



NJPH

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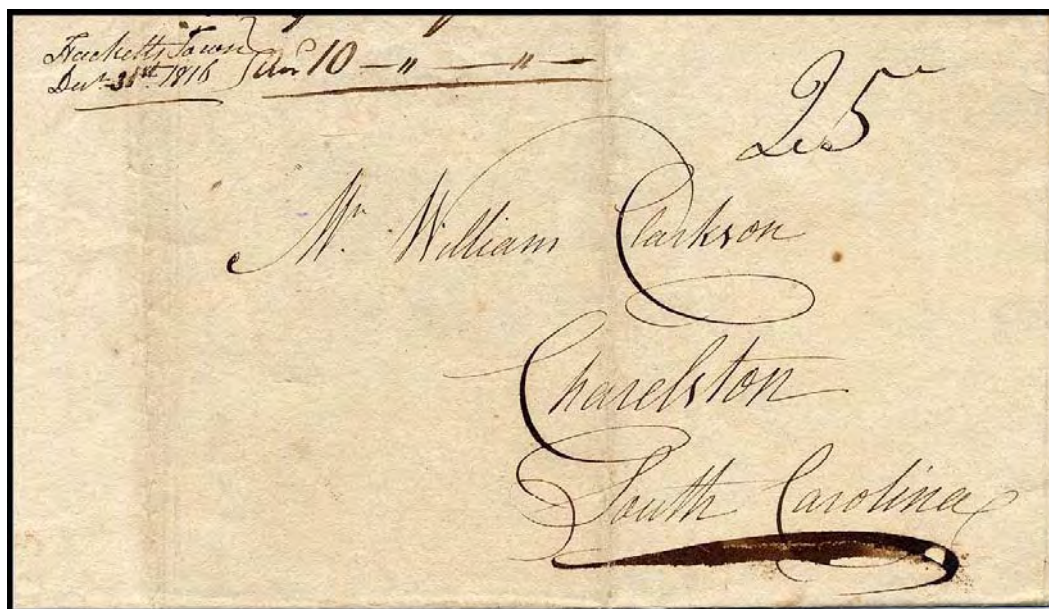
Vol. 34

No 1

Whole Number 161

February 2006

ANNOUNCING A NEW NJ MANUSCRIPT MARKING DATABASE!



Your help is needed to complete a database of stampless markings of New Jersey, with earliest and latest usage reports. See page 48.

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2006 MEMBERSHIP DUES

If a dues reminder notice is enclosed with this issue of *NJPH*, it means we have not yet received your dues for 2006. We continue to keep our dues to \$15.00 per year, despite rising costs. Please consider a tax-deductible contribution with your dues payment, as it helps ensure your Society's economic well-being for 2006. Checks should be made payable to the New Jersey Postal History Society and sent to Secretary, Jean Walton at 125 Turtleback Rd., Califon, NJ 07830. Each paid member is entitled to place two free classified ads per year in *NJPH*. Just complete the enclosed form and return it with your dues. For an extra \$5.00, you may also request a computer version of the 2004 issues in color on a CD in Acrobat Reader format.

PRESIDENT'S MESSAGE

The New Year brings another volume of your Society's journal *NJPH*, and with this, the first issue, a number of in-depth articles which the writers and your editors hope you find both interesting and informative of New Jersey's postal history. I again take this occasion to extend my sincere thanks and appreciation to Jean Walton for all of her efforts in putting this Journal together. Her title of "Layout Editor" does not even come close to the work she puts in four times a year in creating these pages. Thanks Jean!

At this time of the year, I also thank the many contributors to the Society who answered the call for donations. With annual dues income of about \$1,500 and production costs and postage for the four annual issues of *NJPH* running in excess of \$2,000, without your generous support it would be impossible for the Society to continue without an increase in dues. My thanks to all of our donors — they are listed on page 52.

For those of you who have procrastinated in paying your dues for 2006, we have included a second and final dues notice. Please take the time to write a check to your Society and while you are at it, if you can, consider including a donation.

One of the benefits of membership is the opportunity to sell your duplicate and surplus New Postal History covers on Ebay. The Society's auction manager, Arne Englund is putting together another Ebay auction sale. Details are provided on page 3. If you don't have material to sell, be sure to take a look as a buyer. Arne will send an email notice of the sale to all members who have provided the Society with an email address.

Finally, Washington 2006 is only a few months away. Our Society has been given a single frame to tell our story and an opportunity for a number of our members to display a page with their favorite cover or two in a non-competitive educational exhibition with the other participating societies. Imagine the thrill of visiting the show and seeing a page on display with the very best from your collection of New Jersey postal history! With only 14 pages available to our membership for display material, space is limited. Details for those who wish to participate are provided below.



NJPHS EXHIBIT at Washington 2006

The New Jersey Postal History Society will participate in Washington 2006 as part of an exhibition of societies consisting of 80 frames. Each society will be provided with a single frame containing 16 pages. The goal of the exhibition is to provide the thousands of visitors to Washington 2006 with an overview of the collecting interests of the many specialty societies and collector groups. Each frame will begin with a one-page introduction to the group and its specialty area. The final page in the frame will provide a more detailed profile including the society's history, size, membership benefits, publications, membership information and contact person. The remaining 14 pages are provided to display a cross-section of the participating society's collecting interests.

If you have never exhibited before, now is your chance to show one, two or three of your favorite covers on a single 8 ½ X 11" page. All you need to do is provide a title at the top of the page and a very brief description of the material shown at the bottom. Imagine the thrill of attending this wonderful international show, which will be visited by many thousands of collectors, and being able to point to the NJPHS frame and say to the world "that's from my collection!" With only 14 pages available, I expect that space will fill-up quickly. If you wish to reserve a page, please send me an e-mail: rrose@pitneyhardin.com or call me at 973-966-8070 no later than April 1, 2006 and let me know what you intend to show. I am hoping we will be able to present a broad cross-section of New Jersey postal history. If I am able to reserve a page for you, your exhibit must be in my hands no later than May 5, 2006 and it will be returned about 10 days after the close of the show.

If you have any questions, please feel free to contact me.

ROBERT G. ROSE

NJPHS Auction on eBay

Your help is needed, as we can still use items for the next auction which we would like to hold the end of March or early April. If you would like to submit material, please send it to Arne by March 10. Contact him via e-mail at: alenglund@aol.com or by regular mail at: Arne Englund, P.O. Box 57, Port Murray, NJ 07865. **Please include descriptions with your lots.** Try to consign lots with a minimum bid or reserve of at least \$9.95 - a few similar items that would only sell for a few dollars may be grouped into one lot, but large lots of inexpensive material do not sell well. **Also, please remember to include a check to cover the listing fee for each lot, as well as return postage for any unsold lots.** Listing fee for items under \$10.00 is .35 per lot; under \$25.00 is .60 per lot, etc. Reserve lot fees are an additional \$1. Once final selling fees are deducted (5.25% goes to eBay, 10% goes to NJPHS, 5% to the Auction manager), consignors receive approximately 80% of the selling price of an item. See the eBay website for a more complete outline of the fees. Email notices will be sent when the auction is listed.

NEW BRUNSWICK'S POSTAL MARKINGS: THE STAMPLESS PERIOD – 1812-1855 (PART III)

By Robert G. Rose

This concludes Robert G. Rose's series on New Brunswick Postal Markings - 18th Century through the end of stampless covers. Parts I and II can be found beginning in NJPH, May 2005 (Vol. 33, no. 2, Whole No. 158) and August 2005 (Vol. 33, No. 3, Whole No. 159).

During the little more than forty years from the time of the War of 1812 to the end of the stampless period in 1855, the New Brunswick post office continued to be a prolific source of a variety of handstamp postmarks.¹ No fewer than 10 distinct circular postmarks have been recorded during this period, as well as the only known example of the "N. Brunswick N.J." straight-line marking used in 1832 and the hollow letter rimless circle used from 1827 to 1832. All of these markings, as used on cover, are illustrated in this article.

With the coming of the War of 1812, a new style handstamp, with larger letters than previous, came into use. Coles Type N20 is shown in Figure 1 in black on an 1813 folded letter to Philadelphia.

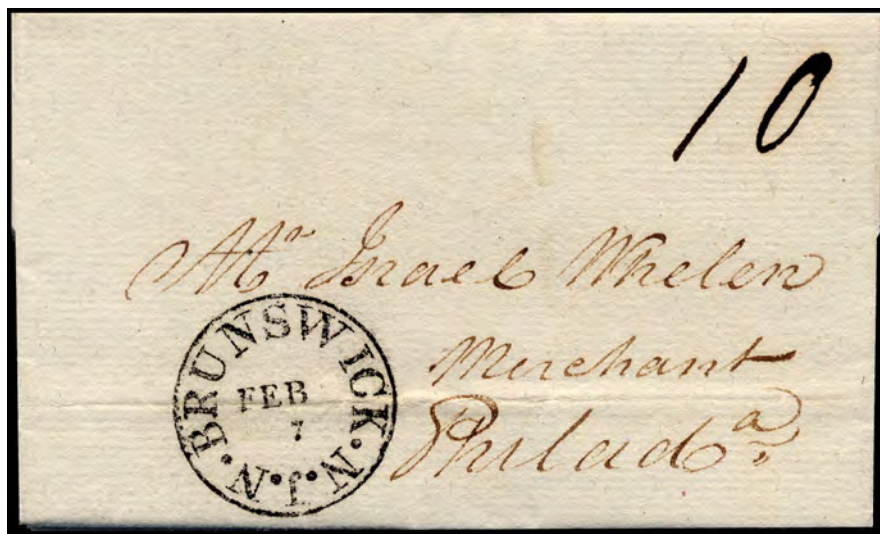


Fig. 1: Coles Type N20. Single letter rate 40-90 miles, used here in 1813.

Because all of the letters are placed with their feet toward the center of the handstamp, the "N.J." appears in an inverted position. It is reported in black with usages from 1812 to 1821 and in red from 1816 to 1826.

One of the great New Jersey postal history rarities is the red straight line, Coles Type N21, as illustrated in *Figure 2*. Only a single example of this marking has been reported. This 1832 folded letter was one of the highlights in the Coles Collection and is illustrated in the *Coles Book*.²

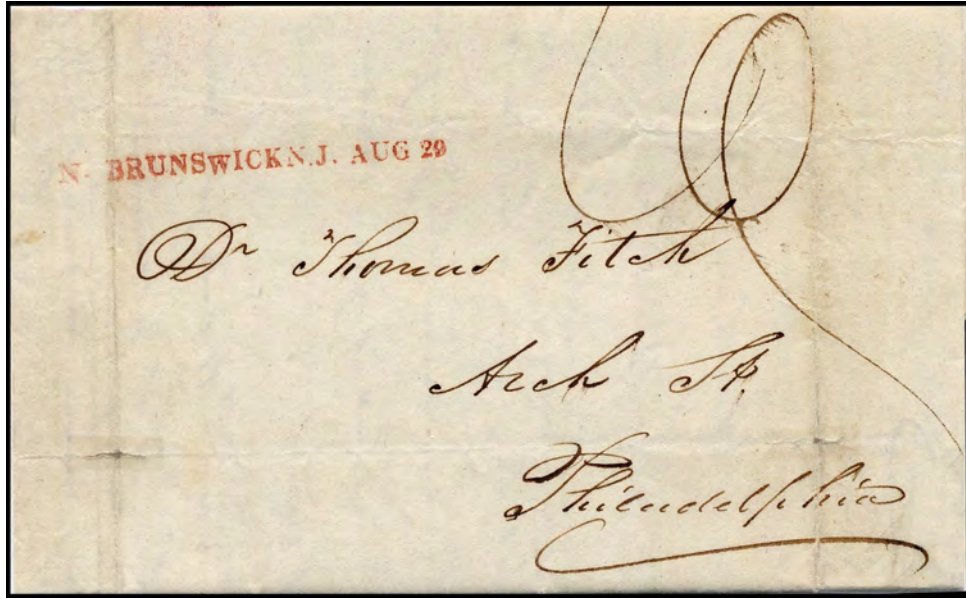


Fig. 2: Coles Type N21. The only reported example, used in 1832.

Coles Type N22 is shown in *Figure 3*, a tracing from the *Coles Book*.³ The handstamp is similar to Coles Type N20 in the placement of the letters resulting in the inversion of “N.J.” However, the “New” in the town name is not abbreviated. It is reported only in red with a usage range from 1829 to 1832.



Fig. 3: Coles Type N22



Fig. 4: Coles Type N22a. Single letter rate not over 30 miles, used 1830.

The *Coles Update* records two varieties of a handstamp similar to Coles Type N22, which have been designated as N22a and N22b in the *Coles Update*.⁴ An 1830 folded letter from the Southard correspondence with the Coles Type N22a handstamp is illustrated in *Figure 4*. The letters are much smaller in size than those used in N22, resulting in a larger spacing between “N.J.” and “New Brunswick.” The *Coles Update* records this marking in red only with reported usages from 1829 to 1832. The second variety, N22b, is similar to N22a, but, as shown in the enlarged cut, *Figure 5*, and on the full cover, *Figure 6*, the typeface used for the date and month is larger in size. The *Coles Update* reports an 1831 usage of this handstamp and only in red.⁵



Fig. 5: Coles Type N22b



Fig. 6: Coles Type N22b. Single letter rate 30 to 80 miles.

A smaller style handstamp, Coles Type N23, is shown in *Figure 7*, on an 1829 folded letter. It is reported only in red with usages from 1827 to 1832.

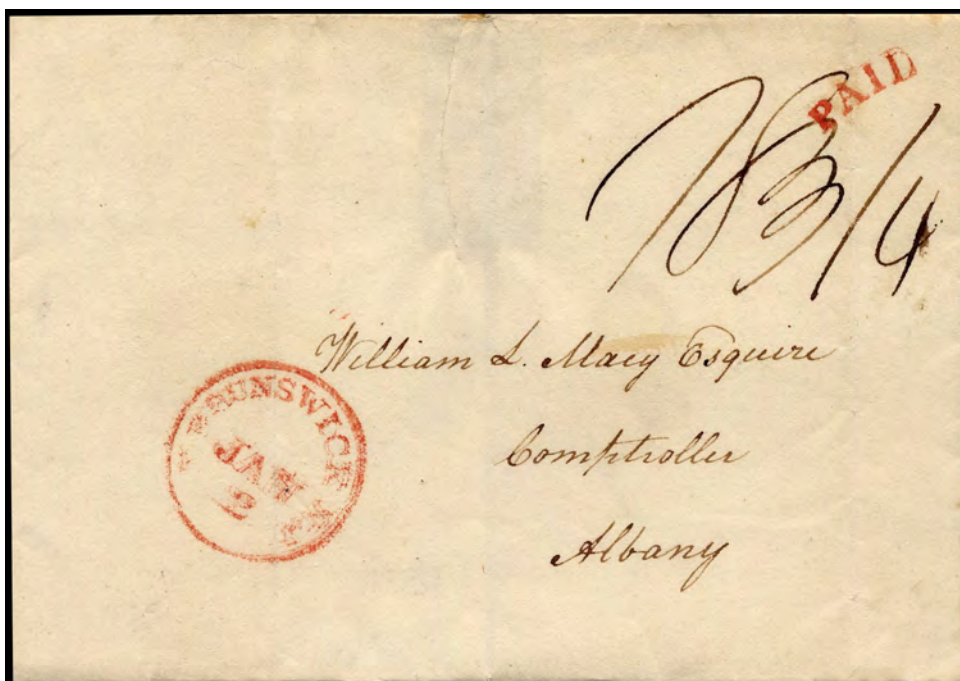


Fig. 7: Coles Type N23. Single letter rate 150 to 400 miles, used 1829.

One of the most attractive and unusual of New Jersey's stampless period markings is the hollow letter rimless circle handstamp, Coles Type N24, shown on an 1834 folded letter in *Figure 8*. It is reported only in red with usages from 1827 to 1838.



Fig. 8: Coles Type N24. Single letter rate 30 to 80 miles, used 1834.

The most common New Brunswick handstamp is Coles Type N25, which was used in red from 1839 to 1849 and in black from 1843 to 1849.⁶ However, for collectors looking for a challenge, this handstamp is reported to have been used in conjunction with a wide variety of rate markings.⁷ Perhaps the most striking rate marking is the black numeral "5" in a saw tooth circle shown on an 1845 folded letter in Figure 9.⁸



Fig. 9: Coles Type N25. Single letter rate under 300 miles, used 1845.

Toward the close of the stampless period, a smaller style handstamp was reintroduced. Coles Type N26 is shown in black in *Figure 10*, an 1850 folded letter. It is very similar in style to Coles Type N23, except that the spacing between the "N." and "Brunswick" is closer in N23 than in N26. The latter is reported in red in 1849 to 1851 and in black from 1850 to 1851. The *Coles Update* reports a new variety of N26, designated as N26a, an 1851 usage in red with the month below the date.⁹



Fig. 10: Coles Type N26. Single letter rate under 300 miles, used 1850.

The last of the town postmarks recorded during the stampless period in New Brunswick is a pair of handstamps with integral rate markings. From June 30, 1851 until April 1, 1855, prepayment on domestic letters was not required. During this time period, the rate was five cents for unpaid domestic letters to destinations not exceeding 3,000 miles. If sent prepaid, the rate was three cents. For purposes of convenience, at a time when the volume of the mail was increasing because of the new lower rate, many post offices began using integral rate markings. Coles Type N27, with an integral "5" is shown on an 1852 cover in *Figure 11*, and is reported in black from 1850 to 1855. Coles Type N28, with an integral "3 PAID" is shown in an 1852 cover in *Figure 12*, and is reported in black from 1851 to 1855.

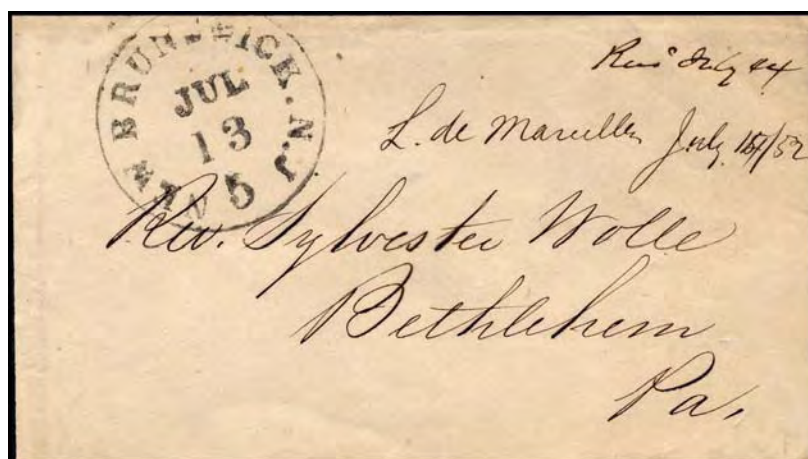


Fig. 11: Coles Type N27, used 1852.



Fig. 12: Coles Type N28, used 1852.

Collectors and students of New Brunswick's postal history are urged to report new discoveries from the stampless period to the author: rose@pitneyhardin.com

ENDNOTES:

- ¹ Beginning with the "N.B." straight-line handstamp in 1795, 12 distinct circular handstamps have been recorded from New Brunswick in the period to 1812. William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983, pp. 221-22 (hereinafter the "*Coles Book*"), as supplemented by Donald F. Chafetz, *The Postal Markings of New Jersey Stampless Covers: An Update*, New Jersey Postal History Society, 2004, pp.16-17 (hereinafter the "*Coles Update*"). These handstamp markings have been designated in the *Coles Book* and the *Coles Update* as N14 through N19 with various subletters to indicate distinct varieties. Illustrated examples of each of these handstamps as used on cover are found in Robert G. Rose, "New Brunswick's Postal Markings: The Stampless Period: Part I, 18th Century Markings," Vol. 33, Whole Number 158, May 2005 and "New Brunswick's Postal Markings: The Stampless Period—1800-1812 (Part II)," Vol. 33, Whole Number 159, August 2005. During the period from 1814 to 1855, only seven handstamps are recorded in the *American Stampless Cover Catalog, Vol. I*, fifth ed., David G. Phillips Publishing Co., Inc., 1997, p. 227.
- ² Robert G. Kaufmann, The William C. Coles, Jr. Collection, Sale No. 33, March 8, 1984, lot no. 450; *Coles Book*, fig. 31, p. 27.
- ³ *Coles Book*, p. 22.
- ⁴ *Coles Update*, p. 17.
- ⁵ *Ibid.*
- ⁶ Coles Type N25 and N26 handstamps have been reported in both red and black with 5 cent 1847 First Issue usages. A Coles Type N25 handstamp in red and an N26 handstamp in black were included in the Brad Arch Collection, sold by Robert A. Siegel Auction Galleries, Inc., Sale 825, June 28, 2000, lots 914 & 913, respectively. The New Brunswick Collection formed by Nathan Zankel includes examples of the N25 handstamp in both red and black. The *Alexander Census* records a total of eleven 5 cent First Issue usages between December 9, 1847 and May 11, 1850, but does not address the different handstamps. Thomas J. Alexander, *The United States 1847 Issue: A Cover Census*, The U.S. Philatelic Classics Society, Inc., 2001, pp. 223-224.
- ⁷ The *Coles Book* records 12 distinct rate markings, p.223; the *Coles Update* records an additional three, p.16.
- ⁸ The only other reported New Jersey use of the saw tooth circle rate marking is from Trenton. The *Coles Book* describes this marking as a "cogged circle" and illustrates an 1845 Trenton usage, Figure 80, p.55.
- ⁹ *Coles Update*, p. 17.

AIR MAIL ROUTE #97 IN NEW JERSEY

By Gene Fricks

Below are two airmail covers from Air Mail Route 97, Segment 2, flown on the same day. The first is from Bridgeton, at 10:30AM, and the second a half an hour later from Vineland. The inset map indicates that that flight flew out of the Millville airport.



Fig. 1: A.M. Route 97, Segment 2 - 10:30am out of Bridgeton, April 11, 1949.



Fig. 2: A.M. Route 97, Segment 2 - 11:00am out of Vineland, April 11, 1949.



Fig. 2a: Inset map, April 11, 1949.

A third cover is from a month later and shows the same Air Mail route 97, Segment 6. Note the map shows a different route.



Fig. 3: A.M. Route 97, Segment 6 - 10:00am out of Wildwood, May 15, 1949.



Fig. 3a: Inset map, May 15, 1949.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 8A

Little Known Express Companies in New Jersey (C to K)

By Bruce H. Mosher

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This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-7 can be found beginning in NJPH, May 2003 (Vol. 31, No. 2, Whole No. 150) through Part 7 (Vol. 33, No. 3, Whole No. 159).

There were many smaller express companies that existed in New Jersey at one time or another between 1845 and 1918 for which very little information is available—sometimes just a single express label has survived, sometime a trade card has been found, sometimes an entry in a city directory has been noticed, or sometimes just a passing reference to the company name is all that remains. These companies are mainly judged to be ‘small’ because of the dearth of recoverable facts about their business history.

Nonetheless, this part of the Private-Express Companies report-series is devoted to acknowledging whatever data has survived about these small, lesser known expresses. For a few of these companies, we suspect that the ‘small company’ designation may be erroneous (e.g., Dodds Express, Harnden Express Co., Howard Express Co., etc.), but we have no conceivable way to resurrect time-buried or elusive information to find more data that may pertain to them. Many of these small expresses were located in northern New Jersey in the vicinity of New York City. These lesser-known express companies will be discussed in alphabetical order, regardless of their geographical location in New Jersey.

If anyone owns or finds information related to any of these lesser-known express companies, no matter how trivial or insignificant such may seem, the author would appreciate receiving the relevant data to augment the meager existing knowledge concerning that company.

Camden and Philadelphia Express Company

The Camden and Philadelphia Express Company collected and delivered baggage, freight and packages throughout Philadelphia and Camden. The early disclosure of this company has been seen in contemporary advertisements such as shown in *Figure 8-1*. This ad was found in Chew's 1869 Camden City Directory; a similar ad is resident in the 1873 Camden Directory. This company maintained an express office at 236 Federal Street, Camden.

The first listing of this company in a Philadelphia City Directory was in 1867. It was also listed in the 1868, 1869, 1872, 1873 and 1877 directories. The 1877 listing may have been an editorial mistake because it was not mentioned during the two preceding years. The total business longevity of the Camden and Philadelphia Express is thus estimated to have been 1867–73. At this time, no other information is known about this company.



Fig. 8-1: 1869 Camden and Philadelphia Express Co. advertisement.

Connelly's Express

The statement shown in *Figure 8-2* was generated by the D. S. Connelly Baggage and Freight Express on April 13, 1911. This express business was located at the Philadelphia & Reading Railroad Depot in Atlantic City, N. J., where undoubtedly it was most convenient to handle personal baggage from seashore-bound travelers. D. S. Connelly's home address at 120 North Florida Avenue was printed on his statements. Perhaps he also conducted some of his express business from his house. No other information is known about this express.

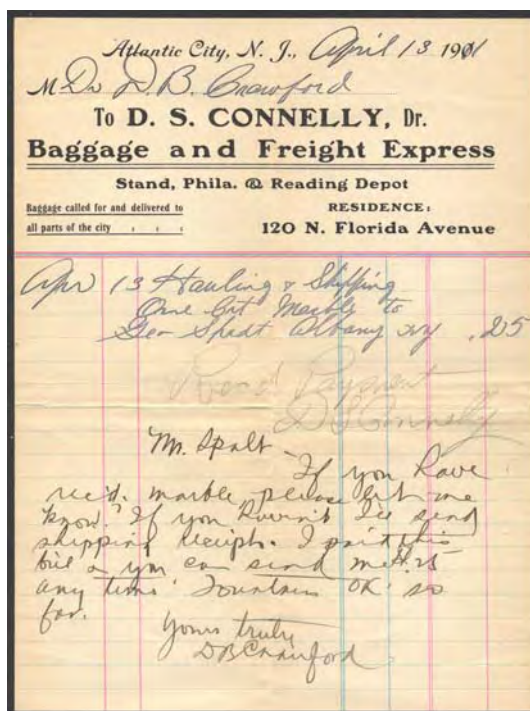


Fig. 8-2: Billing statement from D. S. Connelly's Express.

Crane's Express

Crane's Express appears to have been a local package express company with service between Rahway, N. J. and New York City. The company's offices were at 137 Main Street in Rahway and at 66 Courtlandt Street in New York. One express forwarding label survives this company and is shown in *Figure 8-3*. The label measures 81.5 x 45 mm and is printed in black on orange paper. No operating dates for Crane's Express are known, but the 66 Courtlandt Street address is familiar as it was used as a general express office for several private companies during the 1850s to 1880s.



CRSX-L1

Fig. 8-3: Crane's Express label.

Denning's Express

During the second half of the Nineteenth Century, the New York City wharves hosted many baggage express companies that collected and delivered passengers' baggage to and from train depots and steamboat lines. The first such organization to be discussed is Denning's Erie Railway Baggage Express company whose trade card appears in *Figure 8-4*. The back of this card served as a baggage check stub (see the right side of *Figure 8-4*). This express appears to have worked exclusively with the Erie Railway and its office was right at the Erie Depot on the New York Harbor front. At present, the information on this card summarizes most of what we know about the operations of this company.

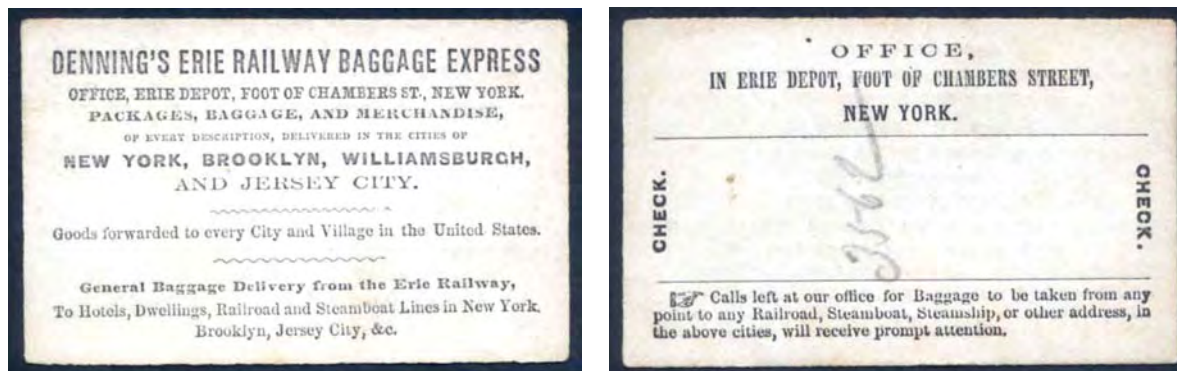


Fig. 8-4: Trade card/receipt from Denning's Express in New York.

The inclusion of Jersey City in its normal delivery routes indicates that Denning's delivery wagons crossed the Hudson River (most likely via one of many available ferries to New Jersey) to make package, baggage and merchandise deliveries. In fact, the reason this company is included in this report is because we believe it traveled into Jersey City to deliver (and probably collect) express goods. Although not stated, Denning's probably picked up baggage from designated Jersey City collection points, especially from the hotels located along its normal delivery routes. However, it does not appear that Denning's maintained an exclusive express office in Jersey City.

The Erie Railway operated under that name from 1861 to 1878, so we expect that Denning's provided express service during many of those same years, and most probably during the mid-1860s through the early 1870s. An entry in the 1867 New York City Directory lists Denning & Co. at Pier 30 N. R. under Expresses. However, this company is not listed in the 1863, nor the 1875 New York directories.

The statement "*Goods forwarded to every City and Village in the United States*" on the ad card meant that Denning's was well connected to the many larger express companies that were also working from New York City. They would have readily arranged to have anyone's express goods placed in care of one of those expresses, to obtain special routing, and to secure delivery anywhere in the Union. It was also probable that Denning's would have delivered most other express goods (other than travelers' baggage) within their advertised delivery zones, if shippers had dropped off their express goods at the Erie Depot office to initiate this transportation.

Dodd & Childs Express Company

At an early age, Charles A. Childs became connected with the express business, as John Hoey and he worked together in the Adams Express Co. for several years. In 1875 he organized the Dodd & Childs Express Company, of Jersey City, and was baggage agent of the Fall River Line of steamers for several years. For many years Childs was also superintendent of the New York Transfer Company, and had charge of the transportation of the United States mail. He was born in Albany, N. Y., and last resided in Jersey City Heights.¹ The 1910 advertisement in Bullinger's Shippers Guide for this company, shown in *Figure 8-5*², indicates they serviced Jersey City, Jersey City Heights, Greenville, Hoboken, West Hoboken and Union Hill, New Jersey. Greenville is currently identified as a 'neighborhood' in Jersey City; in 1910, it was recognized as "Part of Jersey City." The town of Greenville was reportedly absorbed into Jersey City in 1873. Dodd & Childs Express Company's general office and headquarters were at 2 Exchange Place in Jersey City. The illustrated ad was also repeated in the 1911 and 1912 annual volumes of the Bullinger's Shippers Guide.



Fig. 8-5: Contemporary ad for Dodd & Childs Express Company.

Although the *Figure 8-5* advertisement focuses on distribution of rail freight, we believe that Dodd & Childs also conducted a local pickup and delivery service for all kinds and volumes of express goods. The freighting emphasis in this ad may have been tailored for the targeted subscribers of the service book in which it was published (mostly high-volume cargo shippers from large eastern cities.) The 1875 New York City Directory contains the following Express listings for this company under Hoboken: Dodd & Childs, 276 Canal Street; and under Jersey City: Dodd & Childs, 744 & 944 Broadway, 40 Howard Street, foot of Cortlandt Street, and foot of Desbrosses Street. A listing for Dodd & Childs Express at 39 Ann Street was found in the 1894 New York City Directory. The date of the Dodd & Childs Express Company's demise is presently unknown.

Dodds Express

Dodds Express was founded by Amzi S. Dodd and became a large baggage express company with principal offices in New York City, Brooklyn and Long Branch, New Jersey. Scattered references to this company have been found that indicate they were in operation from 1867 to 1905; however, the complete inclusive dates of this business remain unknown.

The earliest Dodds Express memorabilia that has been reported is the colorful, 1867, Complimentary Ticket card shown in *Figure 8-6*. This card was issued January 1, 1867. The back of this card proclaims: "PASS FREE from 944 Broadway, New Jersey R. R. and T. Co.,

Camden and Amboy R. R. and New Jersey Central R. R. ... to any Depot or Hotel in New York until December 31st, 1867.” Also stated on the back is this advice “*Show this Ticket to the Messenger of DODDS EXPRESS on the train or boats before arriving in New York ...*” The three cited railroads are all in New Jersey and its passengers would likely have been riding on New Jersey rails at the time they were urged to show their complimentary ticket. Notice that A. S. Dodd’s authorizing signature is present on the front of the card.



Fig. 8-6: 1867 Dodds Express Complimentary Ticket Pass.

Another early artifact from Dodds Express is the August 1, 1868 receipt shown in *Figure 8-7*. This \$366.67 receipt was for the payment of one month’s rent on the store and basement occupied by Dodds Express at Court Street in Brooklyn. Fortunately (for us), the landlord used a Dodds Express receipt form to document this payment. An interesting vignette appears at the left on this receipt (see *Figure 8-8*) of an elephant (maybe Amzi Dodd was a Republican?) with the initials “N. Y. & B. P. & B. Co.” printed in the overhead banner. We can find out what these letters stand for in *Figure 8-10* below. This receipt contains a two-cent revenue stamp that was pasted in the fancy framed box to the right of the elephant vignette.



Fig. 8-7: 1868 rent receipt for the Brooklyn office of Dodds Express.

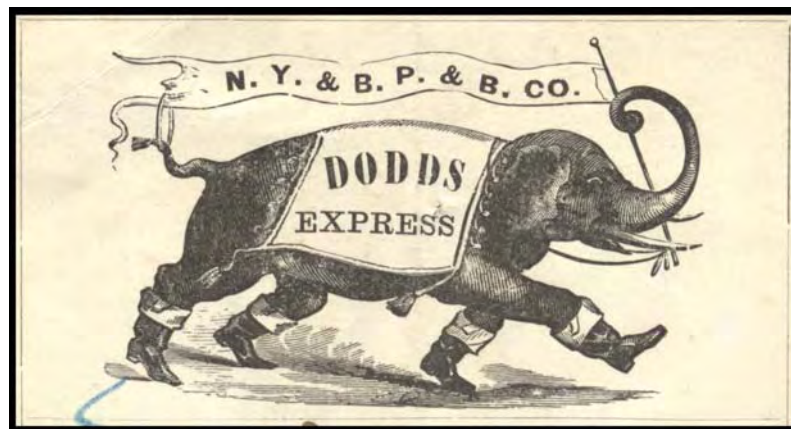
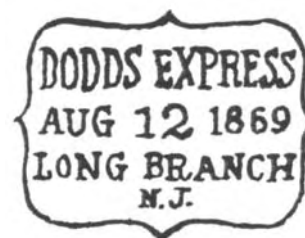


Fig. 8-8: . Political(?) vignette from Dodds Express rent receipt.

Another early Dodds Express artifact is a cover that was sold as Lot 1192 in Siegel's Auction 825 (June 27–29, 2000). This lot description read:

3c Ultramarine (114). Tied by blue segmented cork cancel, matching "Dodds Express Aug. 12, 1869 Long Branch N.J." datestamp in fancy frame on buff cover to Primesville, N.J.

The described cover is shown in *Figure 8-9* with an enlarged tracing of the upright datestamp alongside. Note that the "12" in the datestamp was inverted in the original handstamp, but has been traced to be upright in the enlargement. The correct transcription of the handwritten address on this cover reveals it was sent to Mr. & Mrs. J. S. Perrine at Perrinesville in Monmouth County, N. J., and not to "Primesville." This cover seems to prove that Dodds Express also provided expedited letter-mail deliveries, at least during their early years of operation.

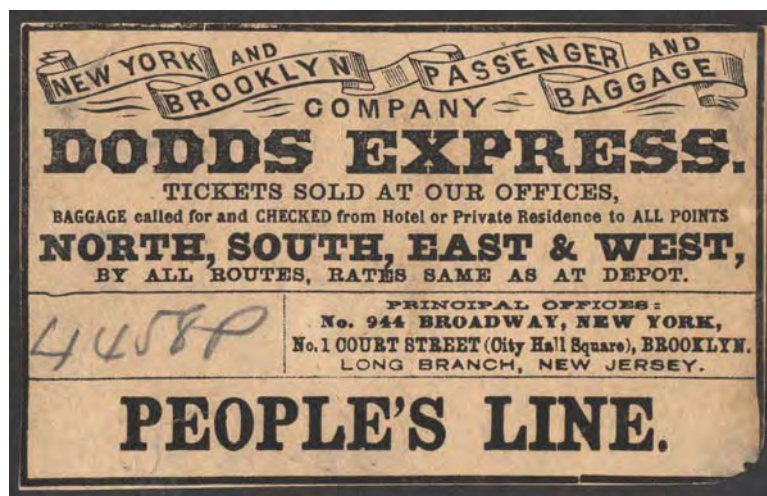


Courtesy NJPHS

Courtesy NJPHS

Fig. 8-9: 1869 Dodds Express cover.

The Dodds Express label shown in *Figure 8-10* was also used as a baggage claim check (notice the handwritten “4458P”) for a traveler’s personal item (perhaps a steamer trunk) arriving (or departing) on a steamer in the fleet of the People’s Line that sailed between New York and Albany on the Hudson River. This label is printed in black on tan paper and measures 98 x 61.5 mm. The identification of this company’s Long Branch, New Jersey office is preprinted below the New York office addresses.



DODX-L1

Figure 8-10. Dodds Express label and baggage check.

The “New York and Brooklyn Passenger and Baggage Company” banner at the top of this label presents the name of the parent company for Dodds Express. The business timing for this parent company is unknown, but perhaps it was started in 1868. Note that the initials of the parent company are identical to that shown on the banner in the *Figure 8-7* 1868 receipt. The proprietor’s name is changed to *The New York Transfer Company* on other historical documents from Dodds Express, such as the 1890 consignment receipt in *Figure 8-11* and the Complimentary Passes shown in *Figures 8-13* and *8-14*. Dated references of 1875 to 1905 have been seen for the New York Transfer parent company, but their complete business longevity is presently unknown. It certainly seems that the *New York and Brooklyn Passenger and Baggage Company* preceded *The New York Transfer Company* as proprietor of Dodds Express, and the former’s business name transpired to the later name by the middle 1870s. Or possibly *The New York Transfer Co.* simply acquired the former Passenger and Baggage Company. In either case, the Dodds Express business name did not change during these proprietor transitions.

The Dodds Express baggage receipt shown in *Figure 8-11* was executed in New York City on June 2, 1890. The more interesting portion of this receipt (relative to the topic of this report) is its identification of Dodds Express offices that were resident in New Jersey around 1890. The office list is printed on the reverse and includes five New Jersey cities: Asbury Park, Jersey City, Long Branch, Ocean Grove and Seabright, as shown in *Figure 8-12*.

Fig. 8-11: 1890 Dodds Express receipt for baggage.

Fig. 8-12: 1890 Dodds Express offices in New Jersey.

A sampling of Express listings for Dodd in New York City Directories reveals the following:

- 1863: No listing for Dodd.
- 1867: Amzi S. Dodd, 944 Broadway, and Pier 17 N. R.
- 1875: A. S. Dodd, 280 Canal Street, 744 & 944 Broadway (under 'Brooklyn' subheading). Reuben N. Dodd, 66 Cortlandt Street (under 'Bloomfield N.J.' subheading).
- 1875: N. Y. Transfer Company: 526, 744 & 944 Broadway, 280 Canal Street, 1535 Third Avenue, Third Avenue at corner of East 124th Street, Fourth Avenue at corner of 42nd Street, foot of Liberty Street, foot of Cortlandt Street, and foot of Desbrosses Street (under 'City' subheading).
- 1894: Dodds Express, 84 Cortlandt Street (under 'Jersey City' subheading).

These entries seem to be germane to the Dodds Express being discussed, except for the 1875 Reuben N. Dodd listing. Apparently another Dodd express was operated from New York to Bloomfield, New Jersey under the proprietorship of Reuben Dodd in 1875. It is not known whether Reuben was related to, or connected with, Amzi Dodd.

A pair of Dodds Express complimentary express passes is shown in *Figures 8-13* and *8-14*. These passes were issued annually for a year's worth of free pickup and delivery of the recipient's personal baggage by Dodds Express. The illustrated passes were issued for the calendar years of 1901 and 1905. The back of each pass (see images at the right in *Figures 8-13* and *8-14*) lists the railroad and steamboat lines that apparently had a Dodds Express contract in place for each pertinent year. Several of the listed companies are known to have operated passenger terminals in New Jersey during the 1901–05 timeframe. The Pennsylvania Railroad, the New York, New Haven and Hudson Railroad, the New York, Ontario and Western Railroad, the Lehigh Valley Railroad, the Erie Railroad, and the Central Railroad of New Jersey all had depots in the northeastern part of the state. Although harder to definitively trace, we strongly suspect that some of the listed steamship lines also had passenger terminals in Jersey City or Long Branch. Incidentally, the complimentary express passes did not provide the recipient with any free personal-transportation fares as that was not their purpose.

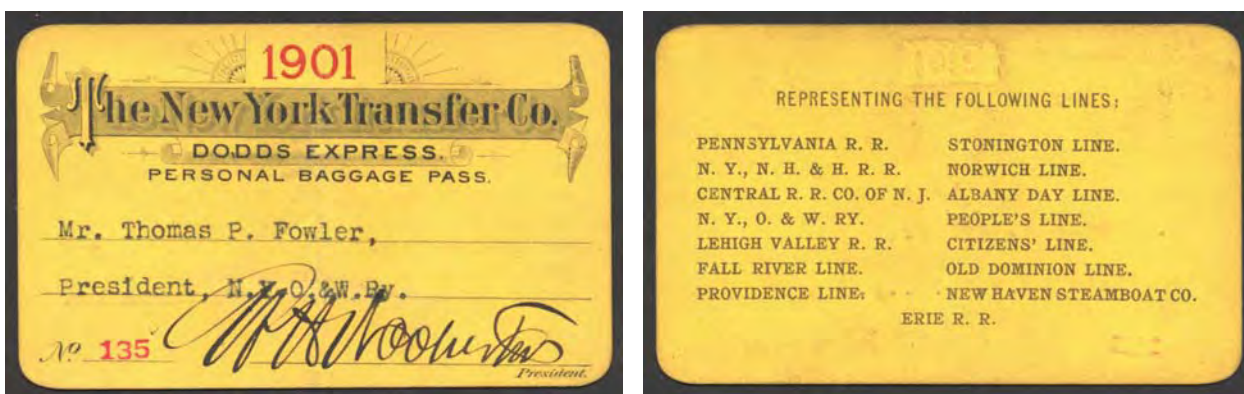


Fig. 8-13: 1901 Complimentary express pass issued by the New York Transfer Company.

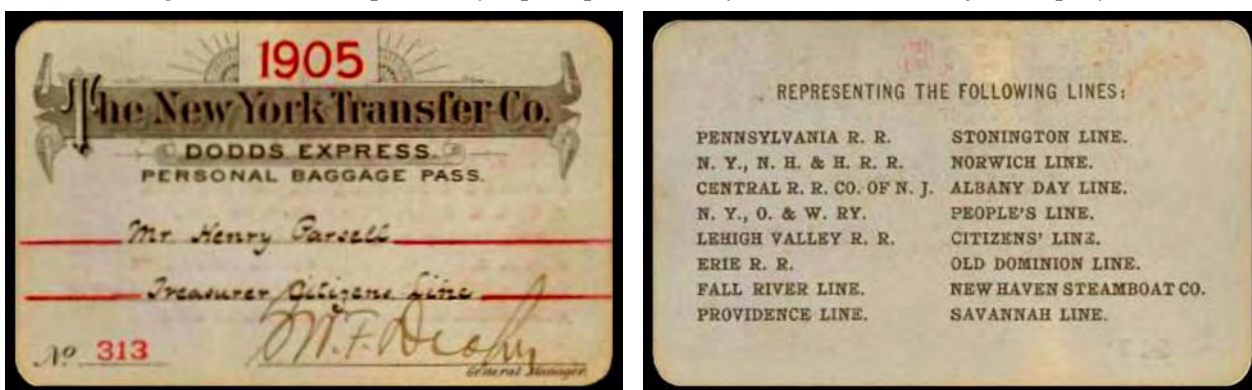


Fig. 8-14: 1905 Complimentary express pass issued by the New York Transfer Company.

Dunlap's Express Company

Dunlap's Express Co. was started in 1874, according to their 1909 advertisement shown in *Figure 8-15*.³ Dunlap's was based in New York City, but also provided delivery service to Hoboken and Jersey City. The following information appears in the 1875 New York City Directory under Expresses that operated in the City: Andrew J. Dunlap, offices at 131 Franklin Street, 96 Worth Street, and 309 West 47th Street. An entry for A. J. Dunlap & Sons was also found in the 1894 New York City directory under Expresses. No other data has been found concerning this company.



Fig. 8-15: 1909 Dunlap's Express advertisement.

Hammonton Package and Commission Express

This express company used a very informative red corner card that is shown on the *Figure 8-16* cover. The Hammonton Package and Commission Express, with W. Hall as proprietor, ran a route from Hammonton, New Jersey, to Philadelphia, Pennsylvania three times a week. The illustrated cover bears an 1851-57 three-cent stamp which is the only clue about the timeframe in which this company probably operated. No other information is known about this express company.



Fig. 8-16: Hammonton Express entire with corner card.

Hardys' Express

Hardys' baggage express operated in Jersey City Heights and New York City. The sole reported label from this company is shown in *Figure 8-17*. This label is printed black on yellow-brown paper; it measures 99 x 66.5 mm. Note that "Jersey City" is printed along the left side. Below is a sample of Express listings found for 'Hardy' in four New York City Directories:

- 1859: No listing for Hardy.
- 1863: Thomas Hardy, 60 Dey Street.
- 1867: M. C. Hardy, 67 Cortlandt Street.
- 1875: Thomas & M. C. Hardy, 3 Hudson Street, 117 John Street, 311 Canal Street, 66 Cortlandt Street (under 'Jersey City' subheading).

The plural form of their company name indicates that probably both Thomas and M. C. Hardy were involved in this express. Their office in Jersey City Heights was located on West Newark Avenue near Five Corners. This label appears to date to the 1867–75 timeframe based solely on the New York office addresses printed on it. No other information is known about this company at this time.



HRDX-L1

Fig. 8-17: Hardys' Express label.

Harnden's Express

Harnden's Express was certainly one of the well-known expresses of its time, but their presence in New Jersey appears to have been very minimal. At least two expresses to New Jersey operated out of Harnden's New York office (i.e., Baldwin's Express and Mills' Express); it may be there were others. One reference has been found that indicates Harnden's had a short, fifteen-mile long, New Jersey route at one time (purportedly in 1863). This reference is in the form of an 1867 New Jersey railroad map that shows the alleged Harnden offices near the Atlantic coastline in the Sandy Hook area on the south side of Raritan Bay and across from Staten Island. The pertinent portion of the map is magnified and shown in *Figure 8-18*. Twelve Harnden Express-serviced towns are identified: Branchport, Eatonton, Hedden, Highland, Hopping, Long Branch, Long Branch Junction, Middletown, Oceanport, Port Monmouth, Red Bank, and Shrewsbury. The Raritan & Delaware Bay Railroad was the carrier of record on this fifteen mile route in 1863–67. No Harnden Express paper artifacts have been reported from any of these locations. Also no other corroboration of these Harnden Express stations is known; so, until further evidence comes to light, we must consider that the map citations may have been a cartographic mistake of some kind.



Fig. 8-18: 1863 Harnden's Express route.

Hierspiel's Express Company

The only reported label from Hierspiel's Express Company is shown in *Figure 8-19*. This company, which is presumed to have been a package express, had offices in Jersey City and New York City and also serviced Lafayette, New Jersey. Lafayette, in Hudson County, was an express stop until sometime between 1894 and 1899 when it 'disappeared' from the shipping guide listings for expresses. Lafayette, never a true municipality, was a community that was absorbed into Jersey City around that time. Nowadays, Lafayette is identified as a 'neighborhood' in Jersey City, similar to Greenville. Hierspiel's Jersey City offices were at 124 Pacific Avenue and 316 Communipaw Street. Mr. Hierspiel lived at 149 Pine Street. The illustrated black-on-gold label is 97 x 45.5 mm overall and is probably trimmed back on all sides, relative to its original size. At this time no other information has surfaced about this company.



HSPX-L1

Fig. 8-19: Hierspiel's Express label.

Howard Express Company

The following historical description by A. L. Stimson, published in 1858, has been excerpted relative to the Howard Express Companies:⁴

In January, 1854, Earl disposed of his interest to the remaining partners, and the firm became Howard & Co.

Howard & Co.'s Easton Express was commenced on the completion of the Belvidere and Delaware Railroad to Lambertville, N. J., and thence by wagons to Easton, a distance of 36 miles. The Railroad being gradually opened, the distance for wagoning was lessened, until, in the latter part of the year 1853, the Belvidere and Delaware Railroad was completed to Phillipsburg, (opposite Easton). The Express was then run to Easton entirely by Railroad. The firm was represented by N. G. Howard and A. L. Randall, at Philadelphia, and John Smylie, Jr., at Easton.

The following Railroads are now used by Howard & Co.'s Express: Lebanon Valley; Philadelphia and Reading; Catawissa, Williamsport and Erie; Williamsport and Elmira; Schuylkill Haven and Mine Hill; North Pennsylvania; Belvidere; Delaware; Lehigh Valley; Beaver Meadow; Flemington; Catasauqua and Foglesville.

We do believe that Stimson was aware of the difference between *Howard & Co.'s Express* vice *The Howard Express Co.*, based on other comments that he made in his history books. These two separate companies serviced different express routes, as will subsequently be explained. We note in the above quotation that the Belvidere Delaware Rail Road (incorrectly listed above as *Belvidere & Delaware Railroad* and *Belvidere; Delaware*) and Flemington Railroad (both located in New Jersey) were cited as carriers for *Howard & Co.'s Express*, but later in the 1860s these roads were used by *The Howard Express Co.*, as will be discussed next. Perhaps there was an original Howard express company that did not split into the two business identities until after 1858.

An unused 186_ triple-company express receipt is shown in *Figure 8-20*. Howard & Co.'s Express, Harnden Express and the Howard Express Co. shared the General Express, Forwarding House, Collecting Agency office at 607 Chestnut Street in Philadelphia during 1862–66. This receipt definitely shows that there were two diverse Howard express companies, at least at the time this receipt was printed. *Howard & Co.'s Express* and the *Howard Express Co.* had two distinctly different railroad routes that they serviced. The former company worked only in central and eastern Pennsylvania, while the Howard Express Co. routes were in eastern Pennsylvania and New Jersey.



Fig. 8-20: 186_ unused triple express receipt.

There were twelve towns serviced by Howard Express Co. specifically listed on the back of the above receipt: Ashbury, Belvidere, Bloomsbury, Bound Brook, Clinton, Delaware, Elizabeth, New Hampton, Philipsburg, Plainfield, Somerville, and White House, as revealed in *Figure 8-21*. Most of these towns were stations on the New Jersey Central Railroad's east-west route through north-central New Jersey. The Howard Express Co. also provided express services on the Belvidere Delaware Rail Road that ran along the east side of the Delaware River from Trenton (actually from Philadelphia) north to Belvidere plus the Flemington Railroad from Lambertsville to Flemington. The location of most of these towns (i.e., express stations) on these two roads is shown on the 1863 railroad map depicted in *Figure 8-22*.



Fig. 8-21: New Jersey offices of The Howard Express Co.

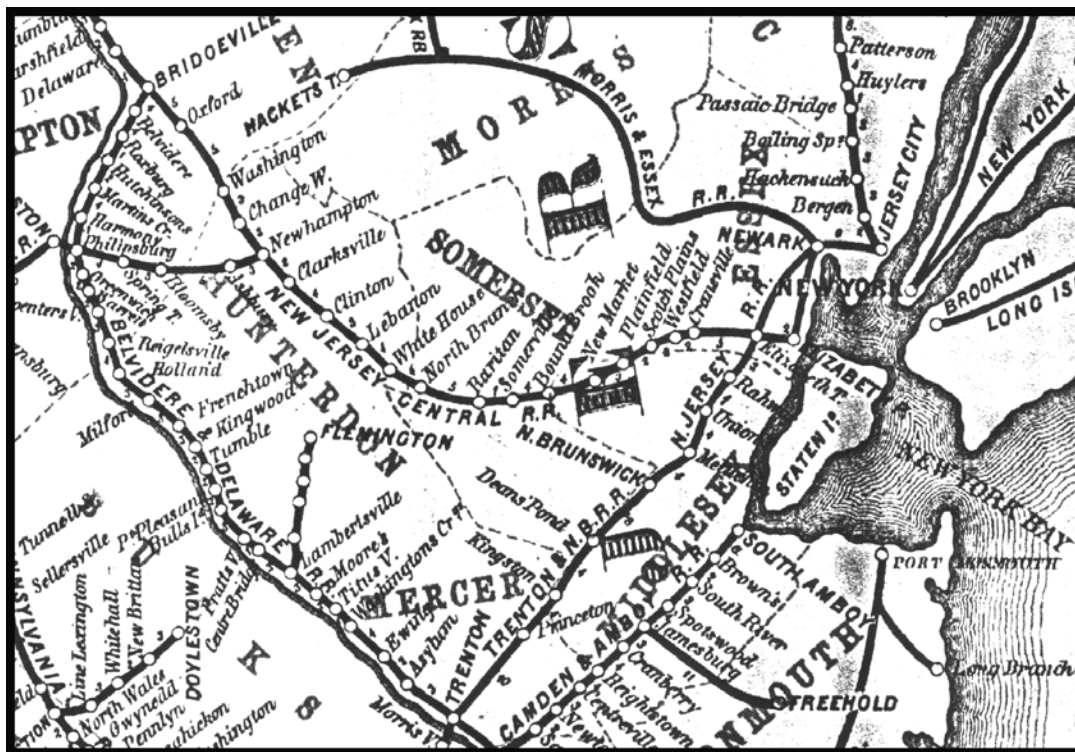


Fig. 8-22: 1863 central New Jersey railroad map.

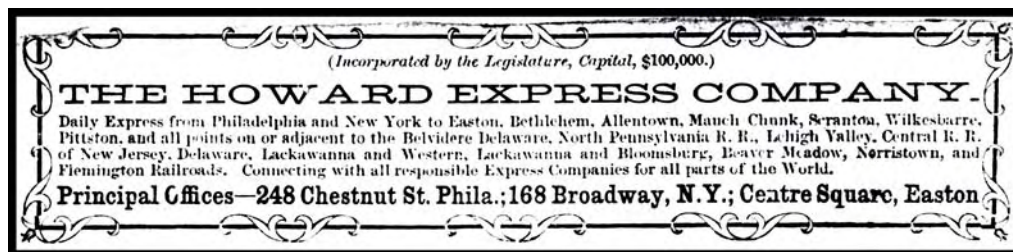
Near the end of Stimson's 1860 Express book, he provides these details about "The Howard Express Company's Lines" in New Jersey:⁵

... extend over the following Rail Roads: Belvidere, Delaware Rail Road from Philadelphia to Belvidere, N.J. Distance 93 miles. The principal offices are:

OFFICE.	STATE.	AGENT.	OFFICE.	STATE.	AGENT.
Philadelphia	Pa.	P. Janney	Milford	N.J.	Jas. Might
Trenton.	N.J.	C. C. Burroughs	Easton	Pa.	J. M. Seigfried
Lambertville	N.J.	E. Vanuxern	Belvidere	N.J.	A. N. Easton
Frenchtown.	N.J.	Thos. Renyan			

Flemington Rail Road, Lambertville, N. J., to Flemington, N. J. Distance 13 miles. A. V. Bonnell, Agent at Flemington.

The Howard Express Co. issued office labels, just like many other contemporary expresses. However, no New Jersey towns have been reported on any of their labels that have been seen to date, only Pennsylvania towns. The author would appreciate reports of any Howard Express office labels with New Jersey towns printed on them. An advertisement that is near the top center of a Howard Express envelope is shown in Figure 8-23. This cover dates between 1858 to 1861, based upon the timeframe when their Philadelphia Principal Office was located at 248 Chestnut Street. Among the railroads mentioned are the Belvidere Delaware; Central R. R. of New Jersey; and Flemington. The eastern portions of the CRR of NJ tracks were located in New Jersey (see the Figure 8-22 map).



HOWX-C2

Fig. 8-23: 1858–61 Howard Express Co. ‘corner card.’

The following summarizes the historical information about two of the railroads that hosted The Howard Express Co. The Belvidere Delaware Rail Road (a.k.a. Bel Del) ran from Trenton to Phillipsburg, N. J. in 1854 and was extended to Belvidere, N. J. the following year. The Flemington Railroad and Transportation Company (i.e., Flemington Railroad), provided rail service from Lambertville to Flemington, N. J. beginning in December 1854. On June 7, 1854 the Bel Del agreed to operate the Flemington Railroad and Transportation Company and operations began December 1, 1855. For a time the Bel Del was known unofficially as the Belvidere Delaware and Flemington Railroad, however, these roads did use the plural of this combined name on some of their official stationary and at least one handstamp during 1861–5.⁶ The legal name of these two roads was changed to Belvidere Delaware Railroad (one word vice the original *Rail Road*) in 1885 when both roads officially merged. It is recognized that some incorrect versions of these two railroad company names had been documented in the cited literature.

A specific termination date for The Howard Express Co. is not known, but the last Philadelphia City Directory listing is in the 1868 annual. There is also a Money Envelope from this company that was used in eastern Pennsylvania and dated June 1869.⁷ Their final year of operations may very well have been 1869.

Ingram's Express

Most of the known information about Ingram's Express is resident in the contemporary advertisements (like *Figure 8-24*) found in Camden City directories. The illustrated ad came from the 1870 directory; a similar ad appeared in the 1873 Camden City Directory. This company provided local express service throughout Camden and Philadelphia and maintained offices in both cities. Ingram's Camden Local Express advertised it had connections with other Union-wide expresses, one of which was most likely Adams Express, also with offices at this time in Camden and Philadelphia.

This express started as Mann's Camden Local Express in 1869 with Lewis W. Ingram as the proprietor. In 1870, the business name was changed to Ingram's Camden Local Express as seen in the ad. Apparently Mr. Ingram became the sole owner, as the business bore his name in subsequent annual listings through 1876 in the Gopsill's Philadelphia City Directories. The Camden address of this company may have remained at No. 3 Market Street for the lifetime of this business, but this has not been totally confirmed. At present, no other information is known about this company.



Fig. 8-24: 1870 Ingram's Express advertisement.

Kluver's Express

The front of an old trade card from J. Kluver's Hoboken and N. Y. Express company is shown in *Figure 8-25*. This company had an office at 62 River Street in Hoboken and another at Weber's Hotel. We do not know whether this hotel was in Hoboken (more likely) or New York City (less likely). Because of the hotel citation, this was probably a baggage express. This card is printed in black on white card stock. The status of the back of this card is unknown and no other information has surfaced about this company.



Fig. 8-25: Trade card from Kluver's Express.

(This report will be continued in the May 2006 NJPH)

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

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

ENDNOTES:

- ¹ Holice and Debbie, *Our Firemen, The History of the NY Fire Departments*, Chapter 29, Part III, at <http://www.usgennet.org/usa/ny/state/fire/21-30/ch29pt3.html> [Jan 20, 2006]
- ² Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal & Shippers Guide for the United States and Canada, etc.*, January 1910, compiled and published for the Mercantile Agency by Edwin W. Bullinger, 53 Park Place, New York, p. 61.
- ³ Bullinger, Edwin, W., *Bullinger's Postal and Shippers Guide*, January 1909, compiled and published by Edwin W. Bullinger, 53 Park Place, New York, p. 83.
- ⁴ Stimson, A. L., "Part Fourth, History of the Express Business" *History of the Express Companies: and the Origin of American Railroads.*, 1859, New York, pp. 187–88.
- ⁵ Stimson, A. L., *Express Office Hand-Book and Directory, etc.*, 1860, printed and published by John K. Stimson, Stationer, No. 17 Cedar Street, New York, p. 221.
- ⁶ Walker, Jim, "The Belvidere Delaware & Flemington Railroads," Figures 5–7, *NJPH*, November 2005, Vol 33, No. 4, whole No. 160, pp. 201–203.
- ⁷ Edward Hines website at http://www.edhines.com/express_p_3.htm , Item #14089 [Feb 3, 2006].

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

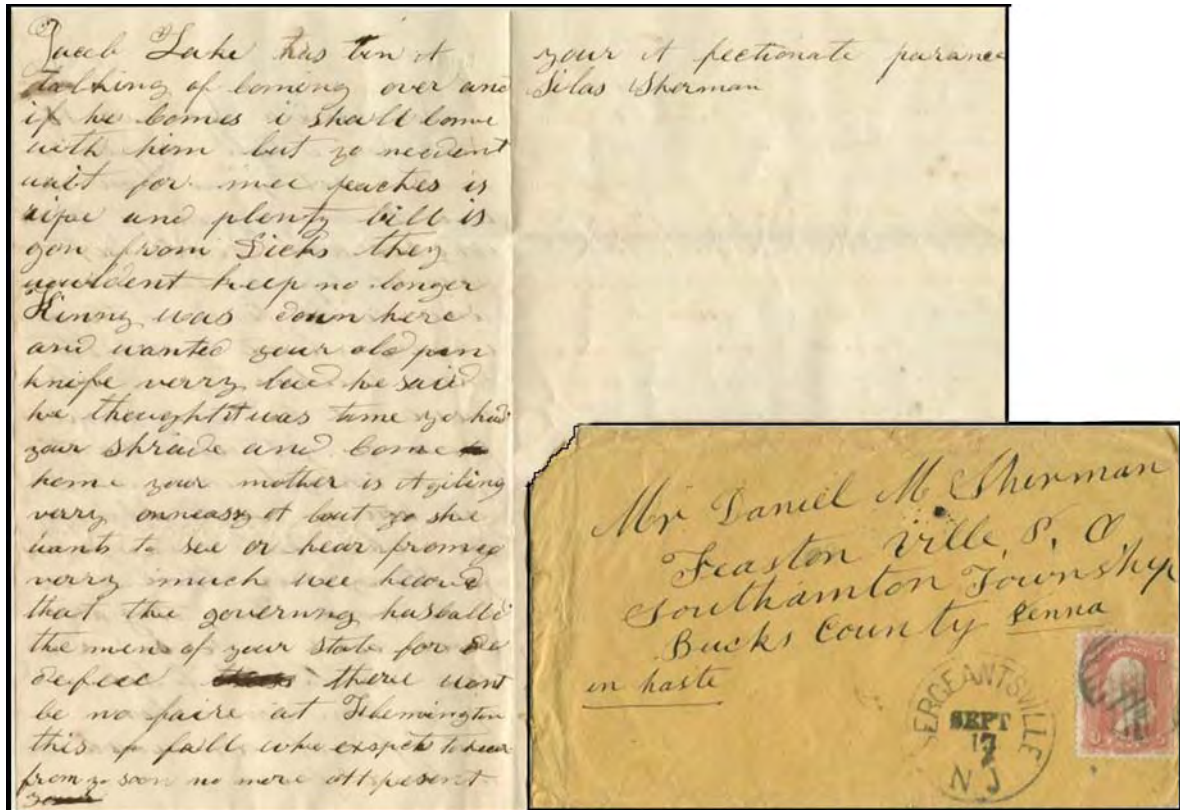
PLEASE submit these to your Editor: Robert G. Rose
at PO Box 1945

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

DATING BY CONTENTS: An 1861 Sergeantsville, NJ Cover

By Jim Walker



An undated letter and cancel with no year date ~ when was it mailed?

Many early canceling devices did not include a year date, and if there is no letter present, or if there is one but it has no dateline, it is sometimes hard to date these exactly.

This letter, addressed to Daniel M. Sherman, care of the Feasterville P.O., Southampton Township, Bucks County, Penna., is postmarked with a Coles¹ 31mm #S12 Sergeantsville, N.J. Sept.17 cancel without a year date. The postage was paid with a U.S. #65 which first appeared in August of 1861. The letter is from Silas Sherman, Daniel's father. The dateline, September 15th, is also without a year date. However, Silas states, "we heard that the Governor has called the men of your state for defence.[sic] There won't be no faire[sic] at Flemington this fall. we expect to hear from you soon no more at present."

The September 3rd, 1861 edition of *The Hunterdon Gazette*² announced "The Governor has taken possession of the Hunterdon County Fairgrounds for the purpose of encamping the 15th Regiment" at what was to be known as Camp Fair Oaks. This is the only time the Fair was canceled because of the war.

I only wish every cover were as easy to date as this one.

ENDNOTES:

- ¹ Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983.
- ² *The Hunterdon Gazette*, Hunterdon County's first newspaper, published in Flemington, NJ from 1825 - 1866: Now available on CD. See <http://www.rootsweb.com/%7Enjhunter/HunterdonGazette/InternetIntro.PDF> [Jan 20, 2006]

THE POST TOWNS OF BURLINGTON COUNTY: PART 5

By Jack Edge



This series on Burlington County Post Offices is continued from our 2005 issues, (Vol. 33, Nos. 1-4, Whole Issue Nos. 157-160). More sections will follow in upcoming issues. We repeat the map here and refer you to the bibliography at the end of Part 1 (Vol. 33, No. 1, February 2005).

BURLINGTON COUNTY MAP WITH POST TOWNS



FRUITLAND POST OFFICE ~ Established June 4, 1866

Real estate speculators were not new to Burlington County when, in 1865, a large portion of land at Atsion was purchased for just such a venture.

Relatively worthless land could be bought for just a few dollars an acre then. A prospectus promising a veritable paradise, with plans drawn for streets, lots, public buildings, and such was offered to gullible buyers. Behold, Fruitland: the very name promises agricultural prosperity with unlimited possibilities at reasonable prices. The truth is that many of these ventures were frequently a lot less than advertised.

The real estate men managed to procure a post office here to add legitimacy to their vision of utopia. This facility replaced Atsion Post Office, Burlington County's first, opened in 1797.

Fruitland, as did all the other real estate scams in this part of the county, failed to materialize. By 1871 the speculators vacated the area, and the post office, once again, became Atsion.

June 4, 1866

Formerly Atsion, name changed to Fruitland

August 21, 1871

Post office name changed back to Atsion

~ ☐☐☐ ~

GEORGETOWN POST OFFICE ~ Established July 12, 1847

Georgetown is located in the far northeastern corner of Mansfield Township. The town predates the American Revolution, and was known at one time as Fooltown. Who or what caused the village to be known by this undignified appellation is buried in forgotten lore.

Traditional history tells us the town and its post office was named for George Sykes, United States Congressional member from this district, 1843-1848. However, Gordon's Gazetteer of 1834¹ describes: "Georgetown, hamlet of Mansfield T-ship, Burlington Co., near the N.E. boundary line, 6 miles S.E. from Bordentown and 9 N.E. from Mount Holly."

The post office here served this rural community for 73 years until it was closed in 1920. The legend of George Sykes' involvement in its naming is probably not true, but it seems to be forever connected to the town and its history; no matter, I'm sure residents preferred it over the ignoble "Fooltown."

July 12, 1847

Post office opened

July 15, 1903

Post office discontinued; service to Columbus

September 14, 1903

Post office reopened (Discontinuance Order rescinded)

May 31, 1920

Post office discontinued; service to Columbus

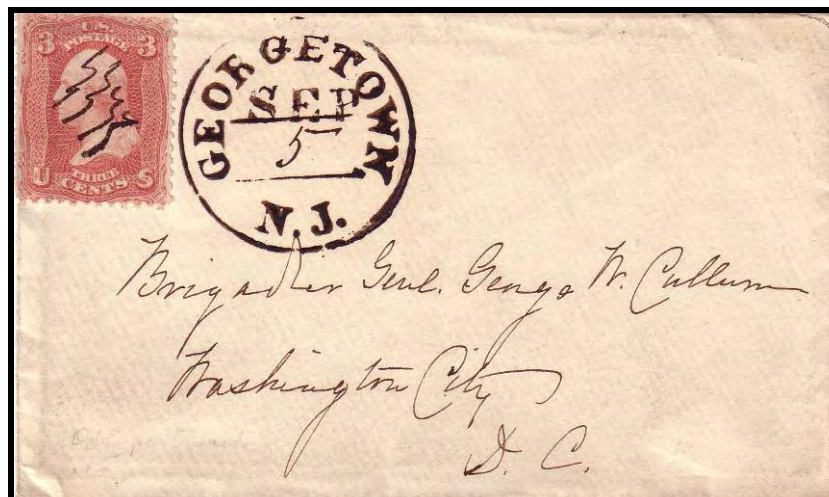


Fig. No. 45: A Georgetown, N.J. cover showing an 1861 Issue 3 cent stamp.

~ ☐☐☐ ~

GREEN BANK POST OFFICE ~ Established May 8, 1840

Green Bank was settled very early in New Jersey's history by Swedes, who followed Eric Mullica here from their Delaware River settlements, in or about 1697. Upper Bank was the hamlet's early name. The town itself lies along the Mullica River surrounded by the cedar and pine forests that run on endlessly in this portion of Washington Township. Six miles to the north, on the old stage road, was Sooy's Inn and nine miles southeasterly on the same road brought you to Bass River Hotel.

The population of Green Bank in 1840 was not more than 150, counting those who lived in the vicinity. Most of the people living here made a living in agriculture, fishing or supplying timber and other forest products. A glass works operated here from 1850 until about 1856, owned by William Sooy.

Green Bank today is a blue collar town, where many still earn their living from the Mullica River and Great Bay beyond.

May 8, 1840	Post office opened
November 6, 1841	Post office changed to Sooy's Inn
June 25, 1850	Post office reestablished
October 28, 1856	Post office discontinued
November 22, 1862	Post office reestablished
July 31, 1954	Post office discontinued; service to Egg Harbor City

~ ☐☐☐ ~

HAINESPORT POST OFFICE ~ Established February 2, 1853

Hainesport, as its name implies, was a port town on the Rancocas Creek, located on the south branch, near the fork of the north and south branches. The town was the head of steamboat navigation on the creek and, as such, shipped the agricultural and timber products produced in much of this area of Burlington County to Philadelphia and beyond.

At its establishment, Hainesport Post Office was part of Medford Township. Some four miles northwest from Lumberton, it is three miles west of Mount Holly. Named for early settlers here, the Haines family, the town has been known at different times as Long Bridge and Herrings Hall. In 1853, it was stated, there were sixty families living in Hainesport. By 1880, the population was estimated as "near 400."

Today, Hainesport is a large and modern township. However, some of the fine old dwellings and houses of worship still retain their Nineteenth Century look.

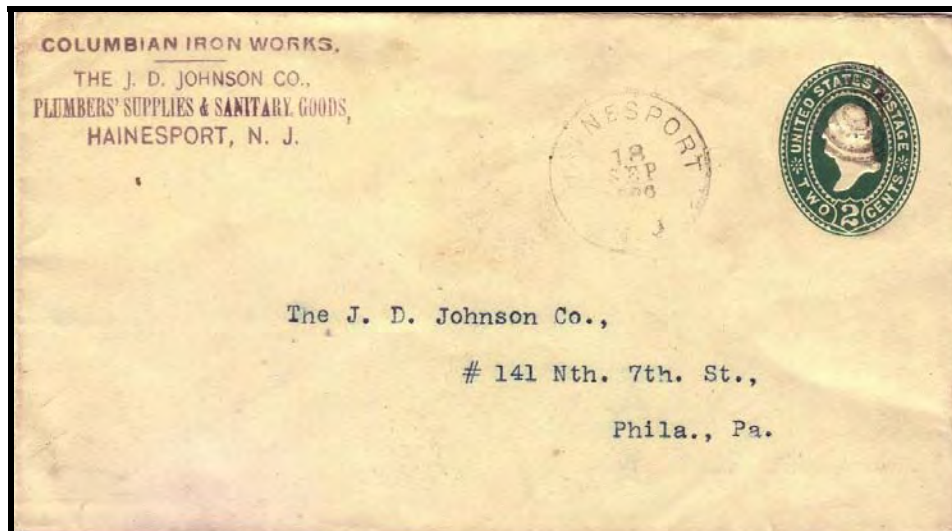


Fig. No. 46: An 1896 U. S. Government stamped envelope from Hainesport, N.J.

February 2, 1853	Post office opened
December 24, 1856	Post office discontinued
March 22, 1862	Post office re-established
November 8, 1871	Post office discontinued
December 28, 1876	Post office re-established
June 30, 1919	Post office discontinued; service to Mount Holly
October 25, 1919	Post office re-established
Continues in service today	

~ ☐ ☐ ☐ ~

HANOVER FARMS POST OFFICE ~ Established November 1, 1911

Hanover Farms Post Office was a short-lived facility located on the old N.J. Southern Branch of the Pennsylvania Railroad at Hanover Station in Pemberton Township. The villages nearest to Hanover Station were Mount Misery, one mile southwest, and Whitesbog, some two miles to the northeast.

It was proposed by this office to service the seasonal village of Whitesbog and those in the vicinity of the railroad station, approximately 140 persons. It is probable the post office was in the station house, or mail was simply left in a lock box located there.

This place has been called, at different times, Upton Station and Gravel Switch. Most of the land in this vicinity was owned by a wealthy Bostonian, George B. Upton. His holdings comprised over 25,000 acres spread over two townships. Like many other speculators in this area known as the Pine Barrens, Mr. Upton realized little or nothing from his investment.

Hanover Farms Post Office lasted a little over seven months ~ once again, an optimism tempered by the reality of this harsh and unforgiving wilderness.

November 1, 1911
June 15, 1912

Post office opened
Post office discontinued

~ ☐☐☐ ~

HANOVER MILLS POST OFFICE ~ Established April 20, 1871

In 1871, Edward Carpenter owned 2,800 acres of land in Pemberton Township, including the site of old Hanover Furnace, an iron-producing forge, long past its productive days.

At the time of application for this office, it was proposed to leave mail at Hanover Station on the New Jersey Southern Railroad, some three miles to the south. The village, known as Hanover, lay on the north branch of Rancocas Creek, about five miles southeast of Pointville Post Office, and some four miles east-northeast from the New Lisbon Post Office.

Mr. Carpenter claimed about 250 people would use this new facility in Hanover Mills. Whatever the reality of this claim may be, it is recorded that only six occupied dwellings existed here by 1880.

April 20, 1871
October 23, 1874

Post office opened
Post office discontinued

~ ☐☐☐ ~

HARRISIA POST OFFICE ~ Established August 10, 1889

Harrisia Post Office was part of Bass River Township in 1889. Originally this place was known as Harrisville. A post office was located here from 1856-1862 known by that name.

Located on the Wading River, Harrisia was four miles distant from the Wading River Post Office to the northeast.

The population of Harrisia was professed to be 75 in 1889 with another 125 living in the vicinity. A paper mill, established here about 1832, was in operation until about 1880. The product was manufactured using salt hay, which abounds in the area. A coarse brown paper was made, which was used by industry as wrapping and packaging material.

By 1925, there was little left of Harrisia except a few foundation walls, the remains of the old paper mill, and the boundless salt hay along the Wading River.

August 10, 1889
April 3, 1895

Post office opened
Post office discontinued; service to Rollestone



Fig. No. 46a: Early Twentieth Century along the Wading River, farming for salt hay.

~ ☐ ☐ ☐ ~

HARRISVILLE POST OFFICE ~ Established March 24, 1856

Near or about 1785 this place was known as the Wading River Forge and Slitting Mill. Pig iron for nearby iron furnaces, such as Speedwell, Batsto and Martha Furnace, was shipped here and made into fire backs, andirons, pots and other end user products. This industry was replaced, circa 1832, by a large paper mill owned by William McCarty. The village surrounding the mill was known for many years as McCartysville.

The post office was opened here in 1856. Harrisville was in old Washington Township, on the east side of the Wading River, some five miles northwest of Green Bank. The village was off the main postal route some four miles, but was granted the office, nonetheless. It lasted only six years. Another short-lived post office, Harrisia, was reestablished here in 1889 (which see), and endured only another six years.

Today, little is left to indicate the location of this once thriving manufacturing town. It became part of the vast Wharton State Forest. The cycle was completed; from wilderness to iron forge, to paper manufacturing, thence back to the very wilderness that had won out over man's feeble efforts to tame it.

March 24, 1856
February 5, 1862

Post office opened
Post office discontinued



HARTFORD POST OFFICE ~ Established January 24, 1868

Hartford, in 1868, was a small village and a station of the Camden and Burlington Railroad, located in old Evesham Township. It was situated three miles east of Moorestown and approximately five miles west from Mount Holly on the Marne Turnpike.

Little has changed in Hartford to this day. The village now belongs to Mount Laurel Township, near the few farms remaining in that portion of the township. However, tiny Hartford has maintained its identity as one of Burlington County's last picturesque hamlets.

The population of Hartford listed in 1867 by William M. Duvall was 101. Mr. Duvall, local storekeeper and Hartford's first postmaster, stated that the village had been called Hartford as early as 1840. He also claimed 73 families residing within two miles of the village.

January 24, 1868
April 30, 1954

Post office opened
Post office discontinued: service to Moorestown



Fig. No. 47: Hartford, N.J. postmark on cover, dated July 19, 1887.

~ ☐ ☐ ☐ ~

INDIAN MILLS POST OFFICE ~ Established August 2, 1861

Indian Mills was the site of the first Native American Reservation established in colonial North America. In 1758 the Lenape Indian Nation was granted a home here. The reservation was first called Brotherton and was later known as Edgepillock. By 1801, the vast majority of Indians living here had migrated to land in New York State, leaving the small village we now know as Indian Mills behind them. A post office was established here in 1849, called Shamong. This office was discontinued January 22, 1856.

Located along Springer's Creek, Indian Mills lies some four miles northwest of Atsion and five miles southeast from Medford.

Edward Thompson, Indian Mills' second postmaster, in his application to re-open the post office, stated that the population to be served by this office was 400 persons. Not more than 50 persons lived in this vicinity in 1877.

August 2, 1861
March 11, 1862
September 7, 1877
April 30, 1920
January 30, 1986

Post office opened
Post office discontinued
Post office re-established
Post office discontinued; service to Atsion
Became station of Vincenttown Post Office



Fig. No. 48: A manuscript Indian Mills, N.J. town marking posted in 1879.



Fig. No. 48a: A 1918 postal card from Indian Mills, N.J.

~ ☐ ☐ ☐ ~

JACKSONVILLE POST OFFICE ~ Established June 12, 1829

Long known in old Springfield Township as Slabtown, Jacksonville was named for President Andrew Jackson about the time the post office was opened here. Jacksonville is a crossroads village, with roads leading to Smithville, Hedding, Columbus, Mount Holly, Burlington and Jobstown, all converging in tiny Jacksonville.

The “Pettycoat Bridge,” just outside town, and the nearby Company Meeting House were the site of a Revolutionary War skirmish between local militia and Hessian mercenaries. The battle, fought in 1777, was quite short-lived, but has remained a part of local lore. Some historians have labeled it “The Slabtown Incident.”

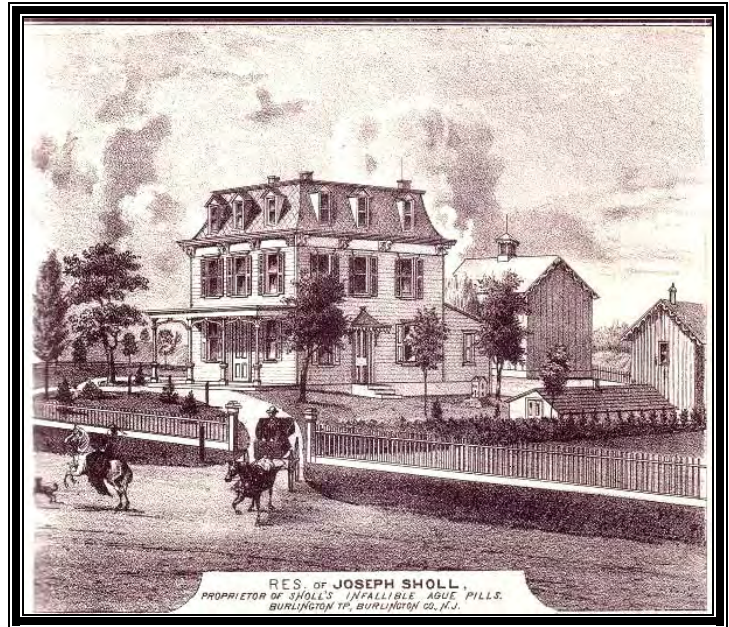


Fig. No. 49a: Residence near Jacksonville, circa 1876.

J.D. Scott tells us that in 1876 “Jacksonville is a small place of about twenty houses, including tavern, church, store, etc.” The population then was listed as 90 persons.

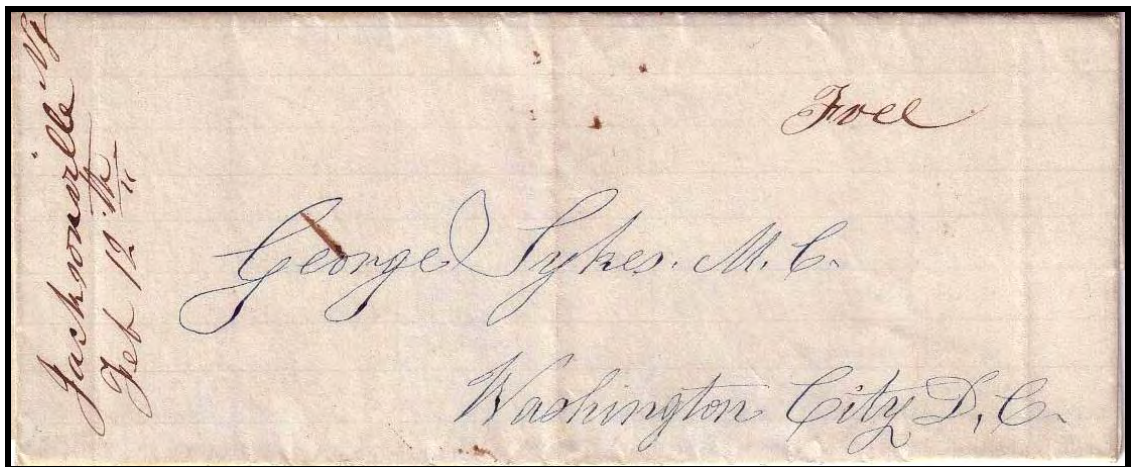


Fig. No. 49: Jacksonville, N.J., Feb. 12, 1847, on folded letter sent free to George Sykes, United States Congressman for this part of N.J.

June 12, 1829
June 15, 1908

Post office opened
Post office discontinued; service to Burlington

~ ☐ ☐ ☐ ~

JACOBSTOWN POST OFFICE ~ Established May 31, 1824

The year a post office was established here, Jacobstown was located in New Hanover Township. The village was located in the northeastern part of New Hanover, very near the Ocean County border. Situated off the Monmouth Road, Jacobstown is four miles southeast from Chesterfield and some two miles north of Cookstown.

In 1834, Gordon's Gazetteer² records "Two taverns, a store and some twelve or fifteen dwellings." By 1880, the population listed approximately 200 persons. Today the village is part of North Hanover Township in the rural northern section of Burlington County.

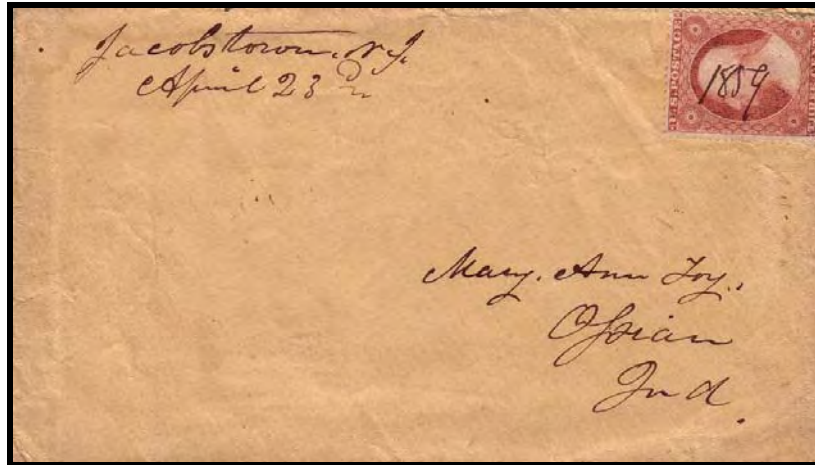


Fig. No. 50: Jacobstown, N.J. cover posted April 23, 1859.



Fig. No. 51: An advertising cover franked with a 2 cent Columbian Issue stamp at Jacobstown, N.J.

May 31, 1824
April 30, 1927

Post office opened
Post office discontinued; service to Wrightstown

~ ☐ ☐ ☐ ~

JENKINS POST OFFICE ~ Established October 18, 1893

Far down in Washington Township, in the heart of Burlington County's vast Pine Barrens, there stand a few houses and the Mission in the Pines Church. The village, called Jenkins Neck in 1893, applied to have a post office, which was granted but shortened to Jenkins by Washington officials.

Jenkins is located on the Chatsworth Road, below Pineworth, Hog Wallow and Speedwell, in that order. It lies some eight and one-half miles northwest of Green Bank, about one and one-half miles east of the Wading River.

Beck tells us in *Jersey Genesis*,³ that Jenkins Neck was named for Isaac Jenkins, an operator of the Tuckerton to Philadelphia Stage early in the Nineteenth Century. Mrs. Maggie Holloway, in her application for a post office, informed the Washington authorities, that the village numbered 50 souls; this was more likely 20 persons, and perhaps 30 more within five miles!

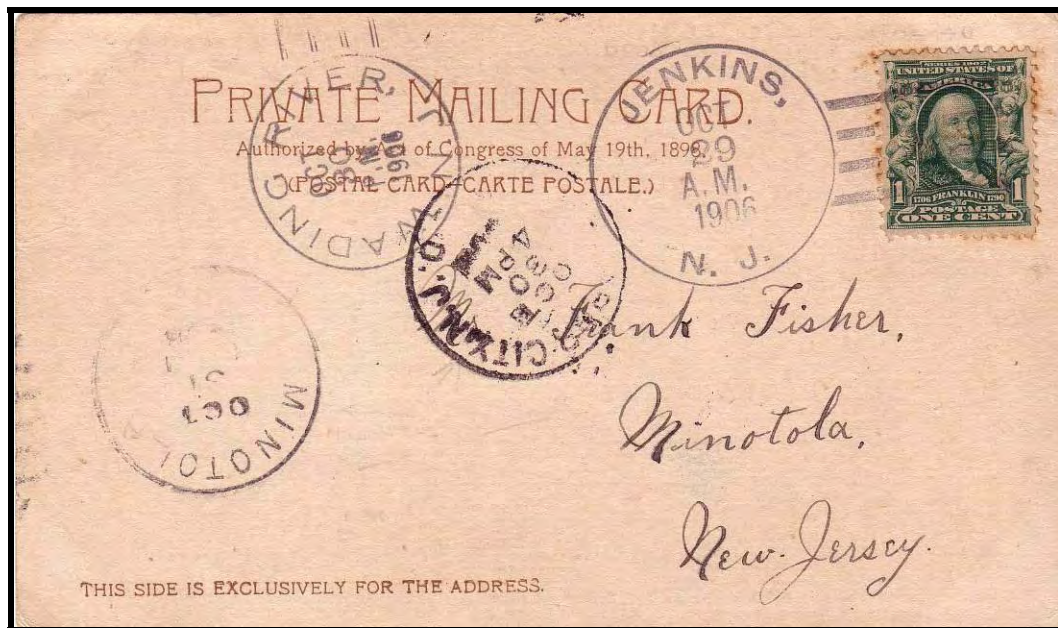


Fig. No. 52: Jenkins, N.J. dated Oct. 29, 1906, on a postcard to Minotola, N.J., rerouted twice!

October 18, 1893
February 14, 1906
April 7, 1906
November 30, 1932

Post office opened
Post office discontinued; service to Wading River
Post office re-established
Post office discontinued; service to Green Bank

~ ☐ ☐ ☐ ~

JOBSTOWN POST OFFICE ~ Established March 15, 1817

Jobstown was once known as Lippincott's and is noted on some maps as Lippincott's Inn. The Inn was owned prior to 1800 by Job Lippincott, the village's namesake. Located on the Old Monmouth Road, some 5½ miles northeast of Mount Holly, Jobstown is surrounded by New Jersey's finest stock farms. Many of the finest thoroughbreds and trotters in the world are bred here.

The Lorillard family, of tobacco fame, owned vast tracts of land in the area by 1875. Their stock farm was, at one time, the largest in the United States. Today the Dancer family is most prominent in the area at this endeavor.

Back in 1834, Gordon⁴ lists at Jobstown, a tavern, a store and eight or ten dwellings. The population was not more than fifty persons. The post office here is still open for business.

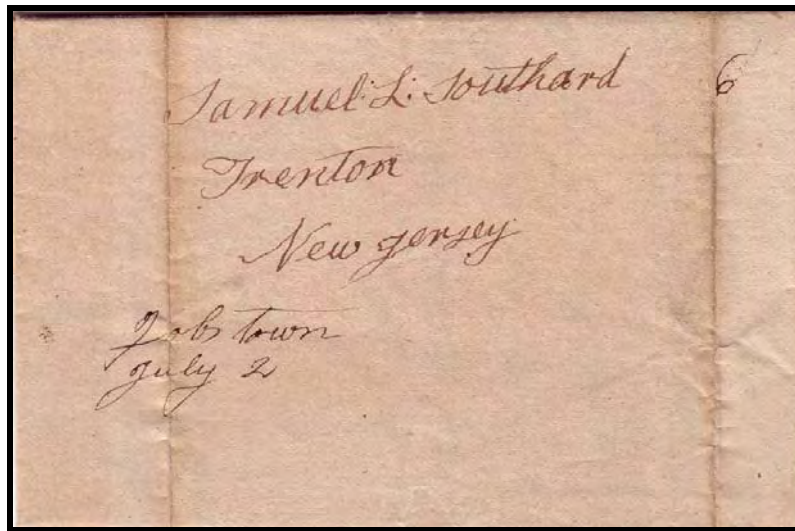


Fig. No. 53: Jobstown, N.J. July 2, 1832 folded letter with six cents rate to Trenton, N.J.

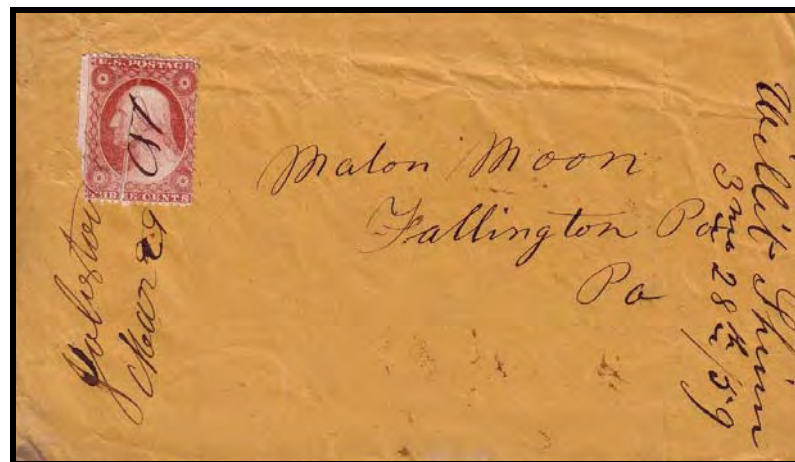


Fig. No. 54: March 29, 1859 Jobstown, N.J. marking on cover tying an 1857 Issue three cent stamp.

March 15, 1817

Post office opened

Continues in service today

~ ☐ ☐ ☐ ~

JULIUSTOWN POST OFFICE ~ Established March 9, 1812

Juliustown is part of Springfield Township, and lies in the southeastern portion, just outside of the Fort Dix Reservation. The town is five and one-half miles distant from Mount Holly, which is due east. Named for an early landowner, Julius Evans, the area was settled in 1693. The town was originally known as Houghton.

By 1834, the village boasted one tavern, two stores and thirty dwellings. In 1880, the population was recorded as 295 persons. Juliustown was a station on the old Delaware and Atlantic Railroad, later known as the Columbus and Springfield line. The post office exists to this day.

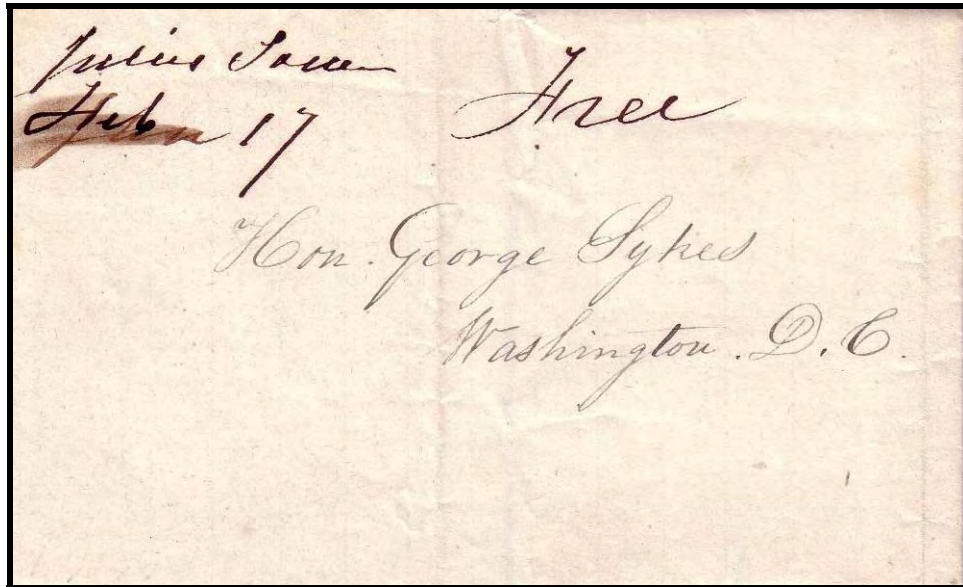


Fig. No. 55: Julius Town Feb. 17, in manuscript, with a free marking on an 1844 folded letter to George Sykes, Member, U. S. House of Representatives.

March 9, 1812
Continues in service today

Post office opened

~ ☐☐☐ ~

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

ENDNOTES:

- ¹ Gordon, Thomas F., *Gazetteer and History of New Jersey*, Philadelphia, PA: Daniel Fenton, 1834.
- ² Ibid.
- ³ Beck, Henry C., *Jersey Genesis*, Rutgers University Press, 1945, p.26.
- ⁴ Gordon, ob cit..

RESOURCES, REFERENCES & RECOMMENDATIONS - Exploring Our State's General History

By Professor Mark Sommer

NJPHS members are fortunate to have a variety of books and journals available for sale that can enhance our knowledge of our state's postal history. I have many of them in my library, and even if the specific subject is not in my collecting realm, I feel it is important to support our Society by purchasing what is available. (And I encourage other members to do the same!)

In any event, I have compiled quite an accumulation of other New Jersey-related books, magazines, journals, etc. that I would like to share with other members (although not in the literal sense). Most are still in print and obtainable through libraries or chain bookstores.

I recommend the following. Good luck in your own research and collecting!

BOOKS

- *Baseball in Newark* - Robert L. Cvorneyk, ISBN#0738513261, Arcadia Publishing, Charleston, SC, Oct 2003.
- *Baseball in Trenton* - Tom McCarthy, ISBN#0738513105, Arcadia Publishing, Charleston, SC, Oct 2003.
- *Diamond Heroes Of South Jersey* - Joseph C. Deluca, No ISBN#. Published by The Bridgeton Antiquarian League, Bridgeton, NJ, 2000.
- *Discover the Hidden New Jersey* - Russell Roberts, ISBN#0813522528, Rutgers University Press, New Brunswick, NJ, Nov 1995
- *Encyclopedia of New Jersey* - Maxine N. Lurie & Marc Mappen, ISBN#0813533252, Rutgers University Press, New Brunswick, NJ, Apr 2004.
- *Ghost Towns - And Other Quirky Places In The New Jersey Pine Barrens* - Barbara Solem-Still, ISBN#093754860X, Plexus Publishing, UK, Sept 2005.
- *The Jersey Game - The History Of Modern Baseball From Its Birth To The Big Leagues In The Garden State* - James M. DiClerico & Barry J. Pavelec, ISBN#0813516528, Rutgers University Press, New Brunswick, NJ, Apr 1991.
- *The Jersey Side* - Jim Ryan, No ISBN# but an interesting comic-type booklet. Published by Rogers & Cogswell Press, Hoboken, NJ 07030, Jan 1987.
- *Jewish Agricultural Colonies in New Jersey 1882-1920* - Ellen Eisenberg, ISBN#0815626525, Syracuse University Press, Syracuse, NY, 1995.
- *The Jews Of New Jersey - A Pictorial History* - Patricia M. Ard & Michael Aaron Rockland, ISBN#0813530121, Rutgers University Press, NJ, Nov 2001.
- *New Jersey and The Revolutionary War* - Alfred Hoyt Bill, ISBN#081350760X, Copyright 1964 by the NJ Tercentenary Committee. Reprinted by Rutgers University Press, NJ, Dec 1992.
- *New Jersey in The American Revolution* - Barbara J. Mitnick, ISBN#0813536022, Rutgers University Press, NJ, Jul 2005.
- *The New Jersey Book of Lists* - Gerald Tomlinson & Ronald A. Mayer, ISBN#0917125010, Trade Paperback, Lake Hopatcong, N.J., Home Run Press, 1992.
- *New Jersey Firsts - The Famous, Infamous & Quirky Of The Garden State* - Harry Armstrong & Tom Wilk, ISBN#0940159457, Camino Books, Philadelphia, PA, Jun 1999.

Mark Sommer ~ RESOURCES, REFERENCES, & RECOMMENDATIONS

- *New Jersey from Colony To State* - Richard P. McCormick, ISBN#081350662X, Rutgers University Press, NJ, 1964.
- *New Jersey - Profiles in Public Policy* - Dr. Silvio R. Laccetti, ISBN#0940390051, Commonwealth Books, 1987. Out of print but may still be available from author/my colleague at Stevens' Institute of Technology in Hoboken, NJ 07030. He can be reached by phone at (201) 216-5392.
- *The New Jersey Turnpike* - Michael Lapolla & Thomas A. Suszka, ISBN#073853577X, Arcadia Publishing, Charleston, SC, 2005.
- *NJ Transit - Rail Operations* - Joel Rosenbaum.&- Tom Gallo, ISBN#0962154164, Railpace Co., 1996.
- *The Revolutionary War In The Hackensack Valley: The Jersey Dutch And The Neutral Ground* - Adrian C. Leiby, ISBN#0813508983, Rutgers University Press, NJ, 1980.
- *Washington 's Crossing* - David Hackett Fischer, ISBN#0195170342, Oxford University Press, USA Feb 2004, 019518159X, Oxford University Press, USA Jan 2006.

MAGAZINES

- *National Geographic* - NJ related articles in January 1960/November 1981/ August 2004.
- *Weird NJ* - Twice yearly publication: (Oct & May), www.weirdnj.com or through mail/phone P.O.Box 1346, Bloomfield, NJ 07003 (973) 324-1777.
- *New Jersey Monthly* - www.njmonthly.com or through mail/phone P.O.Box 920, Morristown, NJ 07963-0920 (973) 539-8230. Customer Toll Free (888)419-0419.

The above is of course not comprehensive, and I would appreciate any corrections, additions, etc. from NJPHS members. Contact: Prof. Mark Sommer, (201) 837-0489

[Professor Sommer also calls to our attention an interesting article by Diane DeBlois & Robert Dalton Harris entitled "Vineland Utopia" in the Jan-Feb 2000 Issue of U.S. Stamp News (contact stampnews@aol.com). Note that member Joseph Felcone has a website and catalogue of New Jersey books (www.felcone.com) where many NJ books are available to enhance our studies in postal history as it relates to New Jersey history. Ed.]



**MANUSCRIPT MARKING DATABASE,
Earliest and Latest Markings: A Challenge for NJPHS Members**

By Jean R. Walton

With the recent publication of the Coles Update, by Donald Chafetz,¹ there has clearly been more interest amongst members in looking for earliest and latest reported dates for manuscript postmarks. Ken Hall's recent report of new earliest and latest dates of such marking in the November 2005 issue of *NJPH*,² points this out. Steve Roth also reports two new earliest and latest listings, pictured in Figures 1 and 2, respectively.

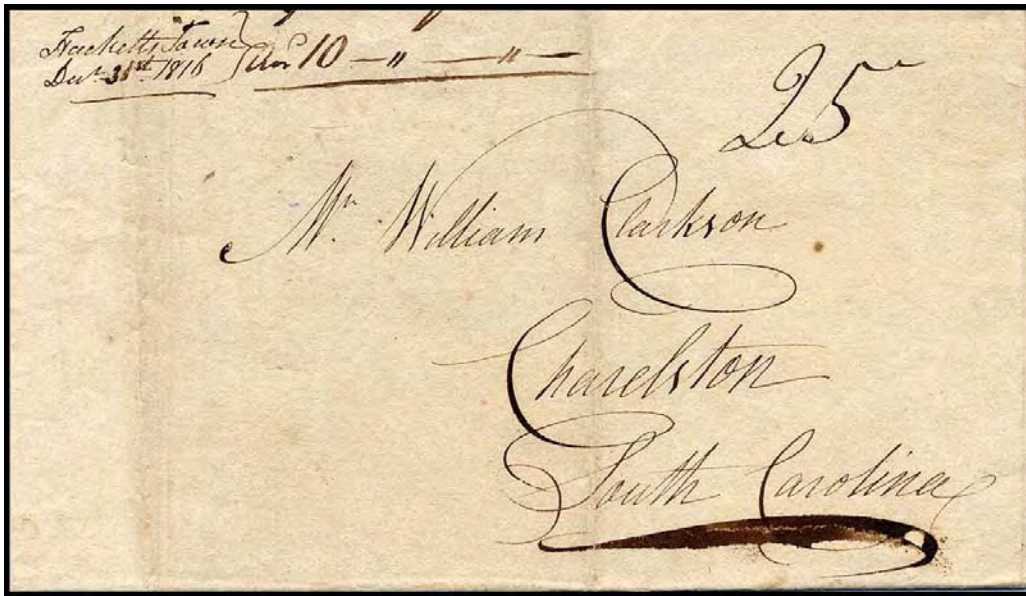


Fig.1: Hackettstown Dec 31, 1816 [then Sussex County]. This is earlier than listed in Coles,³ reported by Steve Roth. Do you have one earlier? A post office was opened here in Oct. 1. 1794, so some may exist.

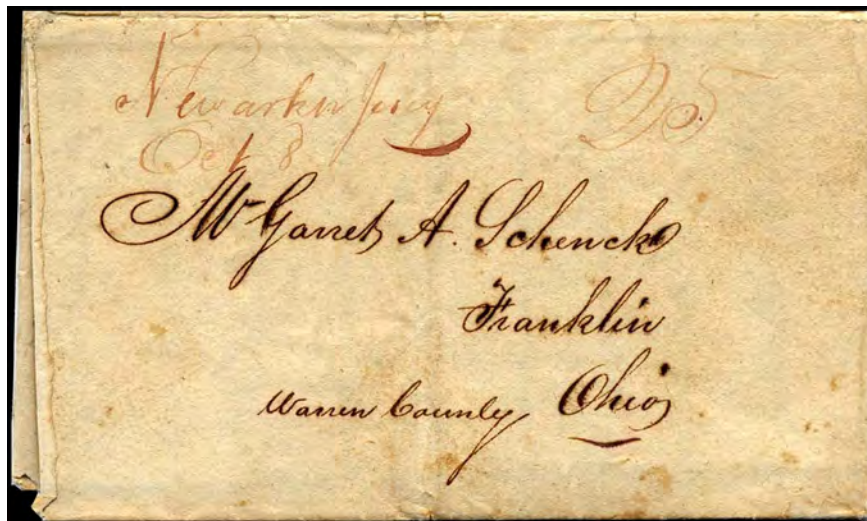
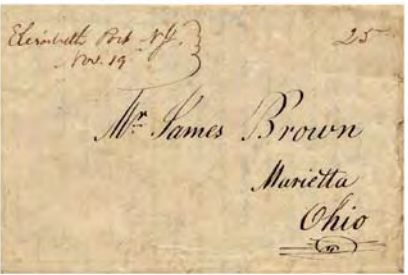


Fig. 2: Latest reported usage of Newark, NJ on October 8, 1821, reported by Steve Roth. Newark was furnished with a P.O. handstamp as early as 1799, so a manuscript marking this late is unusual.

As well as reporting these earliest and latest dates, Steve offered to begin a database listing the earliest and latest dates of all New Jersey manuscript markings, by month, day, and year. This database would be more specific than Coles or the Coles Update, both of which show year dates only.

This is an exciting project for the New Jersey Postal History Society, but one that cannot be done without your help. Manuscript markings were the earliest of postmarks, frequently preceding a post office's acquisition of a handstamp for canceling letters; however, some post offices continued to cancel with a signature long after the stampless period. An example is Walnford, N.J., which appears either never to have had, or never used, a CDS, although it remained in service until 1904.⁴ We are asking members to examine their collections for earliest and latest manuscript markings, using, for the time being, Coles and the Coles Update as guidelines. Both these two sources are basically a listing of handstamp (CDS and straight-line) markings of New Jersey, with manuscript markings taking a second place to the many early handstamps of the State. This new database will be only manuscript markings, and will include them from whenever they occurred, not only within the stampless [to 1855) period.

Below is an example of a database report, to give you an idea of what sort of information Steve will need.

Cover:	CoverID	<input type="text" value="1"/>	
	County	<input type="text" value="Essex"/> ▼	
	Town	<input type="text" value="Elizabeth Port"/>	
	Year	<input type="text" value="1838"/>	
	Month	<input type="text" value="11"/>	
	Day	<input type="text" value="19"/>	
	Earliest?	<input type="text" value="Yes"/> ▼	
	Latest?	<input type="text"/> ▼	
	Notes	<input type="text" value="Manuscript '25'."/>	
	Year date source:	<input type="text" value="dateline"/>	
Source:	Auction Firm:		
	Sale Date:		
	Name Sale:		
	Lot:		
	Other Source:	<input type="text" value="Roth collection."/>	

The database is intended to reflect what a cover will tell you. For example, there are several things which can help. A manuscript cancel often includes no year date, so this information must sometimes come from the dateline, or following the signature line of a letter. If no year date is given there, sometimes contemporaneous docketing on the cover itself will provide such information, in which case, that becomes important information and should be included. If cancel date and dateline seem to disagree, then docketing may be an important clue to the true year of use. The cover in *Figure 3* is an example of where to look for this information:

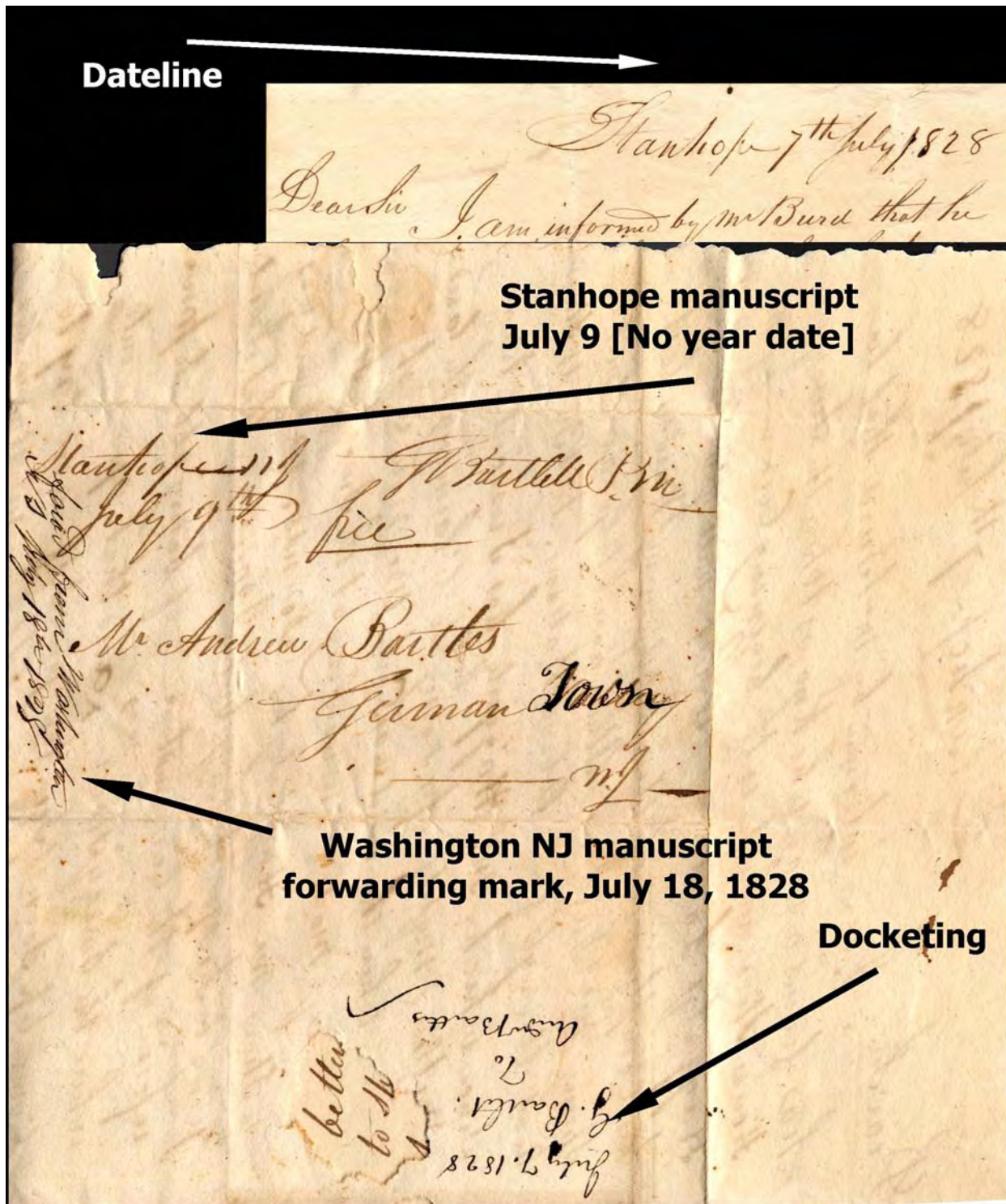


Fig. 3: This early Stanhope stampless manuscript marking does not include a year date; however it was misssent to German Valley, which did not have a post office at this time. The nearest post office, Washington (in Morris County - at what later became Middle Valley), forwarded this to German Town, and graciously included a year date in its cancel. Even without this, the docketing or the dateline provide this information.

The year is essential to the listing, but what differentiates this database is the inclusion of day and month information, allowing us to eventually establish more exactly the usage range of these manuscript markings.

We are very grateful to Steve for offering to keep such a database for us. He brings with him computer expertise and experience at philatelic projects similar to this. But he cannot do this alone.

What Steve needs from you:

- A scan [or scans] or color photocopies of the cover in question, including one of the address side, showing the manuscript marking, and another of evidence of the year date [dateline, docketing, other cancel, etc. In the case of the Stanhope cover shown in *Figure 3*, only the address side would be necessary, as the year date is clearly shown in the forwarding cancel. Scans should be 300 dpi and 100%, either as .tiffs or .jpls.⁵ These can be sent to Steve as email attachments, or on CDs by mail. Photocopies can be mailed to him. It would be best not to send the actual item, because of the possibility of loss in the mail.
- The owner or source of the item. If the item is an auction item, please note auction house, lot number, and date of sale, as shown above.
- Any other pertinent information regarding the item, rates, etc.

This could be a very important project for our society and we encourage your participation. We will attempt to show earliest marking in particular, and if you have an earlier one, please do not hesitate to let us know, and to send a scan or photocopy to Steve. A current list of database listings will be available from Steve, for those wishing to check out their own covers and markings against it. Steve's contact information is as follows: Steven M. Roth, 1280 21st St, NW, #209, Washington, DC 20036-2343, stevenroth@comcast.net. .

Let's see who can come up with the greatest number of earliest reported manuscript markings! We need your help!

ENDNOTES:

-
- ¹ Chafetz, Donald A. *The Postal Markings Of New Jersey Stampless Covers: An Update*, published by the New Jersey Postal History Society, Morristown,. NJ, 2004.
 - ² Hall, Ken, "New Listings: New Jersey Stampless Markings" in *NJPH*, November 2005, Vol. 33, No. 4, Whole No. 160, pp. 182-184.
 - ³ Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983. p. 184.
 - ⁴ If anyone knows of or has in his possession a Walnford, N.J. cover cancelled with a CDS, please send a scan or photocopy to njpostalhistory@aol.com or JWalton, 125 Turtleback Road, Califon, NJ 07830.
 - ⁵ For tips on scanning, please see Member News in the November 2005 *NJPH*, Vol. 33, No. 4, Whole No. 160, pp. 224-225.

MEMBER NEWS

By Jean R. Walton

This year, with an international level show - Washington 2006 - only 3½ hours away and scheduled to begin over the same weekend when NOJEX normally occurs, there will be no NOJEX and thus no annual NJPHS meeting. In truth, however, it has been hard to interest members in attending even an annual meeting. This is no doubt complicated by the fact that it has always been held in the middle of a holiday weekend which is often devoted to family events, and by the fact that, for many members, Secaucus is a long drive. So - despite our best efforts to attract members by offering speakers and refreshments, we find we really are a "journal society." This is your lifeline; this, and your NJPHS Membership List.

We have been blessed with a number of members who like to write and to share their information and enthusiasm with the rest of us. Our sincere thanks go out to all of our authors - their efforts are considerable and keep this journal interesting and varied. Please do not be reluctant to join their ranks. Sometimes a single cover or item will captivate you, and prompt you to discover more - why not share the story you find? Jim Walker, Gene Fricks and Craig Mathewson [to mention a few] have written both long and short articles of interest based on such topics or items. Other times, a long study will bring an overview to a topic that should not be lost. Write it down, share it with us, or at least let us know about it! Jack Edge has received awards beyond philately for his study of Burlington County; Bruce Mosher's study of express companies has brought us many wonderful pages; and Bob Rose's series on New Brunswick is another example. So, long or short, articles are always welcome, and we are always willing to help put them together for you.¹

In addition to our journal authors, it is with real gratitude that we acknowledge those who have contributed financially. This is important - keeping our annual dues low allows membership to be available to the greatest number. However, as costs have risen, we find it no longer fully covers simple printing and mailing costs. Hence it is with heartfelt thanks that we acknowledge those who have added a little extra to their dues checks, and these are listed below. If you have not already paid your dues for 2006, please do so - a form for that is enclosed if your dues are still outstanding. If you wish to include a 25-word ad, please send that along as well.

Donors 2006 to date

Kurt W. Alstede	Louis F. Geschwindner, Jr.	Robert G. Rose
Harold M. Beckman	Joseph Haynes	Steven M. Roth
Rev. Donald Beers	Charles M. Hogate	Paul W. Schopp
William Brown	Willard Johnson	Paul Schumacher
Patricia E. Byrnes	William H. Johnson	Harry M. Segner III
Doug D'Avino	William Kucher	Russell N. Silverstein
John W. Edge	Robert Livingstone	Ed Siskin
Daniel W. Elliott	Michael Marino	John Trosky
John E. Evan	James Mason	Jean R. Walton
Lloyd E. Foss	Craig C. Mathewson, Jr.	Don Wentzel
Leonard Frank	Harvey Mirsky	Charles D. Wrege
Joseph Geraci	Alan Parsons	Nathan Zankel
	Leonard R. Peck	

Below are a few additions and changes in the Membership List. If you do not have one of these and would like one, please let me know at NJPostalHistory@aol.com or write to Jean Walton, 125 Turtleback Rd., Califon, NJ 07830. To save on postage costs, those with emails were originally sent this file as an attachment, but it is available in either hardcopy or digital form [WORD].

NEW MEMBERS AND ADDRESS CHANGES:

Welcome to New Members!		
William Kucher	Interests: General postal history	
John E.Evan	P.O. Box 4130, Seminole FL33775-4130	NJ RPOs

Changes of Address or email		
Daniel W. Elliott	68 Rustic Trail, Flemington NJ08822	dwejes@patmedia.net
Charles M. Hogate	14515 W. Granite Valley Dr., #D551, Sun City West, AZ 85375-6075	
Mike Schwartz	44 Union St., Morrisville, PA 19067	tmsnj@att.net
Stephen S. Washburne	P.O. Box 43146, Philadelphia PA 19129-3146	s.s.washburne@att.net

Other digital files are available from your society at no cost. If you are comfortable using Excel for list sorting, Brad Arch's handy DPO book² (still available in hardcopy for \$3) is available in .xls format for members at NJPostalHistory@aol.com. A similar file of stampless era post offices, based on Coles³ and the Coles Update⁴ is also available in Excel format. A list of all New Jersey post offices in digital form is currently being created, based on both of the Coles' books and on Smith & Kay, as well as on post office sources and other online data. This will allow us to send you a digital list in .xls of a particular county or counties, or the total list, as an email attachment. We will let you know when it is available. Arne Englund (alenglund@aol.com) would be happy to email you a checklist of NJ Doanes (also available online at www.doanecancel.com).⁵ Back issues of our 2003, 2004, and 2005 journals on CD in Acrobat Reader [.pdf] format are available to members for \$5 each.

So while there will be no annual meeting of NJPHS in 2006, and no NOJEX, we encourage you to continue to actively participate in your society. Consider writing an article, or contributing a page to the one-frame NJPHS exhibit in Washington; send some auction lots off to Arne (see Bob's and Arne's requests on page 3); and plan to take advantage of the Washington 2006 show. It is scheduled from May 27 ~ June 3, 2006. It is not a long drive - it could be done in one day, although we encourage you to spend more time there. More information is available at www.washington-2006.org. In the meantime, we will notify you when the next NJPHS auction is posted on Ebay.

¹ For guidelines, see <http://www.members.aol.com/njpostalhistory/articles.htm> or call Jean Walton at 908/832-9578.

² Arch, Brad ed., *New Jersey DPO's*, 22pp, pocket sized Checklist of Discontinued Post Offices, NJPHS, 1981.

³ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983.

⁴ Chafetz, Donald A. *The Postal Markings Of New Jersey Stampless Covers: An Update* published by NJPHS, 2004.

⁵ Gary Anderson maintains this site at <http://www.doanecancel.com>. Arne Englund is the NJ state coordinator.

WORD PUZZLE

CUMBERLAND COUNTY DPOs

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

Look for the following post offices:

Austin
 Bivalve
 Bridgetown
 Bridgetown West
 Buckshuten
 Carmel
 Caviar
 Commercial
 Cumberland Furnace
 Del-Bay Rur Br
 Dragstown

Ewings Neck
 Fantown
 Finley Station
 Gouldtown
 Halberton
 Haleyville
 Landis
 Maine Avenue
 Manumuskin
 Maurice River
 New Boston

* Source: New Jersey DPOs by Brad Arch

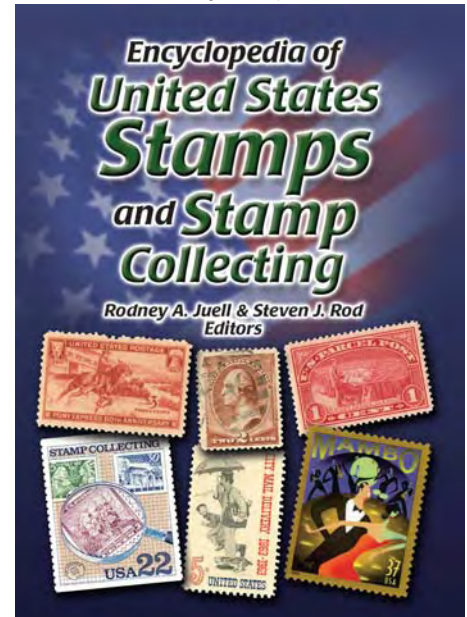
North Vineland
 Ormond
 Othello
 Roadstown
 Rusted
 Sea View
 Seabrook
 Seeley
 South Vineland
 Underwood
 Woodruff

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Rodney A. Juell & Steven J. Rod,
Rod, editors



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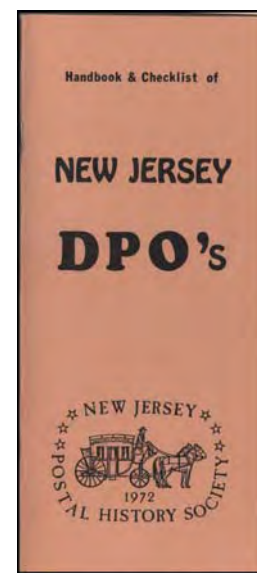
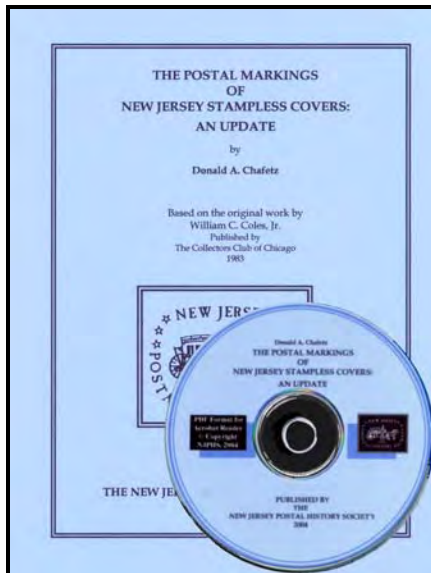
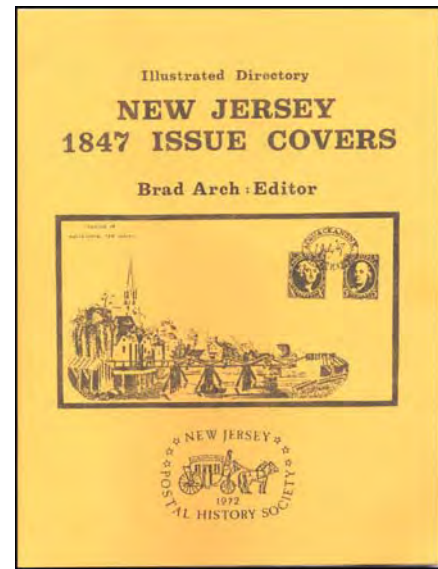
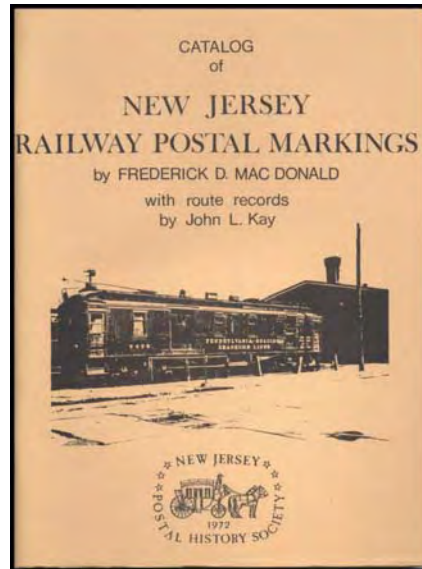
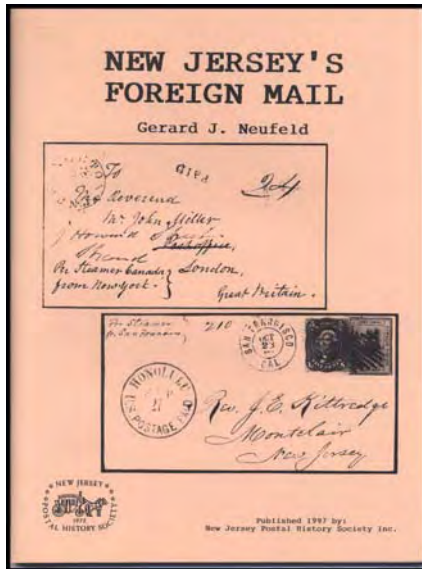
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