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A NEW JERSEY PATRIOTIC COVER



Sold in a Schuyler-Rumsey Auction on December 6, 2006 for \$500, described as "New Jersey - For The Union, multicolored Magnus dual patriotic design, on cover to East Haverhill, Mass., franked with 1857, 1¢ blue, type V."

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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The Society gratefully acknowledges the cash donations that the following members submitted with payment of their dues: Robert Buckler, E. Leslie Byrnes, Patricia E. Byrnes, Doug D'Avino, John W. Edge, Daniel W. Elliott, Arnold Engel, John E. Evan, Lloyd E. Foss, Leonard Frank, Joseph Geraci, Joseph Haynes, Willard Johnson, William H. Johnson, Donald Jones, George Kramer, William Kucher, Andrew Kupersmit, Peter Lemmo, James H. Mason, Craig C. Jr. Mathewson, Hugh Merritt, Alan Parsons, Leonard R. Peck, Robert G. Rose, Paul W. Schopp, Paul Schumacher, Harry M. Segner III, Russell N. Silverstein, Ed Siskin, John Trosky, Jean Walton, Don Wentzel, and Nathan Zankel. These donations go a long way in helping the Society meet the ever-increasing cost of producing and mailing the journal.

REMINDER! ~ 2007 MEMBERSHIP DUES:

There are still a number of Society members who have yet to forward their dues payment for 2007. Please take the time to write a check to your Society TODAY! A dues payment notice is enclosed for those members who have not made payment. WE NEED YOUR SUPPORT. Dues should be sent to Secretary, Jean Walton, at the address above.

PRESIDENT'S MESSAGE

Our Society is privileged to have the support of the many donors whose generous contributions beyond their dues, covers the costs of production and mailing of our journal, *NJPH*. A complete list of donors to date is included above. That said, there are still a number of you who haven't submitted dues payments for 2007. I have included a second and final invoice with this copy of *NJPH* to those of you who have not yet made payment. Please send your check today and add a few dollars as a tax deductible contribution to your Society.

The Philadelphia National Stamp Exhibition has sent out a call to our Society to participate in a Northeast postal history competition. The Show will be held at the Valley Forge Convention Center in King of Prussia, PA on September 7-9, 2007. Both single and multi-frame exhibits are welcome. A prospectus for the Show can be obtained from our own Steve Washburne: pnse@att.net or by mail Steve Washburne, PNSE, P.O. Box 43146, Philadelphia, PA 19129-3146.

Be sure to read the article in this issue of *NJPH* that details a significant project that Steven Roth has undertaken for the benefit of the Society—an update of manuscript postmarks on New Jersey's stampless covers. If you haven't as yet reviewed the covers in your collection, please do so and report the requested information to Steve.

Enjoy the rest of the winter and stay warm!

ROBERT G. ROSE

THE VERNON, NJ POST OFFICE & DENTON CORRESPONDENCE

By Len Peck

Vernon in Sussex County, New Jersey got its first post office on May 12, 1807 under an application by William Winans who became its first postmaster. The post office was located in the Winans Inn which was located on the postal route between Bethlehem, Pennsylvania, and Rhinebeck, New York. This post route was originally established by the Postmaster General in 1792 to supply the post offices of Easton, PA., Sussex Court House, NJ., and Goshen, Ward's Bridge (now Montgomery) and Kingston, to Rhinebeck in New York State. Other post offices that later opened on this route in New Jersey were Hamburg (1795) and Vernon (1807). The post rider first servicing this route between Bethlehem PA., and Goshen, NY was Samuel Moffat. From Goshen to Rhinebeck, NY the post rider was Daniel Seward. William Winans served as postmaster at Vernon until 1827 when he sold the Inn to Richard S. Denton, who became postmaster on February 23, 1827.

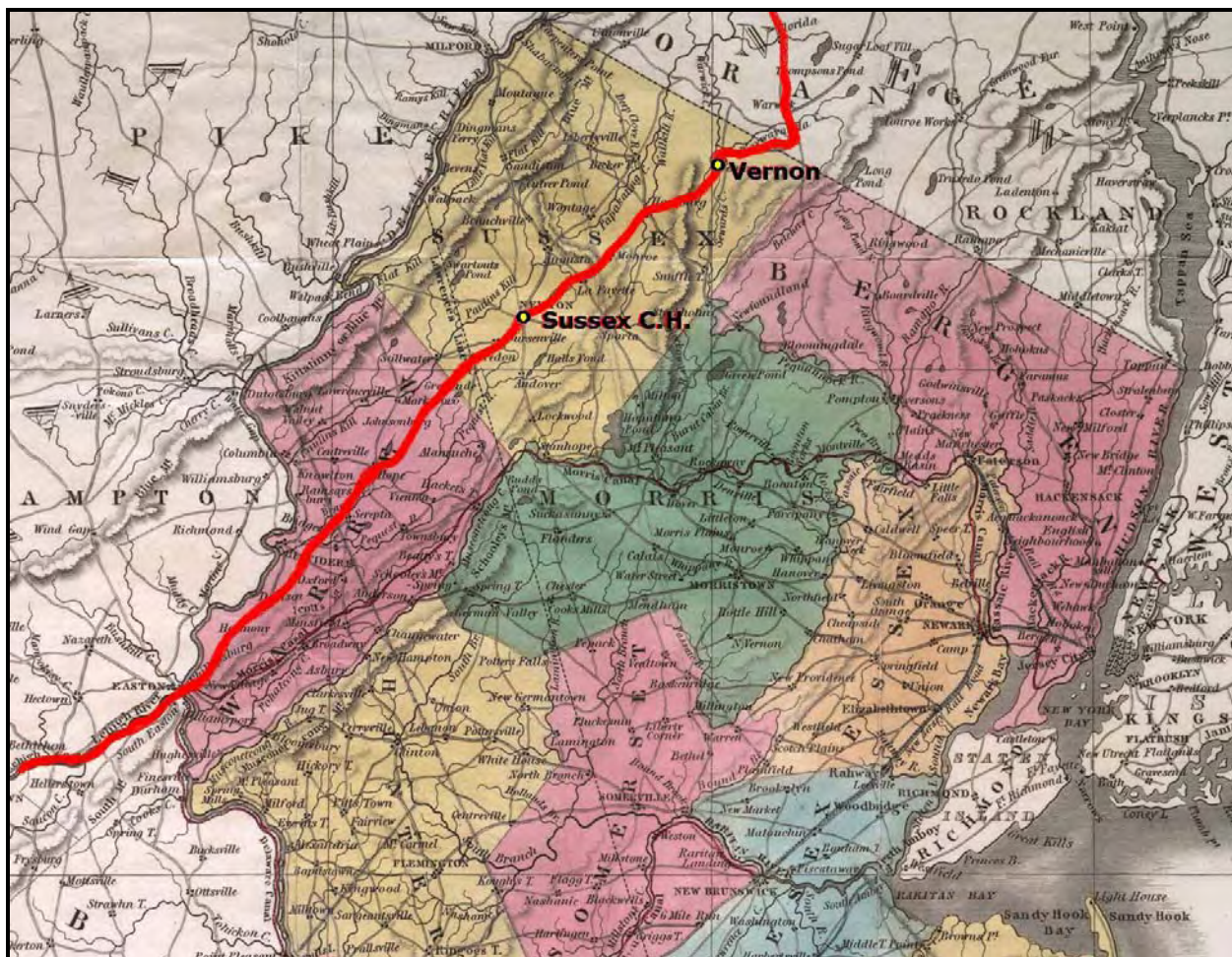


Fig. 1: Early (1792) postal route across Northwestern New Jersey – from Bethlehem and Easton, north to Sussex Court House (now Newton), and on to Goshen in New York State, then east towards Kingston and Rhinebeck. Vernon was a stop on this route, near the NY State border.

The Dentons were early settlers in Vernon, Sussex County, New Jersey. Their home was not only the local hotel and stage coach stop but served as the Vernon post office for many years. The Denton family was well known and active in Vernon during this time. They not only owned and operated the Inn but also a general store. The Inn was located at what now is the intersection of Routes 94 and 515 until it was moved a short time ago. Their general store was located across the street from the Inn. This site is now occupied by a Mobil service station. Members of the Denton family who served as postmasters were Richard S Denton Sr. from February 23, 1827 to August 11, 1837, Richard S. Denton Jr., from May 7, 1851 to June 9, 1856, Solomon E. Denton from May 23, 1878 to June 12, 1882, Solomon S. Denton from June 12, 1882 to March. 2, 1886 when Aaron S. Blanchard became the postmaster, then back to Solomon S. Denton on March 18, 1890 to January 9, 1895. At that time Wicks S. Board became postmaster and moved the post office to his general store located near the Vernon Crossing railroad station. On April 13, 1897, Solomon S. Denton became postmaster once again and served until he died on September 13, 1898 at which time his widow sold the general store to their nephew Richard Denton Wallace. He served as postmaster until May 22, 1925 when William D. Parker became postmaster.

On February 7, 1928, Ethel D. Wallace, a second wife of Richard D. Wallace, would take over as postmaster. She would be replaced by Alvin E. Mott on February 10, 1934 and the long service by the Denton family to the postal history of Vernon would come to an end.¹

Among my collection of memorabilia of the Denton family is the following letter from Theodore Denton to his father Richard S. Denton. The letter is written while Theodore was seeking his fortune in California during the gold rush days. As a postal history buff I have collected for many years old letters of local historic interest, and the following is one such letter.



Fig. 2: Letter from Secret Ravine, in Placer County in California, addressed to Richard S. Denton in Vernon, NJ. It bears the date July 29 but no California markings. The cancel shows an August 30 (1856) date at New York.

The following transcribed letter was mailed in a stamped cream colored postal stationery envelope bearing a ten cent pale green stamp (Scott #U17a) of the 1853-1856 series shown above. The hand-written letter is datelined Secret Ravine, (in California) July 29, 1856. The stamp is cancelled with a New York circular postmark dated AUG 30. Also on the face of the envelope is the date July 29 in script. It would appear because of the two dates that the stamp was not cancelled at its source in California but received its cancellation one month later when it arrived in New York. There is no clear indication as to how this letter traveled from California to New York, but it may have been privately carried. The letter follows.

Secret Ravine-July 29th 1856

Dear Father

Yours of May 20th came to hand two months after date. I was very glad to receive it for I had begun to think that you had given up the idea of writing again. I left Rattlesnake the 1st of July and have been stopping at this place ever since if the claims upon which I have located here prove good as we will not be able much more than get our claims properly opened this summer. At present we cannot get water to work half of the time nor do I expect we will until the first of September, but it is about as well as it is for the weather is very hot and it is very unhealthy in this section at this season of the year. Fever and ague is the prevailing complaint I have not had it yet I suppose it is because I am too lazy to shake. If I can steer clear of it for four weeks longer, there will be little or no danger.

The account of your spring Elections which you sent me although late were by no means unacceptable. I like to hear how things are moving along in old Vernon and vicinity and as I have to look to you for to keep me posted, I hope you will continue to do so. I expect that if I don't make my fortune pretty soon and come home there will be little chance for me as far as matrimonial prospects are concerned but I do not fret myself much about this for I have accustomed myself to make myself at home anywhere providing I have money enough to foot my bills, and if ever I should be so fortunate as to arrive at a position in which I could with justice to myself and others make up my mind to settle down for life I will take the desperate chance for getting a mate.

For the last two weeks the country for fifteen or twenty miles around has been kept in a constant state of excitement in consequence of the continued depredations of a notorious band of thieves. More than a dozen men have been robbed within ten miles of this place so that if a person is traveling and troubled with much money he wants to be armed to the teeth and have company besides, but I think their race is nearly over in the vicinity. The people are all on the alert, men are stationed at almost every turning of the road and if the robbers are not caught it will become so that they will have to leave. The County would not be put to much expense for trying the first half dozen caught, I assure you.

Times are getting to be pretty quiet in San Francisco. The vigilantes hung two men yesterday, one was an old offender named Brace, the other named Millerton was for shooting Dr. Randell at the St. Nicholas hotel a few days ago. Judge Terry is still in confinement but is thought will soon be released. As Hopkins is pretty nearly well, I presume they will dismiss him with the injunction to go and sin no more. They are about disbanding and the most of them will form independent military companies and will then be an efficient force to protect their chief men, providing they should get into difficulty hereafter. The Committee of Vigilantes has done a great deal of good. They have rid the country of a set of scoundrels who for a long time have been rioting on public rapine and robbery. They have been censored by some but these were primarily tools for their own handy-work. Neely Johnson, our new Governor undertook to make a

*demonstration against them but gave it up for a bad job. Had he persisted and called on the people of the State of California to assist him he would have found himself at least ninety out of one hundred in the minority.*²

I saw David Linn 4th of July. He looks better than I ever saw him before. He got a good billet in Sacramento and is well satisfied and contented.

I received a letter from Lois yesterday. She says she is alone now as Mrs. Hensley has gone to the Sulphar[sic] Springs for the benefit of her health. John and Lois are both well.

I will now close. When you write, direct your letters to Secret Ravine, Placer County, Cal.

*From your Affectionate Son
Theodore Denton*

ENDNOTES:

¹ Further information available at the New Jersey Historical Society which houses a large collection of Denton and post office material. See: <http://www.jerseyhistory.org/findingaid.php?aid=0314> (Feb. 10, 2007)

² For further reading on this subject, The Committee of Vigilantes, formed in 1856, is discussed at length in several online sources. One is an entire book on the subject, by James O'Meara, entitled *The Vigilance Committee of 1856 - By a California Pioneer Journalist* (http://www.books-about-california.com/Pages/Vigilance_Committee_of_1856/Vigilance_Committee_Main.html February 11, 2007). Answers.com also has an article on the subject at: <http://www.answers.com/topic/constitution-of-the-committee-of-vigilantes-of-san-francisco-adopted-15-may-1856> as does The Virtual Museum of the City of San Francisco, which has an eyewitness account at <http://www.sfmuseum.org/hist6/woolley.html>. (both February 11, 2007). Governor J. Neely Johnson is also discussed at length at http://en.wikipedia.org/wiki/J._Neely_Johnson. (February 11, 2007)



Fig. 3: A later (1887) cancel from Vernon, NJ.

PORT MERCER: A NEW STAMPLESS HANDSTAMP POSTMARK

By Robert G. Rose

Nothing gives a collector of postal history quite the thrill and satisfaction of finding a previously unreported postmark. And so it was that the author was pleased to purchase the cover illustrated in *Figure 1* at Washington 2006: the first reported usage of the Port Mercer postmark during the prestamp and stampless period that ended in 1855.

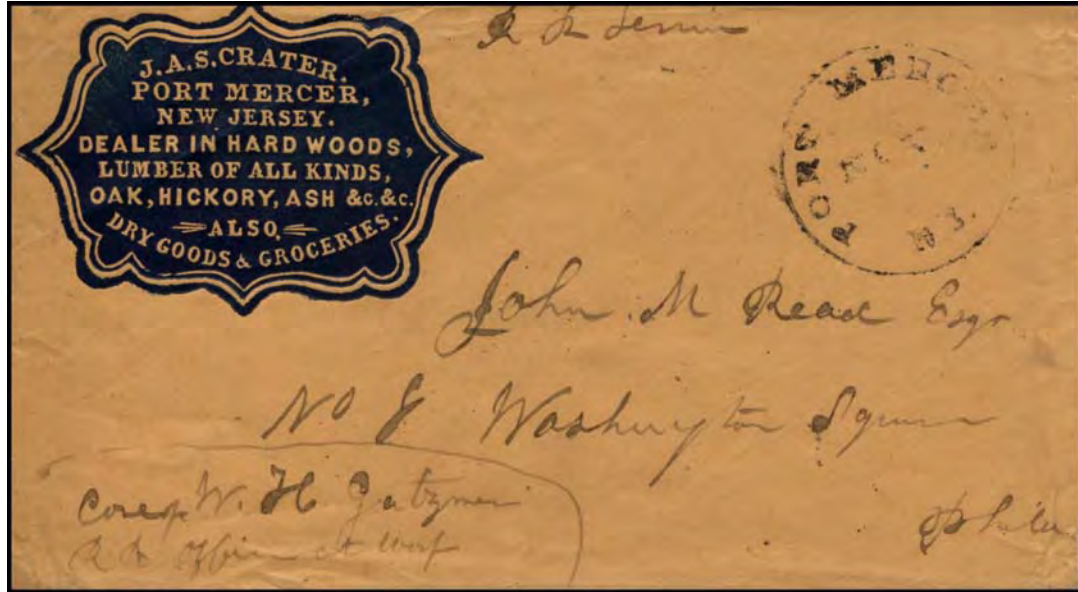


Fig.1: Discovery copy of Port Mercer stampless postmark.

Port Mercer is today a place name that exists in history, a once busy hamlet located in Mercer County on the Delaware & Raritan Canal that also serviced the Camden & Amboy Railroad. Today, the Quakerbridge Mall and U. S. Route 1 dominate the nearby landscape as seen in *Figure 2*.

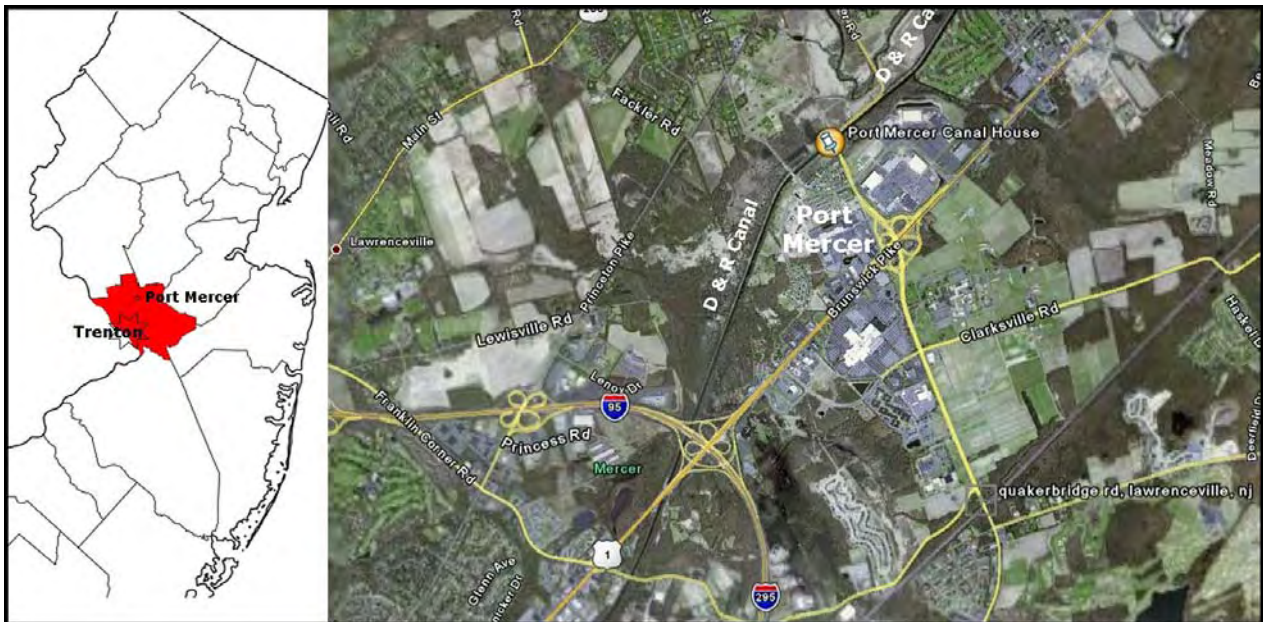
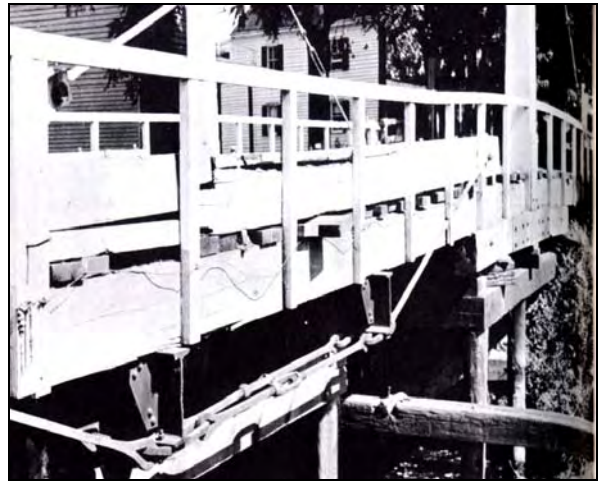


Fig. 2: Aerial view of Port Mercer and environs.

The Port Mercer Canal House has been preserved and is illustrated in *Figure 3*.



*Fig. 3: Port Mercer Canal House as it exists today. It housed the bridge tender who operated a swing bridge in the early years of the D&R Canal.*¹



*Fig. 3a: Old wooden swing bridge at Port Mercer, now replaced with a modern bridge.*²

A post office was established in Port Mercer on December 4, 1849.³ The *Coles Book* records no usages of this postmark during the stampless period that ended on April 1, 1855. The buff envelope with the discovery copy of the Port Mercer handstamp, shown in *Figure 1*, is addressed to Philadelphia and has a blue embossed cameo corner card that reads in part “J.A.S. Crater. Port Mercer, New Jersey. Dealer in Hardwoods ... Also Dry Goods & Groceries.” Significantly, given the unusual usage of this cover, the first postmaster of Port Mercer was John A. S. Crater.⁴

In the same hand used to write the address there are two manuscript notations: at the top of the cover “R R Service” and at the lower left in two lines “Care of W. H. Gatzmer/R R Office at Warf.” During the entire stampless period, mail was required to show a postal rate marking and an indicium as to whether the postage was paid by the sender. Absent a “Paid” marking, the recipient was required to pay the postal charge upon delivery of the letter. Although postmasters had the franking privilege to send their official mail without charge, there is no manuscript free frank marking on this cover. Instead, as indicated in Postmaster Crater’s instruction, “R. R. Service,” his letter addressed to Mr. John M. Read Esq., a prominent attorney and political figure in Philadelphia, was to be left with Mr. Gatzmer at the railroad office at the wharf in Port Mercer, there to be transferred onto a southbound train headed to Philadelphia.⁵ As postmaster, Crater had access to the Port Mercer handstamp with which he postmarked the envelope. Through the rail service, the letter entered the mails for delivery to Mr. Read at his home on Washington Square in Philadelphia without any apparent payment of postage.

According to information provided by Ms. Laura Nawrocik of the Lawrenceville Historical Society, Crater served on the West Windsor Township Committee and was made a justice of the peace in 1850.⁶ Crater purchased various parcels of land in the Port Mercer area between 1849-1852, including a parcel that ran between the Camden & Amboy rail line and the D & R canal.⁷ Crater opened a general store in Port Mercer from which he operated the post office, and he built a home on the canal that was later expanded and converted into an inn.⁸ The inn had a turning basin and storage facilities for both canal and rail road freight.⁹ Perhaps Mr. Gatzmer was employed at the freight office on the turning basin. Crater also operated a steam-powered saw mill that was destroyed in a fire around 1860.

The Camden & Amboy Railroad began operation in 1833 and its rail line ran closer to the canal in those days, unlike the current Northeast Corridor line of Amtrack that runs well to the southeast of the canal.¹⁰ In the early 1850's, Port Mercer was the only area of commercial activity between Kingston to the north and Trenton to the south.¹¹ Accordingly, Port Mercer appears to have been a stop on the Camden & Amboy Railroad where rail service was provided, as evidenced by the post office's handstamp on this discovery cover.

ENDNOTES:

-
- ¹ Picture: http://en.wikipedia.org/wiki/Image:Port_mercer_canal_house.jpg (Feb. 05, 2007)
 - ² Cawley, James & Margaret, *Exploring the Little Rivers of New Jersey*, Rutgers University Press, New Brunswick, NJ, 1971, p. 210
 - ³ Coles, William C. Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983, p.241.
 - ⁴ Kay , John L. & Smith, Chester M., *New Jersey Postal History*, Quarterman Publications, Inc., 1977, pg. 82.
 - ⁵ John Meredith Read was one of the founders of the Republican Party and a Chief Justice of the Pennsylvania Supreme Court. He delivered the keynote speech at the first Republican National Convention, held in Philadelphia in 1856. http://en.wikipedia.org/wiki/John_M.Read (January 28, 2007)
 - ⁶ E-mail from Laura Nawrocik, January 7, 2007.
 - ⁷ *Ibid.*
 - ⁸ *Ibid.*
 - ⁹ *Ibid.*
 - ¹⁰ *Ibid.*
 - ¹¹ *Ibid.*

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 10A

The New Jersey Express Company

By Bruce H. Mosher

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Express historian Alexander Stimson states that the “New Jersey” [Express] and the “Central Express” lines were owned by the Adams,¹ meaning the Adams Express Company. The New Jersey Express began operations in 1854 and continued until late in the 1880s. A fair amount of New Jersey Express historical information and artifacts from this company have been identified and are discussed in this report. Details of the Central Express’ operations in New Jersey will be explored in a subsequent part of this series.

Early Years of Business (1854–59)

The beginning of this company is chronicled by Alexander Stimson’s statements in his early express history:²

“THE NEW JERSEY EXPRESS COMPANY” was chartered by the Legislature of that state in 1854. It incorporated Amos Day, P. W. Martin, Amzi Dodd, R. G. Rankin, and A. S. Dodd. Capital \$100,000. Day has long been an Express-man.

Its route was over the New Jersey and Camden and Amboy Railroads. For several years it was conducted by Messrs. A. S. Dodd and C. A. Darling, gentlemen formerly connected with the National Express. It has offices in New York, Newark, Elizabeth, Rahway, New Brunswick, Princeton, Trenton, Burlington and Bordentown.

The New Jersey Express Co. extended their route to Philadelphia, Nov. 1, 1854; and the Adams Express Company took a considerable interest in its success. The president is J. Van Rensalaer, of Jersey City, and the Superintendent C. A. Darling of New York.

We have previously mentioned expressmen Amos Day (Day’s Express in Part 6A) and Amzi Dodd (Dodd’s Express in Part 8A). These gentlemen were also busily engaged in running their own express companies when the New Jersey Express Co. was formed. We note that it was not uncommon for some 1800s express officials to be simultaneously involved with two (or more) express companies.

As previously discussed in Part 9A,³ the Adams & Company’s eastern express operations ceased when it became a part of the then newly formed Adams Express Company on July 1, 1854. This author has not been able to determine what happened to the New Jersey operations of Adams & Co. after the consolidation. Now we learn that during the consolidation year, the Adams Express Company launched a new eastern venture titled the New Jersey Express Company. While we do not know the exact month in 1854 that the ‘New Jersey’ began (it was possibly during the summer months), prudent speculation suggests that the New Jersey Express Company may very well have been inaugurated to continue the New Jersey express operations of the defunct Adams & Co. This specific business-handover approach has not been encountered in any publication seen to date; however, the author is still searching for documented corroboration of the speculated relationship between these two express companies.

The New Jersey Rail Road and Transportation Company was chartered March 7, 1832 by the New Jersey state legislature.⁴ Reliable passenger service between Rahway and Jersey City began on the New Jersey Rail Road in January 1836. By 1854 the N.J.R.R. ran between Jersey City and Newark and then to New Brunswick where it maintained a direct track connection to the Camden & Amboy Branch Railroad. The C.&A.R.R. was New Jersey's first railway and its development preceded the N.J.R.R. so that upon the completion of the latter, a continuous rail passage was created between Camden and Jersey City. Company ferries across the Delaware River provided rail service between Philadelphia and Camden while Hudson River ferries connected the Jersey City tracks to New York City. When the New Jersey Express Company was inaugurated in 1854, the combined rails of the C.&A.R.R. and the N.J.R.R. provided the cross-state routing shown in *Figure 10-1*.⁵

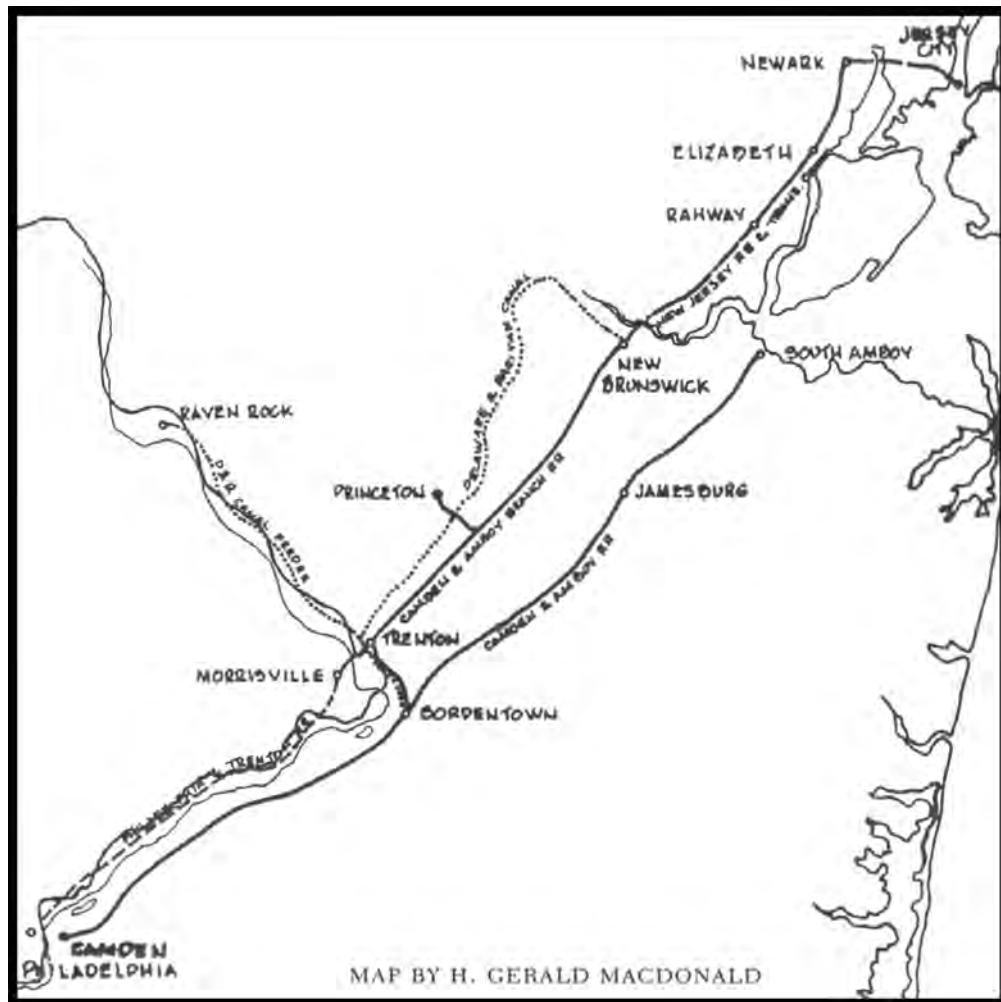


Fig. 10-1: Central New Jersey railroad lines in the 1850's.

The first directory listing for the New Jersey Express appeared in 1855 and this citation read as follows in a popular New York City directory:⁶

- NEWARK, N.J. New Jersey Express Co., 168 Broadway.

In 1856 and 1857 the Trow's New York City Directory listing was revised to:

- PHILADELPHIA and Intermediate places via N.J.R.R. & Trans. Co., & C.&A.R.R. New Jersey Express Co., 168 Broadway.


Another early citation states that on December 5, 1855, the Camden & Amboy Railroad successfully executed an agreement with the New Jersey Express Company for shipping one 500-pound crate on two daily round trips between New York and Philadelphia.⁷

An early advertisement for the fledgling New Jersey Express Company appeared in an 1856 newspaper (probably from Newark) and is reproduced in *Figure 10-2*.⁸ Although the exact newspaper reference was not recorded, the bottom of the adjacent ad was contiguously reproduced and it is marked as "*Dated Newark, May 31, 1856.*" That may or may not be the date of the New Jersey Express ad, but should be close (newspapers of this era were known to have republished dated ads for months after the documented date, i.e., for as long as the client paid).

CHAS. MERCHANT,
Collector of Arrears of Taxes for the Ninth Ward of the City
Dated Newark, May 31, 1856. my31-oaw2m

EXPRESSES.

SPECIAL EXPRESS NOTICE.
GREATLY REDUCED RATES.

 **THE NEW JERSEY EXPRESS COMPANY**
having made arrangements with the direct Rail Roads to Philadelphia, are prepared to forward by Passenger lines, twice daily, all kinds of Freight and Packages for the South and West, at REDUCED RATES, and with unparalleled despatch.

Shippers from Newark may rely upon their goods, valuable parcels, jewelry packages, &c., being delivered in advance of any lines out of New York, and at a saving of the time and expense of sending to New York.

Heavy Freight, per 100 lbs.

Newark to Philadelphia	\$ 50
" " Baltimore	1 00
" " Washington	1 50

Hat Cases,


Newark to Philadelphia	\$ 75
" " Baltimore	1 25
" " Washington	1 75

Freight will be forwarded (if requested) from Philadelphia, by *fast freight lines*, at low rates, for all points South and West.

BETWEEN NEWARK AND NEW YORK.

<p>LEAVE OFFICE. <i>No. 163 Market st., Newark.</i> at 8½, 8¾, 9¼ and 11¼ A. M. At 1¼, 1½, 2¼ and 3¾ P. M. Leave Newark for Elizabeth, Rahway and New Brunswick, at 12¼ and 5¼ P. M.</p>	<p>LEAVE OFFICE <i>No. 168 Broadway, N. York.</i> At 10, 10¾ and 11¼ A. M. At 12¼, 2¼, 3¼, 4¼ & 5 P. M.</p>
---	--

Leave Newark for Princeton, Trenton, Bordentown, Burlington, Bristol, Philadelphia and the South and West, at 11 A. M. and 4 P. M.

 Each Express in charge of a Special Messenger.

C. PROK. Treas., Newark.
F. W. RANKIN, Agent, New York.

A. S. DODD, Sup't.

dl7

Fig. 10-2: Mid-1856 newspaper advertisement for the New Jersey Express.

The cited express stops in the ad (i.e., Elizabeth, Rahway, New Brunswick, Newark, Princeton, Trenton, Bordentown, Burlington, Bristol, and Philadelphia) are consistent with the route traversed by trains on the N.J.R.R. and the C.&A.R.R., except for Bristol and Philadelphia which were in Pennsylvania and possibly reached by ferry crossings on the Delaware River. The New Jersey Express Treasurer, C. Peck of Newark, is believed to have been Cyrus Peck, who had an office at 251 Broad Street in Newark during 1856–59, and at 18 Wall Street in New York City in 1860. Cyrus may be the Peck who was associated with the old Rice & Peck's Express that operated on the New York & Erie Railroad in the late 1840s.⁹

The cover shown in *Figure 10-3* exhibits one of the early New Jersey Express “horseheads” that was embossed as an upper left corner card. The ‘horsehead’ corner cards appear to have been principally used as company advertising and did not denote that any express franking had been prepaid. There is also speculation that extensive ‘horsehead’ corner-card envelopes were used for intracompany mail. The illustrated cover sold at the June 2000, Siegel Auction, and the lot was described as follows:

New Jersey Express Co., Newark N.J. Blue embossed cameo on locally-addressed buff entire, "Newark N.J. Jul. 10, 1858" circular datestamp, with original enclosure on company letterhead informing the recipient he has a package at their office from N.Y. with \$1.00 due. Extremely Fine and choice.



Siegel Auction 825, Lot 1871

Fig. 10-3: July 10, 1858 usage with enclosure.



Fig. 10-3a: Coles N12 cancel?

The enclosure mentioned in this lot description was not illustrated. The cover's datestamp appears to have been applied by the Post Office and this cover is assumed to have traveled through the U.S. Mails to Joseph Hines. One puzzling aspect about this cover is the lack of visual evidence on it that proper letter postage was paid. Although highly unusual, the reverse is possibly marked or stamped with such proof. One might speculate that the cover was really carried by the New Jersey Express Co., but the cancel does not resemble what would be expected from an express company (no New Jersey Express handstamped markings are known to the author) and it definitely looks like a postal cancel (and seems to match N12 pictured in Coles,¹⁰ the Newark cancel of this period). Also, there are no markings indicative of express handling on the front side. Perhaps the current owner of this cover can provide clarifying information to resolve this puzzle.

The express payment receipt illustrated in *Figure 10-4* was filled out in New York City on August 21, 1858. W. C. Dickerman was charged 38 cents for having his box expressed from Elizabeth, N.J., to New Haven (presumably in Connecticut). As should be realized, the New Jersey Express did not have any service to New Haven, but the Adams Express did in 1858. We speculate that the New Jersey Express picked up the box in Elizabeth and brought it to New York where it was transferred to the Adams Express for delivery to New Haven. If this receipt documents the charge for the total trip, and since the New Jersey Express was owned by the Adams, perhaps all 38 cents went into the New Jersey Express' coffers as the receipt bears no evidence that Adams (or any other express) received part of the payment. Or perhaps, the paid fee only covered the transit to New York and Adams billed Mr. Dickerman separately for carrying it from there to New Haven.

Interestingly, the left side of this receipt indicates the principal office of the New Jersey Express in Jersey City was located in the Jersey City Ferry Building when this form was originally printed sometime between 1854 and 1858.

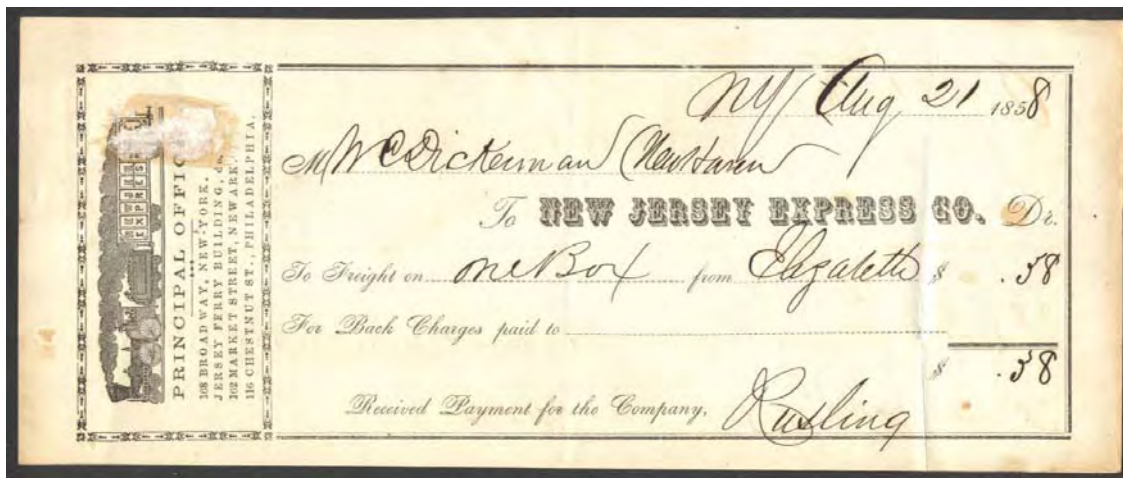
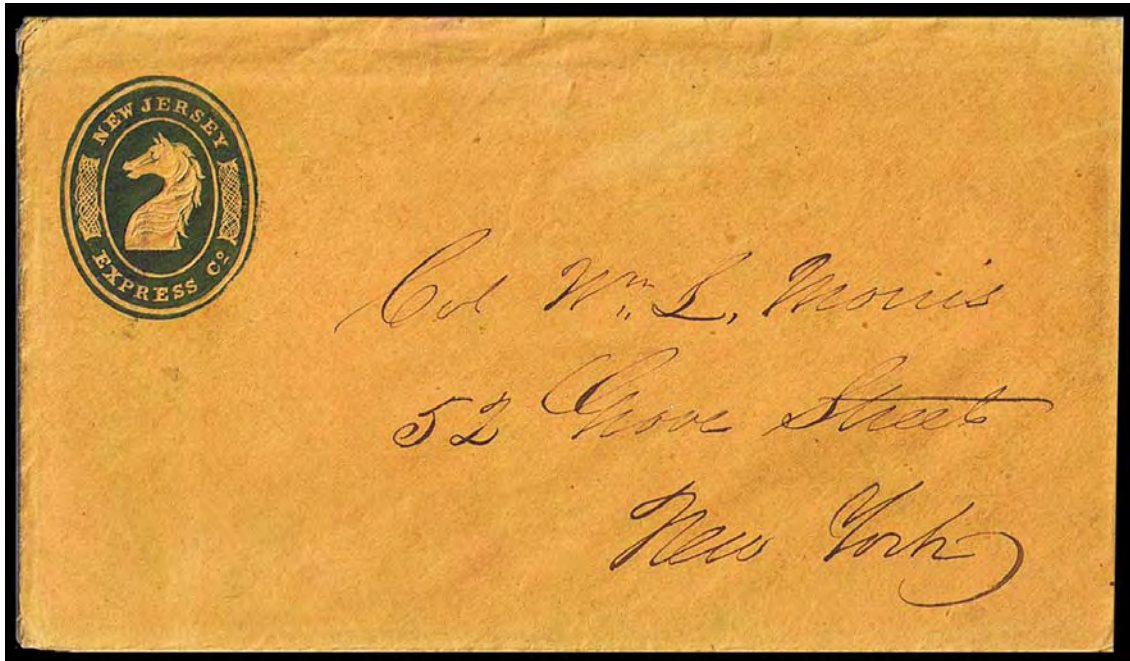


Fig. 10-4: 1858 express payment receipt.

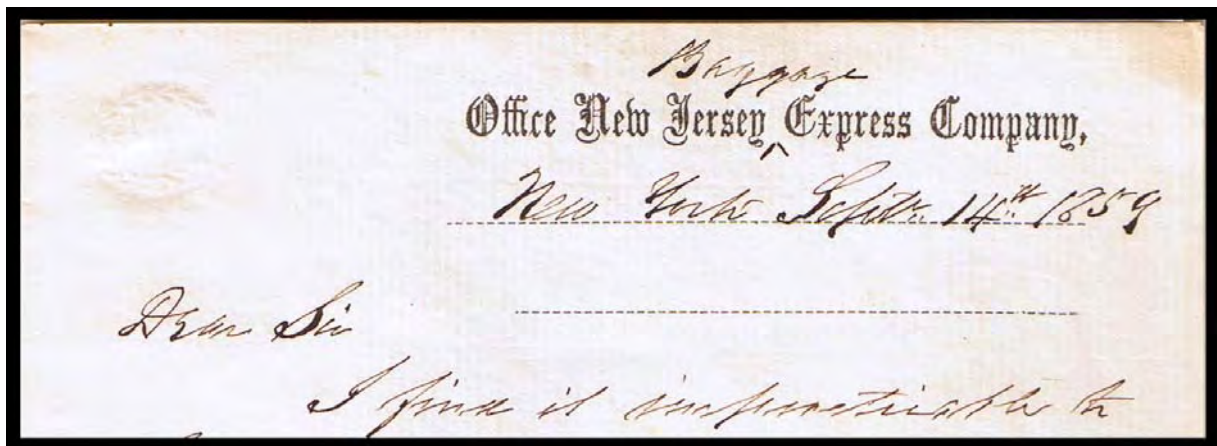
It is easy to date the usage of the *Figure 10-5* cover because the enclosed letter (see *Figure 10-6*) has been preserved. This cover is somewhat different than most of the other 'horsehead' covers appearing in this report because it is endorsed to a private address. It is suspected that this letter was privately delivered to the addressee by a New Jersey Express Company messenger, because of the nature of the inscribed message. There is no evidence of postal involvement marked on this letter. If the letter was really written by the President of the New Jersey Express Co. (see speculation below), we doubt that any fee was charged for his company to execute delivery. The corner card is embossed onto the amber envelope and is dark blue in color. The 'horsehead' logo measures 25 by 30 mm.



NJX-C1 corner card

Courtesy Joe Geraci

Fig. 10-5: 1859 express cover directed to a private address.



Courtesy Joe Geraci

Fig. 10-6: Letterhead of note that was enclosed in the Fig. 10-5 cover.

The company letterhead of the enclosed September 14, 1859 letter is shown in *Figure 10-6*. Interestingly, the manuscript word “Baggage” was inserted into the company name. Presently, we do not know why this addition was made, as no record of a New Jersey *Baggage* Express Company has been found. The complete text of this letter appears to read as follows, as best can be deciphered:

Baggage
Office New Jersey ^ Express Company,
New York Sept. 14th 1859

Dear Sir

I find it impracticable to be at your office at 1 O,C [o'clock] to day - nor can I be there tomorrow. - If you will Send Mr Widrigge's(?) address I will write & make some arrangement that will be agreeable & satisfactory to him. Tho' I would much prefer a personal interview with him. If he is coming on Soon & will meet me at my office or at your's I will do so.

My only object is to have a just & fair settlement - I desire no unnecessary delay - will pay for it at any moment after We agree upon the amount - I will Call ~~Thursday~~ Friday at a Veation(?).

Yours truly

J. Van Rensselarr

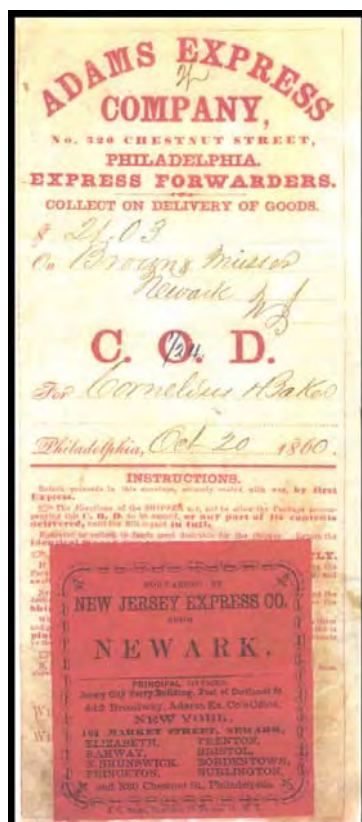
We note that *J. Van Rensalaer* of Jersey City was cited by Stimson as the President of The New Jersey Express Company in 1858. Maybe the aforementioned letter was written by this same person, although the handwritten signature does not appear to precisely spell 'Rensalaer.' Then, perhaps Stimson had it wrong and the President's name was actually 'Rensselarr.' Currently, there is no obvious way to check on the validity of this latter hypothesis.

The Next Decade (1860–69)

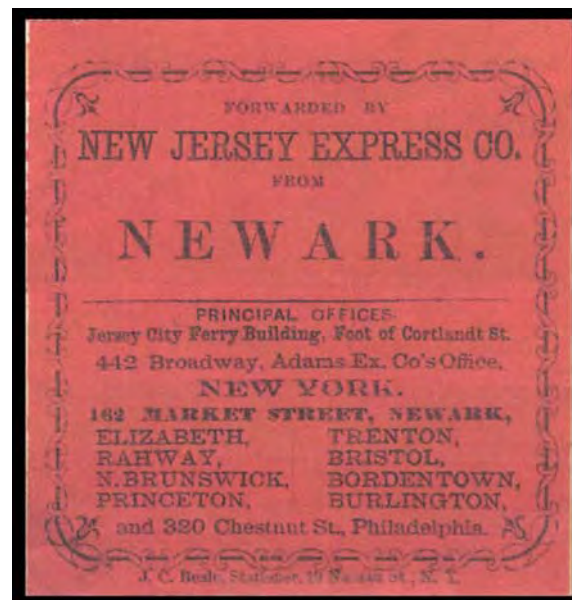
The Adams Express C.O.D. cover shown in *Figure 10-7* originated in Philadelphia on October 20, 1860 and was apparently served on a company (Brown & Musses?) in Newark by a New Jersey Express messenger to collect \$21.03. An enlargement of the company's forwarding label appears at the right. We are not quite sure why the 'New Jersey' was involved in this delivery and collection, since Adams Express occupied a Newark office at the time of execution. Perhaps this C.O.D. envelope traveled from Philadelphia to Newark in the 'New Jersey's' custody for expediency reasons, or perhaps Adams tasked them with local delivery responsibilities in Newark.

The imperforate label is printed black on red-orange and measures 65 by 68 mm at the design extremes. This cover bears the only reported express label of this type.

An 1863 map of the then extant expresses in the Eastern States indicates that the N.J.R.R. and the C.&A.R.R. still hosted the New Jersey Express in 1863. Additionally, several Pennsylvania towns (i.e., Morrisville, Bristol, Burlington Station and Cornwells) on the Trenton to Philadelphia branch of the N.J.R.R. are included along the express route. This map also indicates that the Adams Express Company was under contract on the original C.&A.R.R. line (Camden to South Amboy).¹¹ But this 1863 report of the Adams' being active on the C.&A.R.R. may not be historically accurate as subsequent annual express listings do not show this liaison. In fact, it is conceivable that the New Jersey Express was really on the latter line and the cartographer somehow thought it was (or should have been) the Adams Express, perhaps because of the extremely close association of the two companies. No other rail carriers of New Jersey Express merchandise are stipulated on the 1863 map.



Ex-Hahn. Courtesy Carriers & Locals Society

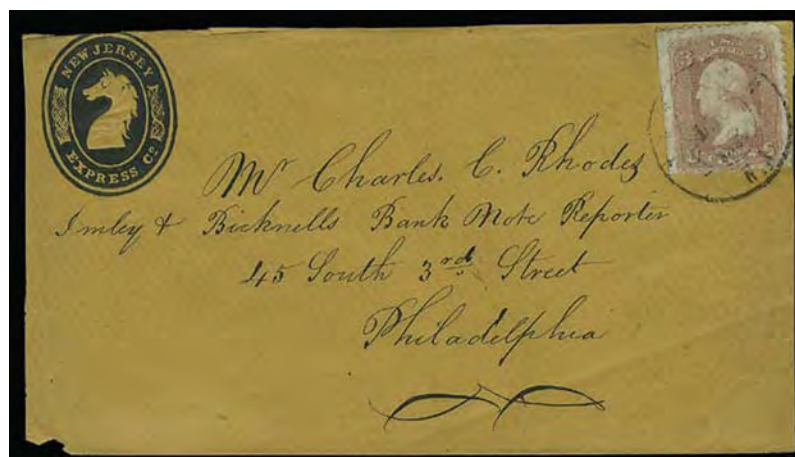


Enlargement of label at left.

NJX-L20 label

Fig. 10-7: 1860 conjunctive New Jersey Express and Adams Express cover.

The cover shown in Figure 10-8 exhibits another New Jersey Express 'horsehead' as an upper left corner-card. The illustrated cover was purportedly mailed in Trenton on December 16, 1863 as attested by its double-circle, POD datestamp that is barely visible in the illustration. It is addressed to Charles C. Rhody at Inley & Bicknells Bank Note Reporter in Philadelphia. The embossed corner card is dark blue and measures 25 by 30 mm and the envelope appears to be manila in color.



NJX-C1 corner card

Siegel Auction 908, Lot 4949

Fig. 10-8: December 1863, Trenton, N.J. Post Office canceled cover.

The request to express one box from New York to Rahway, N.J. is receipted on the *Figure 10-9*, New Jersey Express document. The box was consigned by E. A. Baumann(?) on April 12, 1863 and he prepaid two bits (2/- or 25 cents) for its expedited delivery. In 1863 Rahway was situated on the New Jersey Railroad in Union County, about fifteen miles southwest of Manhattan. This bill of lading carries the form identification “No. 1” on it, the only form number that has been seen so far on any New Jersey Express Co. documentation.

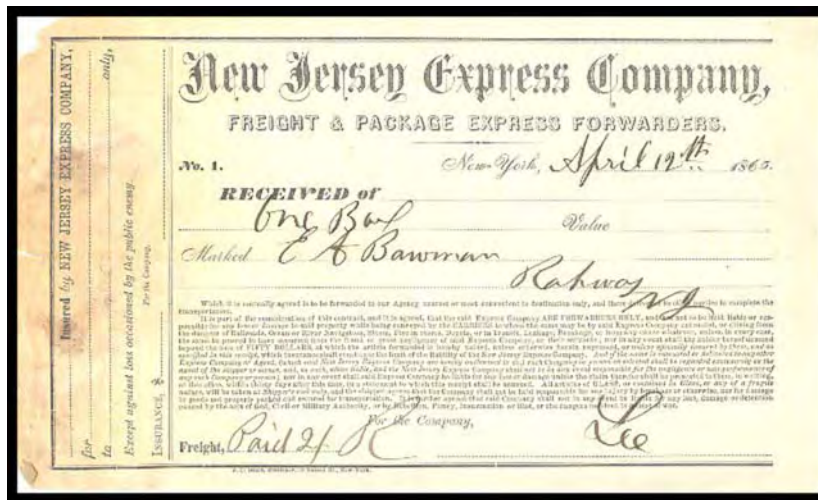


Fig. 10-9: 1865 bill of lading receipt.

Records from 1866 have been found that delineate the following express agents who worked for the New Jersey Express Company:¹²

- Clift Edward, 93 Main Street, Bordentown.
- P. H. Staats, Church Street corner of Dennis, New Brunswick. (Note: Three express covers are known that are addressed to “P. C. Staats,” the express agent in New Brunswick. Looks like the wrong middle initial may have been documented in the 1866 Directory.)
- J. Vandeventer, Nassau Street, Princeton.
- C. C. Burroughs, 48 East State Street, Trenton.

There was also a New Jersey Express agency cited at 203 1/2 Broad Street in Elizabeth, but the agent was not named.

In January 1867 the New Jersey and Camden & Amboy Railroads were folded into a new organization—the United Canal & Railroad Companies of New Jersey. The railroad lines that were held by this company in 1871 are shown in the *Figure 10-10* map.¹³ On June 31, 1871, the tracks and facilities of the United Companies Railroads were leased to the Pennsylvania Railroad and this arrangement lasted 99 years until 1970. The new PRR lines comprised 165 miles of track that the United Companies owned outright (most importantly the 84-mile right-of-way from Philadelphia to New York City), plus the original Camden & Amboy trackage from Camden to South Amboy. The New Jersey Express continued to function under that identity throughout these corporate changeovers and until its demise sometime late in the following decade (i.e., 1880s).

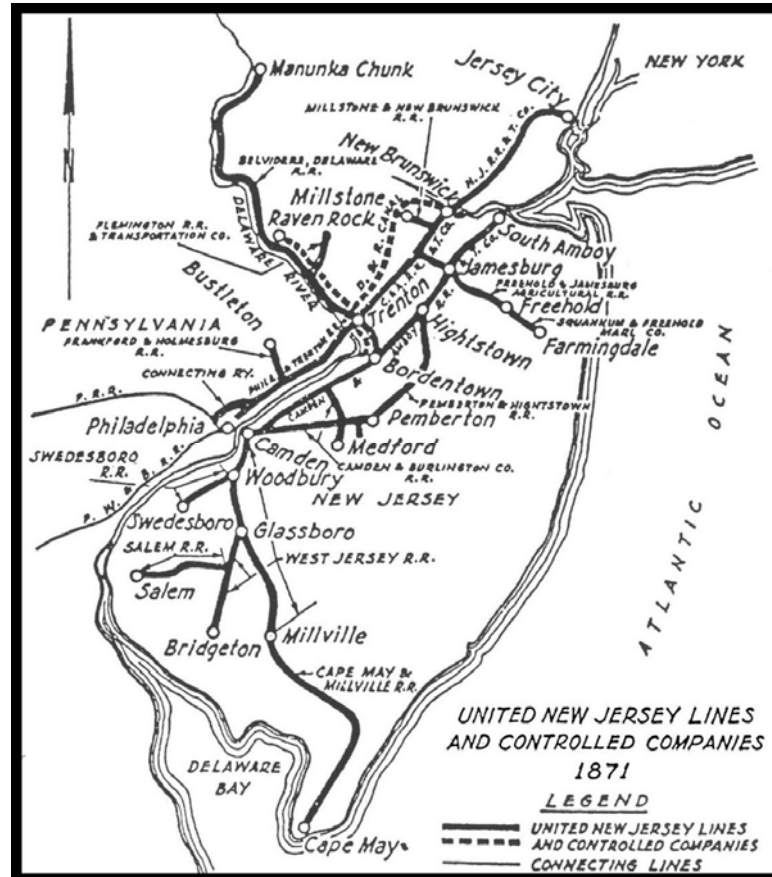


Fig. 10-10: The New Jersey Express Co. was not found on the roads south of Camden nor northwest of Trenton.

The New Jersey Express Company most likely broadened its instate coverage as it continued operations during the late 1860s and 70s. One such expansion occurred on June 21, 1869 when they announced the initiation of express service from New York City to Long Branch, N.J. Notification of this new service appeared in the New York Herald advertisement shown in *Figure 10-11*.¹⁴ This ad does not stipulate the carrier that was used for the new express route. No railroads that hosted the New Jersey Express are known to have stopped in Long Branch in 1869, so perhaps this connection was via ferry boat or steamer from New York (these ran regularly in the summer months to Long Branch to serve the summer holiday crowds¹⁵). This may have been a seasonal service, or perhaps, the Long Branch Express didn't pan out and was quickly abandoned. Later in this report we show a Sea Bright, N.J., New Jersey Express label (Sea Bright did not exist until 1869) which may corroborate that the advertised Long Branch Express was really in operation. Incidentally, the Raritan & Delaware Bay Express Company did service Long Branch in 1870 via the R. & D. B.R.R.



Fig. 10-11: July 5, 1869 NY City advertisement.

The Following Decade (1870–79)

The express delivery notice shown in *Figure 10-12* was mailed inside the envelope that appears to the right. Apparently, in early September 1870, someone had expressed four packages to Mr. Whiting or Mr. Stanton (assumed to be Professors or Headmasters) at the Princeton Theological Seminary. Perhaps the packages were sent by a matriculating student who was planning to attend the Seminary for the Fall term. These packages must have been very heavy because the notice indicates that \$25.00 in express charges was due on each package, and they were not flagged as C.O.D. deliveries. The originating express office that shipped the packages was not defined on the notice. The Princeton, New Jersey Express agent's name appears to be J. Van Derento (or possibly Desento.)



Fig. 10-12: 1870 Express delivery notice from Princeton, N.J., and the envelope that carried it.

The 1870 directory of expresses¹⁶ enumerates approximately 150 places in central Jersey that were serviced by the New Jersey Express Co. These places were listed as station stops on one of the following three rail routes:

- New York & Philadelphia Railway, (New Jersey Railway, Camden & Amboy Branch, and Philadelphia & Trenton.)
- Camden & Amboy, Freehold & Monmouth Junction, Burlington & Mt. Holly.
- Pemberton, Hitestown [sic] & Camden.

Not all of these railroad routes are widely recognized today as historically-correct railroad names. The cited terminology may have been used because of the confusion that may have existed contemporarily from recent railroad-business consolidations plus the colloquial road names that probably prevailed. Perhaps these are the reasons that R. A. Campbell was so verbose in defining each road's routes. Nevertheless, a good idea of the intended railroad routes can be gleaned by correlating the three stipulated identifications with the road names on the *Figure 10-10* map. Interestingly, no Adams Express service places were identified in New Jersey in the 1870 express directory.

By the 1870s (and maybe as early as the mid-1860s), the New Jersey Express Company was no longer printing or using their 'horsehead' corner-card stationary. An ensuing company-envelope style is illustrated in *Figure 10-13* and is known to have been used as early as 1872. The *Figure 10-13* cover very probably was not transported by express, but was sent through the U.S. Mails. The July 17, 1873 date stamp at upper left could have been applied by the addressee upon receipt of delivery and may not have been bestowed by the Post Office. Unfortunately, the strike is very poor and only the impressed date can be clearly discerned. There may be a telltale receiving mark on the back of this cover, but since the back has not been seen, this cannot be confirmed.



Courtesy NJPHS

Fig. 10-13: 1873 posted cover from the New Jersey Express Co.

Another form of New Jersey Express stationery, specifically printed for the Superintendent's use, is depicted in *Figure 10-14*. This cover was mailed in New York City and bears a January 3, 1874, blue datestamp that was applied by the initial receiving Post Office at New Egypt, N.J. in Ocean County. It appears this cover was then redirected to Ellisdale in Monmouth County because Millar Howard, the addressee, was no longer residing in New Egypt. A letter dated January 1, 1874, and written on the Superintendent's letterhead is known to have been enclosed in this cover, but the letter is not available for reporting herein.



Fig. 10-14: 1874 Posted cover to New Egypt, N.J.

A very famous New Jersey citizen and inventor—Thomas Edison—reportedly utilized the services of the New Jersey Express Company at one time. The archive of Edison Papers at Rutgers University houses a book of Edison's memoirs entitled "Personal Accounts, PN-75-10-12" that contains about twenty-five bills of lading from the New Jersey Express. These particular BOLs were used between October 1875 and March 1876 and they document the express shipments of merchandise related to autographic presses and telegraph equipment.¹⁷ During that timeframe Edison may have worked in Newark where he maintained a small telegraph manufacturing shop. He subsequently purchased land in Menlo Park, N.J. at the end of 1875, but probably did not build his laboratory there until late in 1876, at the earliest. Perhaps Edison and/or his many company enterprises also made extensive use of the New Jersey Express services in earlier and subsequent periods, and apparently the documentation to support this speculation has not survived the intervening years.

(This report will be continued in the next NJPH)

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

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

ENDNOTES:

-
- ¹ Stimson, A. L., *History of the Express Business, etc.*, "Part I, Chapter V," Baker & Godwin, New York, 1881, p. 128.
 - ² Stimson, A. L., *History of the Express Companies, etc.*, "Part Third," New York, 1858, pp 133–4.
 - ³ Mosher, B. H., "Adams & Co.," New Jersey Private Express Companies, Part 9A, *NJPH*, Vol. 34, No. 3, Whole No. 163, August 2006, p. 162.
 - ⁴ Cunningham, John T., *Railroads in New Jersey*, Afton Publishing Co., Inc., Andover, NJ, 1997, p. 53.
 - ⁵ Ibid, p. 43.
 - ⁶ "Appendix —Expresses", *Trow's New York City Directory*, 1855–56, p. 33.
 - ⁷ PRR Chronology 1855, <http://www.prrths.com/Hagley/PRR1855%20Mar%2005.pdf> . Jan. 23, 2007.
 - ⁸ Perry, Elliott, "New Jersey Express Co.," *Pat Paragraphs*, Bureau Issues Association, Inc., 1981, pg 439. An image of this advertisement was also reproduced on page 4 of the November 1974 *NJPH*.
 - ⁹ Lyons, L. and Bowman, J. D., "New Jersey Express Company," *The Penny Post*, Official Journal of The Carriers and Locals Society, July 2002, p. 43.
 - ¹⁰ Coles, William C., *The Postal Markings of New Jersey's Stampless Covers*, The Collectors Club of Chicago, 1983.
 - ¹¹ Lloyd's Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset express information used].
 - ¹² Talbot and Blood, "Agents, Express," New Jersey State Business Directory for 1866, C . A, Alvord, New York 1866, pp 18, 19.
 - ¹³ Cunningham, John T., *ob cit.*, p. 197.
 - ¹⁴ *The New York Herald*, July 5, 1869, p. 2.
 - ¹⁵ Methot, June, *Up & Down the Beach*, Whip Publishers, Navesink, NJ, 1988, p. 63-63
 - ¹⁶ Campbell, R. A., "New Jersey.," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, pp 75–82.
 - ¹⁷ <http://edison.rutgers.edu/NamesSearch/glocpage.php3?gloc=A199&> January 12, 2007.

NEW JERSEY MANUSCRIPT TOWN MARKINGS: Interim Report

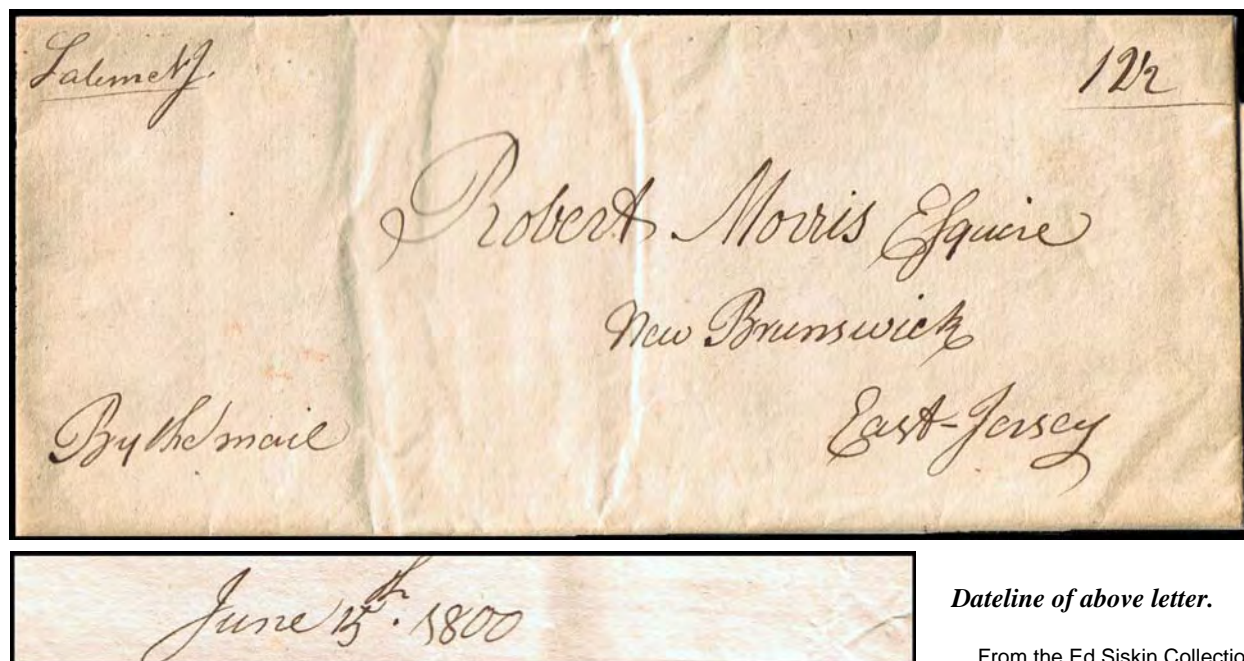
By Steven M. Roth

One year ago, in *NJPH*, Vol. 34, No.1, Whole No.161 (February 2006), Jean Walton reported that I would design and then populate a database on behalf of the Society, consisting of records of manuscript town markings from the stampless period through the current period. This is the Interim Report on the project's status as of January 20, 2007.

Purpose of Database. The general purpose of this database is to extend the information previously reported in Coles's book¹ and in Don Chafetz's update² of Coles's book. Specifically, the purpose of the database is to record dates more precisely than Coles reported them³ so that we will know the year, month and day of each recorded cover. In this way, it is hoped that we can precisely determine the earliest and the latest reported covers for each manuscript town mark.

Summary of Records Currently in the Database. I have entered 746 records (covers). Of this number, 690 records set forth full date information (year, month & day) for each cover; 56 additional records lack the covers' year dates.

Among the 746 records, there are 119 covers that represent the *Earliest Reported Cover* examples, 163 records that represent the *Latest Reported Cover* examples, and 31 records that represent the *Only Examples* reported. Among the 56 records representing covers without a year date, 2 covers are the Only Examples reported.



Dateline of above letter.

From the Ed Siskin Collection

Fig. 1: An *Earliest Reported Cover* for Salem, NJ (Salem County) dated July 15, 1800—pushing the Coles date back 20 years. It is also 16 years earlier than the mss dates reported in the Coles Update, by Don Chafetz.⁴

Definitions. Throughout this Interim Report, I refer to dates that are the earliest or the latest *reported*, rather than the earliest or latest dates *known* or *recorded*. I do this because I have no way of knowing what dates other people *might know* if they haven't reported the dates to me, or what dates someone *might have recorded* in his own records, but not reported to me.

By 'reported' to me, I mean, (i) dates of covers I have seen and I have recorded, or (ii) dates that are given in writing to me, with illustrations of the covers so I can confirm the information and save it for later review, if appropriate, by me or by someone else maintaining the database. In some instances, I might accept a date as reported even though I have not seen the actual cover or an illustration of it if the person making the report is a generally respected postal historian known for his or her accuracy in using information.

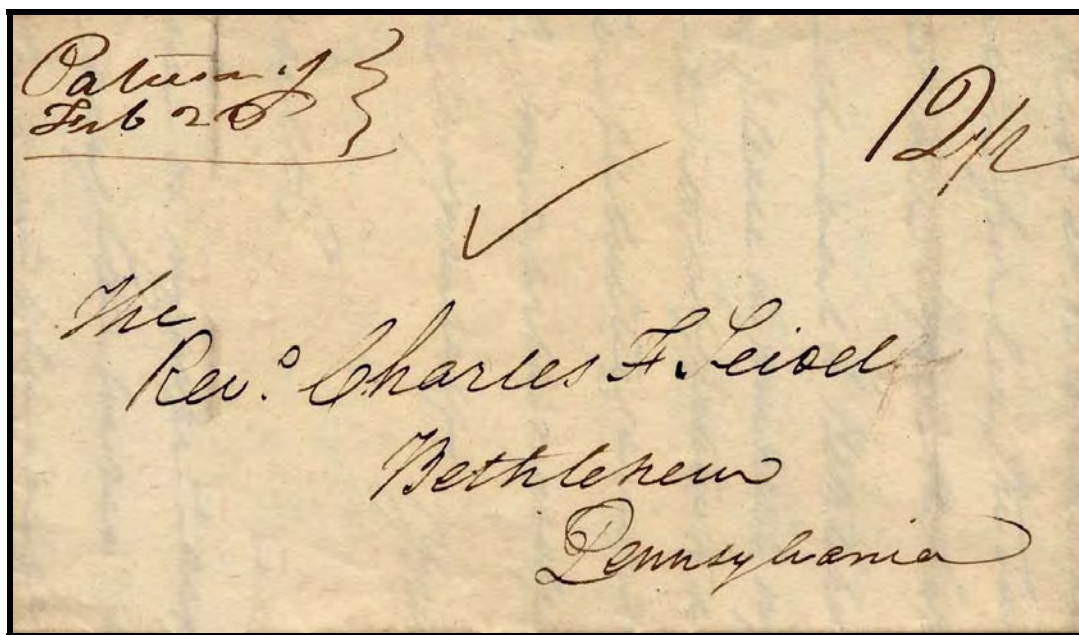


Fig. 2: Only reported manuscript cancel of Paterson, NJ (then in Essex County), dated Feb 26, 1828. Coles reports the name changed from Patterson to Paterson on Sept 26, 1829. This appears to predate that, as do P8 handstamps which also have only one T and were in use as early as 1817-1822. The rarity of Paterson manuscript cancels is no doubt due to the fact that the post office was established in 1812, and only five years later already had a handstamp canceller.

Determining Earliest, Latest and Only Example Reported. In determining if a reported date is the earliest, the latest or the only example reported, I have used Coles and Chafetz as my baseline. Thus, when I obtain a report, I first check it against Coles and Chafetz to determine if the year date of the reported cover is earlier or later than their reports, or is not reported at all in Coles or Chafetz.

If the year of the reported cover is the same year as the earliest or latest reported in Coles or Chafetz, I then treat the cover in our database, based on its month and day, as the earliest or the latest reported, unless I have a report of an earlier or later cover for that same year based on that other cover's month and day. For example, if Chafetz reports 1832 as the earliest manuscript for Town X, and I receive a report of a cover for Town X, dated November 3, 1832, I treat November 3, 1832 as the Earliest Reported date unless I already have a report of a cover for Town X (or later receive a report) that is earlier than November 3, 1832.

There are dates for covers listed in Coles and Chafetz which are not yet entered into the Society's database because I do not yet have any report setting forth the months and days of covers for such towns.



Fig. 3: A Latest Reported cover with a manuscript postmark from Black's Mills (Monmouth County) – January 13, 1874. Black's Mills had a post office from 1840 to 1842, and then was reestablished in 1851, and continued in service until 1894.

Scope of Database and Information Sought. The database incorporates all covers dating from the earliest in New Jersey's history through the current period.

NOTE: Although the current goal of creating the database is to determine the earliest and latest dates of manuscript town marks, **WE ALSO WANT REPORTS OF ALL MANUSCRIPT MARKED COVERS ~ EVEN IF THE DATES OF THE COVERS DO NOT REPRESENT EXTENSIONS OF PREVIOUSLY REPORTED DATES.** These, too, will be recorded in the database in case the Society ever wants to attempt to determine the scarcity of a marking.

We also want reports of covers ***FOR WHICH THE YEAR DATE CANNOT BE ACCURATELY DETERMINED***. Again, this will provide an aid in determining scarcity, and also might enable us to list some towns that otherwise might not be included.

Categories of Information in Database. The information entered into the database for each record is, to the extent available, Town Name [as given in Coles]; Town Name [as actually written on the cover if that differs from the Coles' name]; year date; month; day; stamps (if any); other notable markings and notes; source of report; and an illustration of the cover.

Sources of Information. I have entered information sent to me by members from their own holdings, information from covers I own, as well as information from auction catalogs, monographs, books, and journals. I also have recorded information from two dealers' stocks.

I have entered the information I found in the first twenty-five issues of the Society's Journal (Fricks' Reprint edition 1972-1977⁵) and from Volume 31 (Whole No. 149, Vol. 31, No. 1, February 2003) – to date. Unfortunately, my run of the Society's Journal between No. 25 and Volume 31 is in storage and unavailable to me. If anyone has access to those "in between" stored back issues, I would appreciate the report of any relevant covers illustrated in those issues.

Disclosure of Sources of Reports. I record the source of each report in case at some later time we have to go back and confirm or correct a record. This information will remain confidential and will not appear on any reports I issue unless the person who is the source requests a printout of the covers he or she has reported.

Technical Information. I have created the database using a software program called FileMaker Pro 8.5 Advanced. Using it, I can readily convert the database to an Excel file or a .PDF file, and can sort the data to create many different types of reports for distribution. For example, I can sort the covers according to: all reported covers, covers by county, covers by year, by earliest or latest, covers by 'only examples' reported, or by stamps on the covers, etc.

Distribution of the Database and Reports. Because the database is the result of contributions by members of the Society, the format and timing of the distribution of the records and reports will be determined by the officers of the Society. However, for your efforts in scanning and reporting, you may request a report of your own covers, which can be sent to you digitally by email, or by mail for the cost of the postage. It will give you a comprehensive listing of the covers you have reported, and whether they were earliest or latest usages at the time your report is generated. Just let me know that you would like such a report.

Contributing Members. As of the date of this Interim Report, the following eight members and three postal history dealers have contributed reports from their collections or inventories: Phil Bansner (Postal History and Literature Dealer), Don Chafetz, Gene Fricks, Ken Hall, Bob Livingstone, Kenneth A. Pitt (Postal History Dealer), Steve Roth, Ed Siskin, Bill Thoman (Cortland Covers), Jean Walton and Steve Washburne.

The Society requests reports from other members. We urge everyone to contribute and to look again at Jean Walton's discussion of the database, contained in Whole No.161 of the Journal. Jean presented an excellent explication of the way information should, ideally, be reported to me.

What I need 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.] Scans should be 300 dpi and 100%, either as .tiffs or .jpps.⁶ These can be sent as email attachments, or on CDs by mail, or, of course, photocopies can be mailed. It is best not to send the actual item, because of the possibility of loss in the mail.
- Information regarding 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. Include any other pertinent information regarding the item, such as rates, etc.

Please report covers on a continuing basis as you receive new information to: Steven M. Roth, 1280 21st St, NW, #209, Washington, DC 20036-2343, stevenroth@comcast.net.

SECTION OF DATABASE TABLE

New Jersey Manuscript Town Markings										1/31/2007	27
Town	As Written	County	Year	Month	Day	NYD	Earliest?	Latest?	Only Reported	Notes	
Paramus		Hudson	1844	04	14				Yes		
Parsippany		Monmouth	1840	05	27						
Parsippany		Morris		10	05	x				c.1841	
Paterson		Essex	1828	02	26		Yes	Yes	Yes	Listing copy	
Peapack		Somerset	1850	07	31				Yes		
Peapack		Somerset	1848	08	05						
Peapack		Somerset	1850	02	02				Yes		

[If you do not have a Coles (or even if you do), a digital Excel file of stampless covers reported in Coles and Coles Update is available from your Society: email NJPostalHistory@aol.com. Manuscript markings can of course exist on covers well beyond the range of stampless covers.]

ENDNOTES:

- ¹ Coles, William C. Jr., *The Postal Markings Of New Jersey Stampless Covers* (1983)
- ² Chafetz, Donald A., *The Postal Markings of New Jersey Stampless Covers: An Update* (2004)
- ³ Coles, in his reports, gave a cover's year of use, but not the month or day.
- ⁴ Ob cit., Chafetz.
- ⁵ Fricks, E. E., Ed. New Jersey Postal History journal, Vol. 1, No. 1, whole No. 1 Jan 1973 thru Vol. 5, No. 5, Whole No. 5, Nov. 1977) Reprint published by the New Jersey Postal History Society, 1983.
- ⁶ For tips on scanning, please see Member News in the November 2005 *NJPH*, Vol. 33, No. 4, Whole No. 160, pp. 224-225.

THE POST TOWNS OF BURLINGTON COUNTY: PART 9

By Jack Edge



[This series on Burlington County Post Offices is continued from the four issues of 2005 and four from 2006 (Vol. 33, Nos. 1-4 and Vol. 34, Nos. 1-4 - Whole Issue Nos. 157-164). One last section will follow in the May issue. We repeat the map here and refer you to the bibliography that accompanied the first segment of this study (February 2005, Vol.33, No.1. It will also be included with the last segment).]

BURLINGTON COUNTY MAP WITH POST TOWNS



RANCOCAS POST OFFICE ~Established May 1, 1838

This office, in the village of Rancocas, is about one mile north of the Rancocas Creek and is on the road between Beverly and Mount Holly. At its establishment it was part of Willingboro Township. In 1956, Rancocas joined Westhampton Township.

When originally opened, the post office here was named Ancocas. This name was listed in the postal records from January 2, 1834 until June 23, 1836 when the office was closed. Prior to 1832, the only buildings in Rancocas were the Quaker Meeting House and Schoolhouse, along with two dwellings. In 1832 the village experienced a building boom. New homes and a commercial building, owned by Andrew Hollinshead were started.

In 1834, Hollinshead was awarded the postmasters position. However, Ancocas Post Office was short-lived. Samuel Stokes, Jr., a member of the Society of Friends and the new postmaster, chose the name Rancocas over the old Indian pronunciation of "Ancocas." The meeting here was always known as Rancocas Meeting and the popular opinion to keep it "Rancocas" prevailed.

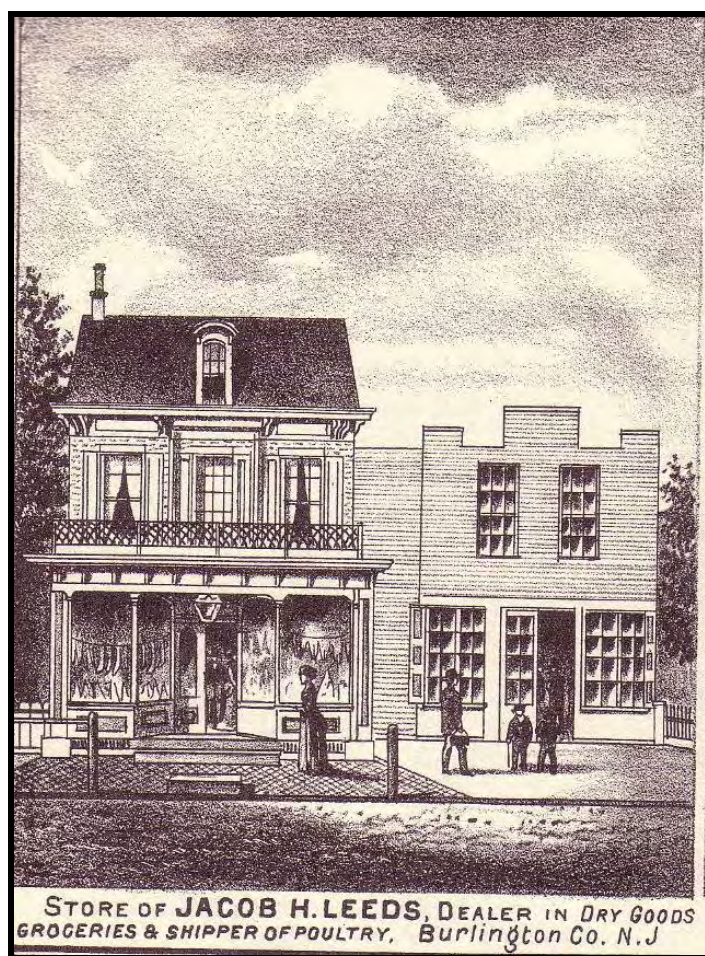


Fig. 84: Rancocas, N.J., circa 1876.



Fig. 84a: Residence and farm near Rancocas, circa 1876.

May 1, 1838
Continues in service today

Post office opened

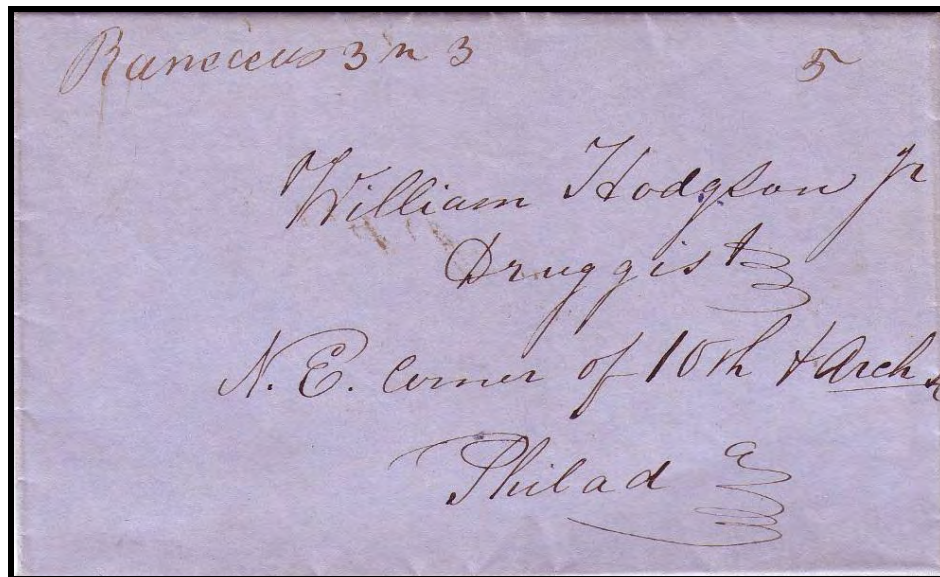


Fig. 85: Rancocas, N.J. cover from 1851 with the Quaker Date, “3 m 3” or March 3.



Fig. 84A: Rancocas, N.J. postmark ties 1857 issue stamp to a folded letter.

~ ☐☐☐ ~

RECKLESSTOWN POST OFFICE ~ Established February 20, 1830

This town name was adopted, not for a particular trait, but to honor an early citizen of the village, Anthony Reckless. Recklesstown was settled, circa 1805 and was located approximately three and one-half miles northwest from Jacobstown and four miles to the southeast of Bordentown. Situated in the central part of Chesterfield Township, Recklesstown was listed in Gorden's Gazetteer as a "post-town, with ten or twelve dwellings, a store and tavern" in 1834. By 1880 the population was counted as 150 persons.

In 1888, this village with the colorful name became Chesterfield, after the township. Well into the twentieth century, locals still referred to their village as Recklesstown. Another colorful town name was lost to the conservatives of the day.

February 20, 1830	Post office opened
April 12, 1860	Post office discontinued
June 8, 1860	Order rescinded
June 8, 1860	Post office re-established
May 19, 1888	Post office name changed to Chesterfield

~ ☐☐☐ ~

RED LION POST OFFICE ~ Established September 25, 1877

This office was located originally in the southeastern part of Southampton Township, approximately four miles west of Medford and six miles northwest from Tabernacle. The tiny hamlet has lent its name to the nearby traffic circle where Routes 206 and 70 intersect. Red Lion Circle continues to confound motorists to this day. An early tavern, the Red Lion Inn, was located here as early as 1710. It was probably the origin of the town's name.

The application to apply for a Post Office filed by Frank Allen in June of 1877, listed a population of 50. The claim of 200, in the vicinity to be serviced by this office, was probably exaggerated. Red Lion was written so poorly on this application, the officials in Washington, D.C. rewrote it as "Red Lyon." The office operated with this name for nineteen days, until a correction was made to the proper Red Lion.

On August 17, 1977, Red Lion Post Office was re-established as a branch of Vincentown Post Office.

September 7, 1877	Post office opened
December 5, 1900	Post office discontinued - service to Medford
August 17, 1977	Re-opened as a branch of Vincentown P.O.

~ ☐☐☐ ~

RED OAK GROVE POST OFFICE ~ Established April 10, 1851

Red Oak Grove is physically located in Lacey Township, Ocean County, in that portion referred to as "the Forked River Mountains." It is, and was, always west of the boundary between Burlington and Ocean Counties, previously Monmouth County. This boundary was laid out in 1687 to divide the east and west New Jersey proprietorships.

It is doubtful, indeed, impossible, this place was ever in Burlington County. In all probability, the Red Oak Post Office moved between Woodmansie, in Burlington County close by the county border and Red Oak Grove, site of the Union Clayworks, in Ocean County, not three miles distant.

"Woodward's History" states that Christopher Estlow was "Woodmansie's first post master." He was, in fact, the postmaster at Red Oak Grove, Ocean County from 1858-1860. Richard Bartlet, property owner and storeowner in both communities, probably moved this office back and forth between the counties as the need arose to service the workers in both communities. Little is left of either hamlet today.

April 10, 1851	Post office opened
March 26, 1855	Removed to Ocean County

~ ☐☐☐ ~

RIVERSIDE POST OFFICE ~ Established November 15, 1867

Riverside, New Jersey is located on the Rancocas Creek at its confluence with the Delaware River. Situated directly across the creek from Delanco, the two villages were not connected by a pedestrian bridge until 1866. Named Progress, New Jersey originally, the post office established in 1854 bore this name until 1867 when the voters chose to change it.

Riverside is some one and one-half miles westerly from Bridgeboro, and north of Riverton, two and one-half miles. It was located directly on the old Amboy Division, Pennsylvania Railroad. Delran branch of Riverside Post Office was opened February 1, 1965.



Fig. 86: A view of Riverside, N.J. early in the Twentieth Century looking north past the railroad freight station toward the new Watch Case Building under construction.

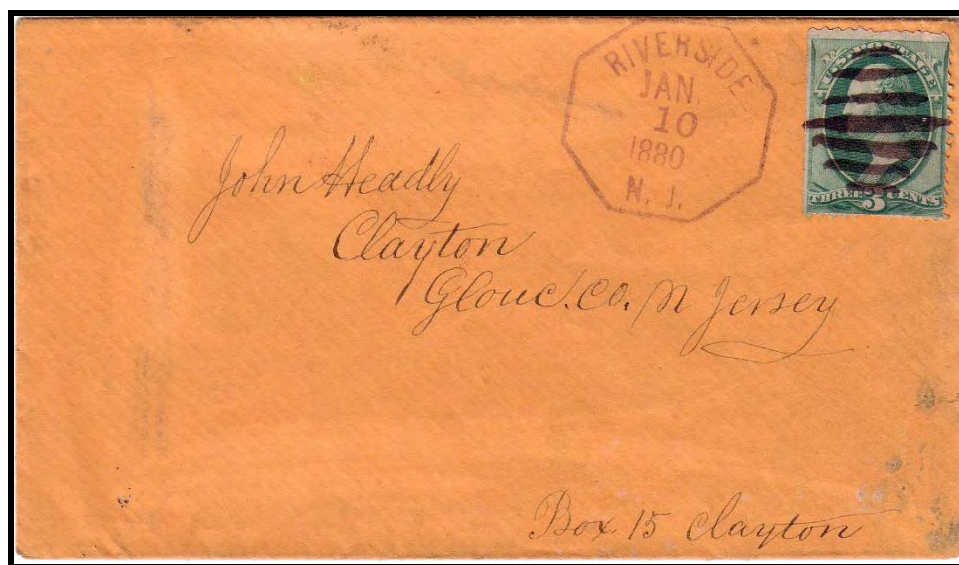


Fig. 87: Riverside, N.J. postmark in octagonal border dated Jan. 10, 1880.



Fig. 88: An early view of the Philadelphia Watch Case Company on an advertising cover dated Dec. 6, 1893.

November 15, 1867
Continues in service today

Post office opened



RIVERTON POST OFFICE ~ Established January 18, 1871

The small borough of Riverton lies along the Delaware River in the northwest corner of Burlington County. An early station of the Camden and Amboy Railroad, the village grew up around it. Riverton borders on Palmyra to the west and is approximately three and one-half miles north of Maple Shade.

Established in old Cinnaminson Township, Riverton is one excellent example of Burlington County's better-preserved, Victorian era communities. Magnificent tree-lined streets and well-kept homes, with a river vista, provide an idyllic setting for this community.

Daniel S. Miller, selected by the citizens of Riverton, applied for the first post office here in 1871. He listed the population as "now 500 in summer and increasing," indicating the many residents who maintained vacation homes in Riverton.

POST TOWNS OF BURLINGTON COUNTY: PART 9 ~ Jack Edge



Fig.89: Riverton N.J. 1894 postmark ties a 2¢ Columbian stamp to the envelope.

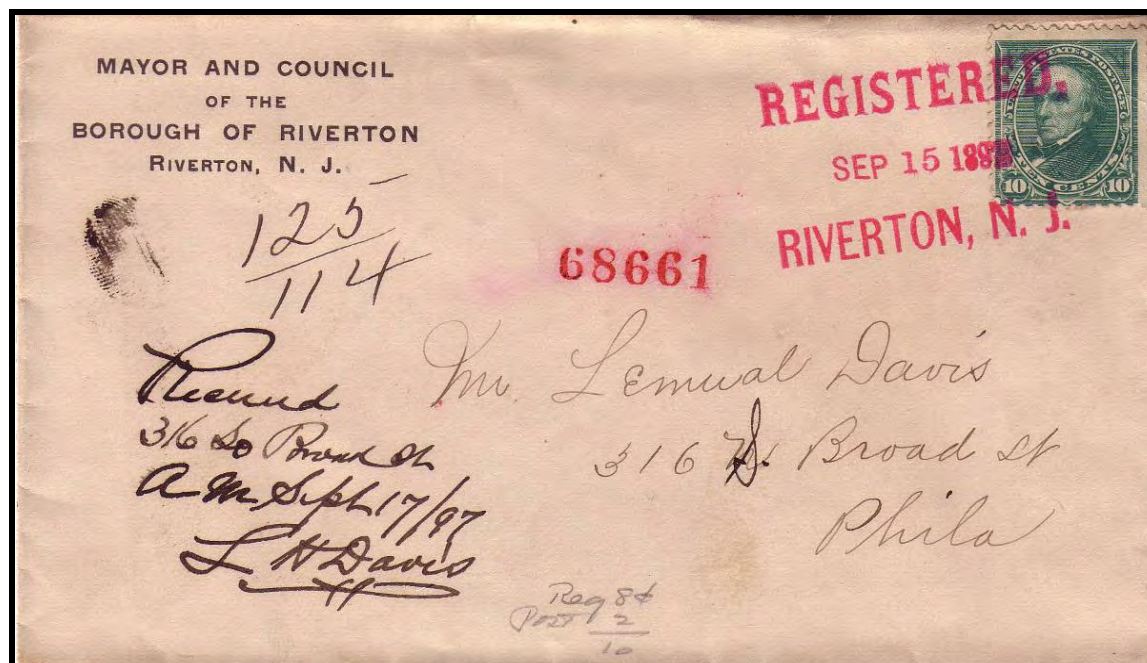


Fig. 89A: Registered letter from Riverton, N.J. dated Sept. 15, 1897 (see docketing).

January 18, 1871
Continues in service today

Post office opened

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ROEBLING POST OFFICE ~ Established September 24, 1907

Roebling is located in the far northwestern corner of Burlington County, directly along the Delaware River.

The village itself was a planned community, laid out and solely owned by the John A. Roebling Sons and Co. until 1946. This unique arrangement was conceived by the Roebling family to create an idyllic community entirely for the employees of their cable and bridge building company.

Located one mile east of Florence and four and one-half miles southwest from Bordentown, the post office established here in 1907 is still in operation.



Fig. 90: A view of Main Street in Roebling, N.J. circa 1910.



Fig. 91: Roebling N.J. postmark on a postcard dated Dec. 1, 1910.

POST TOWNS OF BURLINGTON COUNTY: PART 9 ~ Jack Edge

September 24, 1907
Continues in service today

Post office opened

~ ☐☐☐ ~

ROLLESTONE POST OFFICE ~ Established July 10, 1894

Rollestone was a short-lived postal facility established in Bass River Township, three quarters of a mile east of the Wading River, off the mail route between Wading River Post Office and Harrisia Post Office.

It was located between the Beaver Run and Cranberry Creeks, one mile southeast from Harrisia Post Office and approximately two miles north of New Gretna and one quarter mile to the east of the main road to the latter.

John W. Greene, the first and only postmaster at this place, gave no information as to the number of inhabitants living there. Little else is known of this obscure hamlet, except its location. A map drawn by E.L. Brown, mail contractor for postal route #9249 accompanied the location request form issued by Washington, D.C. Postal Department in June, 1894.

July 10, 1894
August 7, 1895

Post office opened
Post office discontinued; service to Wading River

~ ☐☐☐ ~

SHAMONG POST OFFICE ~ Established October 16, 1849

Shamong Post Office was another of Burlington County's "two location" offices. It was originally established at Indian Mills in old Washington Township in 1849. This section would later become part of the newly created "Shamong Township" in 1852.

At the time of establishment, it became the only post office between Medford and Sooy's Inn in the western quarter of Burlington County.

Discontinued in 1856, the post office was re-established in 1863 at Shamong Station on the New Jersey-Southern Railroad, some sixteen miles distant. This office would operate another thirty years as Shamong Post Office until the town changed its name to Chatsworth.

The name Shamong had lent itself to the new township created out of old Washington Township, but could not be found there after 1863, when the railroad moved it to their station located at Chatsworth, Washington Township.

Shamong was the name given by the Indians to an ancient trail connecting what is now Burlington and Cape May.

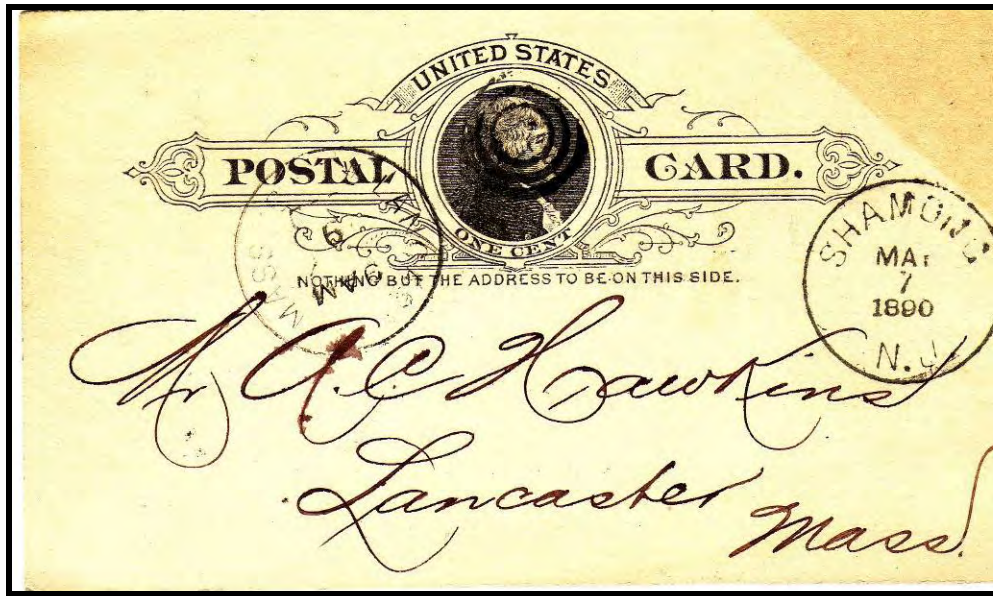


Fig. 92: Shamong, N.J. May 7, 1890, postmark on U.S. postcard.

October 16, 1849
February 7, 1893

Post office opened (at Indian Mills)
Post office name changed to Chatsworth

~ ☐ ☐ ☐ ~

SMITHVILLE POST OFFICE ~ Established December 7, 1866

Smithville Post Office was opened in 1866 and was a part of old Westampton Township. Located in the south central part of the township, some three miles east of Mount Holly, Smithville was an early mill town along the north branch of the Rancocas Creek.

In 1880, this location became part of the newly created Eastampton Township. Earlier, this place was known as Parker's Mills, French's Mills, Shreveville and Shreveport. A number of different owners and enterprises have lent their names to this modest village.

H. B. Smith, a somewhat eccentric New Englander, located his woodworking machinery factory here about 1865. The community thrived. His success as a businessman brought prosperity to the area along with several innovative inventions, one of which was quite unique: the construction of the world's only bicycle railway, connecting Smithville with Mount Holly.

In 1866, the year of application for Smithville's Post Office, Robert S. Kille stated the population here as "200, expect soon to be double that." The mail was to be delivered to Smithville Station on the Burlington County Railroad, one quarter mile from the post office.



Fig. 93: Smithville, N.J. postmark on cover with 1861 Issue 3 cents stamp.

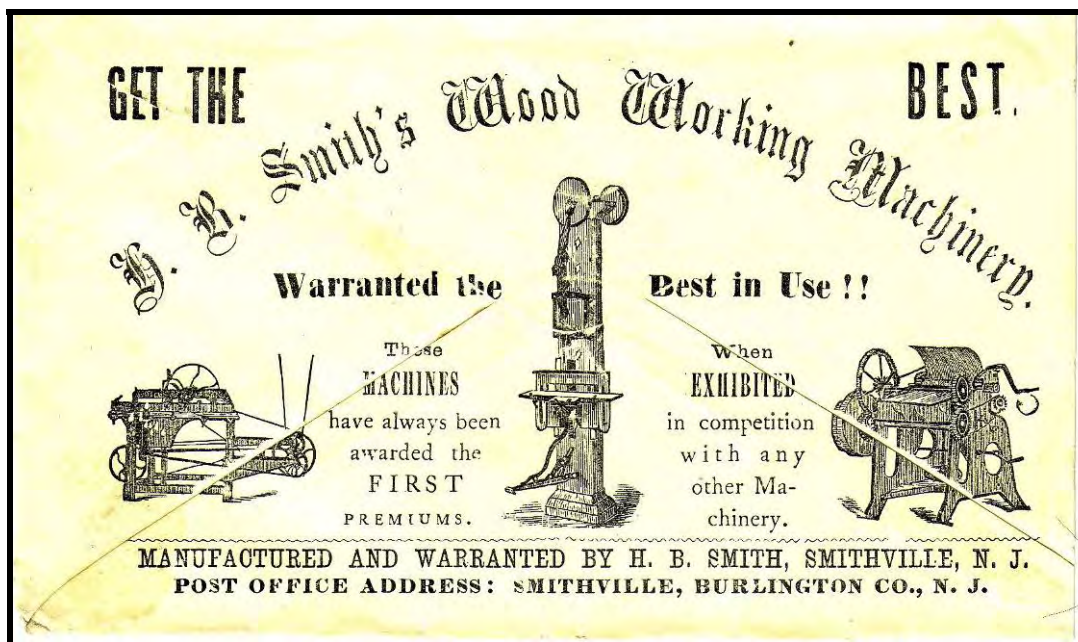


Fig. 94: Back printing on envelope shown in Fig. 93.

December 7, 1866
May 1, 1867
June 17, 1867
September 29, 1882
September 30, 1882
June 5, 1964

Post office opened
Post office discontinued
Post office re-established
Post office discontinued (rescinded)
Post office re-established
Post office discontinued; service to Mount Holly

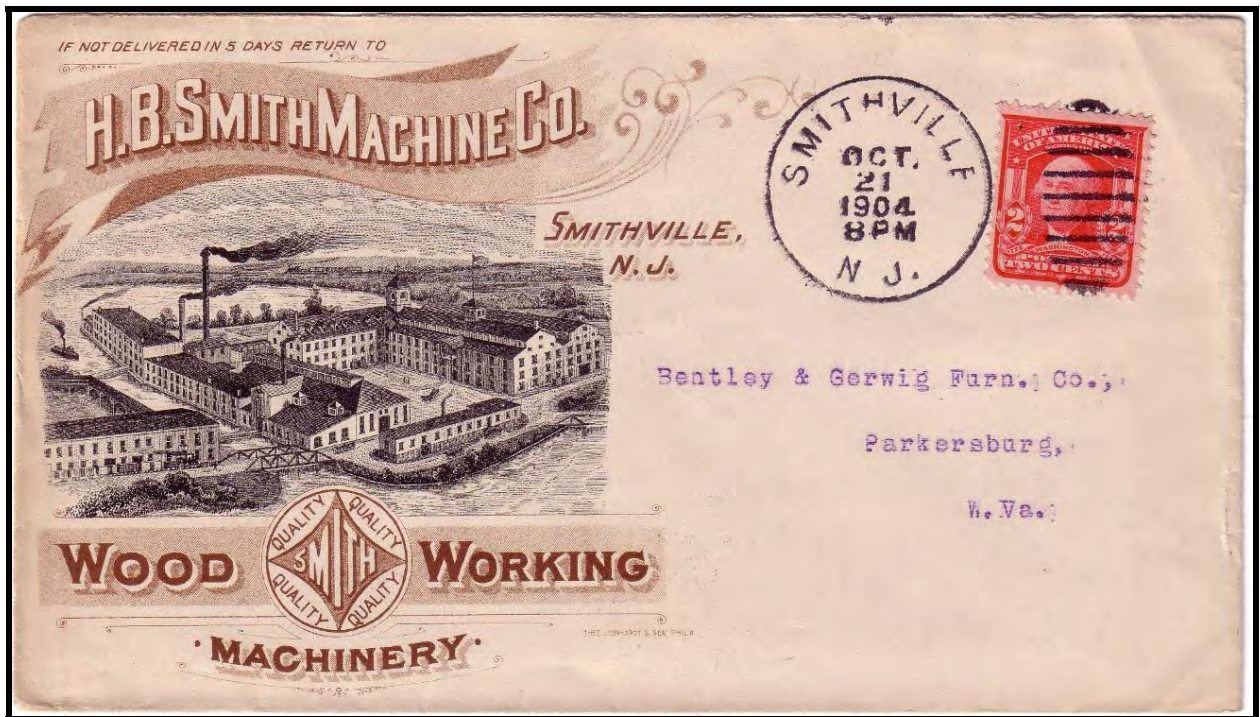


Fig. 95: Smithville, N.J. advertising cover, dated Oct. 21, 1904.



Fig. 95A: Smithville N.J. advertising cover dated Oct. 28, 1913.

~ ☐ ☐ ☐ ~

SOOY'S INN POST OFFICE ~ Established February 13, 1815

Sooy's Inn, established in Washington Township in 1815, replaced the office closed at Atsion that year. The tavern and inn had been located here as early as 1774. Located ten miles east of Atsion and nine miles westerly from Bass River Hotel Post Office on the old Tuckerton Stage Road, it would become a social and civic center for the entire area.

After the American Revolution the Inn, by now owned and operated by the Sooy family, was known as the Washington Tavern. Nicholas Sooy, the first postmaster here was a member of the Township committee and the Burlington County Board of Chosen Freeholders.

Sooy's Inn was used for many years as a meeting place for the Township Committee, a polling place for elections and a courthouse. The township's militia was mustered and drilled here, within sight of the tavern's promised liquid rewards. Workmen from Martha's Furnace, Green Bank Glass Works and Batsto Iron Works frequented this popular gathering place along with the many passengers passing between Philadelphia and Tuckerton aboard the stagecoaches.

The establishment of the railroad in this part of Burlington County marked the demise of stagecoach travel. Sooy's Inn held on until about the time the Civil War broke out. By 1880, the population near the inn was less than thirty-five persons. Today, little more than the designation Washington on modern maps marks the location of Washington Township's namesake.

The post office here was another of Burlington County's "traveling" postal facilities. In 1828 the office was listed as closed here and moved to Atsion, where business was better. The boom surrounding Atsion's resurgence lasted but a short while and by 1831, that office was closed, due to lack of business. The following year, 1832, Sooy's Inn Office was reopened. A number of different owners maintained a post office at Sooy's Inn until it was finally closed in 1856.

February 13, 1815	Post office established
June 28, 1828	Office moved to Atsion
July 9, 1832	Office moved back from Atsion
May 8, 1840	Office moved to Green Bank
November 6, 1841	Office moved back from Green Bank
January 28, 1856	Post office discontinued

~ ☐☐☐ ~

SOUTH PARK POST OFFICE ~ Established February 16, 1892

The office, established here in 1892, was part of Woodland Township. Today this place is located in Tabernacle Township, established in 1901. It was situated five miles northwest from present day Chatsworth and six miles northeast of Tabernacle, near the Tom Roberts Branch of the Batsto River, a tributary of the Mullica River.

Prior to February 16, 1892, the name of this facility was Paisley Post Office, located near the proposed Pine Crest Sanitarium, which was never completed. It is probable, the postmaster at Paisley, applied for this name change to promote a new real estate venture, called South Park.

Modern maps place South Park on the road between Paisley and Sooy Place, some miles from the office's actual location at Paisley.

February 16, 1892

Post office opened

January 15, 1900

Post office discontinued; service to Chatsworth

~ ☐☐☐ ~

STANWICK POST OFFICE ~ Established February 19, 1891

Stanwick Post Office was established in old Chester Township, approximately three-quarters of a mile easterly from Moorestown on the railroad.

The station house of the Amboy Division of the Pennsylvania Railroad was used to house this facility. The railway station was erected at this location in 1881, to facilitate the moving of produce grown by the many area farmers.

In 1891, when Herbert R. Dix applied for a post office here, he stated, "nearly 300 inhabitants, and on completion of Carpet Mills and houses this number will be nearly doubled-April 1st (1891)."

February 19, 1891

Post office opened

October 31, 1907

Post office discontinued; service to Moorestown

~ ☐☐☐ ~

STEVENS POST OFFICE ~ Established June 8, 1888

Stevens Station is located two miles east from Burlington on the old Amboy Division of the Pennsylvania Railroad.

Established as a railroad stop to accommodate the many farmers in this area of Burlington County wishing to ship their produce, the small community of Stevens grew around the station and it is still called Stevens Station today.

The postal facility was located in the railway stationhouse, itself. At the time of application in 1888, Frank Stark, the office's only postmaster, listed a total population of fifty-five. The next post office on this route was Dobbins, some three miles northeast on the same rail line, which paralleled the Delaware River a quarter mile distant.

POST TOWNS OF BURLINGTON COUNTY: PART 9 ~ Jack Edge

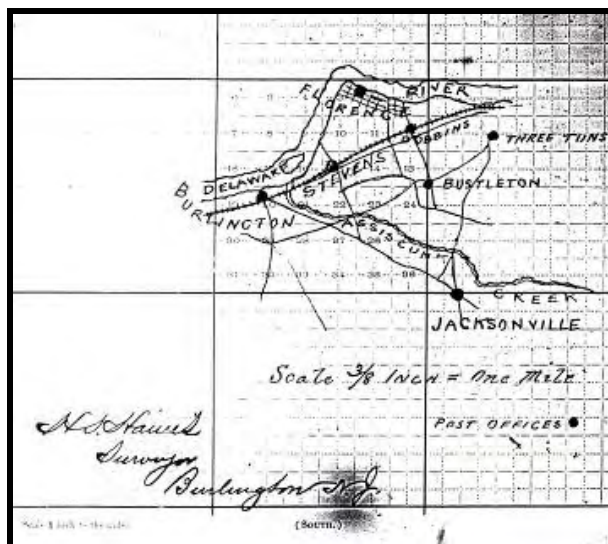


Fig. 97: Map drawn in 1888 to show the location of Steven's Station, N.J.

June 8, 1888

February 28, 1901

Post office opened

Post office discontinued; service to Burlington

~ [] [] [] ~

SYKESVILLE POST OFFICE ~ Established December 3, 1857

Sykesville Post Office was established in the village of Plattsburgh in 1857. At that time Plattsburgh was located in New Hanover Township. It later became part of Chesterfield Township, in the very southern end of it.

Known as Sykesville today, the village is located approximately two and one-half miles southwest of Jacobstown and three miles southeast from Georgetown on the old Monmouth Road, Route 537.

It is generally accepted that, Sykesville Post Office was named to honor George Sykes [member of U.S. House of Representatives 1843-48, surveyor and West Jersey Proprietor. Born 9-20, 1802, died 2-25-1880].

December 3, 1857

October 26, 1874

December 10, 1874

December 31, 1907

Post office opened

Post office discontinued

Office re-established

Post office discontinued; service to Wrightstown

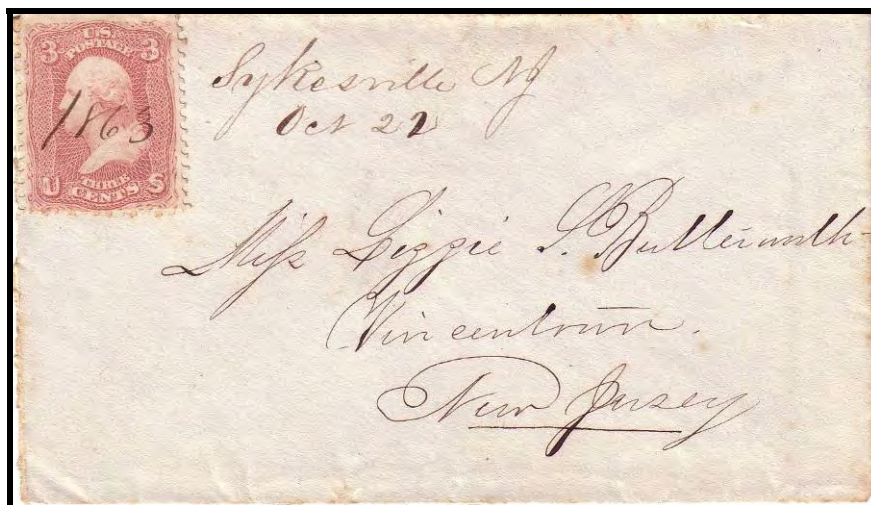


Fig. 98 – Sykesville, N.J. Oct. 22, 1863 postmark on cover to Vincentown, N.J.

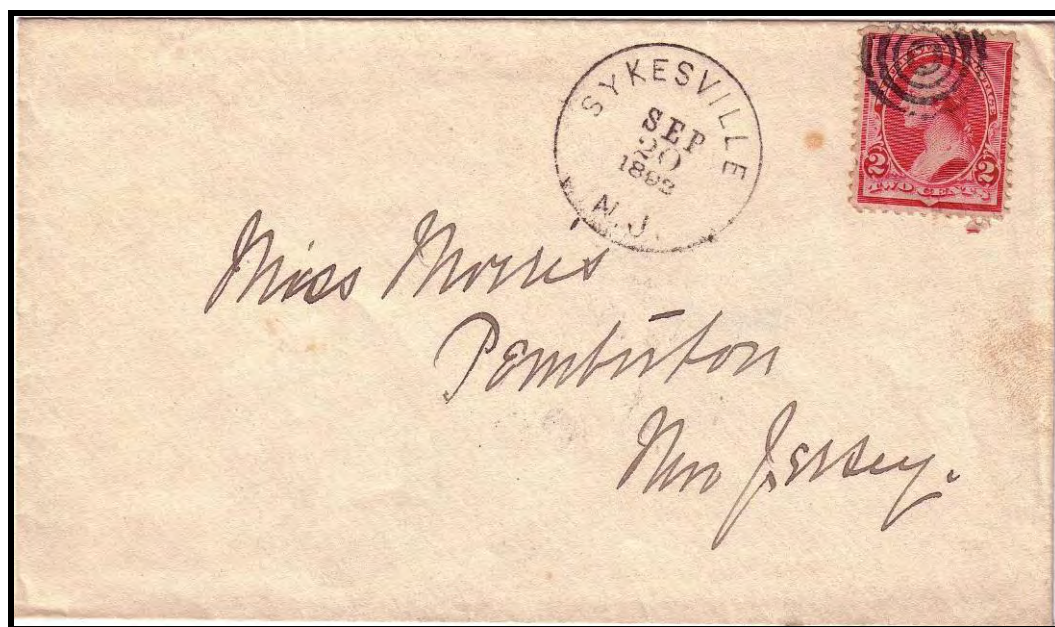


Fig. 98A: Sykesville, N.J. postmark on an envelope dated Sept. 20, 1893.

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This history of Burlington Post Towns will conclude in the next NJPH issue.

HIRAM E. DEATS: FURTHER THOUGHTS

By Gene Fricks

Jim Walker provided a very fine precis of Hiram Deats' career in the November issue.¹ Perhaps I can add some further meat to the bones for a man who was truly remarkable.

Graduating from Peddie in 1891, Deats acquired the Mickley 1822 gold half-eagle (\$5.00) in 1892. This coin is one of three such in private hands. Its sale at auction some years later financed Deats' and Sterling's purchase of the Treasury waste paper trove. His life-long interest in coins resulted in his election as a Fellow of the American Numismatic Society.



Fig. 1: An 1885 Trenton, NJ registered cover sent by E.B. Sterling. This cover was recently sold in auction. Sterling was a long-time associate of Deats, and co-purchaser of the Treasury trove. Another Sterling cover, addressed to Deats, was part of Jim Walker's article, , and a fair promotion piece created by Deats & Sterling on the backs of items from this accumulation was shown in an earlier [Jan 2000] issue of NJPH.²

A descendant of John Deats, who revolutionized farming with the invention of the self-scouring Deats plow, Hiram Deats put to good use the family resources he enjoyed as the sole heir. He undertook a life far beyond that of a mere farmer. Deats counted among his acquaintances Presidents Theodore and Franklin D. Roosevelt, King George V of Great Britain, and James Ludovic Lindsay, the Earl of Crawford, with whom he shared philatelic, literary and Masonic interests.

In addition to his role, at age 16, as a co-founder of the APS, Deats was a member and officer of the Collectors Club in New York, and a member, and eventually an Honorary Life Fellow, of the Royal Philatelic Society London. He was elected to sign the Roll of Distinguished Philatelists in 1933.

The Earl of Crawford donated his 45,000 volume philatelic library to the British Museum, and an equally extensive Masonic library. Like his friend, Deats disposed of his philatelic library to the Free Library of Philadelphia, and donated his 3,000 volume Masonic library to the Grand Lodge of New Jersey. Deats' 19-volumes of typescript copies of the letterbooks of the Butler and Carpenter firm now reside in the National Philatelic Collection at the Smithsonian. The Butler & Carpenter revenue proofs are held by the Library of Congress.

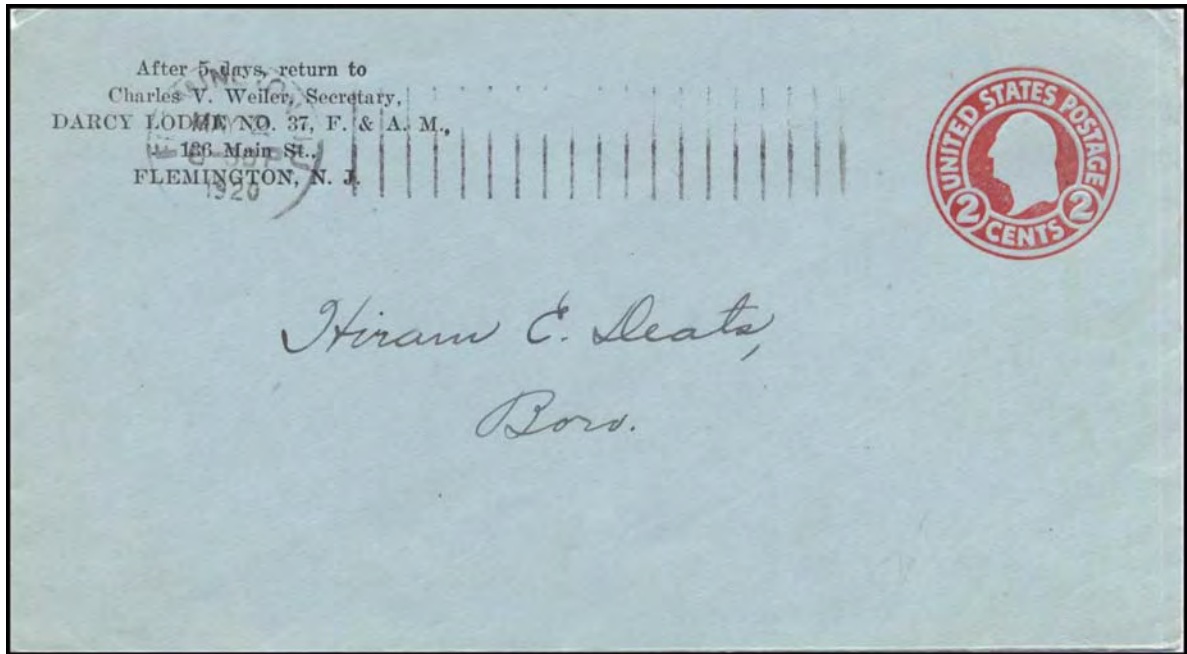


Fig. 2: A cover addressed locally to Deats, with a May 2 1920 Flemington Barr-Fyke machine cancel.

Deats published *The Jerseyman*, a literary newspaper, from 1891 to 1905. He was a co-founder of the New Jersey Society of the Order of Founders and Patriots of America in 1896. He served that group as its secretary and in other offices until 1916. He became a director of the Flemington National Bank, acquired the local telephone company, was a member of the County Board of Agriculture, trustee of the New Jersey Historical Society, and donated the land for the Flemington library and agricultural fair. In 1943, he was elected a Fellow of the American Society of Genealogists. His honorary degree from Rutgers University resulted from his devoted work to the betterment of the School of Agriculture (Cook College). Quite active for decades in New Jersey Masonic activities, Deats served in a number of senior leadership positions and committee roles.

As I said, quite a remarkable guy. Probably could teach all of us something about time management.

ENDNOTES:

- ¹ Walker, Jim, "Hiram E. Deats: Hunterdon's Farmer-Philatelist," *NJPH*, November 2006, Vol. 34, No. 4, Whole Number 164, p. 183.
- ² Walker, Jim, "The Great Inter-State Fair & New Jersey Fair" in *NJPH*, Jan.2000, Vol. 28, No. 1, Whole No. 136, p.18.

SO THIS IS PITTSTOWN!

By Jim Walker



Fig. 1: Pittstown shown on a 1795 map of New Jersey.¹

Pittstown, in Hunterdon County, is a community now off the beaten tract. Once, however, it was a busy hub, and is still home to a local inn which boasts 300 years of history. A post office has existed there since 1795.

The dedication of the “new” post office at Pittstown in 1964, as the program below indicates, was held on October 17, with Honorable Harrison A. Williams, U.S. Senator, in attendance. This marked a move from the old location to the First Clinton Bank Building. The program is signed by the postmaster at the time, Joseph E. Stout.

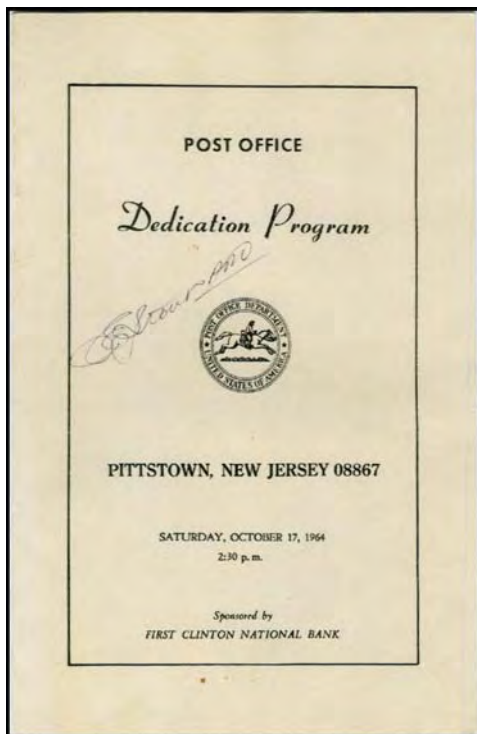


Fig. 2: Program for dedication of new post office in 1964, signed by the postmaster.

The old post office – as can be seen from this post card view of its previous location – was located on Main Street, where it shared space with the local gas station.

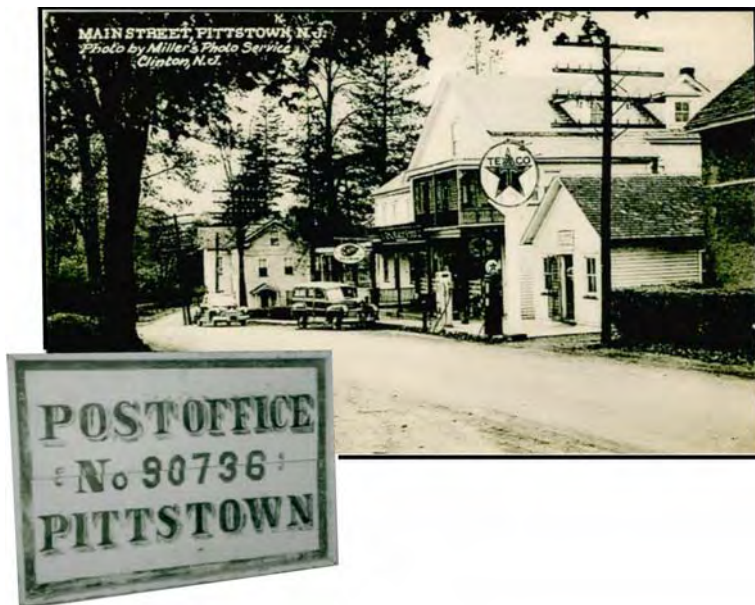


Fig. 3: View of the old post office, located next to a local gas station. The sign over the door is shown enlarged at left. This sign became a wall decoration for many years in the home of a former postmaster.

A better view of the old post office and Postmaster Stout can be seen in the ad for the local business Ferto-Pots. These were manufactured by the Allen Company and shipped all over the country; it seems to have kept Stout busy.

**Ferto-Pots Are Shipped to
All Parts of The World**

Manufactured At Pittstown, New Jersey



This picture shows the Ferto-Pots placed
in flats ready for planting seeds, or transplant-
ing small plants or cuttings.

Flats can be prepared with the Ferto-Pots
and stacked up ready for immediate use.



This is our Post Office at Pittstown, N. J.,
showing Ferto-Pot shipments via Parcel Post on
the 11:00 A. M. Mail.

Ferto-Pots are shipped to all parts of the
world via Parcel Post.

ALLEN CO.
Pittstown, N. J. Phone Clinton 296-J-3

TESTIMONIALS

"Ferto-Pots" **"Cow Manure Brick"** **"Bactr"**

Gentlemen: Last year we tried your Ferto-Pots and had such good luck with them. We would like to know if we could order them in larger quantities. *M. E. R. ...California*

Dear Sirs: For the first time this spring I purchased some of your Ferto Pots. Am impressed with them as a better means for our spring sales than plant bands. *M. H. Rochester, N. Y.*

Dear Sirs: A friend gave us a few Ferto-Pots last year and we liked the idea and results we got from using them. Is there a dealer in this section? *D. L. F., Quakertown, Pa.*

.....Received sample shipment of Ferto-Pots and like them; have used all of them and am satisfied that they are all you claim for them. I am sending you an order for Pots and other items which you may ship at once. We plant in the field here about May 1st. *J. C. M. Belpre, Ohio*

Gentlemen: At the beginning of the current growing season you shipped me some of your Ferto-Pots. I used these pots on Rutgers and Dwarf Stone tomatoes. Those tomatoes that I used with the Ferto-Pots are without a doubt the healthiest in my garden and were the first to ripen this season. I wish you could see the difference between those tomatoes which I grew in Ferto-Pots and those that did not have the benefit of them. I am very happy to say that they are just what you say they are, and more. *A. R. J. Louisville, Ky.*

Gentlemen: Will you kindly send me literature and price list on Ferto-Pots. Was over in Bedman's greenhouse last night and they were potting up tomatoes and peppers and it certainly did look efficient the way they were using your Pots, eliminating any other handling when sold. *G. W. M. Rahway, N. J.*

...Herewith find order for Ferto-Pots. I have been using these Pots for the past three years and find them to be of great value in giving young plants a good start. I should like prompt delivery as I start my tomatoes very soon, planting the seed right in the pot. *O. S. S. Nutley, N. J.*

Dear Sirs: We used 2000 of your No. 3 Ferto-Pots last season. The results were very satisfactory. We have egg plants to put over into Ferto-Pots now. *W. E. G. & Sons, Monsey, N. Y.*

Gentlemen; I bought 500 Ferto-Pots from you the first of this year and used them with wonderful results to start seedling bulbs of named crosses of gladiolus varieties. The seedling bulbs which I planted one to a two inch pot were ¼ inch bulbs or less and most of them grew into 2 inch bulbs or larger with an excellent production of bulblets. *V. L. B. Hicksville, Ohio*

Dear Sir: Please let me know present price of "BACTR". Four years ago when I lived in Hicksville, L. I., I purchased "BACTR" and found it excellent as a compost maker. I still have your leaflet with the big red "BACTR". *O. J. Plant City, Fl*

Gentlemen; A friend of mine used your "BACTR" last year on his garbage pit with great success. Will you please tell me where I can buy this product in New York City or must I send to you for it. ... *H. L. M. C., Brooklyn, N. Y.*

Dear Sirs, Please send me 8 Cow Manure Brick, \$2.40. I grew beautiful tuberous begonias this year, fed with liquid manure from bricks I bought from you. *J. V. O'B., Tacoma, Wash.*

Gentlemen; Have just recently had the opportunity of using the Cow Manure Bricks I purchased from you. They are so easy and clean to handle, as well as being very effective. Please rush me 16 Bricks via Express. *R. E. R. Topanga, California*


Fig. 4: Ad brochure of the Allen Company, which shipped Ferto-Pots, Bactr and Cow Manure Bricks from Pittstown.

ENDNOTES:

¹ Available at Rutgers Cartography site: http://mapmaker.rutgers.edu/HISTORICALMAPS/NJ_1795.jpg, Feb. 13, 2007.

TREASURER'S REPORT

By Andy Kupersmit

TREASURER'S REPORT: JANUARY 1, 2006 THROUGH DECEMBER 31, 2006																															
																															
Balance brought forward		12/31/2005	\$7,951.14																												
Receipts																															
Dues 2006	\$1,590.00	<div>Membership for 2006</div> <table><tr><td>2006 dues paid as of Dec. 31, 2006</td><td>104</td></tr><tr><td>(A net loss of 3 members)</td><td></td></tr><tr><td>Life Members</td><td>2</td></tr><tr><td>Membership as of Dec. 31, 2006</td><td>106</td></tr></table>		2006 dues paid as of Dec. 31, 2006	104	(A net loss of 3 members)		Life Members	2	Membership as of Dec. 31, 2006	106																				
2006 dues paid as of Dec. 31, 2006	104																														
(A net loss of 3 members)																															
Life Members	2																														
Membership as of Dec. 31, 2006	106																														
Donations	\$632.00																														
Coles + Literature sales	\$123.50																														
Auctions	\$0.00																														
*One member paid for 3 yrs																															
Totals	\$2,345.50																														
Expenditures																															
NJPH Journal Printing and Postage (see chart at right)	\$2,681.33	<div>Journal Expenses By Issue</div> <table><tr><th></th><th>Printing</th><th>Mailing</th><th>Total</th></tr><tr><td>November 2005</td><td>\$319.09</td><td>\$220.00</td><td>\$539.09</td></tr><tr><td>February 2006</td><td>\$319.17</td><td>\$227.70</td><td>\$546.87</td></tr><tr><td>May 2006</td><td>\$332.92</td><td>\$227.70</td><td>\$560.62</td></tr><tr><td>August 2006</td><td>\$321.82</td><td>\$227.70</td><td>\$549.52</td></tr><tr><td>November 2006</td><td>\$283.93</td><td>\$201.30</td><td>\$485.23</td></tr><tr><td>TOTALS</td><td>\$1,576.93</td><td>\$1,104.40</td><td>\$2,681.33</td></tr></table>			Printing	Mailing	Total	November 2005	\$319.09	\$220.00	\$539.09	February 2006	\$319.17	\$227.70	\$546.87	May 2006	\$332.92	\$227.70	\$560.62	August 2006	\$321.82	\$227.70	\$549.52	November 2006	\$283.93	\$201.30	\$485.23	TOTALS	\$1,576.93	\$1,104.40	\$2,681.33
	Printing			Mailing	Total																										
November 2005	\$319.09			\$220.00	\$539.09																										
February 2006	\$319.17			\$227.70	\$546.87																										
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November 2006	\$283.93	\$201.30	\$485.23																												
TOTALS	\$1,576.93	\$1,104.40	\$2,681.33																												
Shipping of NJPHS exhibit to and from Wash 2006	\$44.93																														
Totals	\$2,726.26																														
Total Year End Balance		12/31/2006	\$7,570.38																												

As last year, from the above, the obvious and only real expense the Society incurs is the printing and mailing of the Journal, and the numbers show that the average cost has risen from approximately \$400 per issue in 2004 to approximately \$535 per issue in 2006. The reason why costs have risen is mostly because the expanding roster of talented writers for the Journal is doing such a good job that it is getting larger – and therefore more expensive to print and mail! I think every Society member agrees that the benefits of a larger journal far outweigh the extra costs. I thank the writers, Jean Walton and Bob Rose for all of their hard work in producing the fine journal that we all enjoy. Without the Journal, it is doubtful that the Society would continue.

Last year, the Society posted a small surplus of \$285.30 but that was offset by a small but slightly larger loss this year of \$380.76 (due to the timing of receipt of the November 2005 Journal printing and mailing receipts). It is obvious from the above that if the November 2005 expenses had been posted in 2005, then the Society would have posted a small surplus in 2006. Then again, the Society posted a small surplus last year because the November 2005 journal expenses were posted in 2006. I thank the many Society members who contributed beyond their dues. Their \$632 in contributions, an increase over last year, enabled the Society to once again hold dues at the very reasonable price of \$15 per year.

We received an e-mail from member Pat LaPella who suggested that we invest in a NJ based tax free municipal bond. The board of the NJPHS appreciates his suggestion and concern for the well being of the Society. We all share the same goal of maximizing our financial returns and wanting the Society to grow both in membership and financial strength.

As a result, I spoke to a client and friend who is a professional financial broker with over 20 years of experience with Oppenheimer and Janey Montgomery Scott and he said that a NJ based tax free municipal bond mutual fund would yield 4.3%. Because the Society is completely tax exempt, he recommended a taxable bond at 5% with Pimco and has sent me the paperwork. He won't make any money; Pimco will pay him a commission. We will pay no tax on the 5% return.

I also stopped in at Commerce Bank, where the Society's funds are banked and their certificates are not offering great yields, but the 8 month and 16 month CDs are being offered at promotional rates of 5% and 4.75% respectively. The fact that they are promotional means that they are not eligible for rate increases. The other CDs are between 3% and 4%, depending on the length of the CD. The Society can earn the same amount of money with Pimco as the promotional CDs and the funds are always available without penalty in the event that we need them and not only during a short window as with a CD.

As you can see from my report, the Society has just over \$7,500 in the bank and I plan to invest \$5,000, keeping \$2,500 in reserve.

A brief note on 2007 Dues: As of press time, we have received renewals from 77 members, 34 of whom have made donations totaling \$445. We hope the 29 of you who have not renewed as of yet will please do so, along with a small donation if possible!

Andy Kupersmit, Treasurer

MEMBER NEWS: MEMBER ADDRESS CHANGES

MEMBERS WITH NEW EMAILS:

Kurt W. Alstede email kurt@alstedefarms.com
Roger D. Curran email: rcurran@dejazzd.com
Daniel Elliott email: dwejes@patmedia.net
Ron Margulis email: ramcommunications@comcast.net
Bob Rose email rose@daypitney.com
Steven Washburne email: stephen.washburne@verizon.net
Chuck Wrege email: c.wrege@verizon.net

CHANGE OF ADDRESS

Matthew Stoll, 4802 E. Ray Rd., #23-416, Phoenix, AZ 85044-6491 [change in zip code]

RESIGNED/DECEASED:

Brandes H. Smith, 13727 Barryknoll Lane, Houston, TX 77079-5904 – resigned
Harold M. Beckman, 1225 76th St., Apt B-4, North Bergen, NJ, 07047 - deceased
12/25/2006



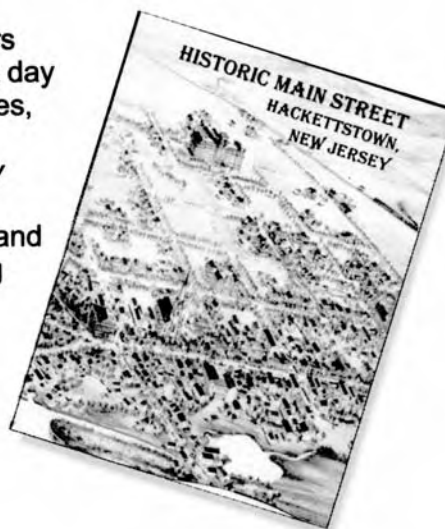
Historic Main Street, Hackettstown, New Jersey

— NOW AVAILABLE —

Co-authors Leonard Frank and Ray Lemasters guide readers from 19th century through present day Hackettstown and introduce them to the industries, businesses, and people in their new book, *Historic Main Street, Hackettstown, New Jersey*

The 180 page, fully indexed book includes pictures and information about Hackettstown's once flourishing carriage industry, the medical profession, the advent and development of the railroad, and much more!

Written over a two and a half year period, this book is a must have for the historian, genealogist, business owner or local resident!



For more information, see us on the internet at <http://www.hackettstownhistory.com>

Purchase price is \$23.00 plus \$4.00 shipping and handling. All proceeds benefit the Hackettstown Historical Society.

..... detach here and mail with payment

— Historic Main Street Order Form —

Name _____

Address _____

City, State, Zip _____

Phone (including area code) _____

Email _____

☐ Check here if you would like your book(s) autographed

Quantity	Price	Total
	\$27 each post paid	

Make checks payable to:
Hackettstown Historical Society

Mail order form and payment to:
ATTN: Main Street Book Sales
Hackettstown Historical Society
106 Church Street
Hackettstown, NJ 07840

HUNTERDON COUNTY DPOs

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

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Look for the following post offices:

Alexandria	Croton
Anthony	Fair Mount
Barbertown	Hamden
Bethlehem	Holland
Bissell	Idell
Centerville	Jutland
Clarksville	Klines
Clover Hill	Linvale 06
Cokesbury	Lower Valley
Copper Hill	Mattisons Co

Mount Airy	Reaville
Mount Green	Rocktown
Mountainville	Sidney
New Hampton	Treasure Island
Oak Dale	Tumble
Pattenburg	Valley
Penwell	Vansycles Store
Perryville	Warren Paper Mills
Potterstown	Wertsville
Raven Rock	Williamsburgh

* Source: New Jersey DPOs by Brad Arch

The following Hunterdon DPOs are not in the puzzle:

Amwell	Everittstown
Asbury Station	Grover
Barley Sheaf	Hepburns
Cherryville	Hunts Mills
Clinton Station	Junction
Cokesburgh	Kingwood
Cooksbury	Klinesville
Coryells Ferry	Locktown

Ludlow	Rileyville
Mount Pleasant	Rowland Mills
New Germantown	Sand Brook Rur. Br
Norton	Santonville
Oak Grove	Sunny Side
Pleasant Run	Van Syckles
Prallsville	White Hall
Reading Point	Woodglen

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

MEMBER ADS

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

Co-Authors Len Frank (NJPHS member) & Ray Lemasters guide readers from 19th Century through present day Hackettstown. Covers industries, businesses, and people. For the historian, genealogist and business owner. See ad on page 52.

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

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

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852, or 973/84-0359.

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

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

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

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

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

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

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

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

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

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

MEMBER ADS

SAMUEL SOUTHARD CORRESPONDENCE ALWAYS WANTED!

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

WANTED: TANSBORO (1862-1906) AND WILTON (1884-1898), CAMDEN COUNTY,

Cancels on cards /covers; South Jersey Q.S.L. cards; better foreign post cards to New Jersey. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

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

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

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

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

YOUR AD NOT HERE?

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

WE NEED ARTICLES NOW!

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

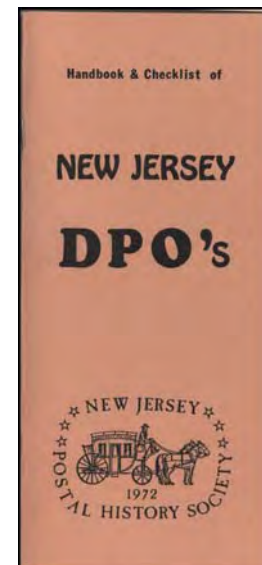
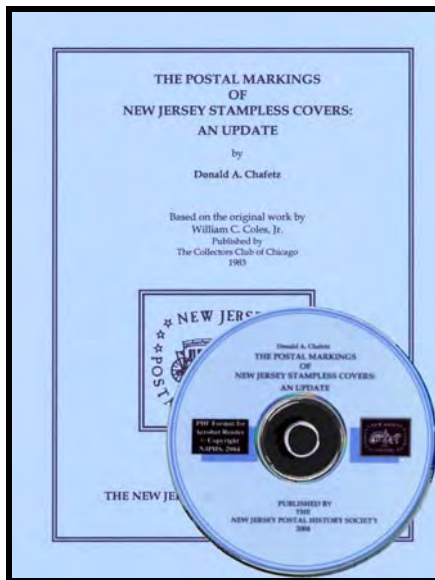
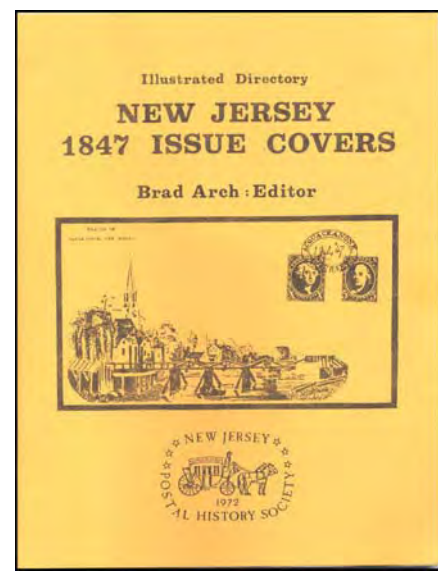
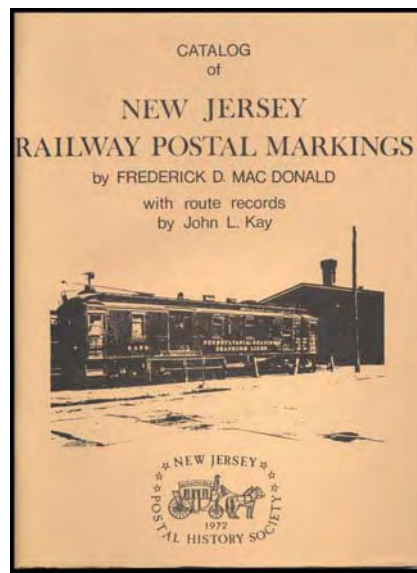
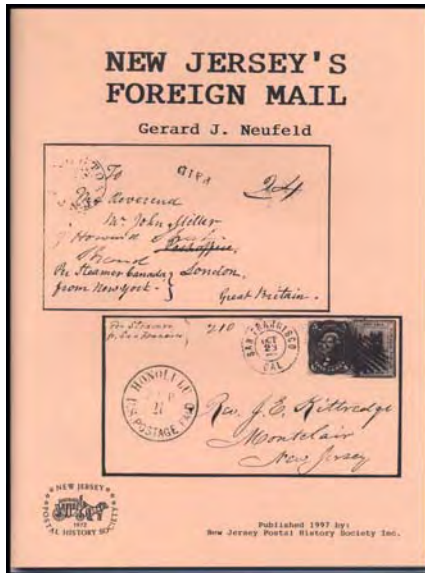
New Jersey postal history are always welcome.

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

Morristown, NJ 07962-1945

or rrose@daypitney.com

NEW JERSEY LITERATURE AVAILABLE NOW!



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

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

