" at upper right on the cover indicates that Lewis charged one bit (12.5 cents) to deliver this letter. There is an unintelligible entry at lower left that may contain information on the location of the addressee.



(LEWX-L1 label)

(Ex Hahn)

Figure 6-11. 1848 Lewis' Express cover.

The Lewis' Express label is printed in black lettering on orange paper. The outer dimensions of the ornamental frame are 45 x 49 mm. This label reveals that Lewis' New York office was at Adams & Co.'s 16 Wall Street facility which strongly suggests that Lewis was one of a number of semiautonomous express agents who worked for Adams & Co.

(Part 6B of this report on other private expresses with offices in Newark will be continued in the next NJPH)

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

NOTE : The alphanumeric numbers that appear under each label's illustration in this article are direct references to the pertinent label numbers in Mosher's Catalog, or in the catalog update article (New U.S. Express/Delivery Company Listings) in the October 2003 issue of *The Penny Post*.

ENDNOTES:

¹ Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 41–43.

² Table II will be published in the second half of Part 6, in the May issue of *NJPH*.

³ Konwiser, H. M., "Express Company Labels of the United States," *The Stamp Specialist*, *Mahogany Book*, 1947, pg 26.

⁴ Konwiser, Harry M., *Postal Markings*, Quarterman Publications, Inc., 1980, pg 443.

⁵ Ibid.

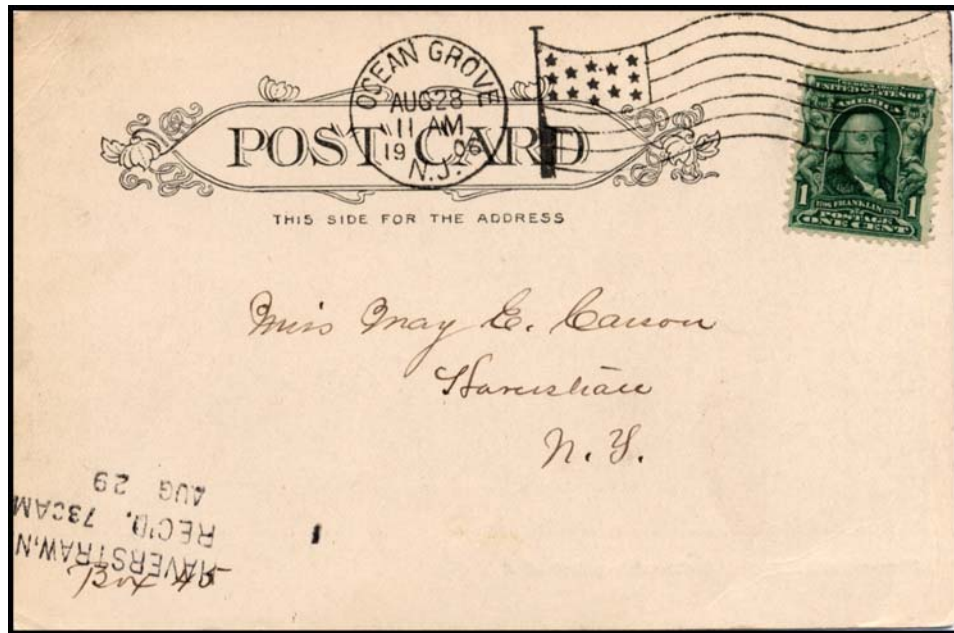
⁶ *Wilson's Business Directory of New York City*, 1859, pp 163–64.

⁷ Mosher, Bruce H., "New Jersey Private Express Companies: Part 3 Buck's Express and The Hope Express Company," *NJPH*, February 2004, pp 28–29.

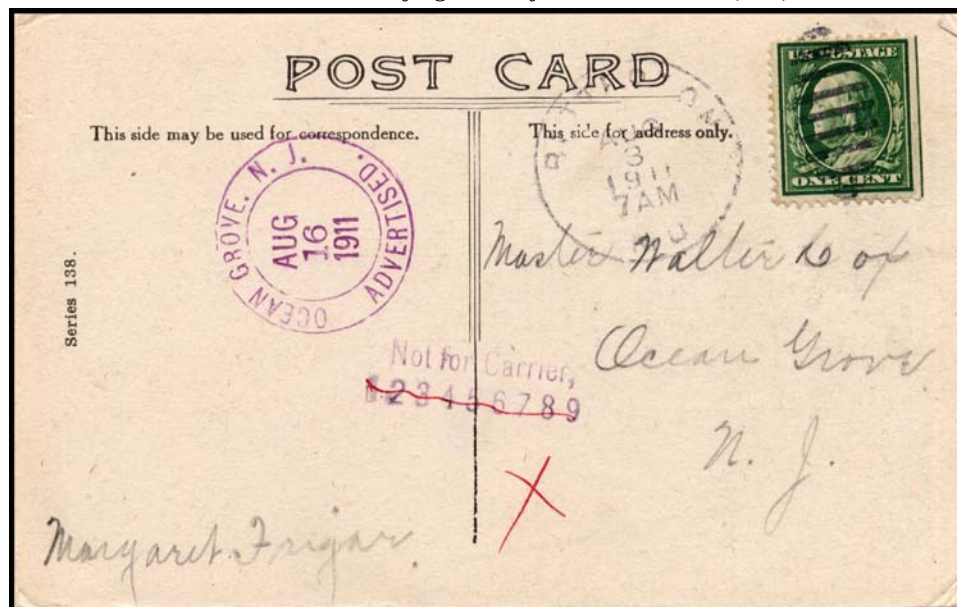
TWO OCEAN GROVE, NJ CANCELS

By Gene Fricks

Ocean Grove was originally established in 1869 as a religious community by the Methodist Church, with strict rules of conduct. As late as 1939, the gates to the community were closed and no bathing or automobile traffic were allowed on the Sabbath.¹ Here are some nice cancels on post cards from that interesting community.



An American Postal Machines flag cancel from Ocean Grove, NJ, 1906.



An Ocean Grove "advertised" cancel, 1911.

¹ Federal Writers' Project of the WPA, *New Jersey, A Guide to Its Present and Past*, Viking Press, NY, 1939, p.146.

NEW BOOK, NEW MEMBER & OTHER MEMBER NEWS

Sid Morginstin has produced a very interesting book entitled *The Mails of Bordentown New Jersey from a Colonial Village through the Twentieth Century*, available on CD only. It is a total of 121 pages on the postal history of Bordentown, and includes three nice images of the Bordenton & New York Stage marking, and some very interesting information on the Bordentown post office scandal. In addition to many nice covers, there is also some good collateral material. This work was compiled for both the historian and the philatelist.

For those uncomfortable about buying a book in CD form, do not be concerned. Sid has provided the book in three formats: a WORD document, in html, which will open in your browser, and in PDF [Acrobat Reader] format, and should you not have Acrobat Reader on your computer, a copy is supplied on the disk. I was pleased to see how easy all of these are to navigate, and you will no doubt find one that is your favorite. The information is the same in all, and I was pleasantly surprised to find that printing out a page in any produced comparable results. An image file is also included, so that if you wished to print out an image in your own graphics software, this too is an option. Printing out a hardcopy of the entire book in color should be easy in either WORD or PDF -- though it will take some time to print.

Sid has done a nice job of laying out this array of postal history. You can obtain a copy from him, postpaid, for \$18, plus \$1.08 sales tax if purchasing within New Jersey. An order blank was included with last August's issue, but sending a check to Sid Morginstin at P.O. Box 694, Bordentown, NJ 08505 with your name and address will work just as well.

Our next Ebay auction, previously scheduled for March, has been postponed until May, so if you have material you would like to sell, there is still time to get it to Arne. His address is: Arne Englund, PO Box 57, Port Murray, NJ 07865 or email him at alenglund@aol.com. Whenever possible, when submitting material for the auction, please include descriptions of the lots to be sold.

WELCOME TO NEW MEMBER!

William Johnson, 13691 Metropolitan Pkwy, Suite 250, Ft. Myers FL 33912, whjdds@aol.com
Colonial material [his Newark cancel was featured in the November NJPH. [Not to be confused with another Florida member with a similar name, Willard Johnson of Dunnellon, FL.].

Correction in email address [our apologies!]: Bill Brown, 320 Dorn Ave., Middlesex, NJ 08846, webrown723@hotmail.com, NJ FDCs, older PCs with NJ cancels

Volunteers are needed for **ASDA MEGA-EVENT MARCH 3-6** to be held at Madison Square Garden in New York City. We are sharing a table with the Empire State Postal History Society, and need people to man the table - especially on Friday and Saturday. If you can help, please get in touch with Bob Rose at rose@pitneyhardin.com, write him at P.O. Box 1945, Morristown, NJ. 07962-1945, or call him at 973-966-8070. Even a few hours would help.

WORD SEARCH: BURLINGTON COUNTY DPOs

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

Look for the following post offices:

* Source: New Jersey DPOs by Brad Arch

Ancocas
 Base Hospital Br
 Bass River Hotel
 Batsto
 Black Horse
 Bridgeboro
 Buchanan
 Budd Town
 Camp Dix Br
 Chetwood

Cinnaminson
 Delanco
 Dobbins
 Edgewater Park
 Estlow
 Evesham
 Fruitland
 Green Bank
 Hanover Farms
 Harrisville

Hartford
 Indian Mills
 Jacobstown
 Kinkora
 Lebanon Glass Works
 Levittown
 Long Beach
 Maple
 Masonville
 New Mills

Oriental
 Paisley
 Pointville
 Ramblewood Br
 Recklesstown
 Shamong
 Sooy's Inn
 Stanwick
 Tabernacle
 Wading River

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

COLES UPDATE - a few remaining!

Don Chafetz's *Coles Update* of William C. Coles, Jr.'s 1983 work, *The Postal Markings of New Jersey Stampless Covers* is designed to be a companion volume to the original work. There are 28 pages of additions and new information, both postmarks and new dates. To order this book, please complete the order form below, or download it from our website at <http://home.comcast.net/~njpostalhistory/phsindex.htm>. You may order the book alone for the price of \$10 postpaid, or with the CD for an additional charge of \$5.00. The cost of the CD, if the print edition of the book is not purchased, is the same as the print edition.

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Please send me _____ copies **print edition and CD** @ combined price of \$15.00 \$_____

Postage included.

Checks in US funds only, payable to **New Jersey Postal History Society** **TOTAL:**\$_____

Name:_____

Address_____

Phone_____ Email_____

Send to Jean Walton, Secretary, 125 Turtleback Rd., Califon, NJ 07830.

CLASSIFIEDS

WANTED: HUNTERDON COUNTY NJ, BUCKS COUNTY PA postal history, covers, postcards, pictures from all eras, Americana ephemera, collateral paper items, photocopies of rare or unusual items appreciated. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908-806-7883 or email jjwalker@earthlink.net.

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

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

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

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

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

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.

WANTED: U.S. LARGE NUMERAL POSTAGE DUE STAMPS WITH UNUSUAL CANCELS on and off cover. Contact Roger Curran, 20 University Ave., Lewisburg, PA 17837, or email rdcnrc@evenlink.com.

WANTED: POSTAL HISTORY OF GLASSBORO OR GLASSBOROUGH. Send price and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, 856/881-8858 or email BillWhit3@juno.com.

ALWAYS LOOKING FOR OCEANPORT, LONG BRANCH, & NEARBY PRE-WWI. Contact: Stephen S. Washburne. P.O. Box 43146, Philadelphia, PA 19129-3146, 215/843-2106 or email s.s.washburne@att.net.

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

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 20142 Quail Run Dr., Dunnellon, FL 34432.

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

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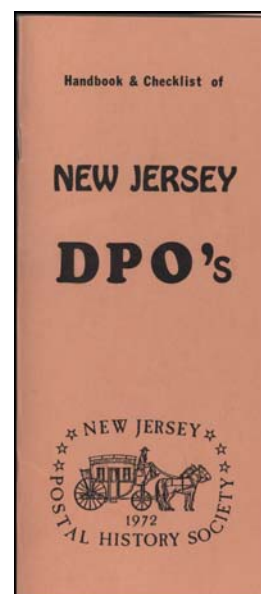
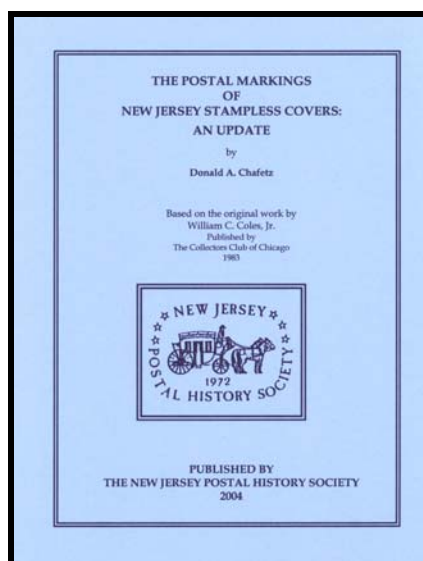
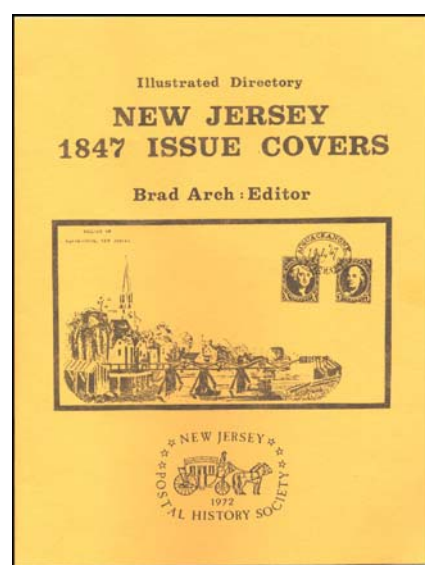
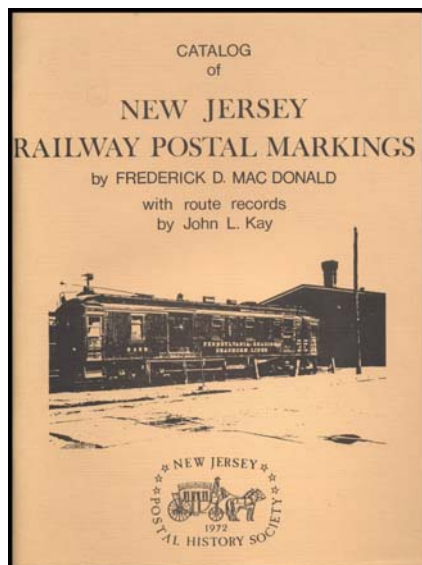
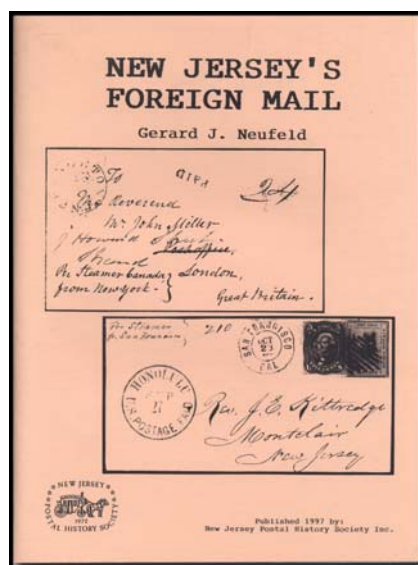
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