



NJPH

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~ Unique Trenton 10 Cent 1855 Issue ~



This cover is franked with a Combination Pair of 10 cent Type II & IV (#14 & #16), together with a 1 cent Type IV (#9) used in 1856 from Trenton to Hong Kong. This is the only known example of a Type IV Recut on cover from New Jersey and is featured in the Robert A. Siegel Rarities of the World Auction Sale on May 31, 2003. More on page 52.

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Thanks for Donations

The Society gratefully acknowledges the cash donations that the following members submitted with payment of their dues: F. Frelinghuysen, R. Livingstone, P. Marks, R. Silverstein and J. Walton. The Society received a total of \$215.00 in donations from 2003 dues-paying members. Thanks to one and all!

PRESIDENT'S MESSAGE

The Society will host a table at NOJEX '03, May 24-26, at the Crowne Plaza Meadowlands Hotel in Secaucus, New Jersey. I have enclosed a free pass which I hope you will use to visit the Show. Please be sure to stop by at the Society's table to say hello, purchase some literature or sign up new members. If you have a few hours to help out, your assistance would be much appreciated. The Society will hold its annual meeting at the Show on Sunday, May 25 at noon. Long-time Society member, Len Frank, will show and describe his wonderful collection of illustrated organ and piano advertising covers which all originated in Washington (or "Little Washington" as it was called), Warren County. Please be sure to attend what promises to be a most interesting presentation.

I am especially pleased with the content of this issue of NJPH – literally something for every collecting interest. You can make no greater contribution to the Society than your gift of knowledge. If you have an idea, please let me know. We would be pleased to work with you to get it into publishable form, whether only a couple of pages or a full length feature article. Finally, have a great summer!

ROBERT G. ROSE



Come to NOJEX!

Free pass included with your NJPH!

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**Crowne Plaza – Meadowlands
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Secaucus, New Jersey
May 24-26 Sat-Monday**

**Hours: 10-6 Saturday & Sunday
Monday 10AM - 4PM**

Come to the show, meet your fellow NJPHS members, stop by the table and chat a bit!

The annual meeting of the New Jersey Postal History Society will be held on Sunday at 12 noon at the Crowne Plaza, and we would welcome some new faces. Len Frank will speak on the Little Washington Piano and Organ Covers.

Come spend an hour and get to know others, let us know your thoughts on how to improve the NJPHS, its journal, and how the Society serves you. See you there!

For further information, contact Robert G. Rose, rrose@pitneyhardin.com; 973-966-8070, or check the NJ Postal History Society website [<http://members.aol.com/njpostalhistory/nojex.htm>] for map & directions.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

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

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

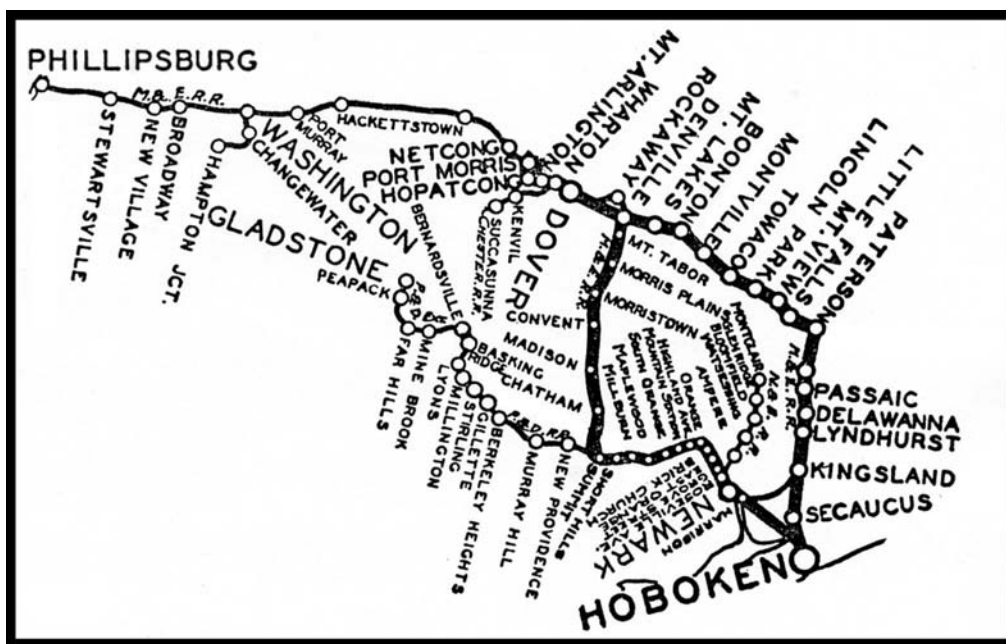
NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 1

Express Companies on the Morris and Essex Railroad

By Bruce H. Mosher

© 2003 Bruce H. Mosher

As railways began operating and expanding in the United States, private express companies sprang into existence. They negotiated exclusive contracts with the railroads and many times followed the railroads with comparable expansions. The Morris and Essex Railroad (M.&E.R.R.) was one of the earliest roads in New Jersey (it was incorporated January 29, 1835) and has its own express history during its railroad development and leasing annals. In 1837, the earliest M.&E.R.R. trains ran between Morristown and Newark. In 1858, the M.&E.R.R. extended as far west as Hackettstown in Warren County. Near the end of its road expansions, the M.&E.R.R. main line connected Phillipsburg with Hoboken along the routes shown in *Figure 1-1*. Note that the Passaic and Delaware (P.&D.R.R. – Gladstone to Summit), the Newark and Bloomfield (N.&B.R.R. – Montclair to Newark) and Chester (Chester R.R. – Wharton to Chester) Railroads were part of the M.&E.R.R. system.



(Courtesy *The Lackawanna Story*)

Figure 1-1. Morris & Essex Railroad routes circa 1865

It is not uncommon, during historical research of nineteenth-century express companies, to find relatively few, isolated accounts that relate to any given research topic. Such is the case for the M.&E.R.R. and its contracted express companies. However, such snapshots in history, when found, definitely prove to be invaluable in reconstructing the past. This report is an attempt to recreate the very interesting 1855 to 1918 chronology of the express companies that used the Morris and Essex Railroad as a carrier for express merchandise. This chronology has been generated by interweaving and expanding on the few historical excerpts and tidbits that have been ‘found’ concerning the involved business parties. If any additional relevant historical information on the express topics in this report can be supplied by any reader, it would be most welcome by the author.

Brees' Express (a.k.a. Brees & Co.'s Express), 1855-69?

Brees' Express (BREX) executed the first documented contract on the M.&E.R.R. The early operations of the BREX business were recorded by Alexander L. Stimson, the loquacious express historian, in 1858:²

"BREES & Co. 's EXPRESS line extends from New York to Hackettstown, N.J., over the Morris and Essex Railroad, and by the Sussex Railroad to Newton, N.J. The founder of it, Bailey Brees, in July 1855, had been engaged for about ten years in running a line of stages to Morristown, N.J. After going into the new business, his son became his partner, and, from about the 1st of January [1858], Stephen B. Brees has had the entire charge of the Express. It is due to him to say, that he well deserves the constantly increasing favor which the public have extended to his business. Originally, they managed to do their business without any wagon; now, they have five wagons and seven horses.

"Brees & Co., (Bailey Brees and Stephen B. Brees,) the proprietors of this Express, have a R. R. contract. Their Agents are located in Jersey City, Newark, Orange, South Orange, Millburn, Summit, Chatham, Madison, Andover, Morristown, Denville, Rockaway, Dover, Drakesville, Stanhope, Waterloo, Hackettstown, Newton, and Schooley's Mountain. They dispatch to those places twice daily. Their New York office, at 66 Courtlandt [sic] street, is a perfect beehive; appearing all the more lively from the frequency of the arrivals and departures of the various Expresses which make it their head-quarters. Brees & Co.'s Express is regarded as very prompt and responsible."

Brees' Express issued hand written receipts for the goods entrusted to them for safe delivery, following the standard practice of many other nineteenth century expresses. The February 15, 1862 BREX receipt shown in *Figure 1-2* documents the delivery of one consigned package from F. Heardy Stunborough (presumably of Morristown) to the Morris Canal & Banking Co. in Jersey City. BREX had an express office at the corner of Market and South Street in Morristown. Along the left side of this receipt, BREX advertises their core business services: forwarding merchandise and money, collecting bills with goods, notes and drafts, and transporting each express shipment in charge of a special messenger. These express services were duplicated by many other large and small expresses of that era.

The BREX receipt defines its group of New Jersey delivery cities and they read identical to the list found in Stimson's 1858 account (did he have a Brees' Express receipt similar to *Figure 1-2* in front of him as he wrote?). Brees' Express service is further explained on their receipt form as

"☞ Packages and Bundles of all kinds forwarded by the 8 A.M. and 5 P.M. Trains from NEW-YORK, each day, Sundays excepted. Orders sent by the Post, from any part of the City, will be promptly attended to."

This 'Post' reference may pertain to the Local Posts in New York City, or it may have been the colloquial name for the USPOD mail service at that time, or it may have applied to both.

(Courtesy NJPHS)

Figure 1-2. 1862 Brees' Express consignment receipt form

BREX maintained at least one office in New York City (NYC). These Brees' EXPRESS office entries were found in a sampling of nineteenth-century NYC business directories:

- 1859³: Morristown, (N.J.) Brees & Co., 169 G'wich.
- 1863⁴: Brees & Co. 162 B'way

The 1863 identification of the business existence of Brees & Co. is the latest literature verification uncovered so far, however, BREX may have continued until 1869 as explained below. The 1863 edition of Lloyd's Railroad and Express Map also shows that Brees' Express (misspelled "Breese's" on the map) was in operation on the M.&E.R.R. Note that the cited New York directories used the 'Brees & Co.' form of the company name that exists in Stimson's 1858 report. Certainly more BREX listings can be found in other annual NYC business directories between 1855 and the late 1860s, but such references are not available to the author. BREX listings should also exist in 1855-70 New Jersey city directories such as Morristown, Newark, Hoboken and Paterson, and perhaps other cities along the M.&E.R.R. routes.

One BREX label issue has been identified (see Figure 1-3) and it cites the M.&E.R.R. carrier affiliation. This imperforate label contains black printing on red paper and contains a 30x25mm outside box frame. The '66 Cortlandt St.'



(Courtesy Larry Lyons; BREX-L1⁵)

Figure 1-3. Brees' Express label circa 1860s.

address on this label refers to the BREX NYC office location as was also stated in Stimson's 1858 report. In the 1863 NYC Business Directory, nine unique private-express enterprises are listed at this address, and there are 12 private expresses listed at this address in the 1875 NYC Business Directory. These facts, plus Stimson's "head-quarters" statement, lead us to believe that a general express office was located at 66 Cortlandt and BREX probably shared this address at some time during their existence. Future discovery of a BREX office at this address in an old NYC business directory (or directories) could help establish the time frame when the *Figure 1-3* label was issued. Incidentally, no contemporary Brees' Express business covers have been reported at this time, but they most certainly were generated and used in the 1860s.

The termination of the BREX business is not chronicled in the historical literature seen to date, but an insightful guess indicates 1869 may have been their final year of operation. The Delaware, Lackawanna and Western Railroad (commonly referred to as the 'Lackawanna' in New Jersey, but referred to as the 'D.L.&W.R.R.' in this report), took over the M.&E.R.R. on a perpetual rental basis on February 9, 1869.⁶ This arrangement allowed the D.L.&W.R.R. to transport anthracite by rail from the coalfields in north-central Pennsylvania across New Jersey to the eastern shipping piers. The Morris & Essex (M.&E.) subsequently retained its road name as a division of the Lackawanna main line after the take-over. In 1870 we find a different express company (Traders' Express) running on the M.&E.R.R., so it seems reasonable to assume that the BREX went out of business by 1869, perhaps even coincident with the acquisition of the M.&E.R.R. by the D.L.&W.R.R.. Of course, the BREX could possibly have ended before 1869 since we haven't seen any published records defining their exact tenure.

Traders' Express Co., circa 1870

Very little historical information has surfaced about the Traders' Express Co. (TRRX) of New Jersey. This company is listed in an 1870 Shippers Guide as the exclusive express on the M.&E.R.R. and its branches for that year.⁷ No mention is made of Brees' Express in the 1870 Shippers Guide. Pre-1870 shippers' guides have not been reviewed, nor have guides for subsequent years up to 1876; so the longevity of the TRRX contract is unknown. However, it does not appear that the TRRX lasted until 1875-76, because there is no mention of it in the 1875 NYC business directory, nor in an 1876 railroad shippers' guide. Maybe the Brees' owners sold their express to the Traders, or perhaps Traders was a completely new express company. We may never know the circumstances about the Brees-Traders express transition, or whether any other expresses operated on the M.&E.R.R. in between these two companies.

One TRRX label has survived the intervening years and it is depicted in *Figure 1-4*. This imperforate label's outside frame measures 58x36.5mm and contains black print on orange surface-coated paper. Other TRRX labels similar to this were probably issued with other M.&E.R.R. station names on them, but none of these have been reported. Contemporary business directories from M.&E.R.R. towns should show where some of the then current TRRX offices were located. It



(Courtesy Frank Q. Newton, Jr.; TRRX-L1⁸)
*Figure 1-4. New Jersey Traders' Express Co.
 label, circa 1870.*

may be erroneous to assume that Traders' Express had their main office in Newark, based solely on the inscription on this TRRX label. The location of the TRRX home office is not known at this time.

Incidentally, it should be noted that the M.&E.R.R. (subsequently named the M.&E. Division of the D.L.&W.R.R.) did not host the Delaware, Lackawanna and Western Express (DLWX) in 1870. This would seem to have been a natural railroad association since the D.L.&W.R.R. took over the M.&E.R.R. in 1869, but apparently it didn't happen. The DLWX was in business in 1870, but records indicate it only served towns in eastern Pennsylvania, west of the Delaware River (i.e., up to the town of Delaware Water Gap). The startup date for the DLWX is unknown at this time, but it is believed to have been between 1864–69.

New York City Local Expresses

In 1870, we find 'New York Local Expresses' are listed on the M.&E.R.R. for the Hoboken station. No specific local express company is cited, but it is well known that several local expresses from the City carried express material across the Hudson River into New Jersey (and in the reverse direction). For example, an 1875 business directory⁹ lists the following NYC local expresses as servicing Hoboken:

- Dodd & Childs, 276 Canal
- Hefferan Michael, 313 Canal
- Patterson John M. 117 John, 131 Franklin, 3 Hudson, 296 Canal, 66 Cortlandt & ft. [foot] Barclay
- Zimmerman George, 170 West

Of course, the above addresses are express company offices in NYC. If any of these expresses were in business before 1875, they could have been a local express that worked on the M.&E. Division of the D.L.&W.R.R.

Dodd & Childs Express Co. is known as having been a local NYC express that was established in 1875 and provided local service to Hoboken (plus other New Jersey towns) as stated in the 1909 advertisement¹⁰ that is illustrated in *Figure 1-5*. It is possible that Dodd & Childs Express delivered express material via the M.&E. Division rail cars (in addition to the Pennsylvania Railroad liaison cited in the 1909 ad) for a few years beginning around 1875.



Figure 1-5. 1909 advertisement of a NYC Local Express that serviced Hoboken, N.J.

Delaware, Lackawanna and Western Express, 1870?–86

Sometime between 1871 and 1875, the DLWX expanded eastward into New Jersey and onto the M.&E. Division. The DLWX presumably replaced the Traders' Express Co. A March 1886 DLWX map (see *Figure 1-6*) identifies some of the DLWX stations in the M.&E. Division. The Phillipsburg to Hoboken thick-lined portion of this map is the M.&E. Division section. Shortly thereafter on May 15, 1886, the DLWX was completely discontinued in New Jersey (and in Pennsylvania and New York as well) and was replaced by the United States Express Company.¹¹

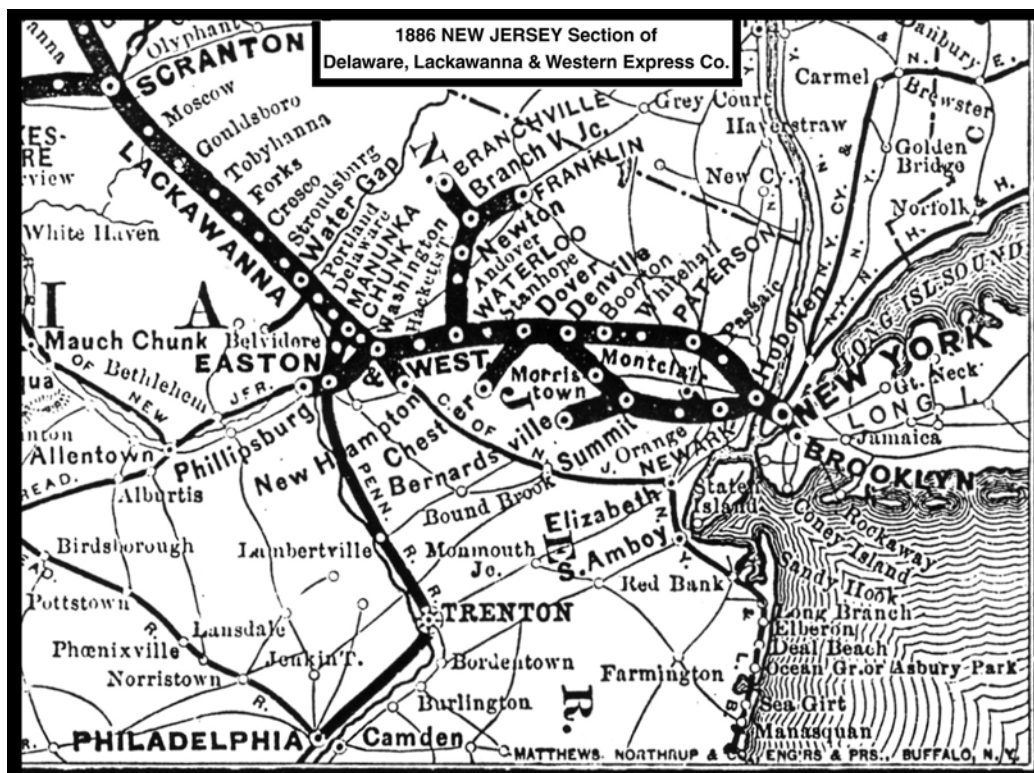


Figure 1-6. March 1886 map of the DLWX in New Jersey.

During its operational years, the DLWX issued many express labels with the name of the forwarding towns printed on them. Among these, at least two different label styles are known to contain New Jersey town names. These imperforate labels were probably issued between 1874–85 and are illustrated in *Figure 1-7*. The largest labels (Bloomfield, Morristown, Newark, and Orange) are printed in black on orange surface-colored paper and their outer box frame lines measure 98x65mm. The smaller labels (Madison and Morristown) are similarly printed in black on orange surface-colored paper, but with 47.5x30mm outer frame boxes.



Figure 1-7. DLWX labels used in New Jersey.

United States Express Company, 1886–1914 on the D.L.&W.R.R.

The United States Express Company (USX) was founded in 1854 and was one of the four largest expresses in the country. In 1886, the USX General Office was at 82 Broadway in NYC. The USX had several contracts with other New Jersey railroad companies prior to 1886. The USX contract on the D.L.&W.R.R. was signed May 15, 1886 and enabled the USX to re-access the Atlantic seaboard after the USX contract with the New York, Lake Erie and Western Railroad (usually called the 'Erie' Railroad) had been terminated earlier in 1886. Beginning in mid-May 1886, the USX enacted all the express traffic on the D.L.&W.R.R., including their M.&E. Division, until the USX went out of business in 1914.

The USX nineteenth-century operations covered almost half of the U.S. and they issued many labels with forwarding town names on them. Some of these labels apparently were used in the M.&E. Division of the D.L.&W.R.R. The USX labels shown in *Figure 1-8* appear to be related to 1886–1914 M.&E. Division express services. However, since these labels are undated, some may have been printed/used for the USX service that had already existed in these towns prior to the USX contract on the D.L.&W.R.R. The New Jersey town of Franklin was on the Sussex RR branch of the D.L.&W.R.R., formerly part of the M.&E.R.R. Montclair was on the Newark and Bloomfield Branch, and Paterson was on the Boonton Branch of the M.&E. Division.



(Courtesy Frank Q. Newton, Jr.)

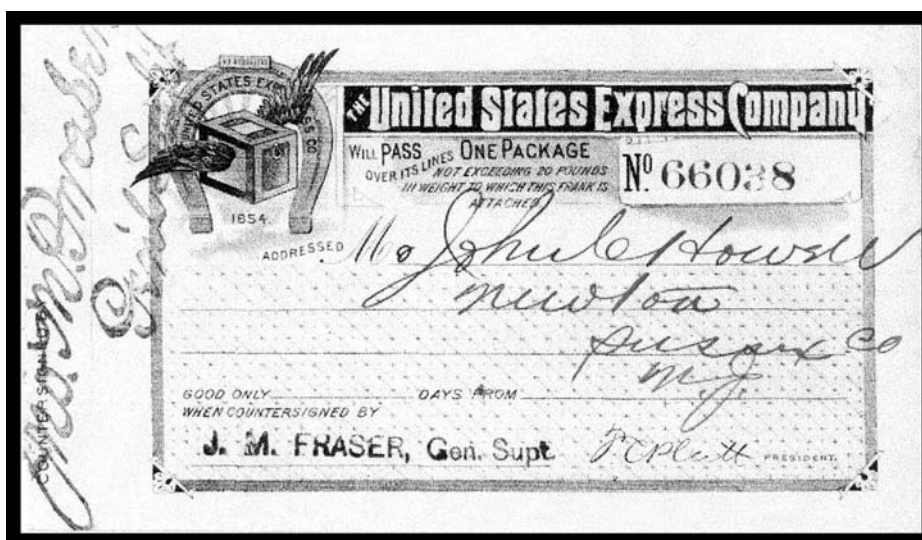
USX-L130

Figure 1-8. Typical USX labels bearing M.&E. Division town names.

The Paterson and Franklin labels contain the USX form number “(25½)” in their upper left corner. These labels are imperforate, contain black printing on orange surface-colored paper, and their box frames measure 63.5x49mm. The Montclair label has form number “(42)” printed along the left side. This imperforate label is black, blue, red and yellow on white paper and was probably issued in the 1890s. It measures 60x48mm at the outside of the starred border. The Newark label is perforated 13.5 down the left side and contains form number “(770)” in the upper right corner. The other three sides are imperforate. It contains orange printing on white paper with a light blue ‘22297’ control number imprint and was probably issued in the early 1900s. It is a Collect on Delivery label that measures 89x47mm at the outer frame box.

The USX also issued short-term Passes for free transportation of personal packages weighing 20 pounds or less. One typical Pass is shown in *Figure 1-9*; it was given to Mr. John C. Howell of Newton, Sussex County, N.J. by John M. Fraser, the USX General Superintendent (probably based at the General Office in NYC). This Pass is not marked with any validity period, although there is provision on the Pass to make such an entry (many similar Passes have a single day to several weeks of validity entered by the issuer).

The town of Newton was on the Sussex R.R. branch of the D.L.&W.R.R. (formerly part of the M.&E.R.R.) This USX type of Pass is known to have been used as early as 1902, so it was probably given to Mr. Howell long after the USX-D.L.&W.R.R. contract was executed in 1886. The *Figure 1-9* Pass has black printing on white paper and the 66038 control number is light blue. The printed portion of the Pass measures 110x58mm and it is vertically rouletted 8 on the left side (the roulettes do not show in the figure). An accounting stub (not shown) was attached along the left side to form a narrow pane. The issuing express agent (John M. Fraser in this example), usually recorded the issue date, name and other pertinent data about the recipient on the stub for company records. A stack of 50 or 100 of these Passes were probably assembled in booklet format with the entire set of 'booklet panes' stapled into the booklet at the left side of the stub. No USX Pass booklets have been seen, but it is known that the Adams Express and American Express Companies issued similar Passes to their Agents in booklets.



(Courtesy Bill Sammis; USX-F25¹²)

Figure 1-9. USX Pass issued for use on the M.&E. Division (Sussex R.R.) of the D.L.&W.R.R.

The USX also issued a large number of denominated stamps during the 1886–1914 time frame that were used for prepayment of express service fees. Although none of these stamps bear any town names, they were widely used throughout the USX network, and undoubtedly many of these were used for express business over the rail lines of the M.&E. Division. *Figure 1-10* shows a few of the USX prepaid stamps that may have experienced M.&E. Division usage. Illustrations, size, colors, and perforation characteristics of the entire group of pertinent USX prepaid stamp issues can be found in the author's *Catalog of Private Express Labels and Stamps* on pages 162–4.



Figure 1-10. Representative USX prepaid stamp.

The USX also issued other express-business label types, none of which contained town names, that could have been used for any of their express routes, including the D.L.&W.R.R. The majority of these types were USX complimentary frank labels and shipment instruction labels whose listings and attributes can be found in the *Catalog of Private Express Labels and Stamps*.

It was standard procedure for large express companies to use postal cards to notify recipients of express shipments that their goods were on hand at the express agency office and ready for pickup. An illustrated example of such is the USX, June 1901 Form 12 postal card (Scott UX-18) that was pre-printed and used in the USX Rockaway, N.J. office (see Figure 1-11.) This card notifies the M. Hoagland Sons Co. in Rockaway, N.J. that as of August 27, 1904, an express shipment had been received at the USX office, and required payment of 30 cents for express charges in order to be retrieved. The card is postmarked August 29, 1904, Rockaway, N.J., and contains the name of W. W. Apgar as the notifying USX Agent. Rockaway was a M.&E. Division railroad station on the D.L.&W.R.R. as is printed on the dateline part of the postal card, and as can be seen in the Figure 1-1 M.&E.R.R. route map.

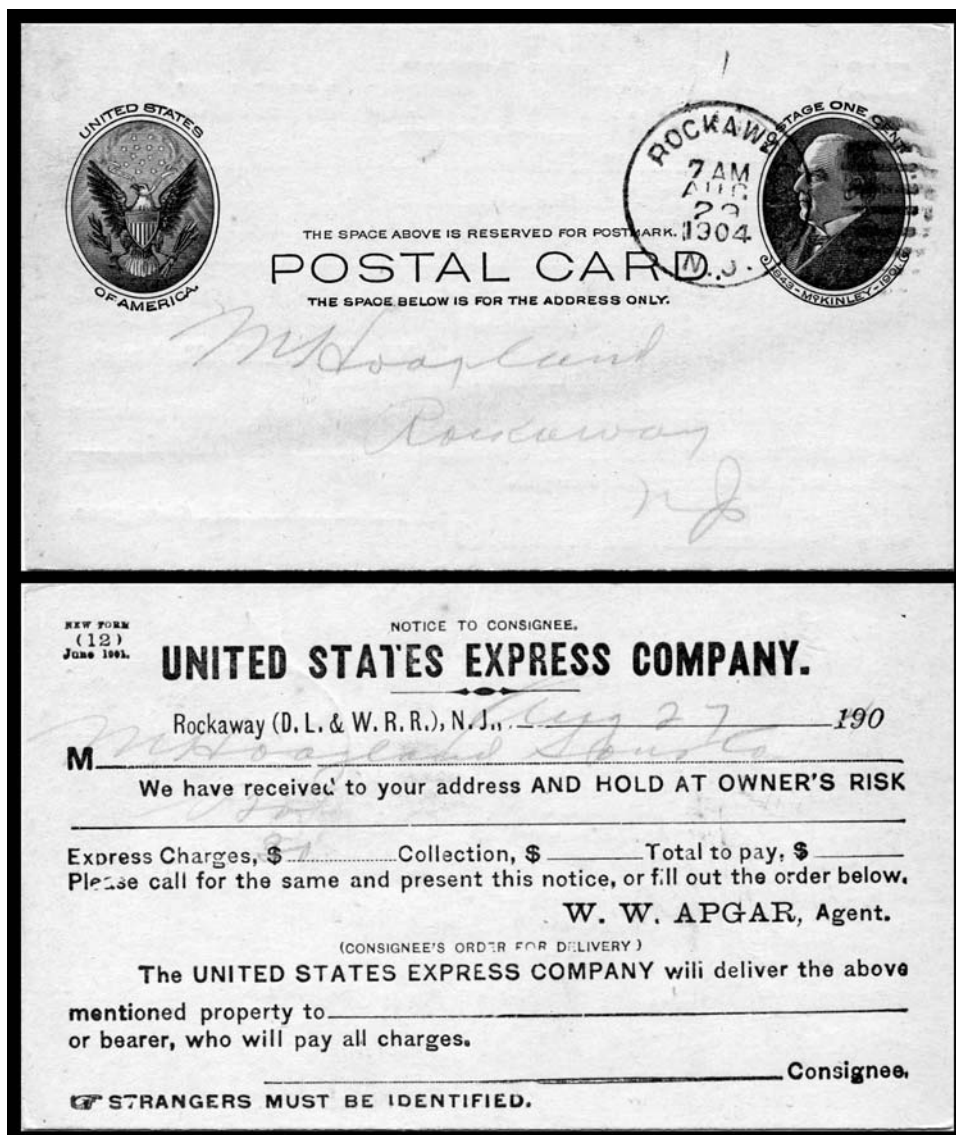


Figure 1-11. August 1904 USX postal card from Rockaway, N.J.

The USX was in the express business until June 30, 1914, when it was dissolved because of dire financial debt. The increasingly stringent government regulations imposed by the Interstate Commerce Commission and the significant package shipment competition from the parcel post system (initiated by the U.S. Post Office in January 1913) are usually cited as the leading causes that led to the demise of the USX. Upon dissolution, the USX express routes were divided among the remaining three large continental expresses—Adams Express Co., American Express Co., and Wells Fargo Express Co. On July 1, 1914, the express business on the D.L.&W.R.R. was awarded to the Adams Express Co.

Adams Express Co., 1914–18 on the D.L.&W.R.R.

The Adams Express Co. (ADX) was formed in 1854 and had extensive operations in New Jersey and Pennsylvania prior to 1914 (to be the subject of a subsequent N J. Private Express Companies article). Late in the nineteenth century, ADX maintained a very large depot facility along the waterfront in Jersey City. So this company was an excellent choice to take over the express business on the D.L.&W.R.R. The ADX issued a lot of express labels, many with forwarding town names printed on them, but none have yet been reported that specifically saw use on the M.&E. Division in the 1914-18 time frame. Generic (no town name) labels issued late in the business life of the Adams Express Co. may have been used for M.&E. Division express services; these labels are identified in the *Catalog of Private Express Labels and Stamps*. No ADX express receipts or express covers have been reported that were used in the M.&E. Division during the 1914–18 time period, although these items were undoubtedly created and saw business use during that time.

American Railroad Express Co., 1918–29

The U.S. government ordered that all major express companies were to be consolidated into the federal American Railroad Express Company (AREC) on June 30, 1918. This declaration ended the package express business portion of the Adams Express Co. throughout the country, and coincidentally ended private express company business on the D.L.&W.R.R. Beginning July 1, 1918, AREC became the only express company on the D.L.&W.R.R., and on all other U.S. railroads.

(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.

-
- ¹ Casey, R.J. and Douglas, W.A.S., *The Lackawanna Story*, 1951, p. 73.
 - ² Stimson, A.L., *History of the Express Companies: and the Origin of American Railroads*, 1858, p. 197.
 - ³ *Trow's New York City Directory 1859-60*, p. 20.
 - ⁴ *Wilson's Business Directory of New York City*, 1863, p. 150.
 - ⁵ Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 48.
 - ⁶ Casey, R.J. and Douglas, W.A.S., *The Lackawanna Story*, 1951, p. 86.
 - ⁷ Campbell, R.A., *Campbell's Shippers' Guide and Travelers' Directory*, etc., 1870, pp 75-82.
 - ⁸ Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 150.
 - ⁹ *Wilson's Business Directory of New York City*, Vol. XXVIII, 1875, p. 222.
 - ¹⁰ Bullinger, E. W., *Bullinger's Postal and Shippers Guide for the United States and Canada*, Jan. 1909, p. 60.
 - ¹¹ "Express Changes in the East," *The Express Gazette*, June 1886, p 81.
 - ¹² Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 155.

THE 10 CENT 1855 ISSUE ON COVER

By Robert G. Rose

Collectors of classic United States issues have seen in the last 15 years, startling usages of the 1851 Issue on cover from Trenton to Hong Kong. The covers are all addressed to Lieut. Earl English on the U.S. Sloop Levant, care of the American Consul in Hong Kong and apparently were once part of a single find. The most valuable of the find includes three covers, each with a 5 cent 1856 Issue in a strip of four with an additional 1 cent blue paying the 21 cent American Packet rate to Hong Kong. These usages include two identical covers from Trenton on August 19, 1856 and a third on September 5, 1856.

Now, for the first time at auction, nine additional covers from the English correspondence will be sold in the annual Robert A. Siegel Auction Galleries Rarities of the World Sale on May 31, 2003. Six of these covers are franked with combinations of the 10 cent green imperforate used in combination with a 1 cent blue to make up the 21 cent American Packet rate. Illustrated below are three outstanding covers from this sale.



Lot 247, above.~The finest of the group is illustrated above. The 10 cent is a combination pair of of Type II & IV (# 14 & 16), the latter position 54L 1, recut at bottom, with a 1 cent blue, Type IV (#9), all tied by red grids and a matching "Trenton N.J. Nov 21, 1856" postmark through New York and Liverpool to Hong Kong. The Hong Kong backstamp is dated February 1, 1857, or some three and a half months in transit to the Far East.

Lot 249, below: The 10 cent is a pair of Type III (#15) used with a 1 cent blue (#9), all tied by "Trenton N.J. Mar 4" postmarks through New York and Southampton to Hong Kong (May 23, 1856) with a red "Forwarded by Desilver & Co. Hong Kong oval handstamp on back flap of cover.



Lot 251, below. The 10 cent is a pair of Type II (#14) used with a 1 cent blue (#9), all tied by red "Trenton, NJ July 29, 1856" postmarks through New York and Liverpool to Hong Kong.



JOSIAH SIMPSON STUDDIFORD: Civil War Correspondence

By Jim Walker

Two interesting telegrams sent from Lambertville, New Jersey via The American Telegraph Company in 1862 bring to life for us the Civil War as it affected New Jersey. These two telegrams were then mailed to the recipient in the cover shown. The telegrams and cover concern an engagement in which the 4th New Jersey Regiment of Volunteers took part. This took place on June 27, 1861 at Gaines Mill, Virginia, and was a part of Gen. McClellan's peninsula campaign.



Cover addressed to Surgeon J. Simpson, USA Medical Director, Middle Dept, Baltimore, Maryland and noted received July 6, 1862

Josiah Simpson Studdiford was the son of the well-known Presbyterian minister, the Rev. Dr. Peter O. Studdiford and Ellen Simpson. He was born in Lambertville, N.J., July 2, 1837. With the outbreak of war in 1861, Josiah left his study of law at Princeton and joined the 4th New Jersey Regiment of Volunteers as Regimental Adjutant. Colonel James H. Simpson, the commanding officer, was Josiah's uncle.

The first telegram, datelined Lambertville, July 3, 1862, is from James H. Studdiford, Josiah's brother, a physician practicing in Lambertville from 1857 to 1870. It is addressed to their uncle Josiah Simpson, who apparently young Josiah was named after, and the doctor who trained James in the art of medicine.

The message reads: "Josiah is supposed to be killed, Shall I go on?" and demonstrates the limited sources of information at this time. The second telegram, sent the following day and dated July 4, 1862, states "See Philadelphia Inquirer of yesterday. Uncle & Josiah reported missing."

The newspaper reported the battle and listed the casualties. Josiah and Colonel Simpson were on the list of the missing. This information was carried to their uncle in Baltimore in the cover with the #65 posted at Lambertville July 5, 1862. [It is probable that these messages were preceded by messages sent by wire.]

THE AMERICAN TELEGRAPH COMPANY.
NORTH, SOUTH, EAST AND WEST.
 Connecting with all the Southern, Western, Eastern and Northern Lines of Telegraph.

Terms and Conditions on which this and all Messages are received by this Company for Transmission.
 In order to guard against errors or delays in the transmission or delivery of messages, every message of importance ought to be REPEATED, by being sent back from the station at which it is to be received to the station from which it is originally sent. Half the usual price for transmission will be charged for repeating the message, and while this company will, as heretofore, use every precaution to insure correctness, it will not be responsible for errors or delays in the transmission or delivery of repeated messages, beyond FIFTY dollars, unless a special agreement for insurance be made and paid for at the time of sending the message, and the amount of risk specified on this agreement; nor is the company to be responsible for any error or delay in the transmission or delivery or non-delivery of any un-repeated message, BEYOND FIVE DOLLARS, unless in the manner specially insured and amount of risk paid for at the time. No liability is assumed for any error or neglect by any other company over whose lines this message may be sent to reach its destination. No liability for any errors in cipher messages.

CAMBRIDGE LIVINGSTON, Sec'y, **E. S. SANFORD, Pres't,**
 145 BROADWAY, N. Y. 145 BROADWAY, N. Y.

No. COMPLAINTS SHOULD BE SENT TO THE SECRETARY.

Date Lambertville July 3 1862.

Rec'd, 3 1862, o'clock, min. M.

To J. Simpson
Surg. Genl
89 Camden

Josiah is supposed to
be killed. Shall I
go on
J. H. Studdiford
10. pd

The Studdiford family fears were eased a bit with the news soon to come that their missing relatives had been taken prisoner. They were returned in an exchange, in time to take part in the second battle of Bull Run on August 27th. By the end of the war, Col. Simpson had risen to the rank of Brigadier General.

THE AMERICAN TELEGRAPH COMPANY.
NORTH, SOUTH, EAST AND WEST.
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Terms and Conditions on which this and all Messages are received by this Company for Transmission.
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CAMBRIDGE LIVINGSTON, Sec'y, **E. S. SANFORD, Pres't,**
145 BROADWAY, N. Y. 145 BROADWAY, N. Y.

No. COMPLAINTS SHOULD BE SENT TO THE SECRETARY.

2 Dated Lambertville July 4 1862.

Rec'd July 4 1862, 6 o'clock, min. M.

To Surgⁿ Geo Simpson
Med Director
89 Camden St
See Philadelphia Inquirer of
Yesterday Uncle & Joseph
reported missing
JH Studdiford

Adjutant Josiah S. Studdiford was not as fortunate. On September 14, 1862, while advancing with 4th N.J. at Crampton's Gap, Maryland, he was killed by artillery fire. Studdiford's remains were returned to his family and are buried in the Mount Hope Cemetery in Lambertville, N.J.

POSTALLY USED COLUMBIANS OF 1992 - New Jersey Usages

By Paul Schumacher



1¢ value ~ issued in blue



5¢ value ~ issued in brown

Both stamps used Sep 9, 1992 at the D.V. Daniels Facility at Kearny, NJ

In 1992, the USPS produced a reissue of the well-known Columbian stamps, which were originally issued in 1893 to commemorate the 400th anniversary of Columbus' discovery of America. At the 500th anniversary, there was less commemoration, but this reissue was one such event.

These stamps used the same designs as the 1893 issues, with the exception that in the upper right corner, the date was changed from 1892 to 1992. Here we will show all 16 values of the reissued 1992 Columbians in postally used condition, with New Jersey cancels.

Viewers who detect a philatelic touch to the covers should remember that the stamps were marketed solely to an audience of collectors and that each item here served a legitimate postal function.

A number of factors must be considered when judging the scarcity of covers bearing the 1992 Columbians.

- First, a conscious decision was made in the design phase not to re-work the dies to reflect rates prevailing in 1992. Thus, the stamps were very expensive and virtually useless to the general public. [A set of four 29¢ stamps of new designs were also issued in 1992 commemorating the 500th anniversary of Columbus' arrival in the New World, obviously intended for use at the 29¢ rate for first class letters in 1992.]
- Second, it was also decided in the design phase to further discourage use of the stamps by issuing them in small sheet format, with a large and pretty picture added to each sheet.
- Third, the printing run was only two million sets, a postally insignificant amount.
- Fourth, the stamps were clearly aimed at the collector market, as indicated by the fact that they were sold only in sets at \$16.34 per set, and only at stamp shows or by mail order.

There is no question that the covers shown here are "manufactured," in order to get these stamps in used condition; however, without this, these stamps would never have been used.

POSTALLY USED COLUMBIANS OF 1992 - Paul Schumacher

The 1992 set, as the 1893 set, included the following values: 1¢, 2¢, 3¢, 4¢, 5¢, 6¢, 8¢, 10¢, 15¢, 30¢, 50¢, \$1, \$2, \$3, \$4, and \$5, for a total of 16 stamps. Because of the many low values, often at least three Columbians were necessary to make up the 29¢ letter rate.

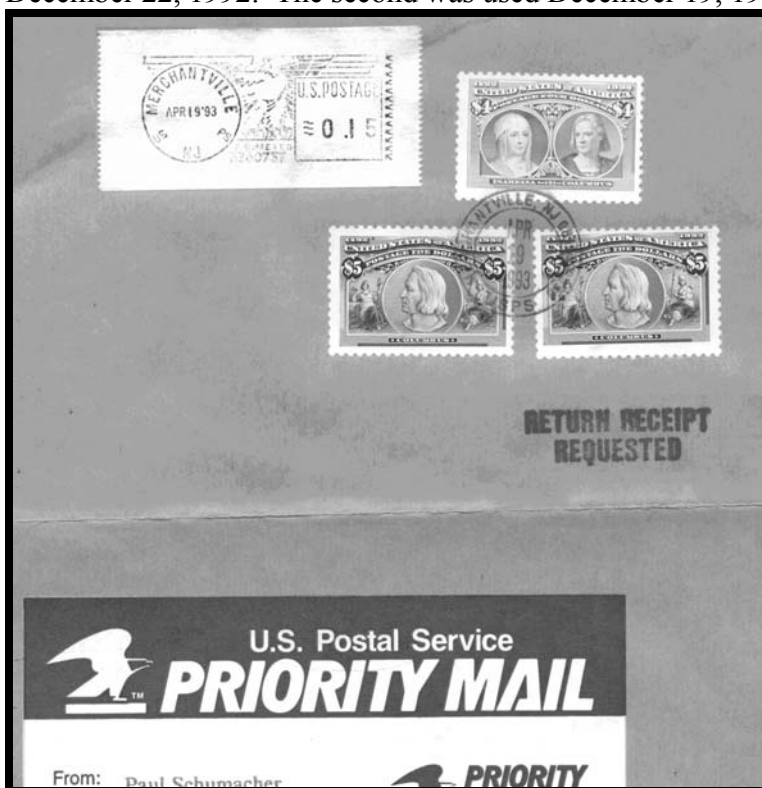


Three Columbian covers are shown with multiple stamps from the set to make up the 29¢ letter rate. The bottom one is from the North Jersey Mail Facility and was sent by Brad Arch on June 10, 1993.

Higher values were useful for paying for heavier weight covers, and for Priority Post.



Two covers, the first showing three Columbians ~ \$2, 30¢, and 6¢ ~paying the 10 oz first class rate in 1992, and the second, a Priority Post cover, using a \$3 stamp to cover the \$2.90 Priority Post rate, 10¢ overpaid. The first is sent from the GMF at Bellmawr, NJ on December 22, 1992. The second was used December 19, 1992 from GMF South Jersey.



Another large Priority Post package with return receipt requested is paid for with two \$5 stamps, one \$4 stamp, and an additional 15¢ meter from the Merchantville, NJ post office on April 19, 1993.

POSTALLY USED COLUMBIANS OF 1992 - Paul Schumacher

Express Mail was another opportunity to make good use of the high value stamps. Here are two separate Express Mail covers, each requiring \$15.95 in postage.



The Express package piece shown at left, similar to the one below, is franked with a \$1 stamp, a \$2 stamp, a \$3 stamp, and two \$5 stamps, one with the sheet in which it was printed, overpaying 5¢. This package was mailed at Merchantville on July 20, 1992.

The \$15.95 postage Express Mail fee is again paid here by several different dollar value stamps, that is, two \$4 stamps, one \$3 stamp, and the \$5 stamp including the souvenir sheet in which it was printed, for an overpayment of 5¢. It was mailed at Merchantville, NJ on October 28, 1992.



The high fees for Registered Mail also provided logical uses for the high value Columbians, and shown here are two such registered uses.

This usage of the Columbian stamps pays a Registered fee of \$8.15: a \$4 stamp, a \$3 stamp, a \$1 stamp, plus an 8¢, a 6¢, and a 1¢ stamp. Note that the \$3, 8¢, and 6¢ are se-tenant.

This package was sent from the Cherry Hill, NJ Main Office on January 21, 1994.



This piece mailed on March 28, 1994 from Merchantville, NJ, is similar to the above, except that a return receipt was requested, for an additional fee of \$1. The 1992 Columbians used here are a \$4, a \$3, and a \$2, plus a 10¢, and 3¢, and a 2¢, for a total of \$9.15. The \$4, 3¢ and 2¢ are se-tenant.

POSTALLY USED COLUMBIANS OF 1992 - Paul Schumacher

As pointed out earlier, these stamps were issued only in souvenir sheets, with three stamps per sheet, se-tenant. The \$5 stamp was the only one printed one to a sheet. This produced the following se-tenant stamps:



50¢ + 30¢ + 5¢

\$1 + 4¢ + 1¢

\$2 + 15¢ + 10¢

\$3 + 8¢ + 6¢

\$4 + 3¢ + 2¢

The original Columbians were printed in sheets of 100 and 200 each, with no combinations as we show above.

The cover below is franked with eight re-issued Columbians (half of the set), to pay 52¢ postage, and \$5.25 for registration with \$1000 insurance, plus \$1 for a return receipt, for a total of \$6.77. It was mailed at the Cherry Hill NJ Main Office on September 12, 1992.



Finally, the following cover shows a full set of all 16 values used on one cover, plus nine duplicates, to pay the exact \$19.05 due on this package to Zone 6 (13lb, 4.5 oz), registered, with insurance (\$12.80 postage, \$5.25 Registration, plus \$1.00 for a return receipt for a total of \$19.05). It was sent August 25, 1993 from Merchantville, NJ. Note that all 5 se-tenant possibilities are used, in addition to the \$5.

A full set of 16 Columbian stamps, plus nine duplicates, pay \$19.05 on this package.

REGISTERED NO. R 739100 425		POSTMARK OF MERCHANTVILLE, NJ 08103 AUG 25 1993 USPS
Post Office Completion (Please Print)	Reg. Fee \$5.25 Special Delivery \$ Handling Charge \$ Return Receipt \$1.00 ZONE 6 Postage (13lb, 4.5oz) \$12.80 Restricted Delivery \$ Received by <i>E. Kelly</i>	Customer must declare Full value \$1,000— <input checked="" type="checkbox"/> With Postal Insurance <input type="checkbox"/> Without Postal Insurance \$25,000 Domestic Ins. Limit
Customer Completion (Please Print)	FROM PAUL SCHUMACHER BOX 2411 CHERRY HILL NJ 08034 1993 OMAHA STAMP SHOW - LEON MYERS STAMP CENTER TO P.O. BOX 1 BOYS TOWN NE 68010	

PS Form 3806, RECEIPT FOR REGISTERED MAIL (Customer Copy)
June 1986 (See Information on Reverse)



CAMDEN, NEW JERSEY

By Gene Fricks

[This article was prepared for a presentation at the US Philatelic Classics Society, New York Chapter, meeting at the Collectors Club in New York on February 11, 2003. It was part of this Society's concentration on New Jersey this year.]

Camden, New Jersey owes its existence to those two staples of New Jersey – real estate speculation and a reluctance to pay for public improvements and the concomitant taxes. Its postal history closely mirrors the history of the city during the course of its ups and downs.

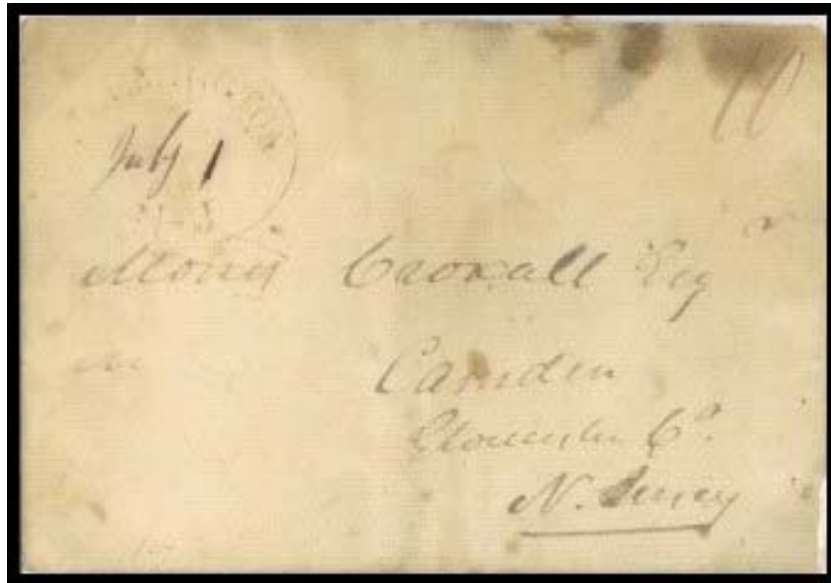


Figure 1. *SFL from Flemington, NJ in 1833, addressed to Morris Croxall in Camden, Gloucester County, before the formation of Camden County.*

European settlement in the area dates to 1626 with establishment of Fort Nassau by the Dutch West India Company for trading with the local natives.¹ Swedish and English competition soon appeared. European overland communications date to at least 1660 by runners from New Amsterdam on Manhattan Island.² After 1664, with English hegemony came the proprietary government of the so-called West Jersey colony. A consortium led by John Fenwick, William Penn, and Edward Byllange divided this West Jersey colony into tenths for sale to speculators and settlers. This division continues to be reflected in county boundaries and played a role in the disputes that led to the rise of Camden.

The Third Tenth, between the Pennsauken and Timber Creeks, was purchased by a group of Irish Quakers, with ties to the Scots' proprietary group in Middlesex county headed by William Dockwra and his Undertakers. They also owned the London Penny Post about the same time. Another settler, William Cooper, established himself at Pyne Point, at what would be called Cooper's Creek.

In 1686, the residents of Third Tenth met in Gloucestertown (now Gloucester City) to petition the General Assembly to establish Gloucester County. By 1690, William Cooper operated a ferry to Philadelphia. A number of other ferries came into being by 1727, and with them, roads to the interior, taverns and public houses, sawmills, tanneries, blacksmiths, communities, and eventually post offices.

Gloucestertown had become a country retreat for Philadelphians by 1700, with a spa, hunt club and race track. The area grew slowly, throughout the 18th century, typical of an overwhelmingly agricultural region. The Revolutionary period visited privation upon the region during the British occupation of Philadelphia. A fire in 1786 in Gloucestertown destroyed the county courthouse and led to the relocation of the county seat to Woodbury.

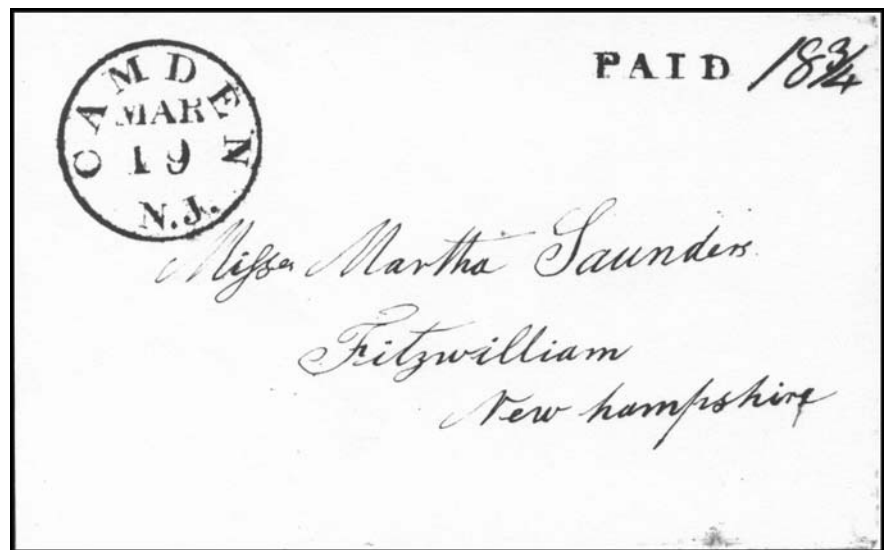
Some glimmers of industry arrived with John Fitch, who in 1787 tested his first steamboat at Cooper's Point and operated a financially unsuccessful steamboat service to Burlington until 1790. On March 31, 1802, Benjamin Cooper, grandson of William, made his "first return"³ as postmaster at Cooper's Ferry, and what was to become Camden enjoyed its first mail service.⁴

By 1810, passengers could travel from New York to Philadelphia in a mere day-and-a-half by taking either Livingston or Vanderbilt's ferry to New Brunswick, crossing to Bordentown by stage, and then taking another steamboat to Philadelphia. A steam ferry between Cooper's Point and Philadelphia soon emerged. All this activity increased the demand for firewood, the value of timberlands, and the volume of business along the creeks and rivers of the hinterland.⁵

Camden, named for Charles Pratt, Earl of Camden, began as a real estate development by Jacob Cooper in 1764. Development proceeded slowly and by 1824, industries such as tool and carriage makers, meat packers, candle manufacturers began to take advantage of the outstanding transportation opportunities. The state legislature authorized the only state chartered bank south of Trenton in 1812. When in 1824, the grand jury suggested that the courthouse in Woodbury required replacement, Camden residents quickly made a bid to move the county seat to their village. A referendum, marked by the usual practice of 'voting early and often,' defeated the bid.

In 1828, the legislature incorporated Camden as a city, partly to improve police protection and partly to increase local control. A visit by John James Audubon later that year gives us some insight into the character and appearance of the city: a collection of small communities separated by farm and woodlands.⁶ William Coles stated that the Cooper's Ferry post office was renamed Camden in 1829,⁷ and on June 22, 1829 Isaiah Toy submitted his first return as postmaster of the new post office at Camden. In fact, the post office was moved from the ferry to the central Camden community within the municipality.

Fig. 2. An 1838 SFL at the Single Letter 18^{3/4} Rate [150-400 miles] from Camden, NJ to New Hampshire.



CAMDEN, NEW JERSEY ~ Gene Fricks

The most influential factor for Camden development was Colonel John Steven's charter in 1830 for the Camden and Amboy Railroad. The railroad corridor would define the economic heartland of New Jersey for 150 years. The first locomotive arrived in Camden in January 1834. Within 20 years, a railroad line to the shore, at a place soon to be named Atlantic City, added to the economic power of Camden. In 1837 the shore area established a new county, Atlantic County, which emboldened those in Camden to try again to capture a county seat.

In the 1840s and 1850s, Camden was solidly Democratic, while most of the surrounding communities voted Whig. A heated campaign in the legislature for the new county was decided on strictly party lines in 1844, with the formation of Camden County. By 1848, construction of the courthouse was authorized, and the buildings completed in 1855. Camden exhibited far less interest in national questions until 1860, with party affiliations most apparent in the selection of a postmaster.



Fig. 3. Franking label from Camden Dispatch



Fig. 4. Jenkins' Camden Dispatch cover, (89L1) which was sold in the Hall Collection by Robert A. Siegel Auctions in Sale 830. It is one of 11 recorded covers with the Jenkins' lithographed stamp. This cover is ex-Ferrary.



Figure 5. Blood's Penny Post cover, used on May 11, 1860. The Blood's local carried the letter as far as the Philadelphia post office, and the post office carried it to Camden.

Camden received no shipments of the 1847 first government issues of either denomination. One cover is recorded in the Alexander census, with a 5c single to Doylestown PA with a manuscript cancellation (no year date).⁸ During this period, Camden used a black circular datestamp.⁹

In 1853, Samuel H. Jenkins established a delivery company, Jenkins' Camden Dispatch.¹⁰

Slavery continued to exist in the county through the 1840 census. Strong Quaker reaction effected the eradication of the 'peculiar institution' by 1850. Communities of ex-slaves grew up in the county and Camden city; several eventually were served by post offices.¹¹

After the firing upon Fort Sumpter, patriotic sentiment swept the city and four companies of volunteers were raised for the 4th New Jersey Infantry. Later, a reconstituted 4th Regiment would see

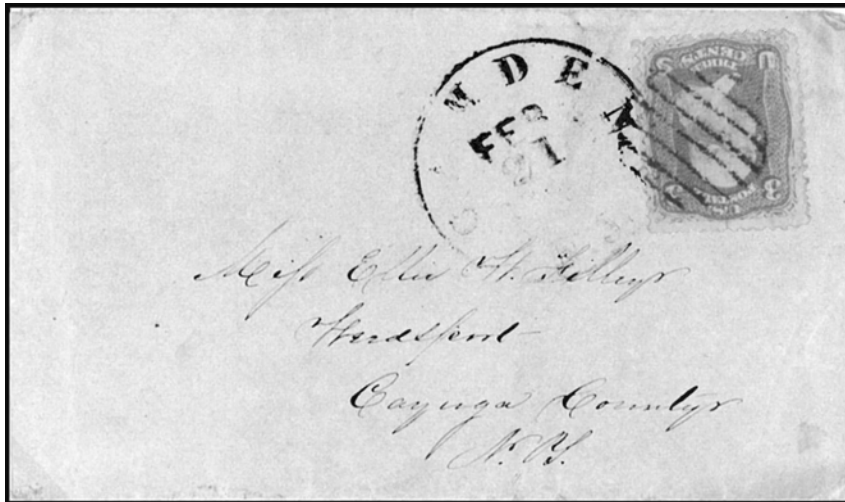


Figure 6. 22mm Handstamp with Grid Killer, used on Issue of 1861[Feb 21].

heavy action throughout the war in the East. Six companies serving with the 6th Regiment under General Sherman assisted in the devastation of Georgia. A Sanitary Fair was held in Camden in early 1864 to raise funds for medical supplies. Postal artifacts should exist for the Civil War period, yet few have surfaced. Camden County contributed 1,200 draftees to the Union.

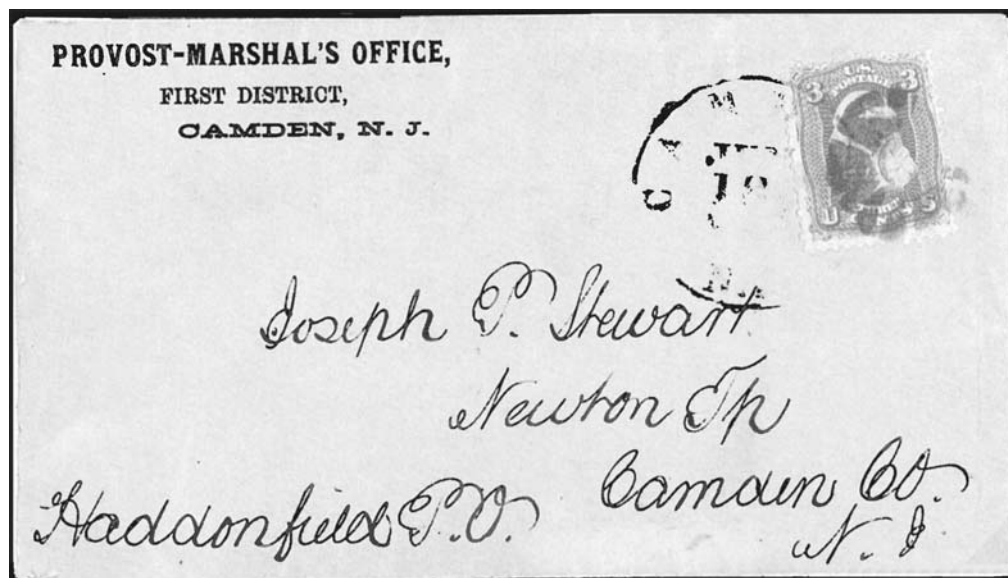


Figure 7. The Provost Marshal's Office began operations May 2, 1863. This letter may have contained a draft notice. It is cancelled June 12, using a 32mm handstamp and a rosette killer.

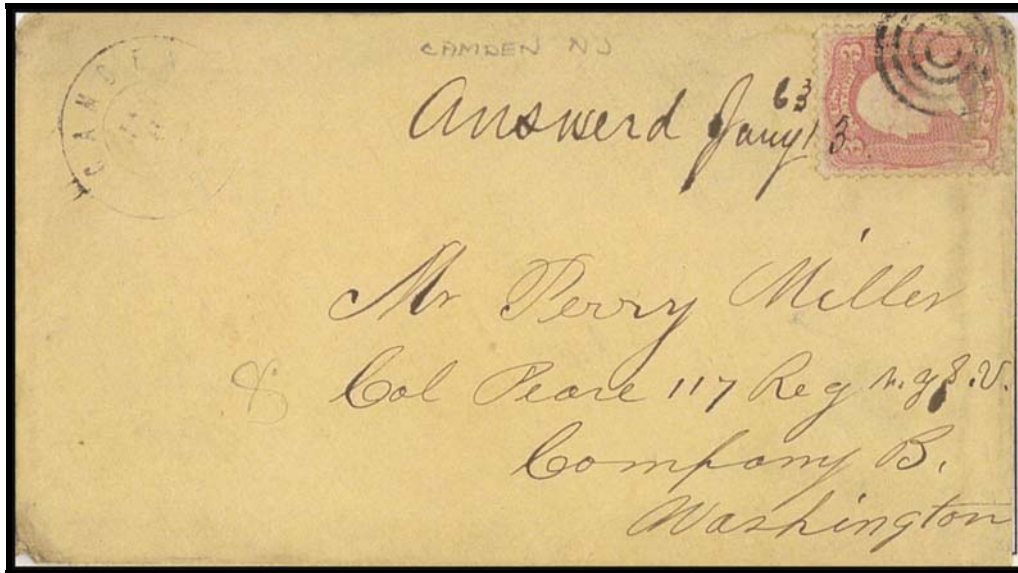


Figure 8. 25mm double ring cancel with multi-ring killer, used at Camden on Jan 6, 1863.

In 1871, the state legislature expanded the city to 6½ square miles, taking in Kaighnsville, a black settlement begun in the 1840s and the village of Stockton. Neither is recorded as having had a post office. Camden had acquired a waterworks, gas lighting, and a sewer system but most importantly, an extensive rail and streetcar network. Streetcar mail service was never attempted in Camden. Manufacturing grew tremendously in the postwar period. Shipbuilding had become a major factor, having expanded from the Philadelphia side of the Delaware River. Richard Esterbrook's steel pen factory, which employed only 15 workers when founded in 1858, grew to employ hundreds and served a national customer base. The American Nickel Works began in 1862, and was the nation's only nickel refinery. Joseph Campbell and Archibald Anderson built a factory on North Second Street in 1869 to make condensed soup.



Figure 9. American Postal Machine Co. cancel on Issue of 1898, Type 3, on a lovely Esterbrook advertising cover used from Camden Sep 2, 1898. Esterbrook was founded in 1858.

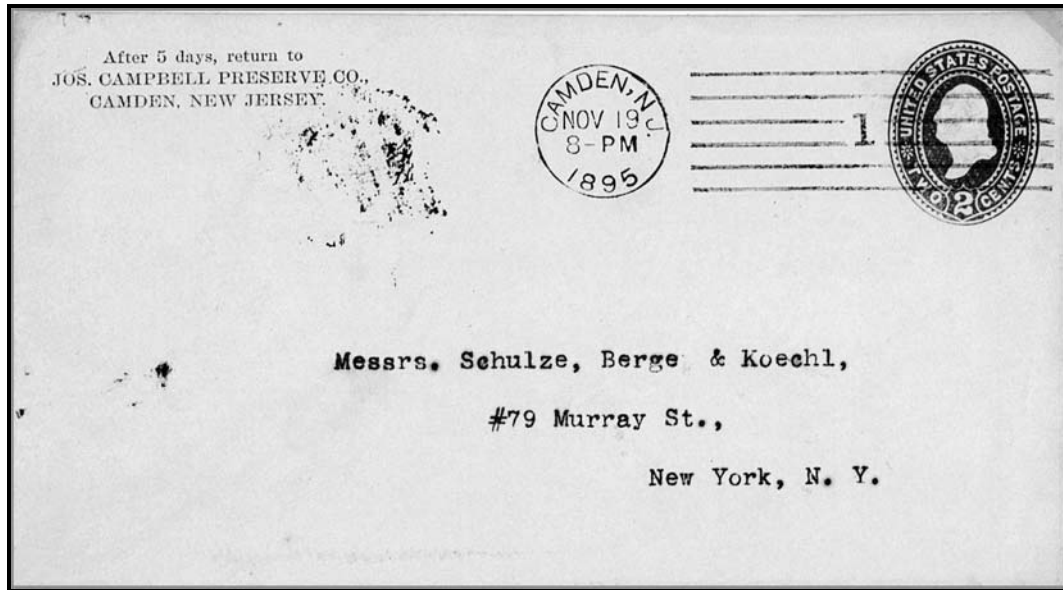


Figure 10. International Postal Supply cancel, Type D5, on stationery envelope with advertising corner from Jos. Campbell Preserve Co., used at Camden Nov 19, 1895. Campbell was first established in Camden in 1869.

In the post Civil War period, Camden consistently voted Republican (only one Democrat was elected mayor between 1869 and 1932). Congressman John F. Starr, Republican from Camden, was the only member of the New Jersey delegation to vote for passage of the 13th amendment to the Constitution to abolish slavery. Again, this party alignment was reflected postally in the selection of postmasters. In 1876 Charles P. Stratton, judge of the Court of Common Pleas, admitted disbursing large sums from Washington to local friends of the party, compiling lists of loyalists to receive government jobs at the Philadelphia Navy Yard. This penchant for corruption continued - George M. Robeson, who had been state attorney general in 1867, was appointed Secretary of the Navy in the Grant Administration. Robeson went on to make a name for himself with corruption of shipbuilding contracts on a massive scale. Never indicted, he was then elected to the House of Representatives and had a long and successful legal career in Camden. United States Senator Alexander T. Cattell, a close friend of Robeson's, was a banking ally of Jay Cooke, who attempted to corner the country's gold market. After Cattell's return to private life in 1874, he continued his banking interests in Camden.

By 1880, Camden was the 44th largest city in the United States with 41,659 residents most of whom were employed locally. Camden held attraction to Philadelphians only for its accessible saloon district (77 saloons) or lax marriage license laws.

With the advent of the 20th century, Camden experienced several significant economic and political developments. The New York Shipbuilding Company, unsuccessful in securing a shipyard site in Staten Island, built the most modern, and for a while the largest, shipyard in the United States, on the mud flats of Newton Creek. This began to draw a flood of immigrant workers from Eastern Europe. Soon Camden had a large Polish and Scandinavian component of its expanding population. New York Ship began to build a "company town," the Yorkship neighborhood, to house these workers. The Public Service Corporation, founded in 1903 by Thomas McCarter of Newark, expanded a public transit network throughout the region to bring these workers to the riverfront.

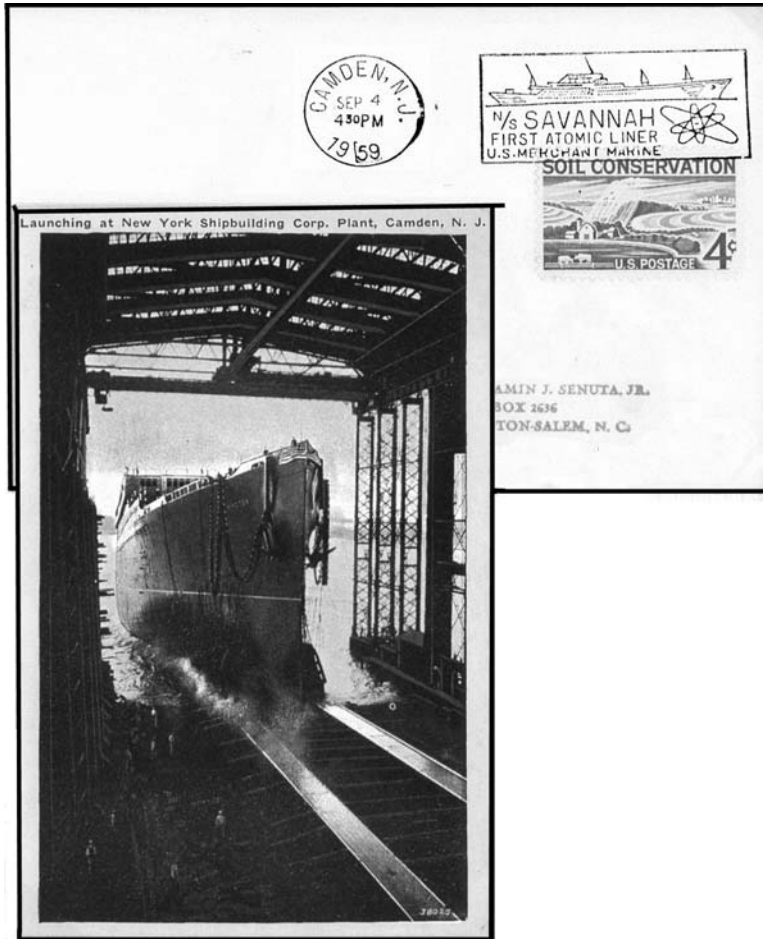


Figure 11. N.S. Savannah special cancel, Sep 4, 1959, and picture postcard of ship launching at the NY Shipbuilding Corp., Camden, NJ.

James Johnston founded the Victor Talking Machine Company in Camden to manufacture 'victrolas' and establish the basis of the American electronics industry. In 1924, the Victor Company would merge with the Radio Corporation of America.

Postally, Camden was caught up in developments of a national scale. The first attempts at centralized processing of mail led to the reorganization of the area's delivery system, where surrounding post offices became branches. Camden's Central Airport, opened in the late 1920s, served as the Philadelphia region's airmail outlet. Experiments were conducted in transporting mail from Philadelphia's main post office to the airport by autogiro¹² – experiments

Figure 12. Chambers-Type Duplex hand-stamp on an airport dedication cover from Central Airport, Camden, New Jersey, Sept 21, 1929.



Figure 13.
An Autogiro
first flight
cover, used
from the
Camden, NJ
Air Mail
Facility on
July 6, 1939.

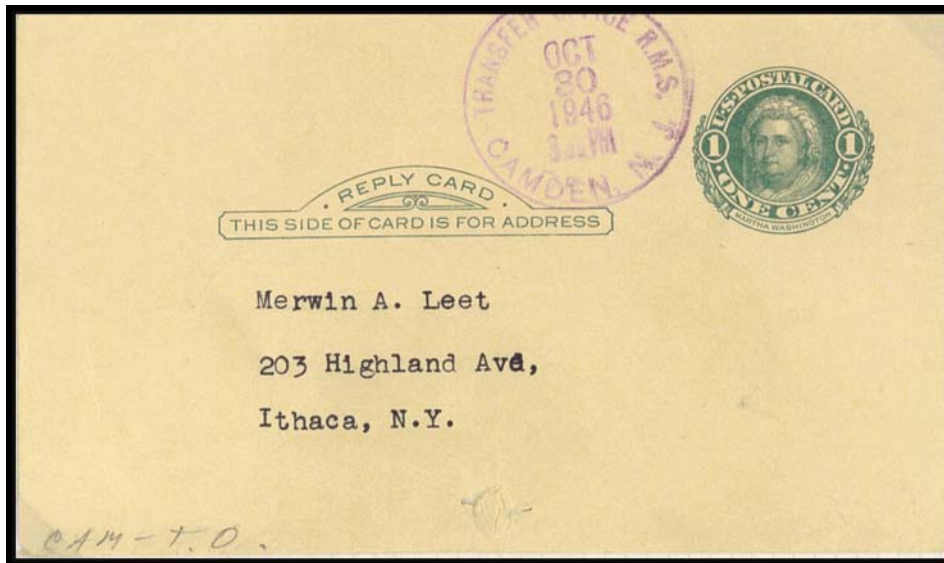


Figure 14. Transfer
Office R.M.S.,
Camden, N.J., Oct 30,
1946 in purple on UY7
1¢+1¢ reply card.

The opening of the Delaware River Bridge (later named the Ben Franklin Bridge) in 1925 doomed both the ferries across the river and the autogiro experiment. Vehicles could now make the trip from central Camden to City Hall in Philadelphia in 10 minutes. The bridge, however, did far more to Camden of an ominous nature. The approaches of the bridge cut through the portion of the city with the highest value real estate, displacing many of the city's leadership to surrounding communities and forming a wall between the northern and southern parts of the city.

While World War II buoyed the city's fortunes into the early 1950s, massive planned housing developments sucked out the upwardly mobile portion of the population. Industry began to slip away as well. Campbell Soup established manufacturing plants in the southwestern United States, allowing the flagship Camden complex to wither. RCA had become a global company. With the decline of the vinyl record industry and the rise of Silicon Valley in California, even the research and development portions of the company faded until RCA was sold and broken up in the 1970s.

Esterbrook Pen invented a revolutionary new type of writing implement but was too undercapitalized to exploit effectively the development. The Bic Company, a French manufacturer of cigarette lighters, purchased Esterbrook in order to acquire the patents and then moved production to France. New York Ship, purchased by a Wall Street raider, built its last two ships for the Navy in the mid-1960s, productions with significant quality and cost control problems. By 1970, this industry had been sold to interests in Newport News Virginia and the complex shuttered.

Camden suffered through a succession of local governmental crises, with three mayors convicted of corruption between 1968 and 1999. Population declined to pre-1900 levels, economic activity depended almost exclusively upon governmental agencies and welfare payments. City infrastructure crumbled and with a tax base severely eroded, by 2000, two-thirds of the housing stock was marginally inhabitable or worse. Camden was described in 1995 as the fourth-poorest city in the United States. Postally, the city faded into insignificance as central processing was relocated out of the city to Bellmawr. Even the postal cancellations ceased to carry the city's name.

All is not doom and gloom, however. Redevelopment of the waterfront area in the past three years, with the New Jersey Aquarium, the Battleship New Jersey, Campbell Field for minor league baseball, new housing in old factories, the Light Rail transit service to Trenton, and improvements in public safety has sparked some renewed economic hope. A new focus on inner city redevelopment continues to give hope for a revival of the city's fortunes. While it is unlikely that this will restore any postal prominence to Camden, it will likely increase the volume of postal transactions.

ENDNOTES

¹ Jeffery M. Dorwart and Philip English Mackey, *Camden County, New Jersey 1616-1976: A Narrative History*, Camden County Cultural & Heritage Commission, 1976.

² Irving S. Kull, ed., *New Jersey, A History*, The American Historical Society, Inc., New York, 1930.

³ A "first return" is a report of postal money receipts, usually six months after appointment.

⁴ John L. Kay and Chester M. Smith Jr, *New Jersey Postal History, The Post Offices and First Postmasters, 1776-1976*, Quarterman Publications, Lawrence MA, 1977, p. 65

⁵ Frederick M. Binder, "Pennsylvania Coal and the Beginnings of American Steam Navigation," *Pennsylvania Magazine of History and Biography*, LXXXIII, Oct 1959, p. 427.

⁶ John James Audubon, *Ornithological Biography*, Adam and Charles Black, Edinburgh, 1834, II, pp. 114-116.

⁷ William C. Coles Jr, *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983, p. 19.

⁸ Thomas J. Alexander, *United States 1847 Cover Census*, U.S. Philatelic Classics Society, Austin TX, 2001, p. 320.

⁹ Coles, *op. cit.*, p. 154.

¹⁰ J. Walter Scott, "A History of Postage Stamps being a Revised List of the Postage Stamps and Stamped Envelopes of All Nations," *American Journal of Philately*, 2(1) January 1889, p. 6. William Mitchell, "Jenkin's Camden Despatch,"[sic] *Mekeel's*, June 24, 1897. Eugene Klein, "Jenkins' Camden Dispatch 1853," *American Philatelic Congress Book*, 1939. John P. Halstead, "Jenkins' Camden Dispatch 1853-1861," *NJPH*, 20(3) May 1992. Gordon Stimmell, "Lifting Ancient Veils: A Photographic Assessment of Changes a Century Overdue in the Scott U.S. Catalogue – Jenkins' Camden Dispatch, N.J." *Penny Post*, 4(3) July 1994, p. 20. Robert G. Rose, "The Brad Arch Collection Auction Review," *NJPH*, 28(2-3) March-June 2000, pp. 56-57; 28(4-5) September-November 2000, p. 77.

¹¹ The most prominent was Fishtown, which became part of Pennsauken but at a much later date than this period of a black-only community.

¹² The autogiro was a flying machine similar to a helicopter in that it could ascend. However, it had a standard propeller for forward flight as well.

CALL FOR LOTS! NJPHS eBay Auction June 7-8 - Material Still Needed**By Arne Englund**

I will be again listing NJ Postal History items submitted by NJPHS members on eBay June 7-8. I've already received some material, and several members have told me that they will be putting lots together for submission. However, I think we're going to still need some material to make the 50 or so lots that have been contained in the previous two auctions.

Material should be NJ Postal History related. If you only have a couple of lots to include, that is fine. These can be single items or group lots. It doesn't have to be anything expensive. However, **PLEASE try to keep the minimum bid or reserve price to NO LESS than \$9.95** - if you have a few \$2 or \$3 New Jersey covers that you'd like to include, we can group them together as one lot. Also, don't forget to include a check to cover the eBay insertion fee ("fees" in the case of reserve price auctions - see below), and return postage for unsold lots. In the first two auctions, roughly two-thirds to three-quarters of the material submitted did sell, so you stand a good chance of finding a buyer for your material.

Here, again, is a listing of Ebay fees that would apply to our auctions. We are dealing with 3 eBay fees - Insertion Fees, Reserve Price Fees, and Final Value Fees (no more than two of these fees are charged for any listing):

INSERTION FEES: This is a non-refundable eBay fee for listing your item, and is based on the Starting Price or Reserve Price (if you choose to have a reserve) of a given lot.

<u>Starting Price or Reserve Price*</u>	<u>Insertion Fee</u>
\$0.01 - \$9.99	\$0.30
\$10.00 - \$24.99	\$0.55
\$25.00 - \$49.99	\$1.10
\$50.00 - \$199.99	\$2.20
\$200.00 and up	\$3.30

(*You may enter your lots at a starting price lower than \$9.95, *so long as the reserve price is at least \$9.95*. I've included the full schedule of fees only for completeness. So far no one has submitted any lots with a starting price higher than \$24.99, but you are, of course, welcome to do so.)

RESERVE PRICE FEES: Here is eBay's explanation of Reserve Price Auctions -

"A reserve price is a tool sellers can use to stimulate bidding on their auction-style item while reserving the right not to sell below a price they have in mind.

"Many sellers have found that too high a starting price discourages interest in their item, while an attractively low starting price makes them vulnerable to selling at an unsatisfactorily low price. A reserve price helps with this.

"How does it work? A reserve price is the **lowest price at which you are willing to sell your item**. If a bidder does not meet that price, you're not obligated to sell your item. You set your reserve price, as well as a starting price, when you list your item.

"The reserve price is not disclosed to bidders, but they will be told that your auction has a reserve price and whether or not the reserve has been met.

"All Reserve Price Auctions are subject to a **Reserve Price Auction Fee** that is refunded when you successfully complete your auction on eBay. If your item does not sell, this fee is not refunded."

CALL FOR EBAY LOTS ~ Arne Englund

In other words, if, for example, you don't want to take less than \$20 for your item, rather than put a starting price of \$20 on the listing of that item, you can opt (for a charge) to set a reserve of \$20, and then set the starting price as low as you want, even at \$0.01. If the bidding only reaches, say \$18, the item is not sold to the high bidder - bidding would have to reach at least \$20 for the item to sell.

When a Reserve Price Auction item sells, eBay refunds the Reserve Price Auction Fee (the Insertion Fee is not refunded), and, as with the regular (non-reserve price) listing charges a **Final Auction Value Fee**.

FINAL VALUE FEES: This is an eBay fee which is charged when a listing ends (this is eBay's "cut"). This fee is based on a percentage of the closing bid or final sale price ("final value") of that item (remember, in the case of a Reserve Price Auction, there is no Final Value Fee charged if the reserve is not met).:

<u>Closing Value</u>	<u>Final Value Fee</u>
\$0 - \$25	5.25% of the closing value
\$25 - \$1000	5.25% of the initial \$25 (\$1.31) plus 2.75% of the remaining closing value balance (\$25.01 to \$1000)
Over \$1000	(I don't think this applies to our situation. The most any of our items have sold for is \$160).

My Fee: Once the eBay fees have been subtracted, I take 15% of the balance. Of my 15% one-third is donated to NJPHS. I would again like to state that I'm not doing this as a money-making venture. My "cut" helps offset additional costs - a couple of consignors thus far do not have a computer or do not use their computer much, and therefore our correspondence has been by regular mail or by telephone. I would like to point out that one member has been kind enough to donate the full amount of the Final Selling Price (minus eBay's and my fees) to the society.

To simplify all these figures and fees, in the end a consignor gets 80% of the Final eBay Selling Price of a given lot.

The two previous auctions that we have had, Sept., 2002 and Jan., 2003, have been viewed as successful. Members who consigned material for the first auction, submitted more for the second, and have indicated that they have more material for this upcoming auction. We would like to have another auction, possibly in September.

For anyone who would like to consign material, please try to have it to me by the end of May. You can contact me by e-mail at: alenglund@aol.com or njphs1@aol.com, or by mail at:

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

Even if you don't have material to include, please be sure to check out the listings. What has been included in the first two auctions has been more diverse than the NJ material generally found on eBay. Hopefully there will be something of interest to everyone.

CLASSIFIED ADS:

Place your ad here*

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

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

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

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.

WANTED: Postal History of Camden and Atlantic Counties [no Atlantic city], Ocean City [in Cape May County]; Clayton, Franklin, Monroe, & Washington Townships in Gloucester county. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS bought and sold since 1972. Huge inventory, 1690's to 1990's. Please inquire. Joseph J. Felcone, P.O. Box 366, Princeton, NJ 08542 609-924-0539; felcone@felcone.com

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

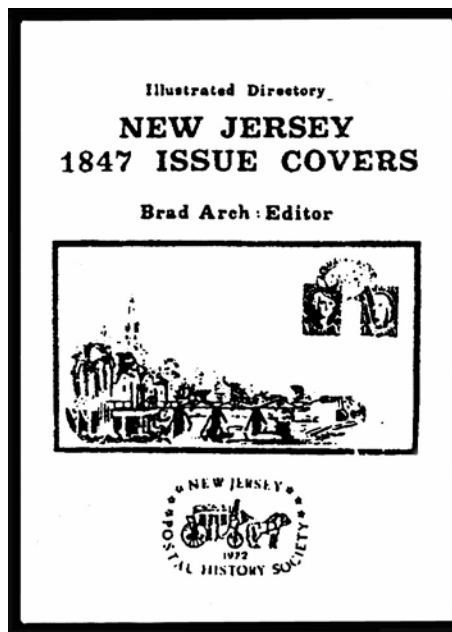
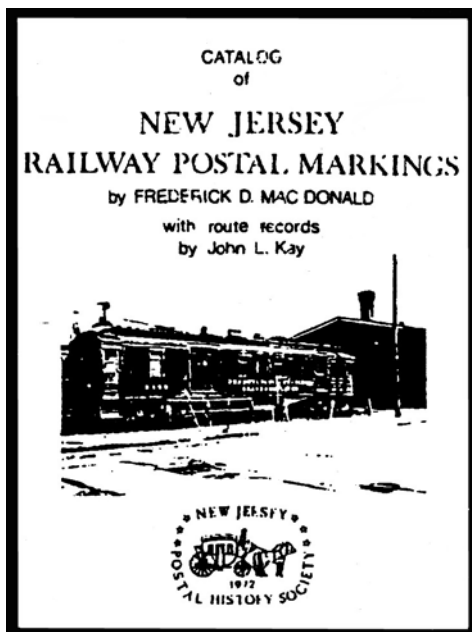
Any **SOUTHARD CORRESPONDENCE** for sale? Always interested. Please contact Jean Walton, 125 Turtleback Road, Califon, NJ 07830; 908-832-9578 or e-mail jwalton971@aol.com

WANTED: Camden and Burlington county Covers, especially corner cards and advertising covers, fish house covers always desired. Also collect South Jersey post cards. Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, phone 856/786-1499 or email PWSchopp@voicenet.com

***Place your ad here: 25 words [plus name and address] free to members.**

We can accommodate your business cards, should you wish to post one.

NJPHS 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

Catalog of New Jersey Railway Postal Markings, 1984, Frederick D. MacDonald, 136pp.	\$10.00
Illustrated Directory of New Jersey 1847 Issue Covers, Brad Arch, ed., 1987, 44pp & Supplements ...	\$4.00
New Jersey DPO's, Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices .	\$3.00
New Jersey's Foreign Mail, 1997, Gerard J. Neufeld, 76pp.....	\$8.00
New Jersey Civil War Patriotic Covers, 1993 [NJPH Whole No. 100] 100pp, an illustrated study	\$10.00
Robert G. Kaufmann Auction Catalog of the William C. Coles, Jr. Collection of NJ Postal History, with prices realized	\$5.00