



NJPH

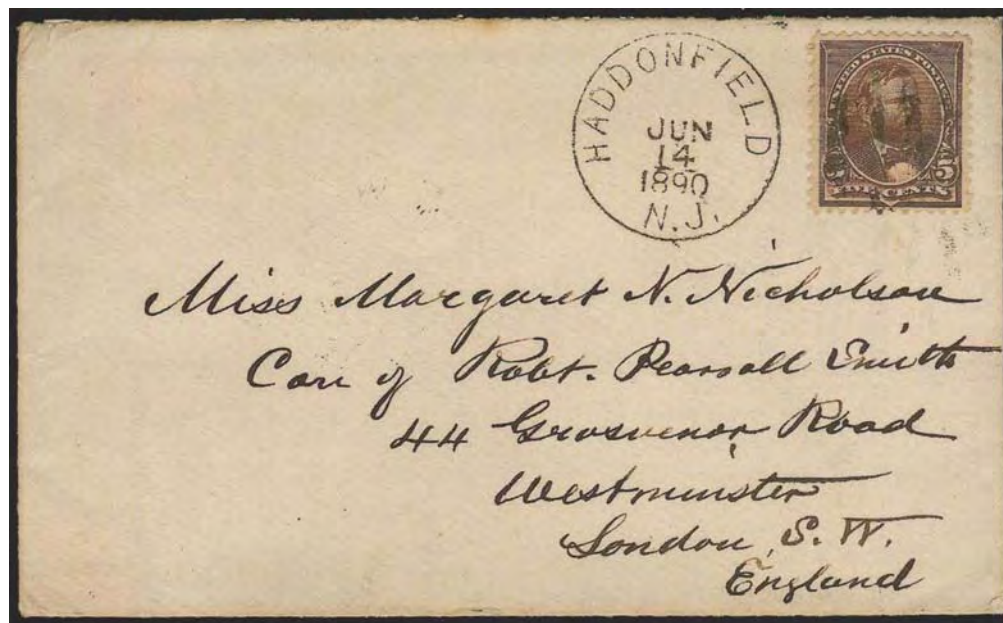
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PRESIDENT'S MESSAGE

NOJEX '04 is fast approaching. Our Society will hold its annual meeting at the Show at noon on Sunday, May 30, 2004 at the Crowne Plaza Hotel in Secaucus, NJ. This year's meeting promises to be really special. World-renowned exhibitor and judge, Bob Odenweller will conduct a hands-on clinic about the preparation of one-frame exhibits of state and local postal history. For those of you who have wonderful New Jersey material but have been put-off by the "how to" of exhibiting, Bob promises to take you step by step through the process. Maybe there is a gold medal in your future!

There will be over 225 frames of exhibits at NOJEX and a 40 dealer bourse. The Philatelic Foundation will show six frames of "Fakes & Forgeries" from its extensive reference collection. Northland Auctions will conduct a two-day sale at the Show beginning at 1:00 pm on May 29 & 30. There will be a number of interesting seminars and programs conducted during the course of the Show, including a program about the National Postal Museum in Washington by Wilson Hulme and an in-depth analysis of the 3-cent Orangeburg Coil by the Philatelic Foundation's Bill Crowe. Your Society will host a table at the Show with a full range of Society publications available for sale. Stop by, say hello and rest your feet while helping to recruit new members. A free pass to the show is enclosed, compliments of NOJEX. There is no charge for parking.

With great pleasure, the Society announces its publication of *The Postal Markings of New Jersey Stampless Covers: An Update*, authored by long-time Society member Don Chafetz. Intended as a supplement to the late William C. Coles, Jr.'s study published by the The Collectors Club of Chicago in 1983, Don has spent the better part of two years assembling a wealth of new listings which include many new earliest and latest known dates of usage for both manuscript and handstamp markings, a number of newly discovered handstamped postmarks, as well as newly reported rate and auxiliary markings. An order form is included. Copies will be available for purchase by mail or at NOJEX. See you at the SHOW!

ROBERT G. ROSE

NJPHS Meeting
at NOJEX
at Noon Sunday May 30
Meadowlands Crowne Plaza Hotel

Speaker! Bob Odenweller will talk
on the do's and don'ts of
One-Frame Exhibiting -
If you have pages you'd like critiqued, bring
them along!

New Publications
available
at the Show!

Refreshments!

Come grab a bite
and a drink -
you gotta eat
somewhere!

Cole's Update 2004 &
CDs - 2003 Issues
Washington Organ Manufacturers

Coles Update!

We are pleased to present the first update of William C. Coles, Jr.'s 1983 work, *The Postal Markings of New Jersey Stampless Covers*. It is designed to be a companion volume to the original work. Don Chafetz has carefully gathered together the necessary information and updated the listings, in each case indicating the reason for the addition or change. There are many additions, both postmarks and new dates. To order this book, please complete the order form included with the May NJPH. Copies will also be available at NOJEX.

In addition to this hard copy, we are also offering this information on CD in .PDF [Acrobat Reader] format. This allows you to search the data by town, date, etc., and to print out the pages on your own computer. The listing is alphabetical by town name; the Table of Contents in the PDF version is designed to take you directly to the beginning of the listing for a particular letter, with return to the Table of Contents available as a bookmark on the left.

You may order the book alone for the price of \$10 postpaid. Should you wish a copy of the CD, it is available for an additional charge of \$5.00. Simply mail us the order form enclosed and your check, indicating your preferences, and we will send it on to you. The cost of the CD alone, if the print edition of the book is not purchased, is \$10.

Pricing as follows:

Hardcopy only @ \$10.00 each of THE POSTAL MARKINGS OF NEW JERSEY
STAMPLESS COVERS: AN UPDATE by Donald A. Chafetz

Hardcopy and CD for the combined price of \$15.00 of THE POSTAL MARKINGS
OF NEW JERSEY STAMPLESS COVERS: AN UPDATE by Donald A.
Chafetz . CD is in Acrobat Reader Format.

Postage is included in the above prices.

Please mail the completed order form with your check to: Jean Walton, NJPHS, 125
Turtleback Road, Califon, NJ 07830. If you wish to purchase the CD only, it is
available for the price of the \$10.00 hardcopy edition of the book. If you plan to be at
NOJEX, you can pick it up there!

NEW VARIETY OF NEWARK OVAL HANDSTAMP

By Robert G. Rose

During the course of studying stampless period handstamps in connection with the NJPHS project to update the listings in William C. Coles, Jr.'s, *The Postal Markings of New Jersey Stampless Covers*,¹ the author observed a significant variety which apparently has gone unrecognized until now. As listed in the *Coles Book*,² the Newark oval had a relatively long period of use, from 1813 through 1832. It is known in four different colors. The oval handstamp was first used in blue beginning in 1813 through 1821; in black from 1819 through 1823, in green in July 1823 only, and in red from 1823 through 1832. Usages of all colors are readily available except in green. Because of its very brief usage limited to one month, fewer than ten examples in green have been reported.



Figure 1

Figure 1 is taken from the *Coles Book*.³ The tracing of the Newark oval which went into service in 1813 shows two ornamental balls within the central oval, which are highlighted by the pointing arrows. This handstamp in blue, with usages in 1817 and 1819, is shown on the covers in Figures 2 and 3, respectively. The ornamental balls are clearly visible below the scrolls on both covers.

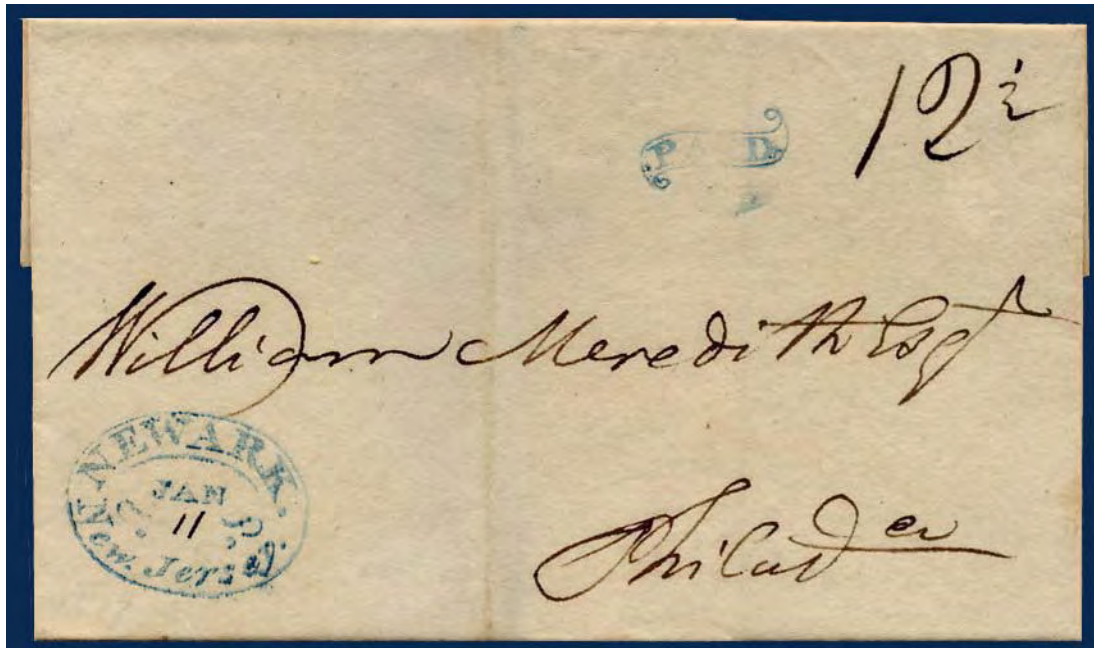


Figure 2: 1817 usage of blue Newark handstamp with ornamental balls in oval.



Figure 3: 1819 usage of Newark handstamp in blue, with ornamental balls.

Although the Coles Book records the usage of this handstamp in blue through 1821, a second variety of this handstamp came into use sometime in the 1819-21 period. While preparing this article, the author acquired the cover in Figure 4, a blue handstamp without ornamental balls used on June 1, 1821. Figure 5 shows the second handstamp variety in black with a usage in 1822. Both the green usage and those in red are all of the second variety without ornamental balls.



Figure 4: 1821 dark blue Newark handstamp with no ornamental balls

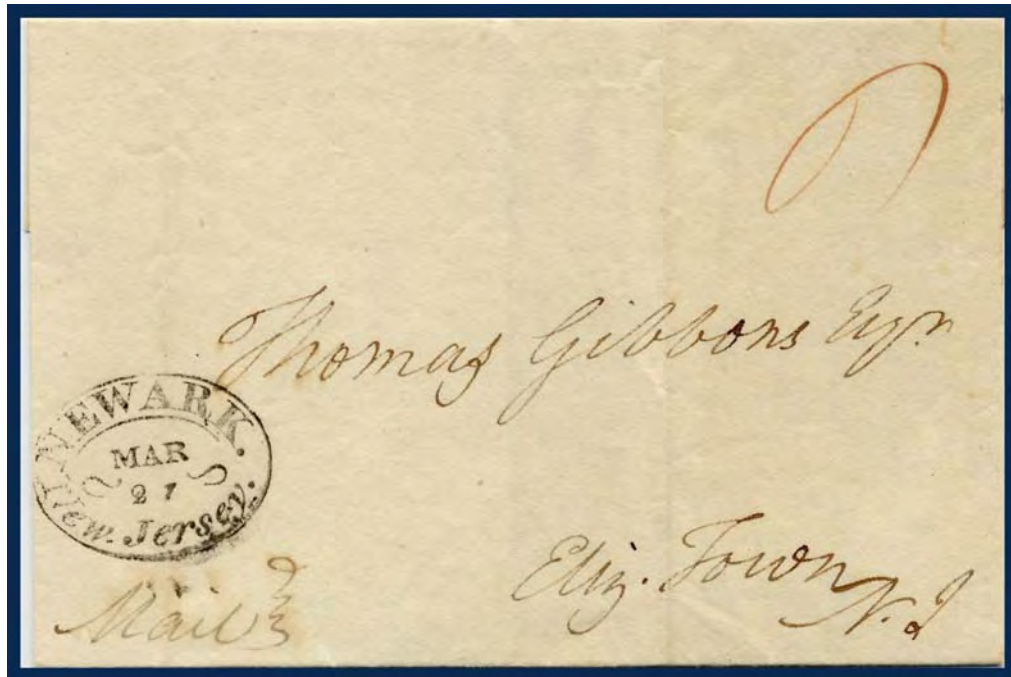


Figure 5: 1822 black oval with no ornamental balls.

At some point in 1819, the Newark post office may have used both blue and black in conjunction with the second variety of the handstamp without ornamental balls. As seen in Figure 3, as late as June 3, 1819, the first handstamp variety in blue was still in use. Further study of covers from the 1819 to 1821 period is needed to confirm whether the two handstamp varieties were used on a contemporaneous basis during this period in blue and in black. Communications with the author are eagerly invited.

ENDNOTES

- ¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (Chicago, 1983).
- ² *Ibid*, pg. 218.
- ³ *Ibid*.

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

GREEN BROOK, NEW JERSEY

By Gene Fricks

[In response to Chester K. Smith's request for information on the current location of some early New Jersey post offices, Gene adds to the accumulated knowledge of these early post offices with this article on Green Brook. As discussed in Arne Englund's article in the last NJPH, [see NJPH Feb 2004], further information is still needed on New Hamburg (located in Bergen between 1833-1835) and Franklin (in Bergen between 1827-1828), which could both now be in either Passaic (formed 1837) or Hudson (formed 1840), and for Newberry (in Burlington between 1813-1818,) which could currently be in either Hunterdon or Mercer (formed 1838). More information would be welcomed.]

The area known as Green Brook takes its name from a prominent feature of its terrain that constitutes most of its southern boundary. The earliest colonial maps show it as a tributary of Bound Brook, another well-known stream of local fame. Included in that immeasurable but roughly outlined tract of 1681 was what became in 1683 a part of Middlesex County, then one of the four original counties into which the province of New Jersey was divided. In 1688, part of it found itself in the new county of Somerset. That which remained in Middlesex was included in what became, in 1692, the township of Piscataway, containing as it did the larger part of what is now the township of Greenbrook. In 1860 a change in boundaries made the transferred area a part of Warren Township, Somerset County. Later, by act of the State Legislature in 1872, a new township was formed from Warren, known as the township of North Plainfield, which included all of what is now Greenbrook Township. Again, in 1885 the borough of North Plainfield was set off from the township of North Plainfield. From that beginning the borough of Watchung was taken in 1926; and what was left of what had been the township of North Plainfield then became, in 1932, the township of Greenbrook, currently in the county of Somerset, and all lying north of the stream known as Green Brook.¹

Post Office Department documents record a Greenbrook post office in Middlesex County in 1810 with "Daniel Vale" [sic] as postmaster.² The Vail family was quite prominent in the area; Ephraim Vail owned the heights known as Washington's Rock in the Revolutionary period above what is now Watchung.

John L. Kay wrote in the NJPH in September, 1975.³

"One of the puzzles of Central Jersey postal history is the status of Green Brook. Green Brook has a financial return on July 1, 1810, with Daniel Vail as postmaster. There is never another listing of this name until the 1960's. Gordon's Gazetteer of 1832 contains the following: 'Green Brook, village, on Green Brook, in Piscataway t[own]ship, Middlesex County, 8 miles from New Brunswick, 6 1/2 miles from Somerville; contains a mill, a school house, 2 stores, and 15 dwellings. The country on the south and east, level and fertile, valued at \$50 the acre; on the north mountainous.'

"If it were a village worth listing in 1832, then perhaps it did exist in 1810.

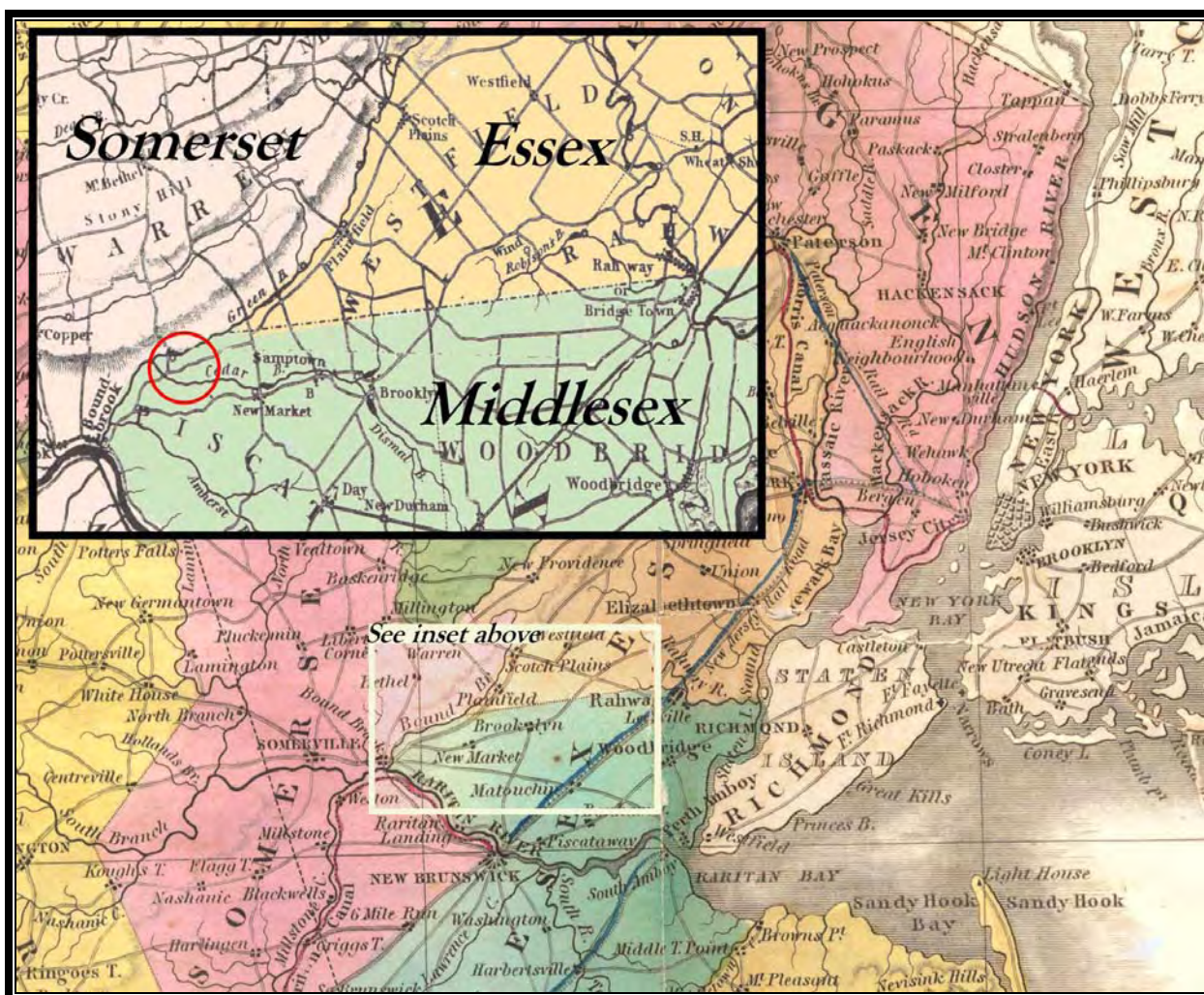
"Keep in mind the postmaster is listed as Daniel Vail. In Vol. Q of the letters of the Postmaster General, is the following:

June 29, 1809

To: Daniel Vail
Boundbrook, New Jersey

Your proposal for carrying the mail on the route #114 from Philadelphia to Newark, 3 times weekly has been accepted, at 700 dollars per annum.

“Now the question arises, were these two men one and the same? Did the entry about July 1, 1810 get in as an error, and actually should have been a matter concerning a mail route contractor? It should also be noted that early records appear to use the names Bound Brook and Green Brook interchangeably. The two flood prone streams are about a mile apart.”



From Gordon's History of New Jersey⁴ and John P. Snyder's Mapping of New Jersey⁵
Map from Gordon's History of New Jersey in 1834, with inset from an 1828 Gordon map, showing the area of Greenbrook highlighted with a circle. The county names at that time were as indicated above, although this section of Essex became part of Union County when it was formed in 1857, as did some parts of Middlesex.

Other contemporaneous post offices in the vicinity include:

New Market, September 18, 1804-1810, Middlesex County.

Boundbrook Jan 15, 1800, Somerset County

Warren, February 23, 1828-December 6, 1834, Somerset County - revived later under Plainfield

The map below gives some idea of the proximity of these early post offices. New Market in particular was barely a stone's throw away, which does raise the question of why there would have been two such closely-spaced post offices at the same time.

It appears that the Green Brook that existed in 1810 was on both sides of the county line, and without knowing exactly where the post office was located, we cannot be sure what county it would be in today. Under any circumstances, it seems to have given way very quickly to - in all likelihood - the one in New Market, which became a greater center of commerce.

In an effort to cast more light on the circumstances of the 1810 Green Brook post office in Middlesex County, resort was made to various Vail family histories. Along the way, some interesting New Jersey history revealed itself, particularly that dealing with the changing boundaries of Middlesex County.

Samuel Vail came to the vicinity of Plainfield and bought land, in 1732, along the Green Brook about two miles upstream from Plainfield. Samuel, at his death, bequeathed the land to his sons John and Stephen.

John married Margaret Laing in 1732. One son, David [b. 6 June 1740 – d. 7 August 1823] dwelt at Green Brook in Middlesex County. He was slaveholder who freed his slaves when other New Jersey Friends (Quakers) did likewise.⁶

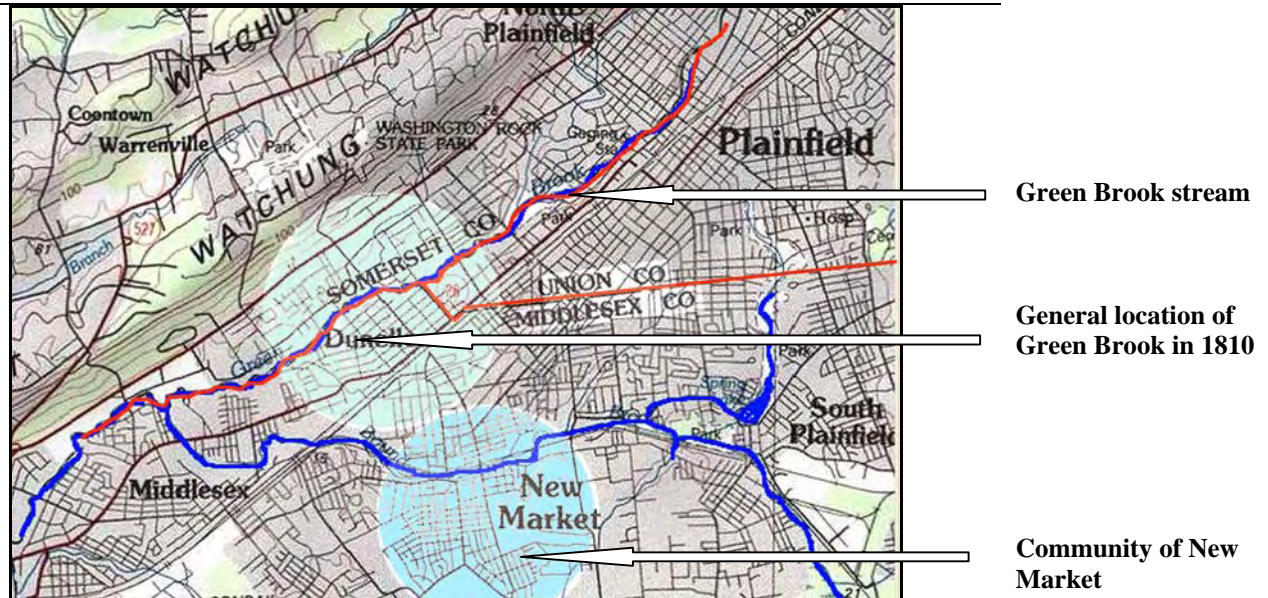
One of David and Phoebe's sons, William Vail, was born at Green Brook in 1762, dwelt at New Market, NJ, and died in 1837. He may be the William Vail listed below as postmaster at New Market (or possibly his father). Two Vail homesteads are indicated along the Green Brook on Vermeule's map, one astride the road to Morristown and another in Middlesex County just above the Old Raritan Road between the towns of Bound Brook and New Market/Quibbletown.⁷

New Market acquired its present name in 1804 with the opening of the post office. Soon the center of civic gravity shifted from Piscatawaytown to New Market, a position that it would not relinquish until the 1970s. Two of the earliest postmasters at New Market were:⁸

David Coryell, 1804-1830

William Vail Jr., 1830-1836

A modern map shows the current county delineations. It is obvious, however, that in many cases political subdivisions bear little relation to post office names.



Map courtesy National Geographic Topo maps⁹

Map showing the current juncture of Middlesex, Somerset, and Union Counties, and location of Green Brook.

ENDNOTES

- ¹ Van Horn, J.H., *Historic Somerset*, Historical Societies of Somerset County, New Jersey, 1965, pp. 125-126
- ² Kay, John L. and Smith, Chester M. Jr., *New Jersey Postal History*, Quarterman Publications, Inc, Lawrence, MA, 1977, p. 86.
- ³ Kay, John L., “?Green Brook or Bound Brook?” September, 1975 issue of NJPH, Whole no. 14, In a 1983 reprint of first 50 issues of NJPH, Vol 1, no. 1 (January 1973) through Vol. 5, no. 5 (November 1978), p. 41.
- ⁴ Gordon, Thomas F., *The History of New Jersey from its Discovery by Europeans to the Adoption of the Federal Constitution*, published by Daniel Fenton, Trenton, NJ, 1834 – map tipped in at front.
- ⁵ Snyder, John P., *The Mapping of New Jersey*, Rutgers University Press, New Brunswick, NJ 1973, p. 97.
- ⁶ Meuly, Walter C., *History of Piscataway Township 1666-1976*, Piscataway NJ 1976.
- ⁷ Vermeule, Cornelius C., map, *Battlegrounds of the Revolution in Essex, Middlesex and Somerset Counties*.
- ⁸ Meuly, *op. cit.*, p. 150
- ⁹ National Geographic *Seamless USGS Topographic Maps on CD-Rom, Northeastern USA*, by Topo!, Wildflower Productions, San Francisco, CA, 2000, Disc 1.

HACKETTSTOWN'S POST OFFICES AND POSTAL SERVICE

By Len Frank

[Len Frank is co-authoring a book on Hackettstown's Historic Main Street, and gives us a pre-publication look at the post office history that will be included in this book. The article provides an overall chronology of the progressive locations of the post office in Hackettstown. We welcome these very specific local histories and encourage others to consider doing similar articles on other communities around New Jersey.]

The town of Hackettstown, nestled in the northwestern hills of New Jersey, first had a post office in 1794, and has a long postal history. To understand it, we need to look at the town's origins.

Colonists came to the Hackettstown area well before 1795, where they established a farming community. The transportation corridors there - the Musconetcong River and valley and the Indian trails - all helped the community prosper. These provided rudimentary access to all parts of the state. To the north, the Indians, on a yearly basis, congregated on the Delaware at Minisink. Known stop-overs on their migration were mainly at caves in the limestone cliffs. One was located along the Shades of Death Road at Ghost Lake's Fairy Hole, another was at Hyper Humus near Newton. At Hyper Humus, the trail would become the right-of-way for the New York, Susquehanna and Western R.R. The river also provided water power for a grist mill. The valley provided the means for commerce to the Delaware River, hence to Philadelphia and subsequently to England. Horses, mules and foot-power, along these Indian trails, made it feasible to reach sister settlements in northwest Jersey, as well as the southern reaches of the state and its more established commerce.

Early settlements in Sussex and Warren, were by Dutch people who came from Esopus, New Paltz and Kingston, NY on the Hudson River. They were followed by Old World immigrants. From the north came the Huguenots and Hollanders. They were the Protestants and dissenters. From the south came the Welsh, Quakers, Germans, Scotch-Irish and a mixture of Puritans. They spread to settle in New Jersey, New York, and Pennsylvania. They settled on both sides of the Delaware, mainly in Minisink (near present Port Jervis), near Phillipsburg, in Old Greenwich, now Oxford, and with Quakers, at Hardwick. Morris County was created from parts of Hunterdon on March 15, 1738. This came about in protest, as all public business was transacted in Trenton for Hunterdon, Mercer, Morris, Sussex and Warren. It was a decided handicap for continued growth in Northwest Jersey. It continued until Sussex separated from Morris in June 8, 1753, and a court was set up in Morristown. On Dec. 9, 1770, Hunterdon, Morris and Sussex began to send their own representatives to the General Assembly.

To visualize the mail service that was available when Hackettstown's first post office was established in 1794, note the post road map of New Jersey between 1791 and 1802, shown in Figure 1. The Morris Turnpike was chartered in 1806. This toll road ran from Morristown to Chester, German Valley, Schooley's Mountain Springs, Pleasant Grove, Penwell, Washington and Phillipsburg. Ox drawn vehicles were used. There was a branch road from Schooley's Mountain to Hackettstown. The road was built up, thirty feet wide, with its center raised fifteen inches above its sides. It was drained and had bridges 22 feet wide.

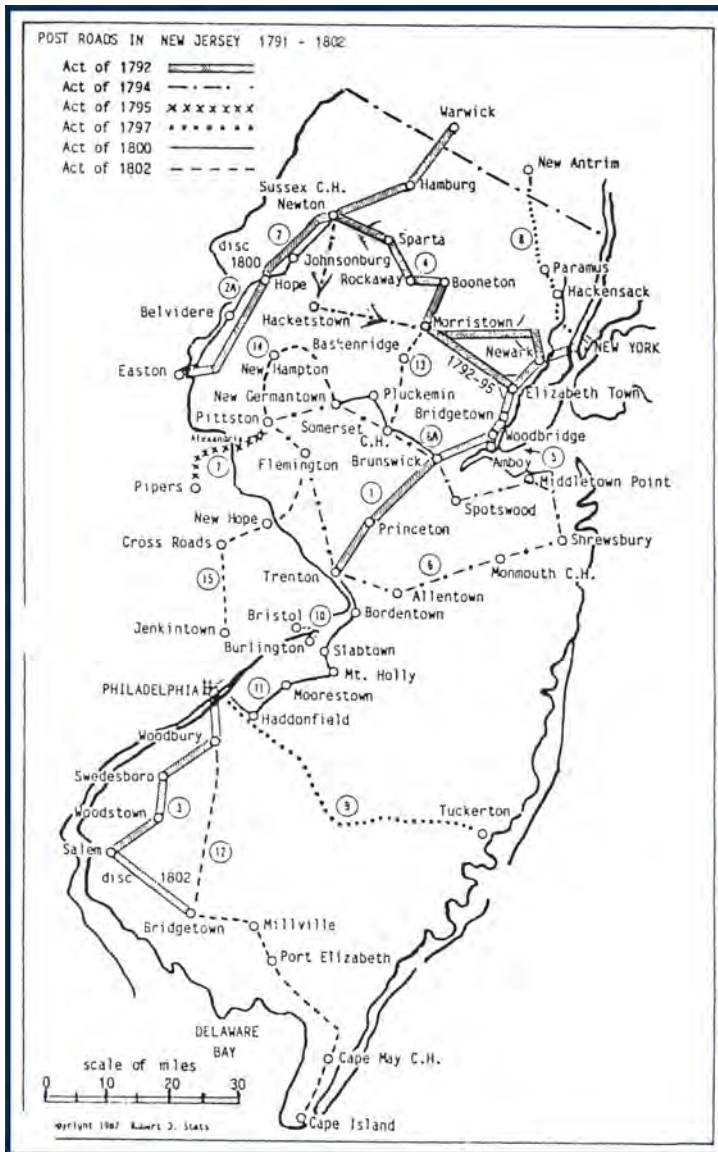


Fig. 1. - Post Roads of New Jersey 1791 - 1802, drawn by Richard J. Stats, copyright 1987.

An Act of Congress May 8, 1794 established the following post roads in New Jersey:

1. (part of the main post road from Maine to Ga.) from New York, via Newark, Elizabethtown, Bridgetown, Woodbridge, Brunswick and Princeton to Trenton.
2. From Bethlehem, by Easton, Sussex C.H., Goshen, Ward's Bridge and Kingston to Rhinebeck.
3. From Philadelphia, by Woodbury, Swedesborough and Salem to Bridgetown in West Jersey.
4. From Newark or Elizabethtown, by Morristown, and Rockaway to Sussex C.H. and from thence by Hackettstown [sic] and Morristown to Elizabethtown or Newark.
5. From Woodbridge to Amboy.
6. From Trenton, by Allentown, Monmouth C.H., Shrewsbury and Spotswood to Brunswick and from Brunswick, by Somerset C.H., New Germantown, Pittston and Flemington, to Trenton.

Hackettstown's first post office was operational between 1794 and 1829. It was located on Mill Street, the last building on the west side, near the stream flowing from the mill pond, opposite Youngblood's brick grist mill. Mr. William Helms was the town's first postmaster. It was in his store and he was responsible for the mail. This building was torn down a number of years ago, so in order to visualize what the store's operation was like, the author suggests visiting the Schooley's Mountain General Store, just up the mountain from Hackettstown, towards Long Valley. At the Mill Street location, William Helms was followed, as postmaster by William S. Dunlap, Thomas Helms, William M. Helms, Benjamin Gustin, Silas C. Ayers, William Little Jr., Jesse Johnson, Joseph Kitchen and Charles F. Lineback. Jesse Johnson was postmaster on Nov. 20, 1824, when Warren County separated from Sussex County.

The Helms' post office was moved to a building on the corner of Willow Grove and Mill Streets, opposite the Warren House, and remained there from 1829 to 1849. It was located in a store. The postmasters here were Nathan Stiger, David N. Stiger, Caleb H. Valentine, Robert Russling, Jesse Smith and Dennis V. Wycoff. This building was removed many years later, to be replaced by a gas station.



The third post office location, from 1849 to 1853, was opposite the Presbyterian Church, now 284 Main Street. Postmasters were Robert Russling, Aaron Stiger, and Robert Steele.

Fig. 2. 1816 cover addressed to Peter D. Vroom in Hackett Town [sic], Sussex County.



Fig 3. Two covers used at Hackettstown's second post office location. The cover above was used in 1845 to Connecticut, and the stampless folded letter below was used in 1843 to Flemington, NJ. Both covers bear the same lovely double ring strike, one in brown and one in blue.



Fig. 4. An 1851 stampless folded letter used locally from Hackettstown to the postmaster in Drakestown, New Jersey. This cover was used at the third location of the Hackettstown P.O.

From there, the post office then moved to its fourth location in George W. Johnson's store from 1853 to 1861, now 281 Main Street, where George W. Johnson served as postmaster.



Fig. 5. The fourth location of the Hackettstown Post Office. This building - or at least part of it - was built in 1814, and served for some years as the town school. In 1847, it became a general store, run by W. L. and G. L. Johnson. In 1853, George Johnson became postmaster at Hackettstown, and the post office was located in his store until 1861.



Fig. 6. The fifth location, between 1861 and 1866, was in the store of David McClelland, now 255 Main Street. The postmaster there was William Allen.



Fig. 7. The sixth site was in a small building next to the Central House, from 1866 -1885, now 253 Main Street. Postmasters were William L. McWilliams, Joseph K. Rice and Robert Russling Jr.



Fig. 8 An 1875 cover used from the sixth location of the Hacketts-town Post Office, with a cork killer canceling the stamp.

The seventh location was at the corner of Church and Main Streets and is still standing as 218 Main Street. It served the town between 1885 and 1923. Figure 9a illustrates its appearance contemporaneous to the times in which it served. The postmasters were Charles Rittenhouse, Levi B. Gibbs, James Fisher, James Russling, George W. Smith, Leslie I. Cook., Charles Rittenhouse and Milton K. Thorp.



Fig. 9a. The seventh location of the Hackettstown Post office at the corner of Main and Church Sts, from 1885 to 1923. There is a post office sign above the door at left.



Fig. 9b. The same building in a more modern view. This building is often seen on post card views of the post office, usually a front view only.



Fig. 10. A Columbian cover used in 1893 from the seventh location of the Hackettstown Post Office.



Fig. 11. An 1897 cover from Hackettstown showing a nice handstamped Registered marking. Sent to Augusta, Maine. This was also used from the seventh post office location.

Fig. 12. A 1909 postal stationery card sent from Hackettstown to Blainstown, with a fine duplex strike. The back is a form used by the Department of Public Instruction to collect school taxes.



The eighth location, between 1923 and 1935, was at the corner of Main and Liberty streets, in the Van Horn Building, at 123 Main Street, and postmasters at this location were Milton K. Thorp and William Bayley.



Fig. 13. A modern view of 123 Main Street, the eighth home of the Hackettstown Post Office, from 1923 to 1935. This building is known as the Van Horn Building and is located at the corner of Main and Liberty Streets.

Fig. 14. The covers below are mailed during this period, a flag cancel from 1924, a machine cancel from 1927, and a duplex from 1928.



HACKETTSTOWN'S POST OFFICES & POSTAL SERVICE ~ Len Frank

The post office then moved, in 1935, to the corner of Grand Avenue and Washington Street. This is the current home of the Hackettstown Post Office, where it has been now for almost 70 years.. (All locations are indicated on the map that follows).

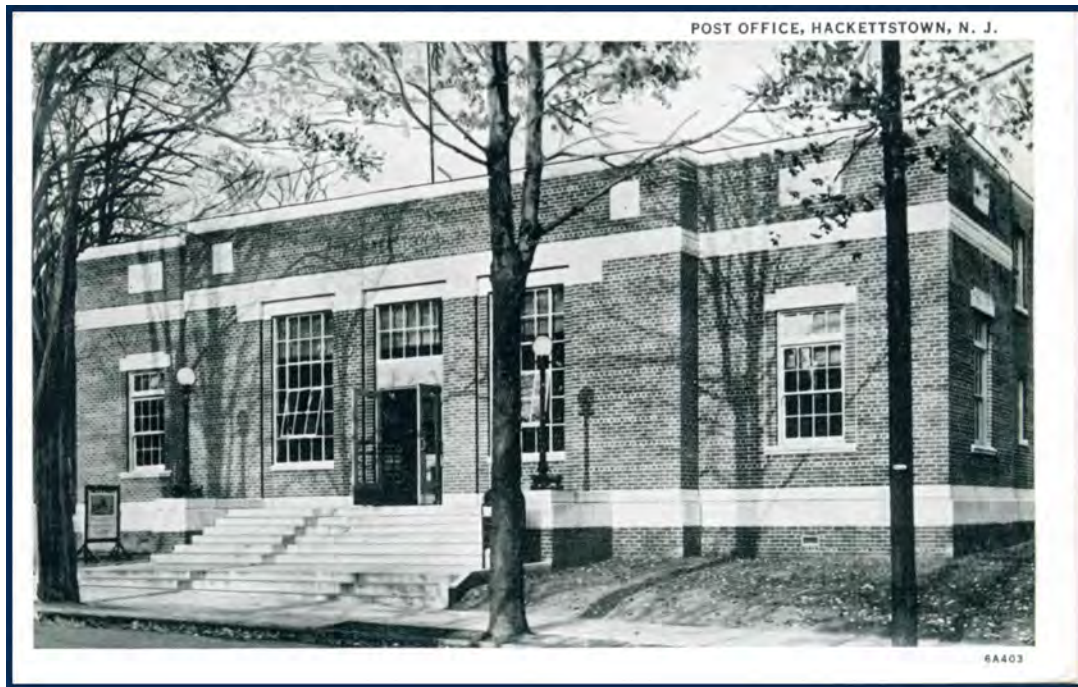


Fig. 15. The current Hackettstown Post Office at its ninth location - as it looked when it was first built in 1935.



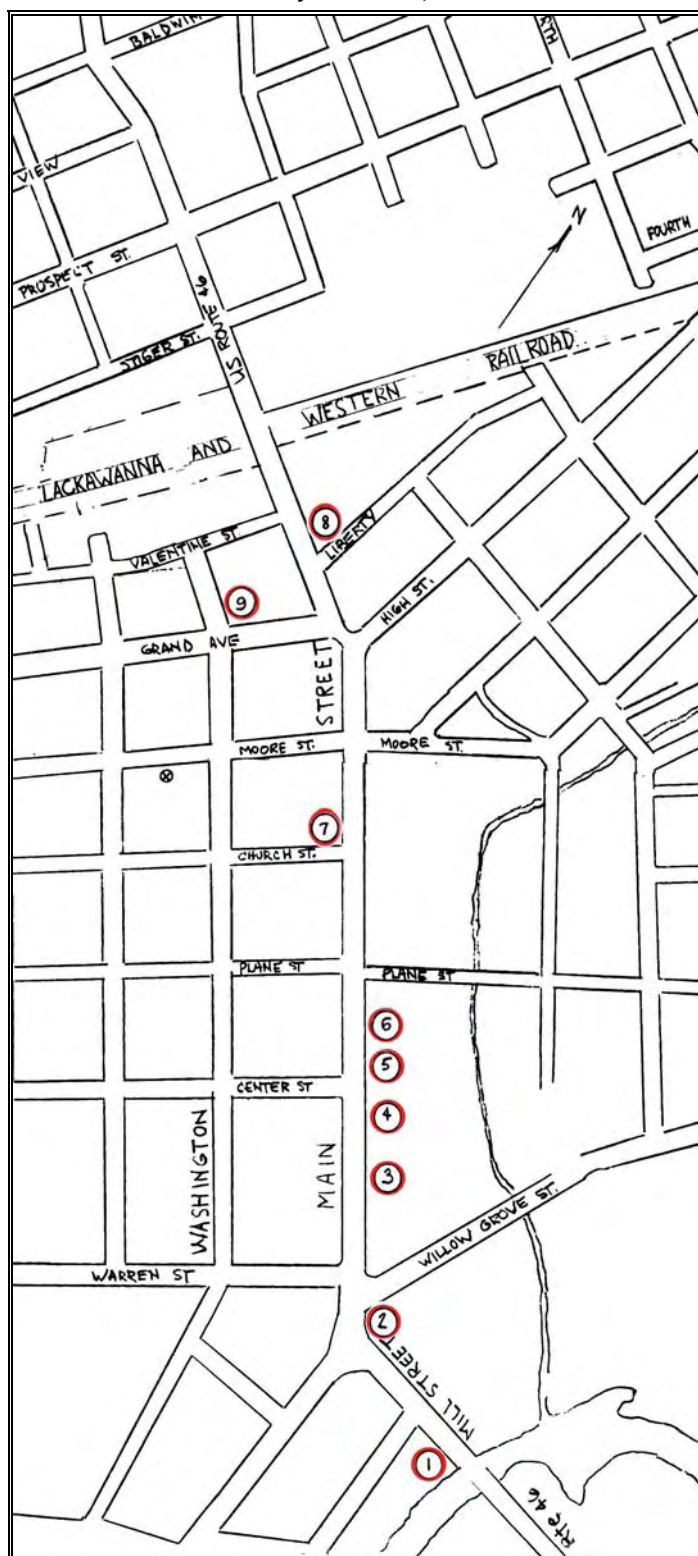
Fig. 16. A more modern view of the current post office, with added ramps on either side allowing handicapped accessibility.



Fig. 17. Covers mailed from the current post office location.

HACKETTSTOWN'S POST OFFICES & POSTAL SERVICE ~ Len Frank

Fig. 18. Map of Hackettstown's Main Street, drawn by Len Frank, 2004



From The Story of Hackettstown, 1754-1955 by J. Harold Nunn,

1794-1829 1st PO Mill St. [now Rte 46]

Postmaster	Appointed
William Helms* (1 st returns)	Jul 1, 1795
William S. Dunlap	Jan 1, 1802
Thomas Helms	Apr 1807
William M Helms	Oct 1, 1808
Benjamin Gustin	Jul 1, 1810
Silas C. Ayers	Dec 2, 1812
William Little, Jr.	Apr 20, 1816
Jesse Johnson	Oct 3, 1823
Charles F. Lineback	Aug 12, 1825
Joseph Kitchen	Nov 28, 1828
Charles F. Lineback	Dec 24, 1828

1829-1849 2nd PO Opp. Warren House

Nathan Stiger	Feb 28, 1829
David M. Stiger	Sep 10, 1836
Caleb H. Valentine	Jan 4, 1840
Robert Rusling	Jul 24, 1841
Jesse Smith	Aug 6, 1844
Dennis V. Wyckoff	Mar 21, 1848

1849-1853 3rd PO 295 Main Street

Robert Rusling	Mar 3, 1849
Aaron L. Stiger	Sep 17, 1849
Robert Steele	Mar 29, 1852

1853-1861 4th PO 281 Main Street

George W. Johnson	Jun 2, 1853
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1861-1866 5th PO 255 Main Street

William Allen	Jul 6, 1861
---------------	-------------

1866-1885 6th PO 253 Main Street

Wm L. McWilliams	Aug 30, 1866
Joseph K. Rice	Nov 25, 1868
Robert Rusling, Jr.	Jan 17, 1877

1885-1923 7th PO 218 Main Street

Chas. Rittenhouse	May 13, 1885
Levi B. Gibbs	Jul 9, 1889
James Fisher	Jan 29, 1894
James J. Rusling	Feb 1, 1898
George W. Smith	May 8, 1899
Leslie I. Cook	Jan 14, 1904
Chas. Rittenhouse	May 26, 1913
Milton K. Thorp	Mar 13, 1922

1923-1935 8th PO. 123 Main Street

Milton K. Thorp	Feb 5, 1923
Wm E. Bayley	Aug 26, 1935

1935-2004 9th PO Grand at Washington

Wm E. Bayley	Aug 26, 1935
John Gilbert Stout	Oct 14, 1940
John G. Hurley	Oct 1, 1964
Arthur J. Sheldon	Nov 26, 1983
Michael Litzenberger	Apr 17, 1993
Mary Ann Soto	Feb 14, 1998
Erik J. Slager	Jun 17, 2000

Brad Arch in NJPH, Jan 1981, and the USPS.

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Maps

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Map of the Dominions of the King of GB, Continent of North America: Herman Moll, geographer, 1715, 1729, 1745

New Netherlands, from the map by A. Vanderdonck, 1656.

Stats, Robert J. The Post Road Map Of Robert J. Stats, copyright 1987.

Files of:

The Hackettstown Historical Society Museum files, PO locations, including photos and maps of buildings. Church Street, Hackettstown, NJ 07840.

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IN MEMORIAM: CALVET HAHN

We sadly note the untimely death of Calvet Hahn. Cal passed away in his Manhattan apartment on May 6, 2004, shortly after his return from the hospital where he had undergone hip surgery. Cal was a remarkable source of philatelic knowledge and learning, having devoted most of his life to research and writing and the collecting of stampless covers. Those of you who have participated in auction sales over the last 30 years will have known Cal as an outstanding auction agent. He was an early contributor to our Society's journal, *NJPH* during the 1970's. I first had the pleasure of meeting Cal at the auction sale of William Coles Jr.'s New Jersey stampless cover collection in 1984. Once he became aware of my serious interest in this collecting area, he went out of his way to share his knowledge with me. As one of the driving forces in the New York chapter of the United States Philatelic Classics Society, he twice invited me to present programs on New Jersey postal history at chapter meetings. There was not a program in which he participated, that you did not learn something new from him. Many of his articles can be found on the New York chapter's website: www.nystamp.org. Described by many as vain and irascible, I always found Cal to be willing to share his knowledge, provided you had first done some of your own homework on the subject. Cal was recently honored by the US Classics Society for his lifetime achievements in philately. He will be sorely missed by all of philately.

Robert G. Rose

SIDEROGRAPHER INITIALS

By Doug D'Avino

From 1906 through 1928, the selva of United States postage stamps contained the initials of the siderographers [an employee of the Bureau of Printing and Engraving who created engraved printing plates from a transfer roll] of the Bureau of Engraving (BEP), probably for reasons of quality control. Over this time period, sixty-seven (67) individual siderographers initialed plates. Typically, the first, middle, and last initial was used, each followed by a period. On a 400 subject plate, a siderographer's initials will only appear once, making them rarer than plate numbers.

The siderographer's initials were placed in the lower left (LL) margin of a plate using a transfer roll, with the initials oriented upwards. However, initials may appear in the bottom or the upper left (UL) margin. Orientation of the initials was also sometimes reversed.

In 1908, when plate finishers [the employee of the BEP who removes extraneous lines or dots from an engraved plate after the siderographer has completed his job] began adding their initials to the plate, they were instructed to punch their initials in the lower right (LR) margin of the plate, with the initials oriented downwards. However, plate finishers' initials were also punched in the bottom margin, the LL margin, or the orientation of the initials was reversed.

Printers also contributed their initials until about 1911 - 1912. Each time a plate was used to print stamps, the printer would add a dash (-) followed by initials in the left margin of the plate. Unlike the siderographers and plate finishers, however, the printers only entered their first and last initial. This provided for long strings of initials extending the length of the plate, and, in some cases, a second string was started once the bottom of the plate was reached with the first string.

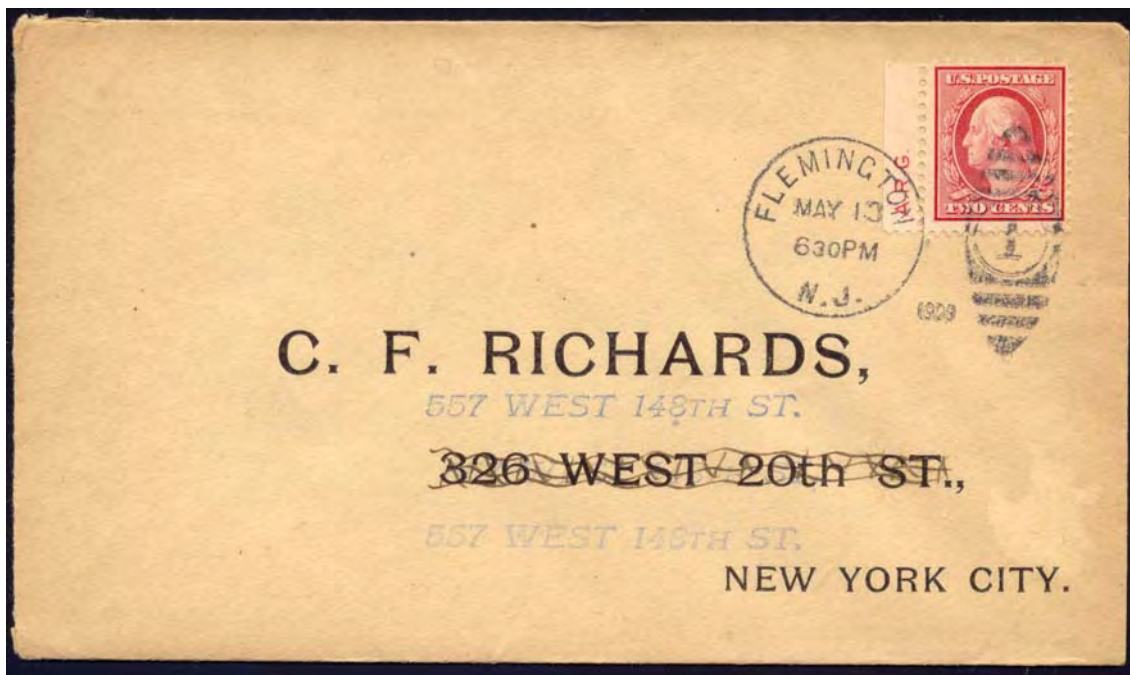


Figure 1 Siderographer Initials A.R.G. on Scott #332, tied by Flemington, NJ, May 13, 1909 duplex, on a cover addressed to APS Hall of Famer Charles Foster Richards, whose photo is on the following page.

Figure 1 illustrates a cover with siderographer initials A.R.G. on Scott #332, tied by a Flemington, NJ May 13 (1909) 6:30 PM duplex to New York City. A.R.G. was Alfred R. Gould, who became a transferrer (or siderographer) at the Bureau on June 15, 1908.¹ He was still with the Bureau in 1922 but the last plate on which his initials appear was plate #10204, certified on August 14, 1919.²

I suspect that this item was a business reply envelope. I have a similar piece with siderographer initials W.H.M.S. (William H.M. Snyder) on Scott #332, tied by Philadelphia, PA April 5 1909 6 PM cancel, to the same addressee. As you might expect, Charles Foster Richards was a philatelist. A noted specialist, he was the author of books and price lists on postage and revenue stamps and postal stationery of Hawaii (several of which are available through the American Philatelic Research Library), a charter member of the American Philatelic Association (APA), now the American Philatelic Society (APS), and was elected posthumously to the American Philatelic Society Hall of Fame in 1945 (see

http://www.stamps.org/Almanac/alm_HallofFame_1942-45.htm). In 1892, the APA incorporated and, upon buying his single share of stock for one dollar, Charles Foster Richards was assigned the membership number of 18.³

For additional information on siderographer, plate finisher, and printers' initials on Washington Franklins, visit <http://home.earthlink.net/~davinod/Initials.htm> or contact me at davinod@earthlink.net.

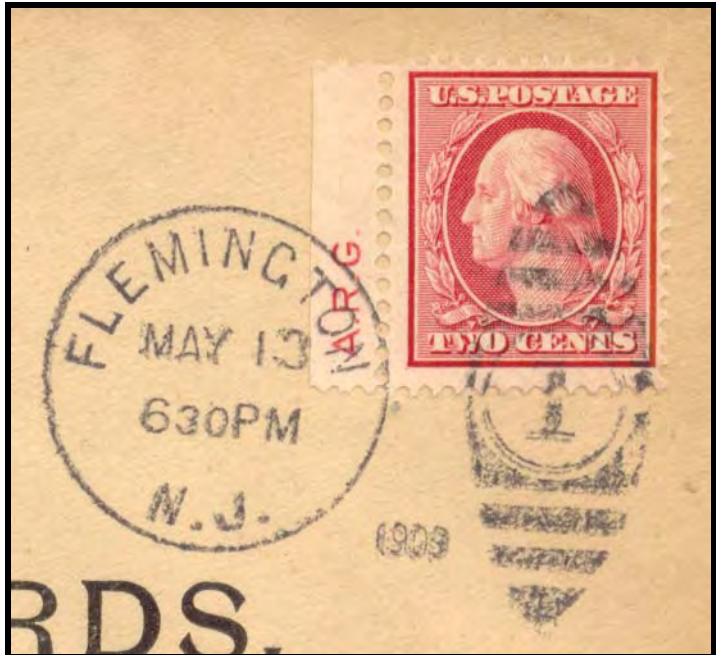


Figure 2 - Close-up of stamp with siderographer's initials at left



Figure 3:
Philatelist Charles
Foster Richards, the
addressee on the envelope
above, and a member of the
APS Hall of Fame.

ENDNOTES

- ¹ Meek, John S., "The 2¢ Shield Die II Plates Scott 319 and 320", *The United States Specialist*; January 1984, pg. 11.
- ² BIA Plate Number Checklist Plates 1 – 20,000, Revised 1990.
- ³ Evans, Lois M., "The meaning of APS Membership Numbers, January 1978", *The American Philatelist*, pg. 53.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 4

The West Jersey Express Company

By Bruce H. Mosher

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West Jersey Express Company, 1862–1908

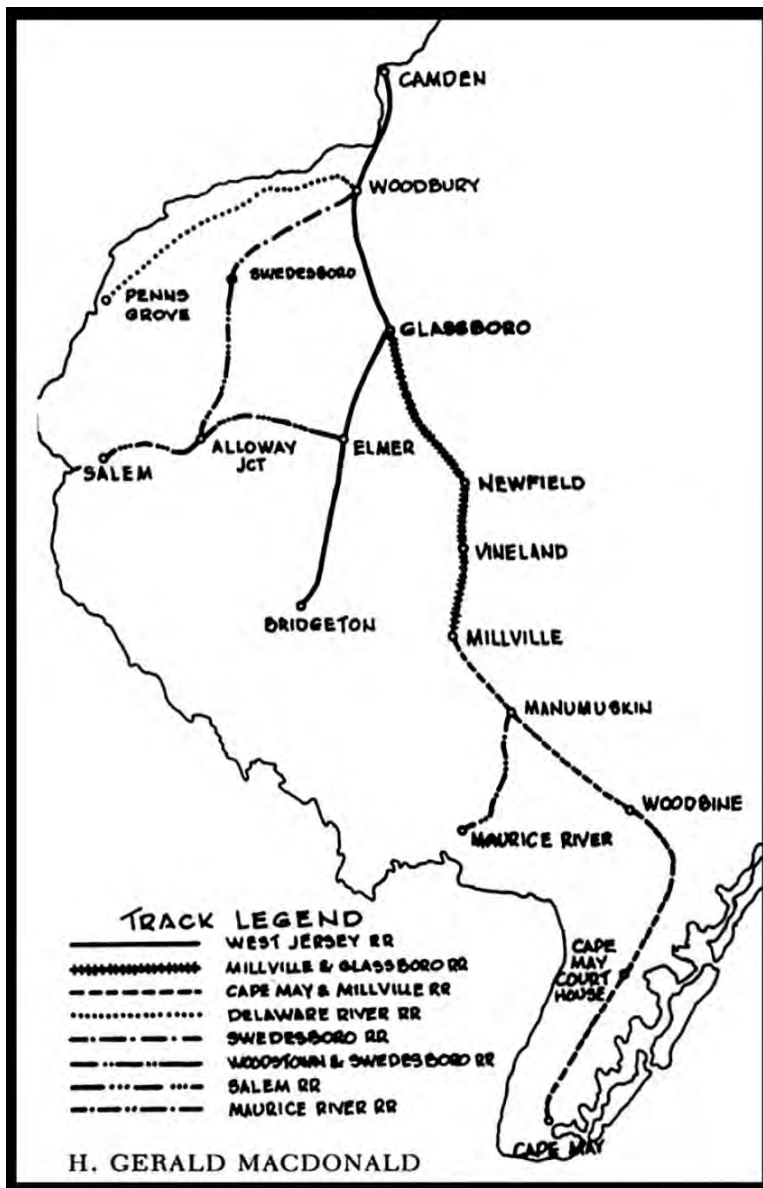
The New Jersey Legislature granted a charter to the West Jersey Railroad (WJRR) Company on February 5, 1853. The WJRR broke ground at 7th Street in Camden on June 20, 1855, and reached Woodbury in April 1857. After several slow construction years, the WJRR eventually achieved passenger service from Camden to Bridgeton in July 1861. By 1869 the WJRR had extended its lines to Cape May and into many towns east and south of Camden.

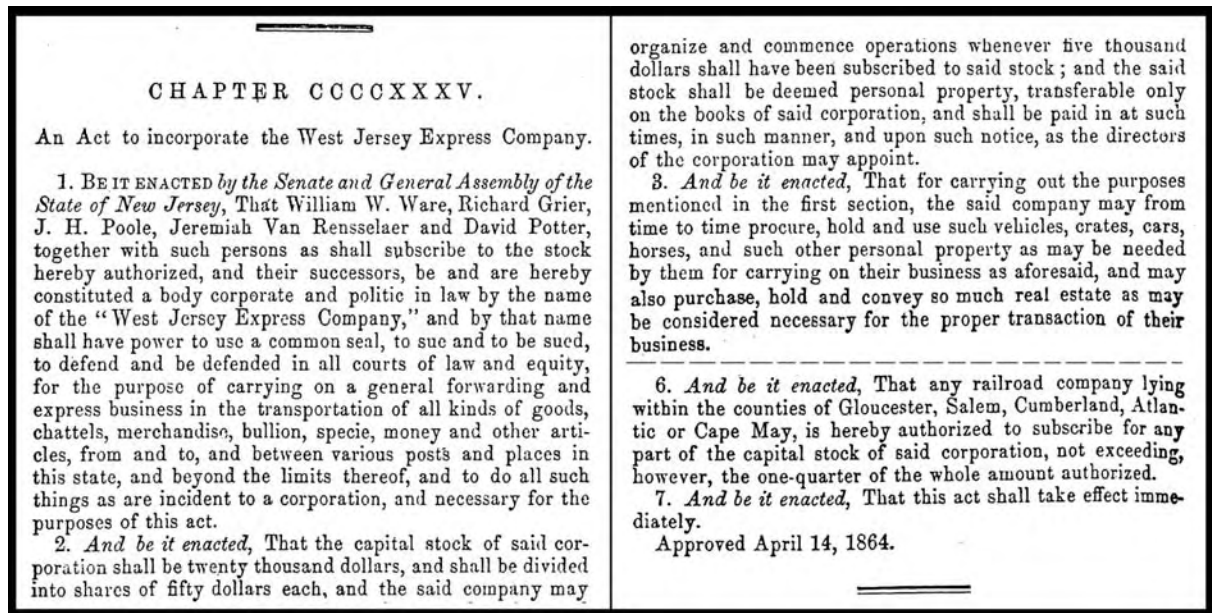
Some of this road expansion was accomplished through the acquisition of seven smaller South Jersey roads. Figure 4-1 shows the heritage of the WJRR lines by the early 1880's.

Prior to this, however, the 1864 New Jersey Legislature enacted a provision to incorporate the existing West Jersey Express Company that operated over the WJRR lines. We suspect that the West Jersey Express was a subsidiary or department of the West Jersey Railroad, although this has not been corroborated in any known historical reference. Thanks to Craig Mathewson's diligent research, some interesting portions of this Legislature enactment, as documented in the Laws of New Jersey, Session of 1864, are reproduced on the following page:

(Adapted from p. 125¹)

Figure 4-1. West Jersey Railroad lines in the 1880's.





(Excerpted from pp 743 & 744²)

Figure 4-2. April 1864 incorporation of the West Jersey Express Company.

A year later (in 1865), we have evidence of the first known West Jersey Express (WJX) receipt, shown in Figure 4-3. This receipt is dated May 5th 1865 and was written for the shipment of one package of merchandise from the N. Trotter & Co. in Philadelphia to Whitaker & Weaver in Bridgeton, NJ. As can be visualized from the Fig. 4-1 map, we surmise this shipment was transported by ferry across the Delaware River to Camden and then was taken to

Office of the West Jersey Express Company:
EXPRESS FORWARDERS

Philadelphia May 5th 1865

Received from N. Trotter & Co. the

undermentioned, Package to be forwarded to

Whitaker & Weaver at Bridgeton N.J.

It is a part of the consideration of this contract and it is agreed that the said Express Company ARE FORWARDERS ONLY, and are not to be responsible for any loss or damage while being conveyed by the CARRIERS or AGENTS, to whom said property may be by said Express Company entrusted, or arising from the dangers of Railroads, Ocean or River Navigation, Steam, Fire in Stores, Depots, or in Transit, Leakage, Breakage, or from any cause whatever, unless in every case the same be proved to have occurred from the fraud or gross negligence of said Express Company or their servants; nor, in any event beyond the sum of FIFTY DOLLARS, at which the article carried is hereby valued, unless otherwise herein expressed, nor liable for any damage to GLASS, or any FRAGILE articles, unless specially insured. And if the same is entrusted or delivered to any other Express Company or Agent, (which said West Jersey Express Company are hereby authorized to do,) such company or person so selected shall be regarded exclusively as the agent of the depositor, and as such alone liable, and the West Jersey Express Company shall not be in any event responsible for the negligence or non-performance of any such company or person, nor in any event shall said Express Company be liable for any loss or damage unless the claim therefore shall be presented to them in writing at their said office, within thirty days after the time when said property has, or ought to have been delivered. It is further agreed that said Company shall not in any event be liable for any loss, damage, or detention caused by Civil or Military authority, or by Rebellion, Insurrection or Riot.

FREIGHT.

MARK.	ARTICLES.
<u>Whitaker & Weaver</u> <u>Bridgeton</u>	<u>One Package Merch</u>

FOR THE PROPRIETORS

Figure 4-3. May 5, 1865 West Jersey Express receipt

Bridgeton by a West Jersey Express messenger aboard the WJRR. This receipt contains a manuscript-canceled two-cent U. S. Internal Revenue stamp (Scott R15) to pay the Federal document tax imposed during the Civil War. The right-side, open-end style on this express receipt form was very popular with many express companies during the middle of the 19th Century.

A very similar West Jersey Express receipt has been seen that was used on July 10, 1865 for the shipment of sheet iron and a package of merchandise from the N. Trotter & Co. in Philadelphia to John Read in Vineland, N. J. This receipt also has a manuscript-canceled two-cent U. S. Internal Revenue stamp (Scott R15) affixed on the left side. Both of these receipts are pre-printed 'Philadelphia' on their dateline. Starting about 1865, the West Jersey Express office in Philadelphia was located at No. 5 Walnut Street as is printed on both of these receipts. It seemed rather common for express companies of this era that operated in New Jersey (like the West Jersey Express Co.) to have an established agency office in Philadelphia, and sometimes in other eastern Pennsylvania towns, to handle the express traffic originating there (or for transferring express merchandise from other incoming/outgoing expresses) that was destined for delivery/pickup in South Jersey. In 1904 (and probably long before this), we do know that the General Offices of the West Jersey Express Company were located in Philadelphia.³

The first West Jersey Express office listing in the Philadelphia Business Directories was recorded at 3 Walnut Street. This entry was found in McElroy's Philadelphia Directory for 1862.⁴ The same listing occurs in the 1863 and 1864 McElroy directories. Based on these references, we estimate that the West Jersey Express Company was in business as early as 1862, perhaps even in 1861. The Philadelphia directory listings of West Jersey Express offices continued annually through the 1910 directory wherein the last recorded West Jersey Express office was located at the foot of Market Street at the Delaware River.⁵ This West Jersey office location was reported as early as the 1867 Philadelphia Directory and according to the preprinted "187_" dateline on the receipt illustrated in Figure 4-6, the office was in the Ferry Building.

Another West Jersey Express historical document is shown in Figure 4-4 (see following page), an 11x22.2 cm collection envelope that was used on November 8th, 1865 in Millville, N. J. It appears that William A. Wolcott of Vineland, N. J. engaged the West Jersey Express to collect \$136.42 from the "Paymaster at Hartford, Conn." for him. Obviously, this Certificate for Collection was addressed beyond West Jersey's normal express routes and would have been transferred to at least one other express (possibly the Adams Express Co. in Philadelphia) in order to reach Hartford for delivery. The necessity for the out-of-state transfer was also obvious in 1865, as we find "This will have to go to Hartford" handwritten near the bottom of the envelope under "ANSWER."

The collection envelope is marked "2/—" in two places which meant that the West Jersey Express charged two bits (25 cents) to handle the return of this collection money to Mr. Wolcott. Then perhaps the second "2/—" was entered by one of the other involved express companies (Adams Express?) which also charged an express handling fee of two bits (25 cents). Mr. Wolcott would have been billed for the 50-cent total express fee via a West Jersey Express bill of lading, or waybill form. The "20029" manuscript number at the upper left may have been the West Jersey Express' waybill number for this collection transaction.

20059 THE
WEST JERSEY EXPRESS CO.
 Per MILLVILLE & GLASSBORO R. RD.
 EXPRESS FORWARDERS,
 MILLVILLE. (General Office.)

Certificate FOR COLLECTION
 \$136.42
 On Payment at
 Hartford *Hartford*
 Conn *Conn*

NO PROTEST.
REPORT IMMEDIATELY.

For *Wm. A. Walcott*
Millland N.J.
Nov. 8th 1865

INSTRUCTIONS:
 The Express Agent will present the enclosed promptly;
 and if paid, return the proceeds in this Envelope, **CARE-
 FULLY SEALED WITH WAX**, without delay.
 If not paid, report the same to the Office at Millville,
 with Name, Date, and Amount; and unless the money be
 obtained on a second presentation, return it as not collect-
 able.
 Agents must comply with the above instructions in
 every instance.

ANSWER.
*This will have to go to
 Hartford Conn to be paid*

(Courtesy NJPHS)

Figure 4-4. November 1865 WJX Collection envelope for \$136.42.

The "Per Millville & Glassboro R. Rd." inscription appears in the pre-printed header at the top of this collection envelope. This indicates that the West Jersey Express Co. had contracted for express services on the Millville & Glassboro Railroad (M&G RR) in November 1865, and probably earlier than that. The M&G RR began operations in 1861 and subsequently became part of the West Jersey Railroad in April 1868.⁶

The West Jersey Express Money Package that is illustrated in Figure 4-5 on the following page originated in the City of Cape May on August 30 1869.⁷ Cape Island was the early name for the City of Cape May before it was changed by a charter amendment on January 15, 1869. This envelope was preprinted with the Cape Island name and put into use by the West Jersey Express Agent prior to availability of envelopes that were inscribed "Cape May" or "Cape May City." The \$40.00 in this envelope from N. T. Swain in Cape May City was destined for the N. Trotter & Co., 36 North Front Street in Philadelphia.



(From Edward T. Hines' website⁸)

Figure 4-5. August 1869 West Jersey Express \$40.00 Money Package.

By 1870 the West Jersey Express Company had expanded its operations throughout southern New Jersey and into Atlantic, Cape May, Cumberland, Gloucester and Salem Counties

(all of which were mentioned in their incorporation enactment (see Figure 4-2). West Jersey had express offices and/or agencies in all 133 places listed in Table 4-I.⁹ [See following page.] All of these locations are attributed to being on the West Jersey Railroad lines.

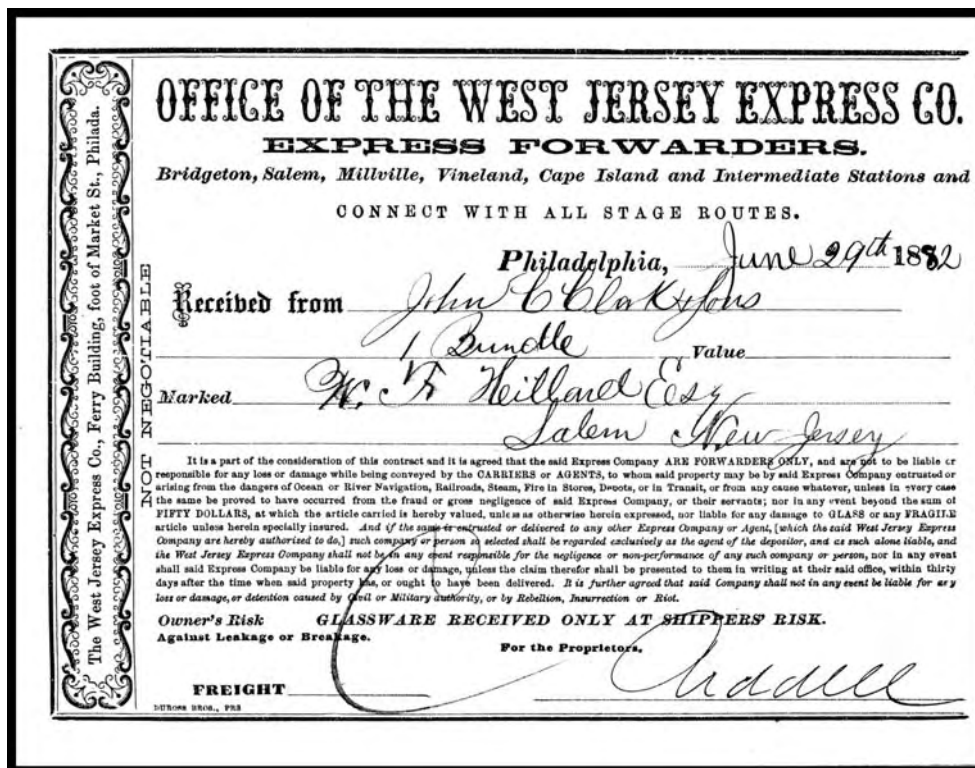


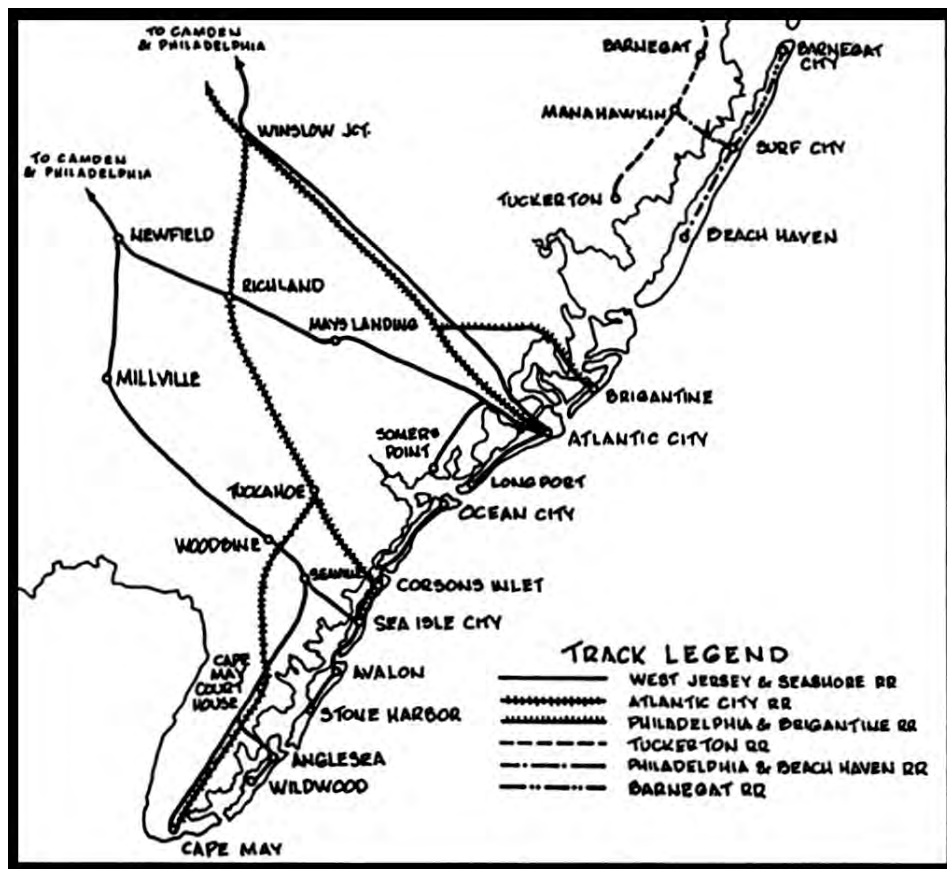
Figure 4-6. June 1882 West Jersey Express receipt (Craig Mathewson collection)

Table 4-I. 1870 West Jersey Express stations

PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY
Acton	*	Salem	East Creek	Woodbine	Cape May	Ludlam	Seaville	Cape May	Red Bank	Woodbury	Gloucester
Allowaystown	*	Salem	Elmer	Salem	Salem				Richmanville	Paulding	Salem
Ashbury	Woodbury	Gloucester	Ewans Mills	Glassboro	Gloucester	Malaga	*	Gloucester	Rio Grande	*	Cape May
Auburn	Salem	Salem	Ewings Creek	Belle Plaine	Cumberland	Manamuskinn	*	Cumberland	Roadstown	Bridgeton	Cumberland
						Mannington	Oakland	Salem			
Barnsborough	*	Gloucester	Fairtown	Bridgetown	Cumberland	Manta	*	Gloucester	Salem	*	Salem
Battentown	Glassboro	Gloucester	Finley Station	*	Cumberland	Marlboro	*	Gloucester	Sculltown	Salem	Salem
Beesley's Point	Seaville	Cape May	Fishertown	*	Cumberland	Mauricetown	Bell Plaine	Cumberland	Seaville	*	Cape May
Bell Plaine	*	Cumberland	Fishing Creek	Rio Grande	Cape May	Middleton	*	Cape May	Sharptown	Salem	Salem
Bennetts	*	Cape May	Five Points	Glassboro	Gloucester	Middleton	*	Salem	Shiloh	Bridgetown	Cumberland
Billingsport	Woodbury	Gloucester	Forest Creek Stn	*	Cumberland	Middletown	Mt. Pleasant	Cape May	South Dennis	Seaville	Cape May
Bowertown	Bridgetown	Cumberland	Forest Grove	*	Gloucester	Millville	*	Cumberland	South Seaville	Seaville	Cape May
Bricksboro	Manamuskinn	Cumberland	Franklinville	*	Gloucester	Mt. Pleasant	*	Cape May	South Vineland	*	Cumberland
Bridgeport	Woodbury	Gloucester	Freastown	Daretown	Salem	Mt. Pleasant	Glassboro	Gloucester	Springtown	Bridgetown	Cumberland
Bridgeton	*	Cumberland				Mullica Hill	Glassboro	Gloucester	Steedmans	Woodbine	Cape May
Buena Vesta	Vineland	Atlantic	Gibbstown	Woodbury	Gloucester				Suckahoe[sic]	Mt. Pleasant	Cape May
Buena Vesta	Bridgeton	Cumberland	Goodintent	Mantua	Gloucester	Newfield	Glassboro	Gloucester	Swain	*	Cape May
			Goshen	Swains	Cape May	Newkirk	*	Salem	Swedesboro	Glassboro	Gloucester
Camden	*	Camden	Glassboro	*	Gloucester	Newport	Millville	Cumberland			
Canton	Salem	Salem	Gloucester City	*	Camden	North Dennis	Seaville	Cape May	Townsend's Inlet	Seaville	Cape May
Cape City	*	Cape May	Green Creek	Rio Grande	Cape May	North Vineland	*	Cumberland			
Cape Island	Cape City	Cape May	Greenwich	Bridgeton	Cumberland				Unionville	*	Gloucester
Cape May	*	Cape May				Oakland	*	Salem			
Carlsburgh	Finley	Cumberland	Hagerstown	Salem	Salem	Oceanville	Swains	Cape May	Vineland	*	Cumberland
Cedarville	Bridgeton	Cumberland	Halltown	Salem	Salem						
Centreville	Palantine	Salem	Hancock's Bridge	Salem	Salem	Palantine	*	Salem	Watson	Yorktown	Salem
Clarkesboro	Woodbury	Gloucester	Harding	*	Gloucester	Parkville	Woodbury	Gloucester	Welchville	Salem	Salem
Claysville	Salem	Salem	Harmony	Finley	Cumberland	Paulding	*	Salem	Westville	*	Gloucester
Clayton	*	Gloucester	Harrisonville	Glassboro	Gloucester	Paulsboro	Woodbury	Gloucester	Williamstown	Glassboro	Camden
Cold Spring	*	Cape May	Harrisonville	Salem	Salem	Pedricktown	Salem	Salem	Willow Grove	Malaga	Cumberland
Cranes	*	Gloucester	Heslerville	Bell Plaine	Cumberland	Penn's Grove	Salem	Salem	Woodbine	*	Cape May
Cross Keys	Glassboro	Camden	Hurtville	Barnsboro	Camden	Pennsville	Salem	Salem	Woodbury	*	Gloucester
			Husted	*	Cumberland	Petersburg	Seaville	Cape May	Woodstown	Paulding	Salem
Daretown	*	Salem				Pitts' Grove	Pittstown	Salem			
Deerfield St.	*	Cumberland	Jericho	Bridgeton	Cumberland	Pittstown	*	Salem	Yorktown	*	Salem
Dennisville	Seaville	Cape May				Port Elizabeth	Manamuskinn	Cumberland			
Dias Creek	Seaville	Cape May	Lawrenceville	Barnsboro	Gloucester	Port Norris	Bell Plaine	Cumberland			
Dividing Creek	Manamuskinn	Cumberland	Leesburg	Bell Plaine	Cumberland	Postertown	Seaville	Cape May			
Dorchester	Bell Plaine	Cumberland	Little Worth	Mt. Pleasant	Cape May					*	Same as PLACE

A later West Jersey Express receipt for transfer of one bundle from John C. Clark & Sons to W. F. Heillard, Esq. in Salem, N.J. is shown in Figure 4-6 (see above), originating in Philadelphia. This receipt blank was printed before 1880 (the preprinted "187_" dateline is overwritten) and was used on June 29th 1882. On this receipt, the third line down includes 'Cape Island' as an express forwarding destination which is an indication that this form was probably printed around 1870 before the January 1869 name change to Cape May City was fully recognized by the company. The large manuscript "C" at lower left by the "FREIGHT _____" line may indicate that this was a collect shipment. Most contemporary express-company instructions stated that every COD shipment must be clearly marked on the package being shipped and on the accompanying waybill. The instructions, however, do not usually delineate that such clarity be used on receipts that are given to the consignor, such as that shown in Figure 4-6. Note that the left-side printed Philadelphia West Jersey Express office is now located in the Ferry Building at the foot of Market Street.

In 1896, the West Jersey Railroad and the Camden & Atlantic Railroad merged to form the West Jersey and Seashore Railroad (WJ&SS RR). As might be anticipated, the West Jersey Express continued to operate on this newly named road until the express company was sold approximately eleven years later. The railroad map in Figure 4-7 shows the eastern extent of the WJ&SS RR lines after the merger.



(Adapted from page 216¹⁰)

Figure 4-7. Map showing the eastern portion of the West Jersey and Seashore Railroad.

Figure 4-8 shows a West Jersey Express receipt that was used to document the transport of merchandise on the WJ&SS RR. It exhibits a more “modern-looking” overall format and contains a “Camden, N. J.” pre-printed dateline. The location of the West Jersey Express offices in Camden are printed on the left side as “Foot of Federal Street and No. 307 Federal Street.” No doubt the express office at the foot of Federal Street coincided with, or was very near, one of the Delaware River ferry buildings on the New Jersey side.

G.—1002—A—Camden.—A. P. R. 171. 8-18-98.

WEST JERSEY EXPRESS COMPANY
FORWARDERS
TO ALL POINTS ON WEST JERSEY & SEASHORE RAILROAD.

CAMDEN, N. J. 7/1 1899

Received from one **value** 25

Marked L. P. Scott
Mays Landing

Which, it is mutually agreed, is to be forwarded to our agency nearest or most convenient to destination only, and there delivered to other parties to complete the transportation. It is a part of the consideration of this contract, and it is agreed that the said Express Company IS FORWARDER ONLY, and is not to be liable or responsible for any loss or damage while being conveyed by the CARRIERS or AGENTS, to whom said property may be by said Express Company entrusted, or arising from the dangers of Ocean or River Navigation, Railroads, Steam, Fire in Stores, Depots, or in transit, or from any cause whatever, unless in every case the same be proved to have occurred from the fraud or gross negligence of said Express Company or its servants; nor in any event beyond the sum of FIFTY DOLLARS, at which the article carried is hereby valued, unless as otherwise herein expressed; nor liable for any damage to GLASS or any FRAGILE articles unless herein specially insured. And if the same is entrusted or delivered to any other express company or agent (which the said West Jersey Express Company is hereby authorized to do), such company or person so selected shall be regarded exclusively as the agent of the depositor, and as such alone liable; and the said Express Company shall not be in any event responsible for the negligence or non-performance of any such company or person, nor in any event shall said Express Company be liable for any loss or damage, unless the claim therefor shall be presented to them in writing, at their said Office, within thirty days after the time when said property has or ought to have been delivered. It is further agreed that said Company shall not, in any event, be liable for any loss, damage or detention caused by the acts of God, civil or military authority, or by rebellion, insurrection or riot, or by any riotous or armed assemblage.

GLASSWARE RECEIVED ONLY AT SHIPPER'S RISK.

For the Company [Signature]

FREIGHT 25

Philadelphia Offices in Ferry Building, Foot of Market and Foot of Vine Streets.
CAMDEN OFFICES, FOOT OF FEDERAL STREET AND NO. 307 FEDERAL STREET.

NOT NEGOTIABLE.

Figure 4-8. February 1900 West Jersey Express receipt.

The above receipt has a one-cent documentary revenue stamp (Scott R163) affixed to pay the Federal document tax that was imposed during the Spanish-American War. The stamp is nicely tied to the receipt with a clear “FEB 1 1900” oval handstamp from the “UNION TRANSFER OFFICE, 307 FEDERAL ST. CAMDEN, N.J.” It appears this is from a handstamp owned by another business tenant also residing at the 307 Federal Street office. These tax stamps were usually canceled by the affixing express agency’s handstamp, or with a manuscript overwrite by the agency’s express agent. At upper right, outside the receipt’s frame line, “171. 8-18-98.” is preprinted. This probably means that this receipt blank is West Jersey Form 171 and copies were issued (or printed) on August 18, 1898. The illustrated receipt was used February 1, 1900 to record the consignment of one package for delivery to L. P. Scott in Mays Landing, N. J. The express fee for this delivery was 25 cents and was marked paid on February 1.

It is interesting to note that the inscription "Glassware Received Only at Shippers' Risk" is printed near the bottom of this receipt. There apparently was a lot of South Jersey manufactured glassware that was expressed by the West Jersey Express Company. The glass merchandise shipments had to be high volume business in order to have the cited admonition preprinted on all their receipt forms. The Figure 4-6 "187_" receipt contained the same preprinted caveat while the 1907 receipt in Figure 4-10 contains a similar glass-shipper's risk statement at the bottom.

LIST OF POINTS REACHED BY WEST JERSEY EXPRESS COMPANY.				
<ul style="list-style-type: none"> *Absecon, Acton, Albion, Aldine, *Alloway, *Alloway Junction, *Anglesea, *Ancora, *Ashland, Asbury, Gloucester Co., *Atlantic City, *Atco, Auburn, *Aurora, Almonesson, *Avalon. Bass River, Bassett, Batsto, Bates Mills, Barnsboro, Bargaintown, Bakersville, *Berlin, Bellevue, Berkley, Bethel, *Bennetts, *Belleplain, Beesleys Point, Bishops Bridge, Bisbees, Bittletown, Billingsport, Bivalve, Bricksboro, *Bridgeport, *Bridge ton, Burleigh, Buena, Bushtown, Buckshutem. *Camden, Caldwells Crossing, Canton, *Cape May Court House *Cape May City, *Cap - May Point, Cardiff, Carmel, Cedar Grove, Centreton, Cedarville, Centreville, Centre Square, Chestnutville, *Clayton, Clayville, *Clarksboro, Clermont, Chelsea, Chesilhurst, Columbia, 	<ul style="list-style-type: none"> Cold Spring, Cohansey, *Collingswood, Corsons Inlet, Cropwell, Crowfoot, Cuthbert. De Costa, *Daretown, Dennistown, Deerfield, Delmont, Doughtys, Downstown, Downer, Dorchester, Dias Creek, Dunbarton. Eagleton, East Hammoncton, East Creek, *Egg Harbor, *Elwood, Elmwood Road, Eldora, Eldridges Hill, *Elmer, English Creek, Erma, Estellville, Evesborough, Ewans Mills. Fairton, Fenwick, Ferrell, Fishers, Five Points, *Finley, Fishing Creek, Forest Grove, Freeman, *Franklinville, Friesburg. *Germania, Gibbsboro, Gibbstown, Glenwood, Glendale, *Gloucester, *Glassboro, Gouldtown, Goshen, Grassy Sound, Greenland, Green Bank, Green Creek, Greenwich. *Haddonfield, Halberton, *Hammoncton, 	<ul style="list-style-type: none"> *Harrisonville—W. J., Harrisonville—O. & A., Hardingville, Haleyville, Haltown, Harmersville, *Heislerville, Hancocks Bridge, Hurffville, *Husted, *Holly Beach. *Iona, Ivy Side. *Irving Ave. (B'ton.) Jefferson, Jericho, Jonas. *Kirkwood, Kresson. Lake, Lakeside, Laurel Mills, *Leesburg, Lindenwold, *Linwood, Long Reach, *Liberty Park, Lodi, Locust Grove, Lower Bank, *Longport, *Lucaston. Mantua, *Malaga, Marlboro, Marmora, Marshalltown, *Maurice River, *Mauricetown, *Mays Landing, *Manumuskim, Marshallville, Mayville, *Marlton, *McKee City, *Medford, Meirose, Milford, *Mickleton, *Millville, *Minotola, Mizpah, Morris Mill, Mount Royal, Mount Pleasant, *Monroeville, Murphy. Nesco, Newbold, New Freedom, New Gretna, 	<ul style="list-style-type: none"> New Germany, Newkirk, *Newfield, New Denmark, North Dennis, North Hammoncton, *North Vineland, *North Woodbury, Oakland, Salem Co., *Ocean City, *Ocean View, Ogden, Osage. Palatine, Pauldings, Palermo, Paradise, Parkville, *Paulsboro, Peermont, Pembryn, Peters Beach, Petersburg, *Pedricktown, *Pennsgrove, Pennsville, Penton, Perkintown, *Philadelphia, Pine Grove, Pikes Peak, Pittsgrove P. O., *Pitman Grove, Pleasant Mills, *Pleasantville, *Pomona, *Port Norris, Pomerania, Pole Tavern, Porchtown, *Port Elizabeth, Point Airy, Prospect, Prestletown. *Quinton, Rambo, Reeds Crossing, Reega, *Repaupo, *Richland, *Rio Grande, Richmanville, Riddleton, Remsterville, Roadstown, Rulon. Sanitarium, Salina, *Salem, Scullyville, Sewells Point, 	<ul style="list-style-type: none"> *Sewell, *Seaville, *Sea Isle City, Sea View, Seeley, Shiloh, Sharpstown, Schellingers Landing, Shetterville, Smithville, Smiths Landing, Snow Hill, *Somers Point, South Atlantic, *South Camden, South Dennis, *South Vineland, Springdale, Spring Garden, Steelmanville, *Stone Harbor, *Swedesboro, Swings Corner, *Swains, Shirley. Tatem, Tathem, Temperanceville, Thoroughfare, Tomlin, Townsend Inlet. Uncle Tom's. Ventnor, Victoria, *Vineland. Watsontown, Wading River, Watsons Corner, *Waterford, Weymouth, Weekstown, Weishville, *Westville, *Wenonah, West Berlin, West Creek, C. May Co. Whig Lane, Willets, *Winslow, *Wildwood, Willow Grove, Wilton, Wolfert, *Woodbury, *Woodstown, *Woodbine, Woodruff, Westmont. *Yorketown. Ziontown.

* Express Agency.

Figure 4-9. Back of the August 1898 West Jersey Express receipt.

The back of the August 1898 receipt form is shown in Figure 4-9. A total of 306 'points,' or places (normal train stops at cities, towns, hamlets, and specific local depots) that were reached by the West Jersey Express are listed. Most of these points are in southern New Jersey, but a few eastern Pennsylvania locations (Philadelphia, Spring Garden [Phila.], Willow Grove, etc.) are noted in the list. Ninety-four West Jersey Express Agency locations within this list are marked as being operational in 1898.

The most recent Bill of Lading (BOL) from the West Jersey Express that has been seen is shown in Figure 4-10. Designated as form 78, bill of lading blanks were issued on May 21, 1907 and the illustrated example was used on March 16, 1908. This BOL documents one bundle of brass valves that was shipped from Coy & Sons Co., in Philadelphia to the Coy & Sons Co., facility in Bridgeton, N. J. The back of this form contains an updated list of express 'points' similar to that shown in Figure 4-9. Review of this 1907 list reveals that 12 named points were deleted and 18 named points were added, for a net gain of 6 points (for a total of 312 in 1907) relative to the 1898 list. Also four new express agencies are marked to bring the 1907 total to 98. From the text found on this document, it appears that 'receipt' and 'Bill of Lading' were different descriptive names for the same express document.

216760

A. D. 8840
(Formerly A. M. R. & A. 202—Philadelphia)

78. 5 x 5 5-21-07

Read the Conditions of this Contract to which the Shipper agrees by accepting this receipt embracing the same.

WEST JERSEY EXPRESS COMPANY

DIRECT TO ALL POINTS ON WEST JERSEY AND SEASHORE RAILROAD.

(NOT NEGOTIABLE.)

Philadelphia, March 16 1908

Received from Coy & Sons Co.

One (1) Bundle Brass Valves at \$

Marked Coy & Sons Co.

Bridgeton, N. J.

Which the Company agrees to carry upon the following terms and conditions, to which the shipper agrees, and as evidence thereof accepts this bill of lading.

1. In consideration of the rate charged for carrying said property, which is regulated by the value thereof and is based upon a valuation of not exceeding fifty dollars unless a greater value is declared, the shipper agrees that the value of said property is not more than fifty dollars, unless a greater value is stated herein, and that the Company shall not be liable in any event for more than the value so stated, nor for more than fifty dollars if no value is stated herein.
2. If the Express Company has not an agency at the point of destination, it shall carry the property to its agency nearest or most convenient thereto, and there notify the consignee, or deliver the property to some other carrier to continue the transportation. The West Jersey Express Company shall not be liable for loss or damage occurring after such delivery, nor for detention after having tendered the property to a connecting carrier.
3. The Express Company shall not be required to make free delivery at points where it maintains no free delivery service, nor at any point beyond its established delivery limits.
4. The Express Company, unless negligent, shall not be liable for loss, damage or detention of said property caused by civil or military authority, piracy, insurrection, strikes or riot, or by the act of any person acting as an officer of the law, whether with or without lawful process, warrant or authority, or by the dangers of rail-road transportation, the perils of navigation, changes of temperature, heat, cold, wet or decay, nor for the death, injury or seizure of loss freight, the Company not being a carrier thereof except at owner's risk.
5. Said property is accepted as merchandise only, and the Express Company shall not be liable in any event for the loss of money, specie, bonds, coupons or other negotiable papers, which the Company does not receive or carry except through its money department provided for that purpose.
6. The Express Company shall not be liable for loss, damage or detention of said property unless a claim therefor shall be presented to it in writing at this office within sixty days from this date with this contract or a copy thereof annexed; nor shall the Company be liable in any suit to recover for the loss, damage or detention of said property unless the same shall be commenced within one year after such loss, damage or detention shall have occurred, and not afterwards.
7. Articles of Glass, articles contained in glass and fragile articles are accepted at OWNER'S RISK.
8. If any C. O. D. is not paid within thirty days the shipper agrees that the Express Company may return the property, and that he will pay the charges for transportation both ways.
9. The terms and conditions of this contract shall apply to any forwarding or return of said property, and shall inure to the benefit of every carrier to whom the same may be entrusted to complete the transportation.

For the Company,

FREIGHT:

The Liability of this Company is limited to \$50.00, unless a greater value is stated in this receipt. Fragile articles and matter consisting of or contained in glass at owner's risk.

Philadelphia Office, Ferry Building, Foot of Market Street, Lower Side.

Figure 4-10. March 1908 West Jersey Express Bill of Lading.

A similar West Jersey Express receipt is also known that was used on January 8, 1908. However, the form 78 blank for this receipt was issued on November 27, 1905. This 1908 receipt documents a single package shipment from Philadelphia to Bridgeton between the Coy and Sons Co. facilities. The back of this 1905 receipt blank contains a list of the same 312 express points that are printed on the back of the May 21, 1907 receipt blanks.

The WJRR and the WJ&SS RR are known to have been part of the Pennsylvania Railroad (PRR) system for many of their operating years. The Adams Express Company was an established forwarder on the PRR for many of those years. In 1901–08 we have reports that Adams Express also operated on some portions (maybe throughout?) of the WJ&SS RR beside the West Jersey Express (but Adams Express was not present in 1899). So, it should not be surprising to learn that on October 1, 1908, the Pennsylvania Railroad sold the West Jersey Express Company to the Adams Express Company. Apparently, all of the West Jersey Express assets were acquired by Adams, and the West Jersey Express was reportedly dissolved as of the sale date.

The West Jersey Express was in business approximately 46 years from its 1862 postulated beginning until the October 1908 sale. We have to believe that this company expressed many tons of merchandise during those years. Yet we have not seen, nor heard of, one West Jersey Express label or stamp, nor one West Jersey Express envelope corner-card that has survived into collector's hands. Based on the quantity and variety of labels known from other similar-sized express companies that operated in the 19th Century, we strongly suspect that the West Jersey could not have efficiently conducted their vast expressing operations without using several (even many) office label types and issues. We believe that West Jersey Express labels and corner cards were probably contemporarily issued and used, but none have surfaced yet at the dealer or collector level. It is certainly anticipated that someday a West Jersey Express label or corner card (either would become a potential 19th-century express rarity) will eventually expose itself and be reported.

(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.

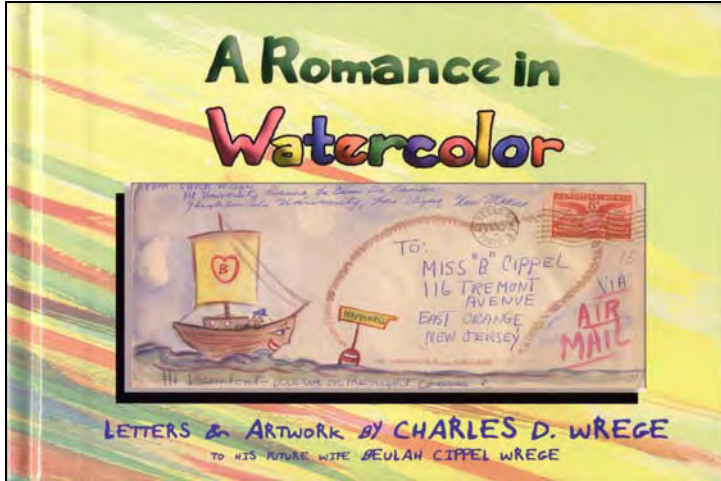
ENDNOTES

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- ¹ Cunningham, John T., *Railroads in New Jersey The Formative Years*, 1997.
 - ² *Laws of New Jersey, Session of 1864*, NJ, 1864, pp. 743-744. A summary of the West Jersey Express incorporation information was previously reported by Gerard Neufeld on p. 71 of the November 1984, NJPH.
 - ³ *The Express Gazette*, "Directory of Express Officials," January 15, 1904, p. iv.
 - ⁴ McElroy, *Philadelphia Directory for 1862*, 1862, page 880.
 - ⁵ Boyd, S. Fred, *Boyd's Co-Partnership and Residence Business Directory of Philadelphia City*, 1910, p. 1772.
 - ⁶ Edson, William D., *Railroad Names*, 4th Edition, January 1999, p. 60.
 - ⁷ This envelope was previously reported by Gerard Neufeld on page 71 of the November 1984, NJPH.
 - ⁸ Item 18784 at http://www.edhines.com/express_p_3.htm April 24, 2004.
 - ⁹ Campbell, R. A., "New Jersey," *Campbell's Shippers' Guide and Travelers' Directory*, etc., 1870, pp. 75–82.
 - ¹⁰ Cunningham, John T., *Railroads in New Jersey The Formative Years*, 1997.

A POSTAL ROMANCE: A BOOK REVIEW

By Jean R. Walton

To all of us who love interesting covers and who remember the Fifties, a little book by Charles D. Wrege of Spring Lake, New Jersey, will be a small treasure. It is entitled *A Romance in Watercolor*, and is the story, through covers, of a 90 day prelude to a lifetime of happiness.



in Watercolor, and is the story, through covers, of a 90 day prelude to a lifetime of happiness.

Charles D. Wrege, as a young man not long out of the army, worked in a New York City department store as an artist, where he met and fell in love with Beulah Cippel, who also worked in the art department there. She insisted that no marriage would be considered until he went to college, so that began his trek to school in New

Mexico, and a separation which he filled with letters, and more strikingly, with covers, which he hand painted every day of their separation. This book chronicles all of them.

Many of us have encountered hand-drawn images on postal cards – some cards were even produced on stock that was especially made for this purpose. These are collecting gems. But Charles Wrege took this one step further – he did not restrict himself to the small canvas of a postal card; he used full large-sized envelopes, and in many cases decorated both sides.



One of many covers painted by Charles Wrege – this depicting the work he created for the East Orange postman!

While these are, for the most part, covers from New Mexico, they are addressed to “B” – who lived in East Orange. They certainly attracted the attention of the sending post office, to the point that postal employees even added personal notes in some cases, and were involved enough in this romance to drop his letters into the airmail bag, even though they had only surface mail stamps attached. On the other end, there is no doubt that the East Orange Post Office – and the local postman – became involved, and the last cover illustrated in this book is a thank you to all of them.



Charles and B

Cover at left was the last one sent to Miss “B” before her arrival in New Mexico and her marriage to Charles, and expresses his thanks to the many postal employees that helped make it possible.

In addition to the wonderful exposure to the art of Charles Wrege, this book is a memory trip back into the Fifties – when we seemed happy to just be happy, and did not expect large expensive weddings and all the trappings of suburban living to be instantly available to us. And from meager beginnings, the Wreges built a life of happiness and success. Charles Wrege earned several degrees, became well-known in his field of management history, and was for many years a professor at Rutgers University. And of course he married Beulah Cippel.

It is now two years since the death of his beloved Miss “B” – to whom this little book is devoted. Charles Wrege is still very active, and continues to be involved in his art and his many other interests. But this book serves to keep alive both the memory of Miss “B,” and a happy time when a gift of a letter in the mail could fill the day with delight. This book may do this for you too. We will have a few available at NOJEX – a perfect gift for a philatelist’s spouse – or you can also find it on www.amazon.com.

Wrege, Charles D., *A Romance in Watercolor*, published by Sky Lake Publishing, 2004, \$24.95.

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SOME NEW JERSEY TOWNS WHICH HAD DOANE CANCELS*

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

Look for these post offices:

Baird	Delmont
Bayville	Downer
Beemerville	East Nutley*
Bennett	Eldora
Charlotteburg	Fairmount
Clarksburg	Greenbank
Coltsneck	Groveville
Cornish	Harlingen
Creamridge	Haworth
Dacosta*	Jenkins

* Source: New Jersey Doane List maintained by Arne Englund

Kenilworth*	North Vineland*
Lawrence Sta	Ortley
Lower Bank	Pennsville
Mantoloking	Port Elizabeth
Mayetta	Prospect Plains
Mine Hill	Richwood
Monroe	Sandbrook
Mountairy	Silverton
New Hampton	South Vineland
Normanock	Vienna

250+ New Jersey Doanes exist - there are 40 in this puzzle. For further information, go to <http://www.doanecancel.com/> or http://www.doanecancel.com/new_jersey_doanes.html. These website pages, maintained by Gary Anderson and Arne Englund, can also be reached through the links on the NJPHS site: <http://members.aol.com/njpostalhistory/links.htm>. For those without an online connection, please write to Arne Englund, P.O. Box 57, Port Murray, NJ 07865 for a current list.

*Solution on NJPHS website, or by mail from Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830.

CITIZENS' LINE FOR NEW YORK.

Burlington, Bristol, Bordentown, Trenton, Easton.

By the new and splendid Steam Boat PHILADELPHIA, Captain Kellum, daily, (Sundays excepted) at 6 o'clock, from Arch street wharf.

Fare to New York, through in one day, \$2 00
To Burlington, Bristol or Bordentown, 50
To Trenton, 75
To Easton, 8 00

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

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

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

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

NEW ARRANGEMENT.



UNION LINE FOR NEW YORK,

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

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

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

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

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

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

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

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



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

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

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

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

VAN SANTVOORD, NORCROSS & CO.

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



PRINCETON COACH.

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

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

LEVI HOWELL.

Princeton, April 12

if

TRENTON PACKETS.



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

March 6.

CLASSIFIED ADS:

WANTED: STAMPLESS COVERS

any state, strong strikes, quality covers. Send copy with prices to J. Haynes, Box 358, Allendale, NJ 07481.

WANTED: ALL NJ POSTMARKS -

New Collector looking for 1800 - 1925 offices. Send list to: Fred Mancuso, 17 Theodore Ave., Maple Shade, NJ 08052, 856/482-5337 email: stampking1@aol.com.

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@earthlink.net.

WANTED TO BUY OR TRADE: USS

AKRON event and flight covers including Roessler labels or cachets or nifty Akron covers in general. Contact: Edward M. Moore, PO Box 2071, Vincentown, NJ 08088, email emmzeppelin@comcast.net.

WANTED: PRESBYTERIAN CHURCH RELATED COVERS

from New Jersey or other states, also small town Presbyterian churches on post cards. 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. 8000 items, 1690's to 1990's. Visit our searchable website: www.felcone.com. Joseph J. Felcone, PO 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

WANTED: BOND or FORCE

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

WANTED: Mountain Lakes, Boonton, Parsippany, Whippany, Hanover postal history items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS (since 1980). Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

Any SOUTHARD CORRESPONDENCE

for sale? Always interested, either to or from Senator Southard. Please contact Jean Walton, 125 Turtleback Road, Califon, NJ 07830; 908-832-9578 or e-mail jwalton971@aol.com

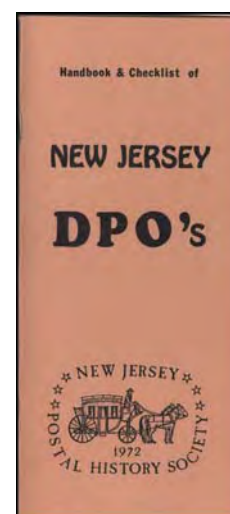
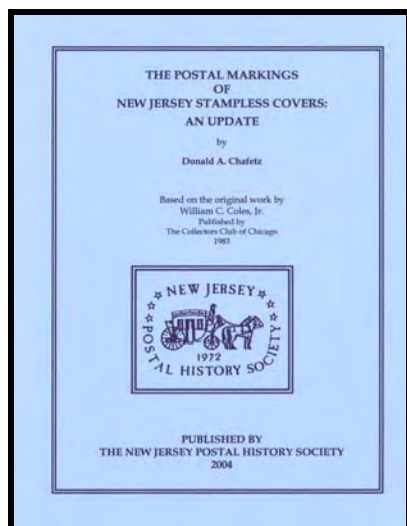
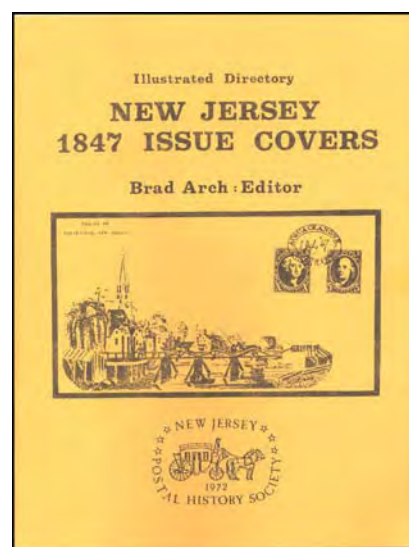
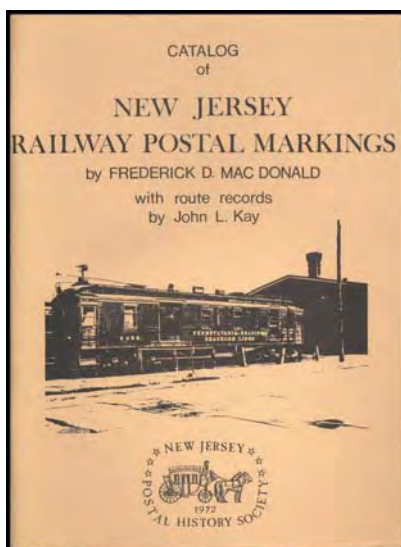
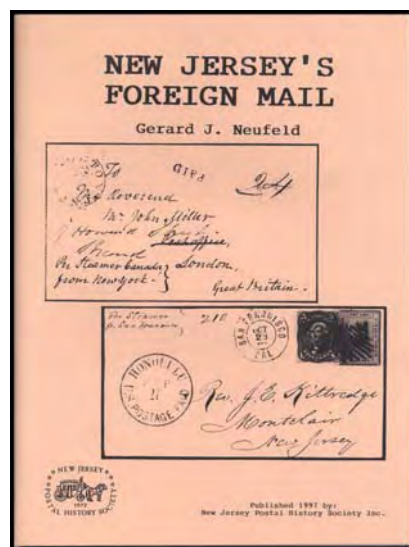
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