



# NJPH

The Journal of the  
NEW JERSEY POSTAL HISTORY SOCIETY  
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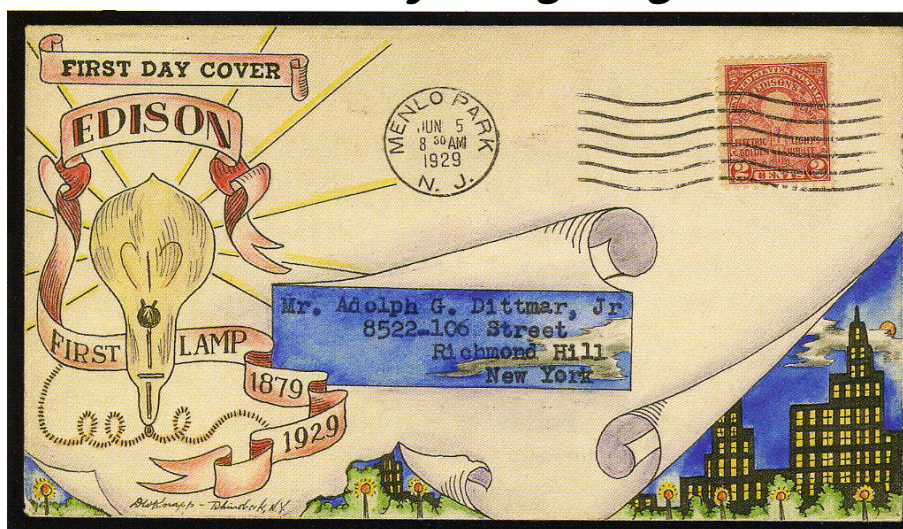
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## *Edison First Day Brings High Price!*



***A 2 Cent Edison Electric Light with Knapp hand painted cachet, cancelled at Menlo Park, NJ brought \$2,700 in a joint Siegel McCusker Auction on March 30-31, 2005. See p. 58.***

### ~ CONTENTS ~

President's Message .....	Robert G. Rose .....	56
On the Auction Scene .....	Robert G. Rose .....	57
Multiplicity - A First Issue Postal Card .....	Charles A. Fricke .....	60
Snufftown [Sussex County] Explained! .....	Len Peck .....	62
New Brunswick's Postal Markings: The Stampless Period		
Part I: 18 <sup>th</sup> Century Markings .....	Robert G. Rose .....	67
A Bit Of History On A Postcard .....	Craig Mathewson .....	73
New Jersey Private Express Companies: Part 6B		
Express Companies with Offices in Newark .....	Bruce H. Mosher .....	75
The Post Towns of Burlington County: Part 2 .....	Jack Edge .....	88
Trenton P&DC Reopens: .....	Gene Fricks &	
Anthrax Terrorism Site Gets A New Beginning .....	Jean Walton .....	102
NOJEX, Annual Meeting and Other Member News .....		108
Word Puzzle: Camden DPOs .....		109
Member Ads .....		110
Literature Available .....		Back Cover

**NEW JERSEY POSTAL HISTORY SOCIETY, INC.**

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**THANKS FOR DONATIONS!**

The Society wishes to gratefully acknowledge additional cash donations received with dues submitted from the following members: Leonard Frank, Joseph Haynes, Donald Jones, Patrick La Pella, Michael Marino, Beatrice Rainier, Paul W. Schopp, and Ed Siskin. These donations go a long way towards helping the Society meet the ever-increasing cost of producing and mailing the Journal.

**FINAL NOTICE ~ 2005 MEMBERSHIP DUES:**

A few member dues remain outstanding, and no further issues will be sent if dues are not paid. For those members who have not yet made payment, a dues reminder notice is enclosed. We do not wish to lose you. Dues should be sent to Secretary, Jean Walton, at the address above.

\*\*\*\*\*

**PRESIDENT'S MESSAGE**

In working with our Society's very able layout editor, Jean Walton, on this issue of *NJPH*, I was struck by the fact that the content of its articles extends over some 250 years of American history, from New Brunswick's Colonial Period postal markings through the reopening of the Trenton Processing and Distribution Center following its anthrax decontamination. There should be something of interest to everybody. My thanks to the many authors who contributed and again, I renew my request to those of you who have not yet stepped forward. Articles are always welcomed. If you have a favorite piece of New Jersey postal history and don't have the time or feel unable to write it up, all you need to do is send Jean a computer scan of the cover (if you are not computer proficient, a high quality photocopy will do) and a couple of sentences describing its significance. We'll do the rest! Either way, you will get great pleasure out of sharing your philatelic knowledge with our Society members who may share similar interests.

The Society will hold its annual meeting at NOJEX on Sunday, May 29, 2005 at noon at the Meadowlands Crowne Plaza Hotel in Secaucus, NJ. This year, the meeting will feature a presentation by long-time Society member Len Peck about Sussex County's postal history. Len promises to show some of his favorite covers. This year's NOJEX Show will include 266 frames of exhibits and a 40 dealer bourse. I have included a free pass to the Show. While visiting the Show, please be sure to stop by at the Society's table, say hello and pull up a chair.

We also mourn the loss of long-time Society member Walter Parshall who passed away last month at the age of 84. I first met Walter over 20 years ago at the Coles auction when we competed with one another for several stampless covers in that sale. He won. It was later that I discovered that he had put together an outstanding collection of covers from his home town, Bloomfield, NJ. Each year I would see Walter at NOJEX. He faithfully attended the Society's annual meetings at the Show, although I regret that I was never able to convince him to mount and write up his wonderful collection for exhibiting. He will be missed.

**ROBERT G. ROSE**

## ON THE AUCTION SCENE: New Jersey First Day Covers

By Robert G. Rose

How often have we sat at a dealer's booth at a stamp show, quickly looking through a box of common looking, non-descript covers in the hopes of finding a better item for our collections? And how many times have we passed over a valuable cover simply because it looked so common? Given the increasing collector interest in early first day covers and those bearing earliest documented usages ("EDU's), chances are that many of those boxes of "common" covers have been carefully picked over by specialists with knowledge of the significant dates.

Such a nondescript looking cover recently sold at auction for the astounding hammer price of \$32,500 to which was added a 10% buyer's commission. This remarkable cover, sold in the public auction sale of the Dr. Alfred S. Martin Collection,<sup>1</sup> is illustrated below in *Figure 1*.<sup>2</sup>



*Fig. 1: 2 Cent Lake of the 1890 Issue, cancelled at Newark, NJ.*

This cover is the only recorded first day cover of any stamp in the "small" 1890 Banknote Issue. The 2 cent lake, Scott 219D, is tied by a "Newark, N.J. Feb 22 10AM 90" duplex postmark on a locally used cover. According to the catalog description, although many values of the 1890 Issue were distributed to over 400 post offices, this is the only known first day cover of the entire issue.

The Martin Collection included a complete showing of the ½ cent to \$5.00 denominations of the 1922-26 Issue. Included in this series was the 12 cent Grover Cleveland (Scott 564) first day cover illustrated below in *Figure 2*.<sup>3</sup>

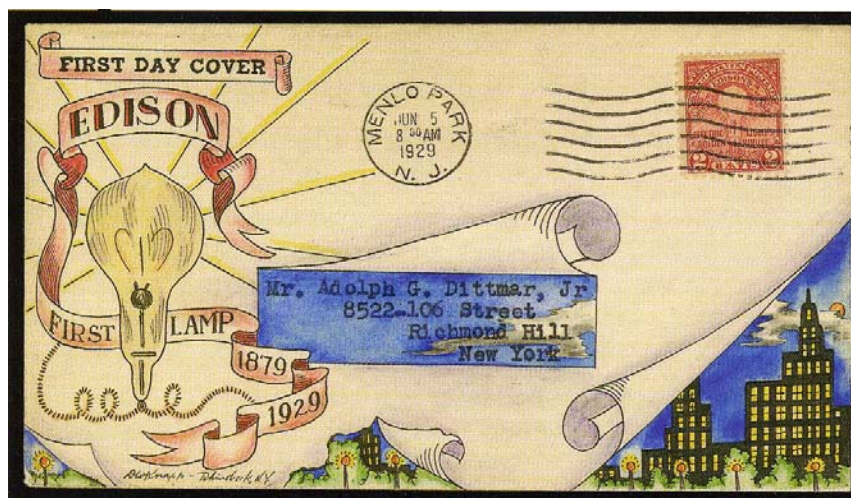




*Fig. 2: 12 Cent Cleveland First Day Cover, cancelled at Caldwell, NJ.*

According to the auction, this is the only first day cover of this stamp showing a plate block of six. The stamps are tied to a legal size cover with a "Caldwell, N.J. Mar. 20, 1923" duplex cancel, Caldwell being Cleveland's birthplace. Because of the perforation faults on the two stamps at top edge of the cover, its value was estimated at \$500-\$700. It sold for a hammer price of \$350.

The Martin Collection included a wonderful array of hand-painted first day covers by Dorothy Knapp, including a colorful 2 cent Edison Electric Light illustrated in *Figure 3*.<sup>4</sup>



*Fig. 3: 2 Cent Edison Electric Light with Knapp hand painted cachet, cancelled at Menlo Park, NJ.*

The cover is franked with the 2 cent Edison Electric Light (Scott 654), commemorating the 50<sup>th</sup> Anniversary of its invention. The cover is postmarked at Menlo Park, New Jersey, the site of Edison's first laboratory in the State and the location at which the research was done leading to the development of the first electric light bulb. Dorothy Knapp hand painted the cachet on the cover several years after its issue, hence it was described in the sale catalog as an "add-on cachet." It is the only example of

Ms. Knapp's work with this stamp. Estimated with a value of \$1,500-\$2,000, it sold at hammer for \$2,700, demonstrating the strong collector interest in Dorothy Knapp cachets.

The Martin Sale also included two Edison Electric Light first day covers with the scarce cachet produced by Harry Ioor. The first, in green, and illustrated in *Figure 4*, is reported to be one of only four which have been offered for sale in the last 25 years.<sup>5</sup> Estimated at \$350-\$500, it brought a hammer price of \$425.00. The second, an identical Ioor cachet in red, with an estimate of \$250-\$400, sold for \$280.<sup>6</sup>

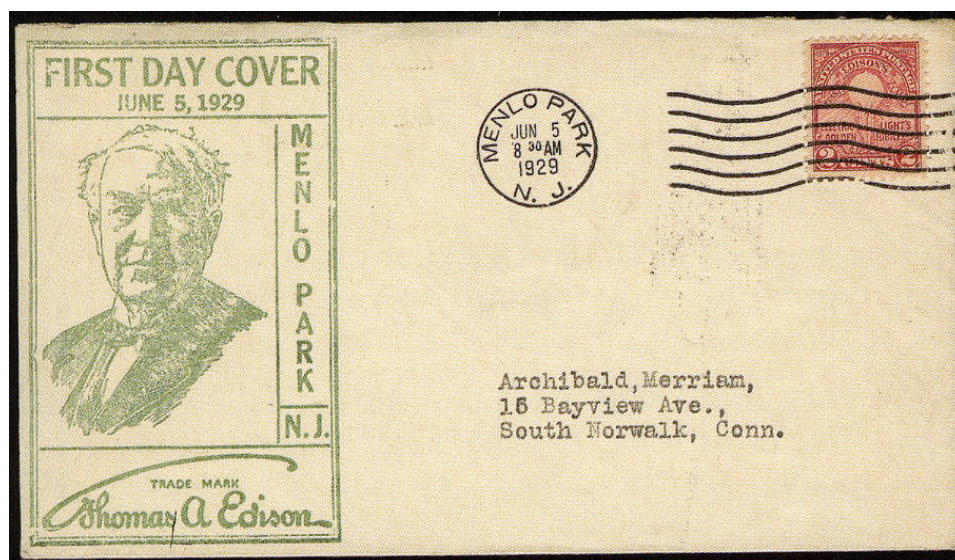


Fig. 4: 2 Cent Edison Electric Light with Harry Ioor cachet, cancelled at Menlo Park.

The Martin Sale concluded with an astounding assemblage of group lots by issue, including a lot of the Edison Electric Light which included 241 first day and event covers of all three varieties of the stamp (Scott 654-656), as well as another 120 event covers related primarily to Edison's death. Estimated with a value of \$2,500-\$4,000, the lot sold for a hammer price of \$3,500.00.<sup>7</sup>

#### ENDNOTES:

- <sup>1</sup> The Dr. Alfred S. Martin Collection was sold through a joint auction sale conducted by Robert A. Siegel Auction Galleries, Inc. and James T. McCusker Inc. It was sold in two parts: the postal history by the Siegel firm on March 30, 2005 and the first day covers and EDU's by McCusker on March 31, 2005.
- <sup>2</sup> The cover is listed as lot 310 in both Siegel Sale 894 and McCusker Sale 206. According to the catalog description, the cover was originally part of the celebrated first day cover collection assembled by Ed Siskin, and was the subject of an article with Henry Scheuer, with whom he collaborated, which appeared in the January/February issue of *First Days*.
- <sup>3</sup> Siegel/McCusker, lot 382.
- <sup>4</sup> *Ibid*, lot 433.
- <sup>5</sup> *Ibid*, lot 434.
- <sup>6</sup> *Ibid*, lot 435.
- <sup>7</sup> *Ibid*, lot 765.



## MULTIPLICITY - A FIRST ISSUE POSTAL CARD

By Charles A. Fricke

*[Reprinted with permission from the UPSS journal, Postal Stationery, Vol 46, No. 8, Whole number 338, Sept-Oct 2004. Please note that the United Postal Stationery Society will be holding its annual meeting at NOJEX this year ~ an opportunity for New Jersey members to explore NJ postal history in a new light.]*

Always having a deep-seated interest in the first issue postal card (UX1-UX3), whenever I see a copy I look it over to see if there is something different. When I saw the copy shown in *Figure 1*, I knew it was different for it had a “MUTE” postmark. Note that there is no town or state name - nothing except the date of “MAR/ 17/ 12M.” An examination showed no evidence of anything being erased or deleted. It’s just missing that information.

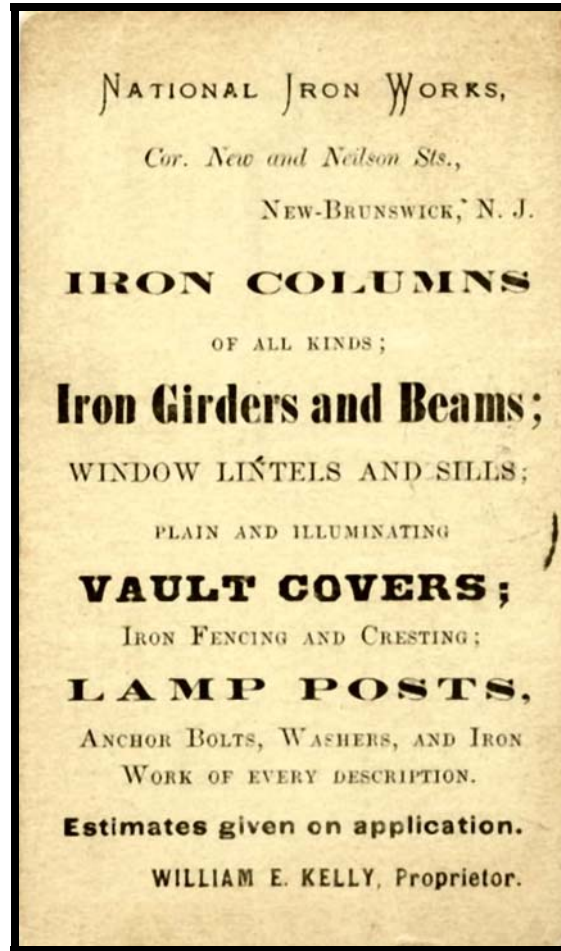


*Fig. 1: Early US postal stationery card with mute cancel from New Brunswick, NJ to Edison Machine Works, forwarded to New York City in 1884.*

The message side, shown in *Figure 2*, has an advertisement for the “NATIONAL IRON WORKS” of New Brunswick, NJ, with details about their products. Apparently the card originated in New Brunswick but why would they postmark the card without an indication of its originating post office? I still can’t figure that one out.

Since the card had an address in Menlo Park, NJ evidently the post office had a forwarding address to New York City which accounts for a postmark of “MENLO PARK/ (NJ) /MAR 18,” the crossing out of the original address and a new one added. This then accounts for the receiving post-mark of “P.O./ N.Y./ 3-18-84/10.1A.” My initial thought was that perhaps the year date of (18)84 was a mistake, for I cannot remember seeing a legitimate use of a first issue postal card as late as 1884. Except for it being a plain vanilla card with an advertisement that could have been used for many years after without changes, it just didn't seem a likely use.

While checking the details of the New York City receiving postmark I noted the forwarding address of “65 Fifth Ave/New York City/NY. In doing so I noticed the original address was “Edison Machine Works/ Menlo Park/ N .J. which I originally missed as the “Edison” part of it was mostly obscured by the NY postmark. My question was now if this company was one of “Edison’s companies located in Menlo Park. But why the forwarding address of 65 Fifth Ave, New York City?



*Fig. 2: Reverse side of card with advertising.*

After reviewing several books about Edison, there is no question about it being originally addressed to his company the “Edison Machine Works” in Menlo Park, NJ. Edison in 1881 had set up an office and works at 1165 Fifth Ave, NYC which accounts for the forwarding address at the converted mansion. This also accounts for the (18)84 date in the NYC receiving postmark.

So what became a question about a “MUTE” postmark from New Brunswick, NJ, which is still a mystery to me, the card became a treasured first issue postal card for its connection to Thomas Alva Edison.

The multiplicity of the first issue postal card comes down to its “MUTE” postmark, a late 1884 usage and that it is an “EDISON” related item.

~ ☒ ☒ ☒ ~

*The United Postal Stationery Society [UPSS] is a non-profit organization which was formed in 1945 through merger of the Postal Card Society of America and the International Postal Stationery Society. Today it is the largest society devoted to the collecting of postal stationery with members across the United States as well as many countries throughout the world. Visit <http://www.upss.org/upss.htm> for more information.*

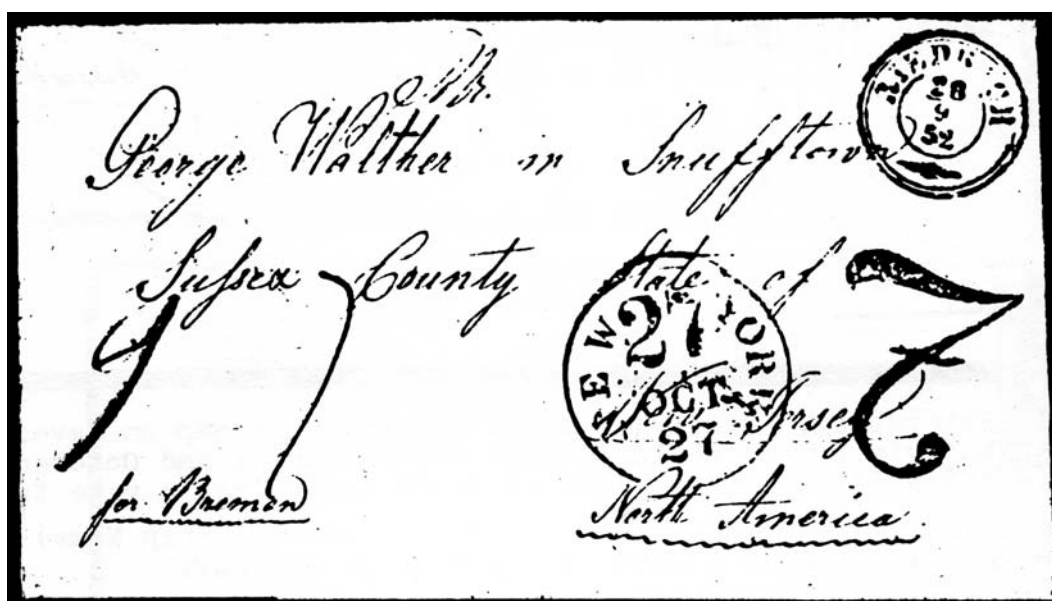
## SNUFFTOWN [SUSSEX COUNTY] EXPLAINED!

By Len Peck

There has long been a rumor that a post office existed at Snufftown, a community that was located about a mile from Stockholm, a post office that in its own right has an interesting history. In 1985, Samuel Osgood wrote in an article for this journal entitled "In search of the elusive Snufftown"<sup>1</sup>:

*...Snufftown was located about a mile west of Stockholm in the Wawayanda mountains and was the location of a tannery, bark mill and moonshine still, and nearby was the Williams Mine. The area was also popular as a 'summer retreat' for vacations. Local historians claim there never was a snuff mill in the area, but that the name was given by the groups of men who went to the top of the hill to fill their jugs at the still on their way to a carousal. An 1872 reference states there were two hotels, two stores and a Methodist Church there, and that the Midland Railroad passes through the town, and that the Church was built in 1826. The tannery and bark mill operated from 1800 until 1887.*

He shows the following cover, from Germany to Snufftown in 1852:



*From NJPH September 1985 article by Samuel Osgood*

**Fig. 1. Cover from Riedrich, Wurttemberg to Snufftown, Sussex County, NY in 1852.**

Osgood suggested that perhaps the name of George Walther could lead to further discoveries. I also have a cover addressed to Snufftown, to the same George Walther. Genealogical information indicates that George Walther was born in Germany and is buried in the Stockholm Methodist Episcopal Cemetery, and that he was married to Phebe J. Strait, although I could not discover the exact relationship between Phebe Strait and the Hiram H. Strait below.<sup>2</sup> My cover is from a somewhat later time period, and is illustrated in *Figure 2*:





Fig. 2. A later cover addressed to George Walther in Snufftown, Sussex County, New Jersey.

The only problem is, there never was an official Post Office established for Snufftown in Sussex County, New Jersey, although I had heard several different times that a post office did exist there at one time when William S. Longstreet was Postmaster.<sup>3</sup> So what does explain the confusing references?

A letter which recently came into my possession solves the whole problem. (see Figure 3). Transcribed, this letter reads:

Stockholm P.O., Sussex County, N.Jersey  
February 20, 1877

To The Postmaster General  
Appointment Office, Washington, D.C.

Sir; I will now introduce myself as Postmaster to the above Office from July 1st 1871 to July 1st, 1874 and would wish to present to you the present situation of our Post Office. Hoping you will make a change of our Postmasters that is to say appoint A. M. Holden in place of William S. Longstreet. First when Mr. Longstreet was appointed Postmaster he was keeping store, his store was just one-quarter of a mile from the Stockholm Depot on the New Jersey Midland R.Road. He kept the office in his store for one year and nine months or till April 1st 1876. Then he quit keeping store and moved to Snufftown and there keeps a Hotel - of not a high grade - and without the consent of the people, moved the Postoffice to that place, distance about three-quarters of a mile from the Depot. While the Office was kept at Mr. Longstreet's store and by himself the people were satisfied but after he moved without leave, he threw the Post Office into the hands of James M. Lewis, a man the people have very little confidence in regard to his honesty, a thorough Copperhead Democrat, this man has the whole charge of receiving and forwarding mails, I believe, with the exception of Registering letters which is done in a filthy barroom where rum is sold by W. S. Longstreet. The sworn assistant Frank Hamilton is now, I believe, in New York State in a Telegraph Office. The mails are kept open within reach of anyone who chooses to go behind the counter and handle them. I have a package sent from Mason City,

## SNUFFTOWN [SUSSEX COUNTY] EXPLAINED! ~ Len Peck

*Iowa dated January 11<sup>th</sup>, 1877, and received it February 17<sup>th</sup>; other packages started same time come on time, this he withheld all that time. I speak from my own knowledge that when I have sent for my mail and acknowledged the persons to them as my carriers, they have asked for my mail and it has not been sent or my mail has been withheld, not once. This has happened many times.-- A customer to his store is waited upon before and in preference of people after mail. J. M. Lewis says he gets nothing for attending to the mail and his customers must have the preference. A. M. Holden was a Soldier nearly all through the war and is a thorough Republican; he keeps store about two hundred yards from Stockholm Depot; if he gets the office it will relieve the Post Office Department from carrying the mail as the RailRoad will have to deliver it, which will be a great save.--The mail certainly was carried as set forth in the accompanying Petition; I have carried it myself for the sake of getting my mail without waiting.*

*At or close to the Stockholm Depot is the most central place to accommodate the whole people getting their mail at Stockholm Post Office. Hoping you will act upon this matter immediately, I remain*

*Yours*

*Hiram H. Strait<sup>4</sup>*

So it is clear from this letter that while Longstreet was the official postmaster at Stockholm, he had, without permission, removed the office to Snufftown, a mile away, when he moved his business to that location. Such unofficial moves were no doubt undertaken more often than we understand.

Apparently, this letter had very little influence at Postal Headquarters because the records show that Mr. A. M. Holden was never appointed as Postmaster at Stockholm and that William S. Longstreet continued to hold the position as postmaster at Stockholm while operating out of Snufftown until he was replaced by Edward Kincaid in 1883. Kincaid was then followed by James M. Lewis in 1886, the same Lewis who Hiram Strait was criticizing in his letter. Lewis was replaced by Kincaid again in 1889 and he then replaced Kincaid again in 1894. (Note--Changes of this kind occurred often when postmaster appointments were a patronage matter and the controlling political party changed at election time.)

It was during Hiram Strait's tenure as postmaster that the shortest lived post office in New Jersey (maybe even the country) came into existence. The name of that Post Office was Petauket which was established March 18, 1873 and discontinued on March 24, 1873, a matter of only one week. The change had to be requested by Hiram Strait but the records at Post Office Headquarters in Washington have no record of the reason for either its establishment or its quick demise.

Not only do the records show that James M. Lewis served twice as Postmaster at Stockholm but his wife Josephine as well as his son, George also served as Postmasters at Stockholm from 1906 through 1914.

In any event, the mystery of a post office in Snufftown has been solved by this letter.

Stockholm <sup>P.O. Sussex Co. N.J.</sup>  
February 20 1877

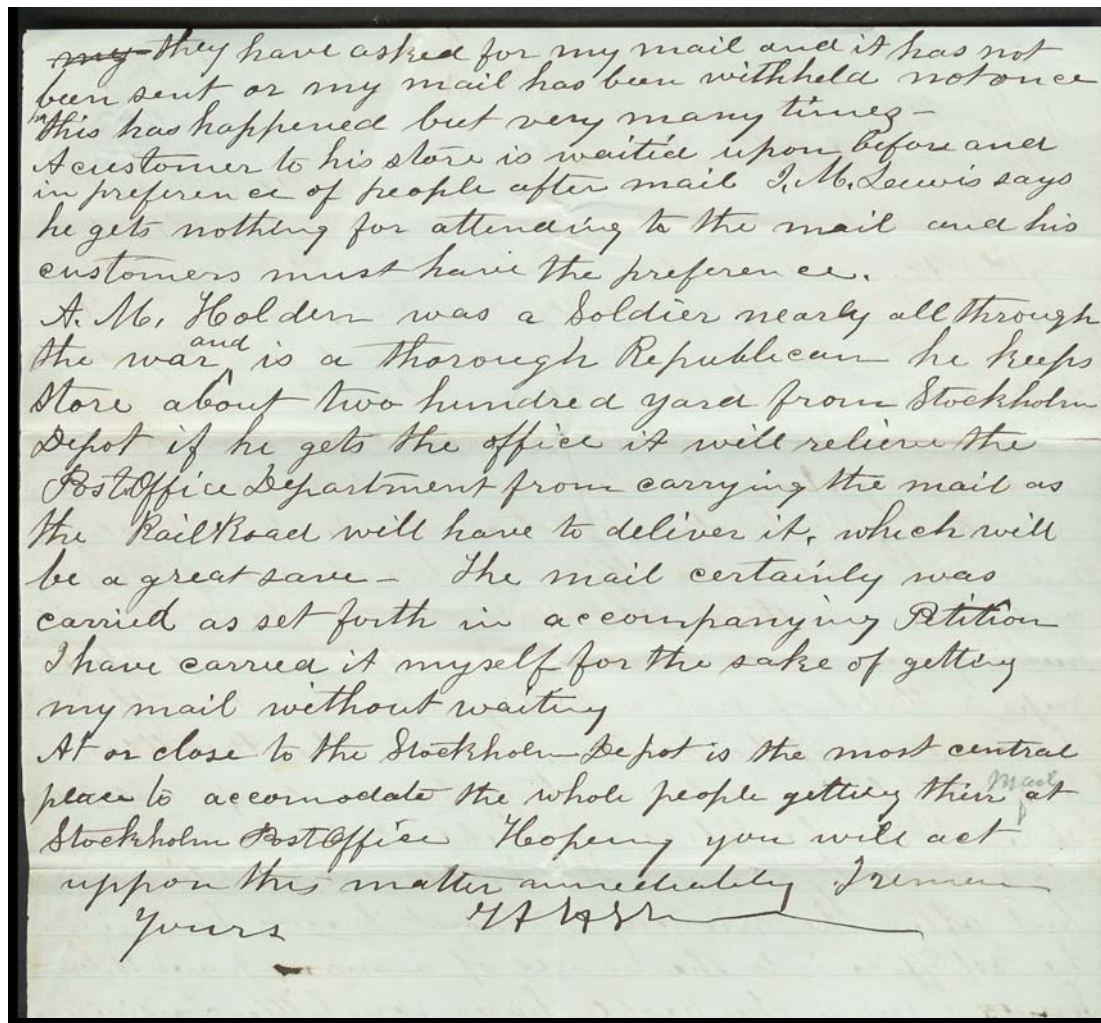
To the Postmaster General  
Appointments Office Washington D.C.

Sir: I will now introduce myself as Postmaster to the above Office from July 1<sup>st</sup> 1871 to July 1<sup>st</sup> 1874 and would wish to present to you the present situation of our Post Office. Hoping you will make a change of our Postmasters that is to say appoint A.M. Holden in place of William S. Longstreet.

First When Mr Longstreet was appointed Postmaster he was keeping store his store was just one quarter of a mile from <sup>the</sup> Stockholm Depot on the New Jersey Midland R. Road. He kept the office in his store for one year and nine months or till April 1<sup>st</sup> 1876 then he quit keeping store and moved to Snufftown and there keeps a Hotel - of not a high grade - and without the consent of the people, moved the Post Office to that place, distance about three quarters of a mile from Depot. While the Office was kept at Mr Longstreet's store and by himself the people were satisfied but after he moved without Law he threw the Post Office into the hands of a ~~man~~ James M. Seewitz ~~being~~ a man the people have very little confidence in regard to his honesty, a thorough Copperhead Democrat this man has the whole charge of receiving and forwarding mails I believe with the exception of ~~forward~~ Registry letters which is done in a filthy Barroom where rum is sold by ~~himself~~ W. S. Longstreet. The sworn assistant I ~~to~~ Frank Hamilton is now I believe in <sup>the</sup> York State in a Telegraph Office - The mails are kept open within reach of any one who chooses to go behind the counter and handle them. I had a package sent from Mason City Iowa dated January 11<sup>th</sup> 1877 and Received it February 17<sup>th</sup> other packages started same time come out time this he withheld all that time. - I speak from my own knowledge that when I have sent for my mail and acknowledged the persons to them as my carriers

Fig. 3: Letter to the Postmaster General from Hiram H. Strait, complaining about the Stockholm Post Office being physically moved to an unsavory location in Snufftown.





~~any~~ they have asked for my mail and it has not been sent or my mail has been withheld not once this has happened but very many times - A customer to his store is waited upon before and in preference of people after mail. I. M. Lewis says he gets nothing for attending to the mail and his customers must have the preference. Mr. Holden was a Soldier nearly all through the war <sup>and</sup> is a thorough Republican he keeps store about two hundred yard from Stockholm Depot if he gets the office it will relieve the Post Office Department from carrying the mail as the Rail Road will have to deliver it, which will be a great save - The mail certainly was carried as set forth in accompanying Petition I have carried it myself for the sake of getting my mail without waiting At or close to the Stockholm Depot is the most central place to accommodate the whole people getting their <sup>mail</sup> at Stockholm Post Office Hoping you will act upon this matter immediately I remain yours H H Strait

Fig. 3a: Continuation of the letter. Unfortunately no cover was present.

## ENDNOTES:

<sup>1</sup> Osgood, Samuel, "In search of the elusive Snufftown," *NJPH*, September 1085, vol. 13, No. 4, Whole No. 64, p.62.

<sup>2</sup> <http://ftp.rootsweb.com/pub/usgenweb/nj/sussex/cemeteries/stock.txt>, Apr 07, 2005.

<sup>3</sup> Longstreet was postmaster at Stockholm from June 5, 1874 - Jan 3, 1883. Information from National Archives, Washington, D.C.

<sup>4</sup> The signature, while almost unreadable, was determined by comparing the dates he mentions to those of postmasters at Stockholm. Hiram H. Strait was the postmaster during the period indicated.

## NEW BRUNSWICK'S POSTAL MARKINGS: THE STAMPLESS PERIOD Part I: 18<sup>th</sup> Century Markings

By Robert G. Rose

Collectors and students of New Jersey's postal history have long recognized New Brunswick as very significant because it used a wide variety of postal markings beginning in the Colonial Period and continuing throughout the pre-stamp and stampless period ending in 1855. New Brunswick's postal history was recounted in a six-part series authored by Gene Fricks which appeared 25 years ago in *The Collectors Club Philatelist*.<sup>1</sup> The Fricks articles illustrated many of New Brunswick's postal markings, which in turn, served as the foundation for their listings in *The Postal Markings of New Jersey Stampless Covers*, authored by William C. Coles, Jr. in 1983.<sup>2</sup> In the years since, Nathan Zankel, a collector and exhibitor of New Brunswick's postal history, has continued the study of its postal markings, contributing a number of new listings which appear in the *Coles Update*, published in 2004.<sup>3</sup> This series of articles will provide illustrations of actual usages of virtually all of these markings, as well updated census information and auction history for several of the scarcer markings.

Although there appears to be some uncertainty as to when New Brunswick's post office was established,<sup>4</sup> Fricks reports "a regularly operating post office" by 1763, with the appointment of a postmaster, Brock Farmer, in the following year.<sup>5</sup> The first reported manuscript postmark is from 1764 and is illustrated below.

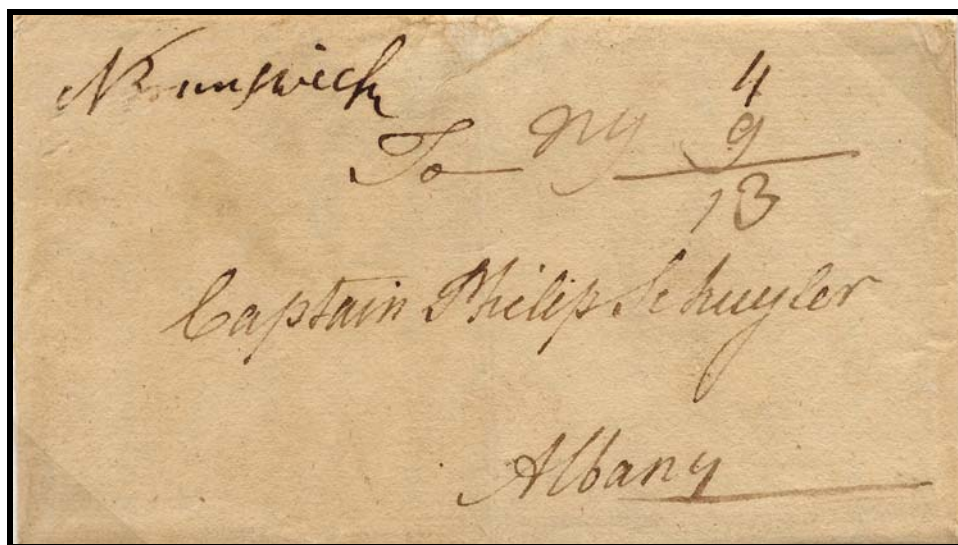
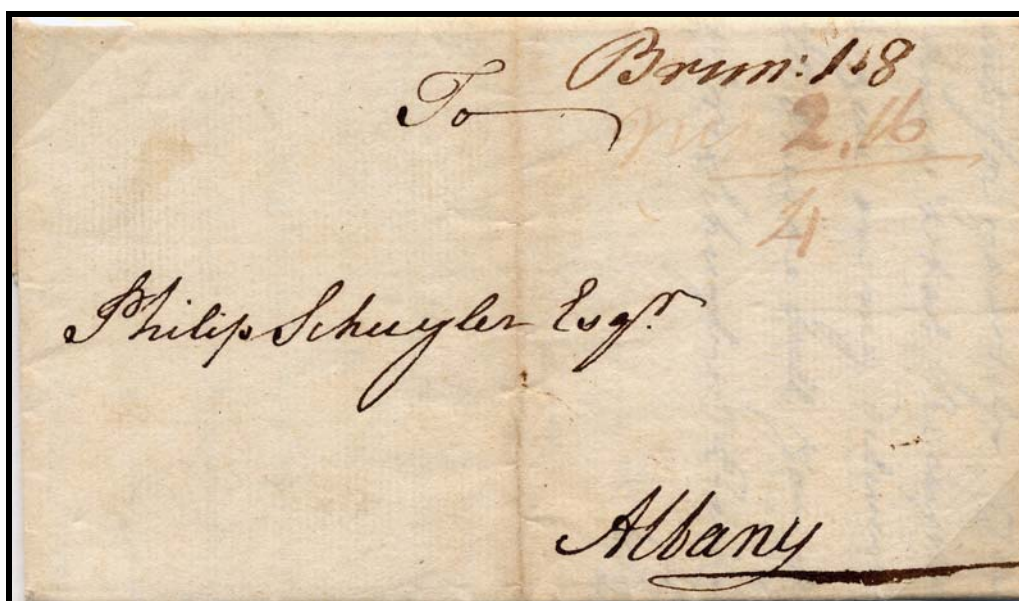


Fig. 1: Manuscript "N Brunswick" postmark to Albany via New York.

*Figure 1*, a folded letter dated November 30, 1764, is the earliest example of a New Brunswick postal marking outside of archival sources and is the only reported usage of this manuscript marking in collector's hands.<sup>6</sup> Postage is rated under the Act of Parliament of 1710 with four pence paying the single letter rate to New York with an additional nine pence for a total of 13 pence to Albany.

The second recorded variety of a Colonial manuscript marking is illustrated below in *Figure 2*.



*Fig. 2: Manuscript “Brun” postmark to Albany via New York. “Brun” was used by at least one New Brunswick postmaster as a convenient abbreviation for several years. Internal evidence in these letters confirms its origin as New Brunswick.*

The folded letter in *Figure 2* is dated October 20, 1767. Under the Act of Parliament of 1765, postage is rated at “1.8” which is the expression in silver of one pennyweight and 8 grains of silver or 4 pence sterling, the single letter rate to New York (not over 60 miles) and an additional “2.16” or eight pence from New York to Albany (over 100 miles) for a total of four pennyweight or the equivalent of 12 pence (1 shilling) in sterling.<sup>7</sup>

The latest reported usage of this postmark, February 8, 1770, is the folded letter to Newport in *Figure 3*, shown on the following page. Postage to Newport, Rhode Island was rated at the same single letter rate to New York of 1.8 pennyweight and an additional 2.16 pennyweight from New York to Newport for a total of 4 pennyweight. In addition to the magenta manuscript “NY” and matching rate marking, the cover is handstamped on its reverse with a two-line “New York” postmark in brown and a bishop mark.<sup>8</sup>



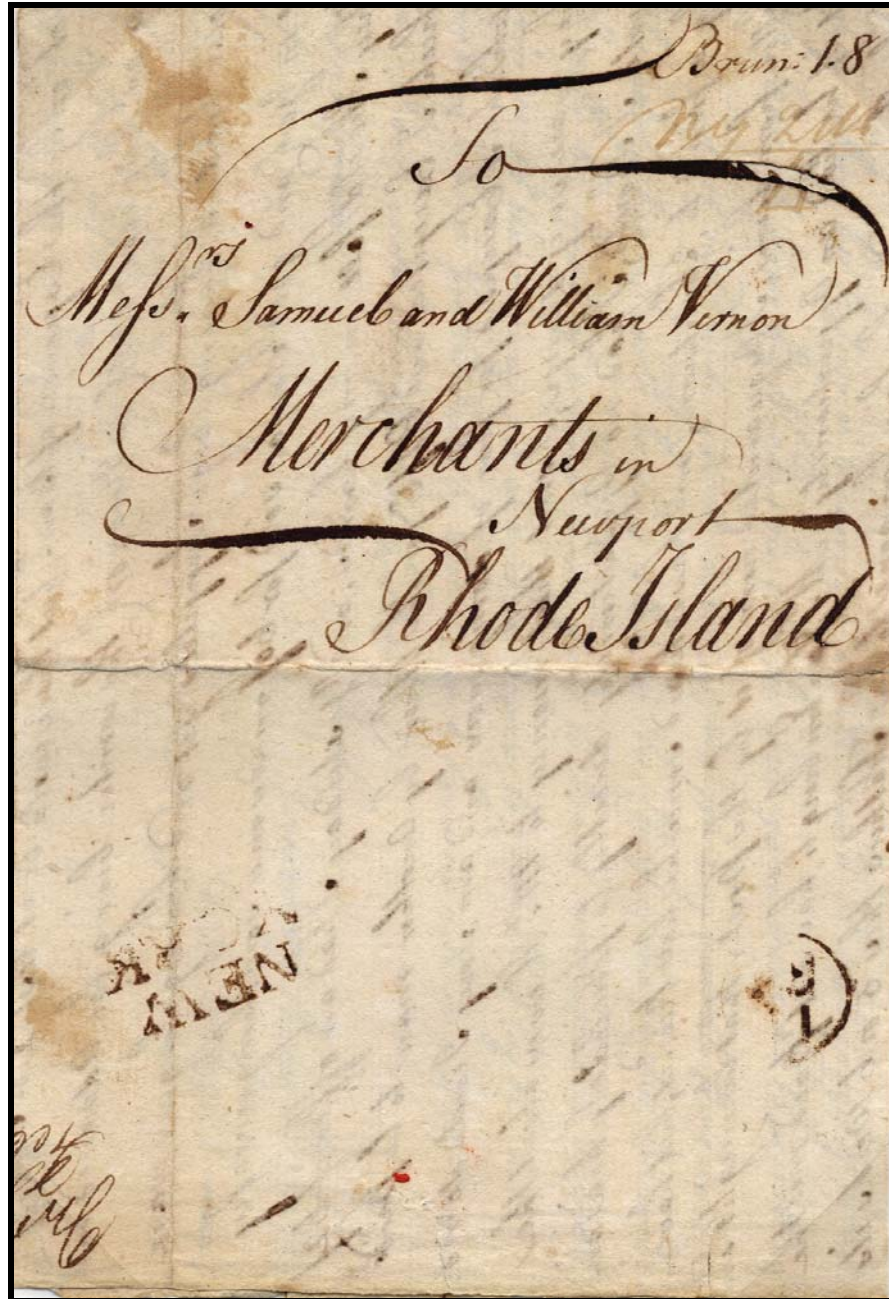
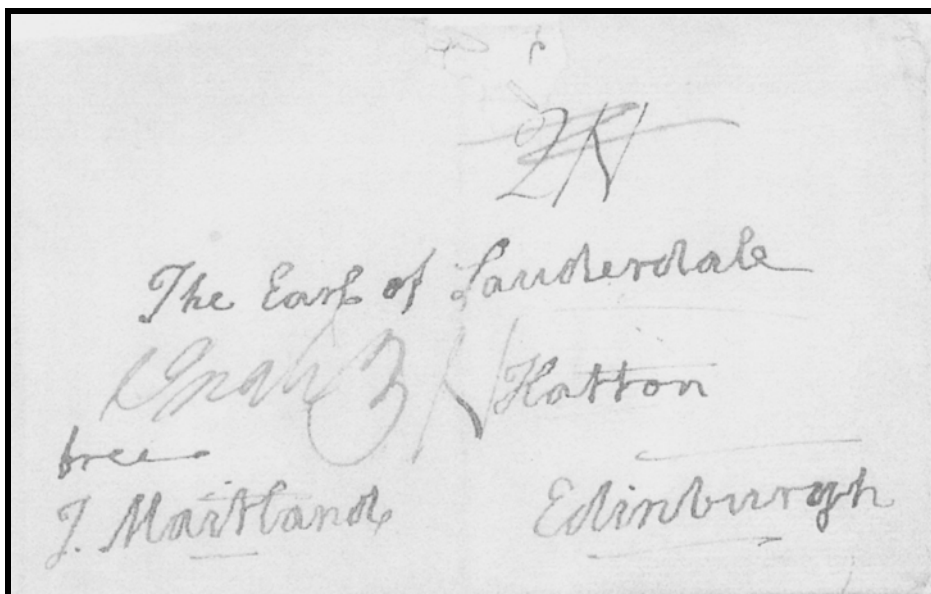


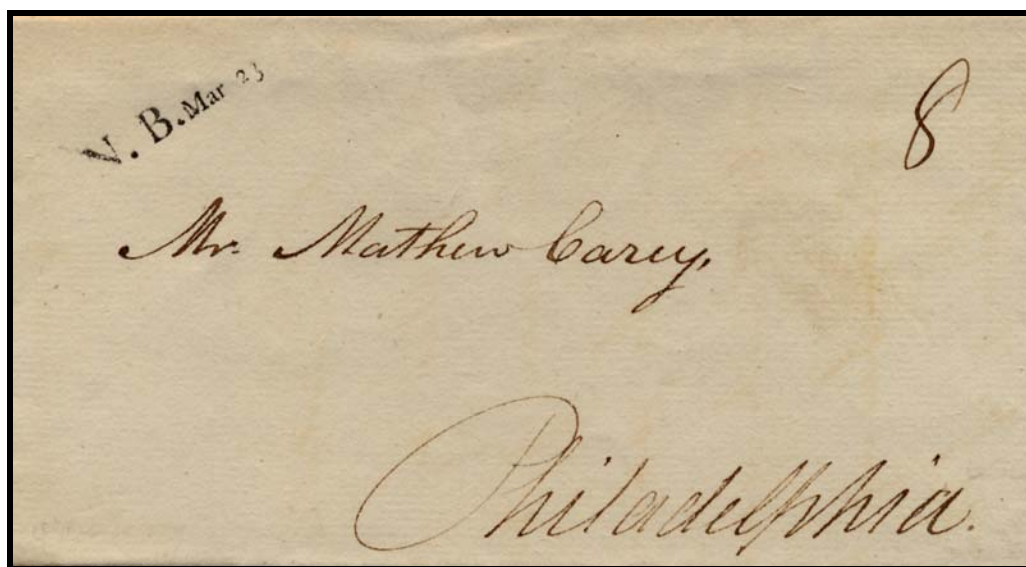
Fig. 3: Manuscript "Brun" postmark to Newport via New York.

With the coming of the Revolutionary War, New Jersey established a Council of Safety. In 1775, an edict from the Council directed that "a man and horse be kept in constant readiness" in New Brunswick "whose business shall be to forward all express to and from the Continental Congress."<sup>9</sup> During the Revolutionary War, New Brunswick was first occupied by the British on December 1, 1776.<sup>10</sup> A folded letter from the occupation period, without postmark in *Figure 4*, is written by a British officer, dated February 16, 1777, describing the Christmas crossing of the Delaware River by Washington and the defeat of the Hessian troops in Trenton.<sup>11</sup>



*Fig. 4: British occupation of New Brunswick, February 1777.*

There are no reported postmarks from New Brunswick during the Confederation period which began on October 18, 1782. However, in the Statehood period, following Congress' adoption of the Act of February 20, 1792, we find one of the most striking of the early statehood handstamped straight line postmarks. Beginning in 1795 and continuing into 1796, New Brunswick used a handstamp with the initials "N.B." and the date.<sup>12</sup> Two folded letters with this postmark and the newly adopted rates are shown in *Figures 5 and 6*. The *Coles Book* has assigned "N14" as its listing designation for this marking.



*Fig. 5: Coles Type N14. March 23, 1795. Single letter rate 30-60 miles.*

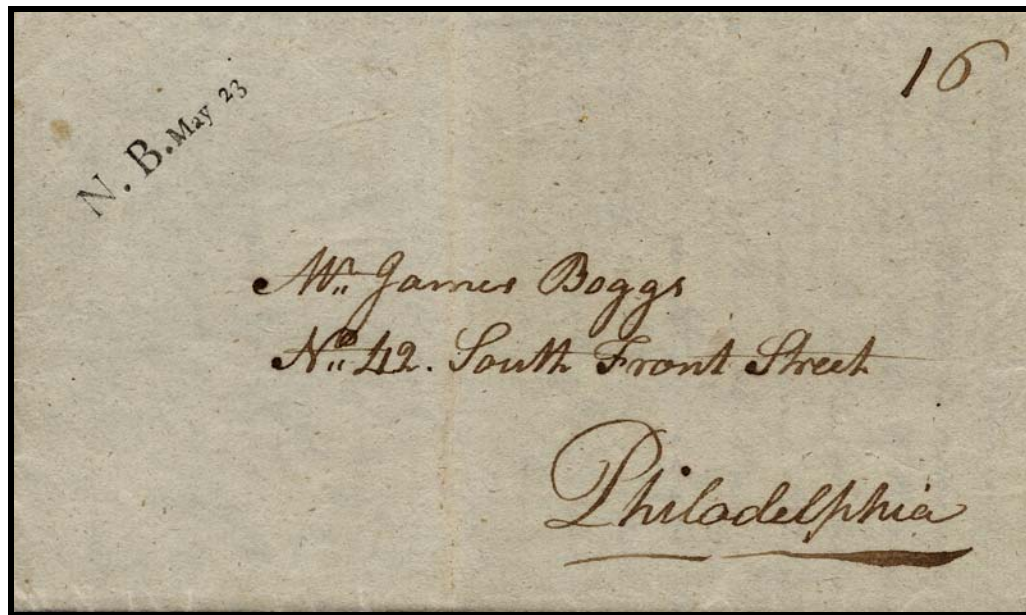


Fig. 6: Coles Type N14. May 23, 1796. Double letter rate 30-60 miles.

The *Coles Book* reports that fewer than 25 examples of this marking are known.<sup>13</sup> In the absence of a census a more exact number is not known, but based on the frequency of this marking appearing in auction sales, that number is probably an accurate estimate. Although all the examples of this marking seen in sales over the last 30 years are in black, the *American Stampless Cover Catalog* records this handstamp in both red and brown in 1795.<sup>14</sup> *Fricks* reported that strikes in these colors had not been confirmed,<sup>15</sup> and none have appeared in the past 25 years of auctions sales, raising significant doubt as to the validity of those listings.<sup>16</sup>

The author invites comments and any updates on the markings reported in this article to [rrose@pitneyhardin.com](mailto:rrose@pitneyhardin.com)

(To be continued in future issues of *NJPH*)

## ENDNOTES:

<sup>1</sup> E. E. Fricks, "The Postal History of New Brunswick," *The Collectors Club Philatelist*, Vol. 58, p.86, March 1979 (hereinafter "*Part 1*"); Vol. 58, p.224, July 1979 (hereinafter "*Part 2*"); Vol. 59, p.33, January 1980 (hereinafter "*Part 3*"); Vol. 59, p.169, May 1980 (hereinafter "*Part 4*"); Vol. 59, p.227, July, 1980 (hereinafter "*Part 5*") & Vol. 60, p.153, May 1981 (hereinafter "*Part 6*" and series cited as "*Fricks*"). *Fricks* details the postal history though 1880.

<sup>2</sup> William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983 (hereinafter the "*Coles Book*").

<sup>3</sup> Donald F. Chafetz, *The Postal Markings of New Jersey Stampless Cover: An Update*, New Jersey Postal History Society, 2004.

<sup>4</sup> In an addendum to *Fricks, Part 1* (in *Fricks, Part 2*, p.232), it is reported that Calvet Hahn "notes the existence of postal archive records indicating the existence of a post office at New Brunswick in 1748." The *Coles Book* states that "[a] post office is known to have existed by 1748." on p.221, citing as its source, Alex L. ter Braake, coordinator, *The Posted Letter in Colonial and Revolutionary America 1628-1790*, American Philatelic Research Library, 1975. Kay and Smith fix the date of its establishment as 1776. (John L. Kay & Chester M. Smith, *New Jersey Postal History*,



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Quarterman Publications, Inc, 1977, p.87). Neither 1748 nor 1776 would appear to be consistent with the first appearance of manuscript postmarks in 1764.

<sup>5</sup> *Fricks, Part 2*, p.224.

<sup>6</sup> The earliest usage of this marking is September 9, 1764 on a cover to Philadelphia. The cover is in the Pennsylvania State Archives and is illustrated in ter Brakke, *op. cit.*, NJ 2, p.II-61, and is listed in the *American Stampless Cover Catalog*, Vol. 1, p.233 (fifth ed. 1997) (hereinafter cited as "ASCC").

<sup>7</sup> A similar usage to the same addressee, dated September 15, 1765, is illustrated in *Fricks, Part 2*, p.225 and was sold at auction in the "David L. Jarrett Collection of United States Postal Markings," Christie's Robson Lowe, October 9-10, 1990, lot 8.

<sup>8</sup> This cover was included in the auction of a portion of the Marc Haas Collection, Richard C. Frajola, Inc., Sale No. 28, May 3, 1986, lot 59. A similar usage to the same addressee, dated December 26, 1767, is illustrated in ter Braake, *op. cit.*, NJ 3, p.II-62. Although the *American Stampless Cover Catalog, op cit.*, p.223, lists a third variety of a Colonial manuscript, "Bruns," with usages from 1765-77, the author has not seen a cover with this marking. The *Coles Book*, p.151, illustrates this marking and also lists its usage from 1765-77. However, the marking as illustrated, does not appear to include the letter "s" at its end but merely an extra flourish by the postmaster in completing the "Brun" postmark.

<sup>9</sup> Harry M. Konwiser, *Colonial and Revolutionary Posts*, Dietz Printing Co., 1931, p. 47, *quoting*, Minutes of the Provincial Congress and Council of Safety. *Fricks* writes that William Goddard established a Constitutional Post in New Brunswick with John Dennis as postmaster. *Fricks, Part 2*, p.226.

<sup>10</sup> *Fricks, Part 2*, p.226-27. General Cornwallis was driven out on June 30, 1777. *Ibid*, p.227.

<sup>11</sup> *Ibid*, p.226. The British officer endorsed the cover 'free J. Maitland.' However, the cover shows an initial rate marking of 2 shillings which was crossed-out and re-rated at 3 shillings postage.

<sup>12</sup> The *Coles Book* lists the period of usage of this postmark from 1795-96. The *ASCC* lists the period from 1794-96. The author has never seen a 1794 usage of this marking.

<sup>13</sup> *Coles Book*, p.221. The cover in *Figure 4* was included in the auction sale of the Royden H. Lounsbery Collection, Richard C. Frajola, Inc., Sale No. 26, January 26, 1986, lot 1140. The cover in *Figure 5* was included in the auction sale of the David L. Jarrett Collection, Christie's Robson Lowe, October 9-10, 1990, lot 632 where it failed to sell against a pre-sale estimate of \$1,000-\$1,500. It was subsequently sold by Robert A. Siegel Auction Galleries, Inc., Sale No. 738, June 18-19, 1991, lot 55, where it brought \$495.00.

<sup>14</sup> *ASCC*, p.227.

<sup>15</sup> *Fricks, Part 2*, p.229.

<sup>16</sup> Robert G. Rose, "Straight Line Town Markings on New Jersey Stampless Covers: Some Catalog Listing Anomalies," *NJPH*, March, 2001, (Vol. 29, No.1, whole No. 141), p.6.

## A BIT OF HISTORY ON A POSTCARD

By Craig Mathewson

Cape May was the premier 19th century seaside resort in southern New Jersey, and many fine hotels were built to accommodate the visitors. Some were destroyed by spectacular blazes, but among those which survived to suffer the fate of demolition was the Stockton, a sprawling four story edifice built on the oceanfront at the east end of the City in 1869. It survived for 42 years until it disappeared from the scene in 1911.<sup>1</sup>



*1911 postcard night view of the Hotel Stockton, Cape May, NJ.*

A postcard with a night view of the hotel to a friend in Moorestown, N.J. bearing a July 12, 1911 duplex handstamp documents the month of demolition and provides details from the perspective of a nearby property owner.

The message reads:

“This hotel is being torn down now. Not many years ago it was the hotel of this place, but now it looks like a huge empty barn. We live right across from it and we find it very interesting to watch the workmen. The part between the two x [sic] is nearly torn down. We live in the direction of the arrow.”

A bit of (postally related) history preserved for present day collectors!

# A BIT OF HISTORY ON A POSTCARD ~ Craig Mathewson



From Cape May County - A Pictorial History<sup>2</sup>  
**Stockton Hotel, Cape May, New Jersey.**

## ENDNOTES:

<sup>1</sup> Beitel & Enck., *Cape May County - A Pictorial History*, The Donning Company, Publishers, Norfolk/Virginia Beach, VA, 1988, pg. 161.

<sup>2</sup> Ibid.



## NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 6B:

### Expresses Operating from Newark Offices

[Continued from the February 2005 NJPH (Vol. 33, No. 1, Whole No. 157)]

By Bruce H. Mosher

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### 1866–82 Newark Expresses

The next group of Newark expresses is listed in the Table 6-II summary of the express companies found in the 1866–82 Newark business directories. Discussions of a few of these expresses (those in **boldface** type) follows. We are postponing discussions of Adams Express Co., American Express Co., Central Express Co., and United States Express Co., also seen in this tabulation (*italicized* entries), until future parts of this New Jersey private express series. A portion of the U. S. Express Co. operations was discussed in Part 1.

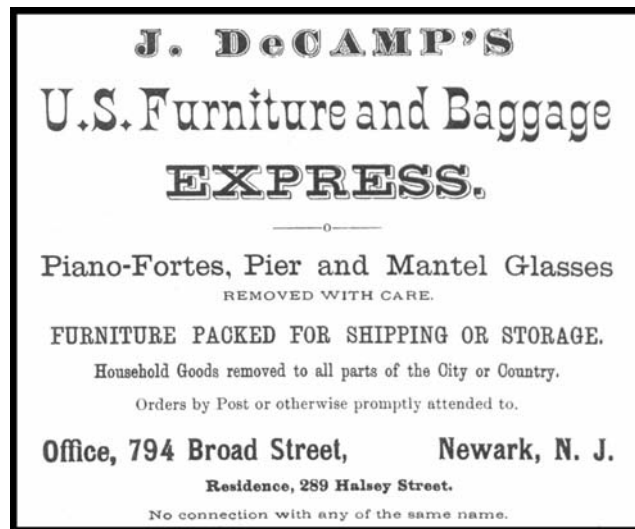
Company Name	1866	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82
(Directory)	(G)	(G)	(G)	(G)	(G)	(G)	-	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)
<i>Adams Express Co.</i>															-	X	X
<i>American Express Co.</i>									-	X	X	X	X	X	X	X	X
Beach & Co.'s								-	X	X	X	X	-				
Bellevue															-	X	X
Breese's Express	X	X	-	-													
Buck, Samuel L.	?	-†															
Budd's Express	X	X															
Budd, Ira	X	-†															
Casterline, Frank A. J. (People's)								-	X	X	X	X	X				
<i>Central Express</i>										-	X	X	X	X	X	X	X
Colts Orange and Newark															-	X	X
Consolidated Co.															-	X	X
Day, Amos		X				X	√	X	X	X	X	X	X	X	X	X	X
DeCamp, Job (city)	carman		X	X	X	X	√	X	X	X	X	X	X	X	X	X	X
<b>DLW Express</b>					-	X	√	X	X	X	X	X	X	X	X	X	X
Dime Express (city)													-	X	-	X	X
Empire Express Co.															-	X	X
European Express															-	X	X
Fair, Samuel	?	X	X	X	X	X	√	X	X	X	X	-					
Garrigus, Jacob		Xdriver	X	√	X	X	?								-	X	X
Hollinsworth															-	X	X
Lawshe & Co.	-	X	X	X	X	X	√	X	X	X	X	X	X	X	X	X	X
Martin, Charles E. (city)					-	X	√	X	-								
Martins															-	X	X
Matthews (Simeon E.)				-	X	X	√	X	X	X	X	X	X	X	X	-	
<b>Merchants Newark &amp; NY</b>												-	X	X	X	X	X
Morehouse, William										-	X	X	X	X	X	X	X
Newark Express Co.†	?	X	-														
Newark Transfer															-	X	X
<b>Newark Union</b>																	
<i>New Jersey Express</i>	?	X	√	X	X	√	√	X	X	X	X	X	X	X	X	X	X
People's (Frank A. Casterline)											X	X	X	X	X	X	X
<b>Philadelphia &amp; Reading</b>													-	X	X	X	X
Reeves, Theodore N.														-	X	X	X
Ross' (city)					-	X	√	X	X	X	X	X	X	X	X	X	X
South Orange															-	X	X
Springfield & Millburn															-	X	X
Stevens, John W.													-	X	X	X	X
Townley, C.H.															-	X	X
<b>Traders' Express</b>		-	X	X	X	X	√	X	X	X	-						
<i>United States Express Co.</i>										-	X	X	X	X	X	X	X
Vernet, George W.											-	X	X	X	X	X	X
Directory Year	1866	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82
NOTES:																	
- = no listing Xdriver = express driver (G) = Gopsill																	
† = Buck and Budd formed the Newark and New York Express around 1867 (H) = Holbrook																	
? = express status unknown √ = probably listed/existant, but not recorded																	

20Jan05

Table 6-II. 1866–82 Newark expresses/expressmen

## DeCamp City Express (1868–??)

DeCamps' Express was one of the earliest companies to pay for an illustrated ad in the Newark city directories. From this ad (see *Figure 6-12*) we learn that Job DeCamp specialized in moving furniture locally and probably did some train/steamer baggage collection and deliveries. This line of express business was quite different than the parcel expresses that were previously discussed. This company stayed in business through 1882 and maybe beyond. We suspect that DeCamp placed his home address at the bottom of this ad so potential customers could leave requests for his express services at his residence. DeCamp may have had an express 'order board' posted outside his house for customers to write their express-job requests on (it is believed this arrangement was in vogue for expresses of that day, before telephones were widely utilized). Nothing else is presently known about DeCamp's Express.



*Figure 6-12. 1873 DeCamp's Express advertisement.*

## Delaware, Lackawanna & Western Express (1870?–86)

The Delaware, Lackawanna & Western Express (DLWX) was first discussed in Part 1 as an express company operating on the Morris and Essex Railroad.<sup>1</sup> At that writing, we did not know when the DLWX began doing business in New Jersey and further speculated that the DLWX may have replaced Trader's Express. More information can now be provided regarding both of those topics. The 1871 Newark directory shows the DLWX operating in Newark with its main express office at 446 Broad, a location they maintained through 1878, and then in 1879–82, they are shown at 444 Broad, which may have been an expansion of the same location, but using a different street number. The DLWX does not appear in the 1870, or prior, Newark directories.

We are now fairly sure that the DLWX acquired Traders' Express in 1875 or 1876. It is interesting to note that Table 6-II shows both Trader's and DLWX doing business in Newark for at least five years during the 1871–75 timeframe. These two companies very well may have been competitors, with both enjoying express privileges on the same Morris and Essex railroad lines. Information on the succession of these express companies is provided below under the Traders' Express discussion.

## Merchants' Newark & New York Express Co. (1878–??)

Merchants' Express was one of the many Newark to New York expresses, but one of few to place an advertisement in the city directory. This company was listed from 1878 to 1882 and its ad tells what is presently known about it. Once again, we see the proprietor's home address printed in his business ad and suspect this appears for the previously explained reason.



Figure 6-13. 1879 Merchants' Express advertisement.

## Newark Union Express Co. (1876–79)

The New York Union Express was another early Newark express to place an ad in the city directory. This company seemed to specialize in forwarding furniture, freight and baggage, but they would also deliver any goods purchased in New York back to residences in Newark. One of their New York offices was identified at the Broadway and 22nd Street, American Express Co., office location, so they may have had some affiliation with American Express. There is no proprietor named in this ad, and consequently, no residence address. The Newark Union Express Co. appeared in the 1876 through 1879 Newark City Directory listings. No other information is presently known about this apparently short-lived, express company.



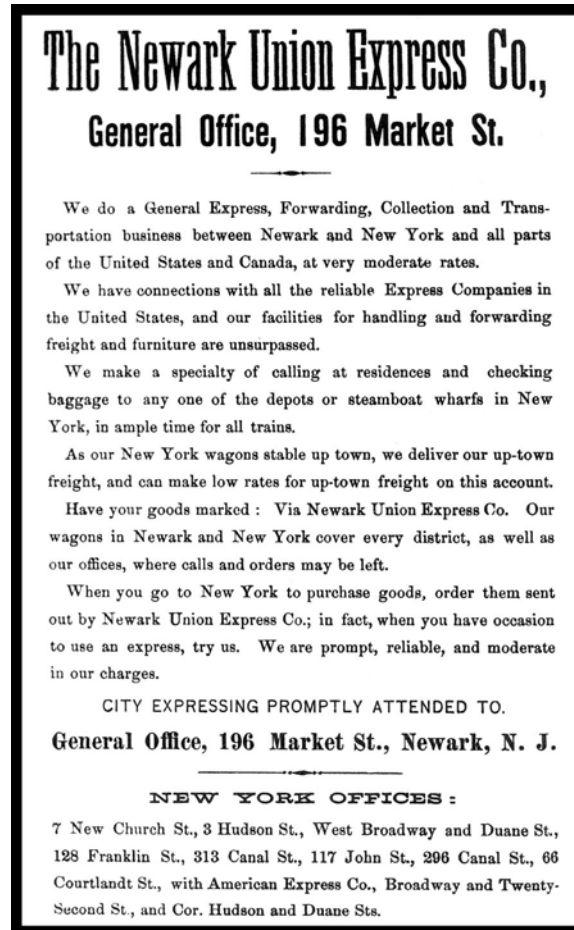


Figure 6-14. 1877 Newark Union Express advertisement.

### Philadelphia & Reading Express (1873–87)

The Philadelphia & Reading Railroad Express (P&RX) was discussed in Part 2 where its business life was established as being from 1873–87.<sup>2</sup> By 1879, the P&RX opened an office in Newark that existed until at least 1882, and probably beyond that. During this timeframe the Central of New Jersey Railroad had regular schedules into Newark and this road was controlled by the Philadelphia and Reading. It appears that these circumstances facilitated the P&RX having an office in Newark. A P&RX label was previously shown in *Figure 2-9*, no additional, collectible P&RX paper has surfaced since Part 2 was written.

### Traders' Express (1868–75)

When the Traders' Express Co. was discussed in Part 1,<sup>3</sup> we were very unsure about the longevity of this company. Referring to Table 6-II, note that Traders' is listed in the 1868 through 1875 city directories. As discussed earlier, the last operating year for Breese's Express was 1867. So, we now believe that Trader's Express acquired the Breese Express assets to accomplish this express company transition. A Traders' Express label that was used in their Newark office was previously shown in *Figure 1-4*. No additional artifacts from Traders' Express have been reported since Part 1 was written.

The last office (1875) for Traders' Express was at 182 Market in Newark. Maybe, not too coincidentally, the Delaware, Lackawanna and Western Express (DLWX) moved into that same address according to the 1876 Newark directory. This creates speculation that the DLWX acquired Trader's Express and its assets late in 1875 or early in 1876. Perusal of the 1876 *Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*<sup>4</sup> reveals that the DLWX was operating on the Morris & Essex Division of the DL&W railroad in 1876, so apparently they did take over Traders' Express as speculated.

## **Other Newark Express Companies**

Other Newark expresses, in addition to those listed in Tables 6-I and 6-II, have come to our attention and are now discussed. The early (pre-1882) express companies discussed below were not found in the 1844–82 Newark city directories.

### **Ewins Dispatch Express (ca. 1848–52)**

The Ewins Dispatch Express operated from Adams & Co.'s Express office at 16 Wall Street in New York. Its only known label (*Figure 6-15*) contains a short list of offices at Providence, Philadelphia, Newark, and Brooklyn. The label itself is black on red and measures 40 x 33.5 mm at the outer perimeter of its ornamental border. The cited Newark office was at 314 Broad, the same address used by William Lewis for his express office in 1848–49. This Newark address may have been used by the semiautonomous New York–Newark expresses that were related to Adams & Co. operations. Interestingly, no reference was found (unless we missed it) to Ewins Express in the 1845–55 Newark city directories. There was one close entry in the 1851 Newark directory for “Ewens \_\_\_\_ (sic), express 295 Broad,” but this was deemed not to be related.



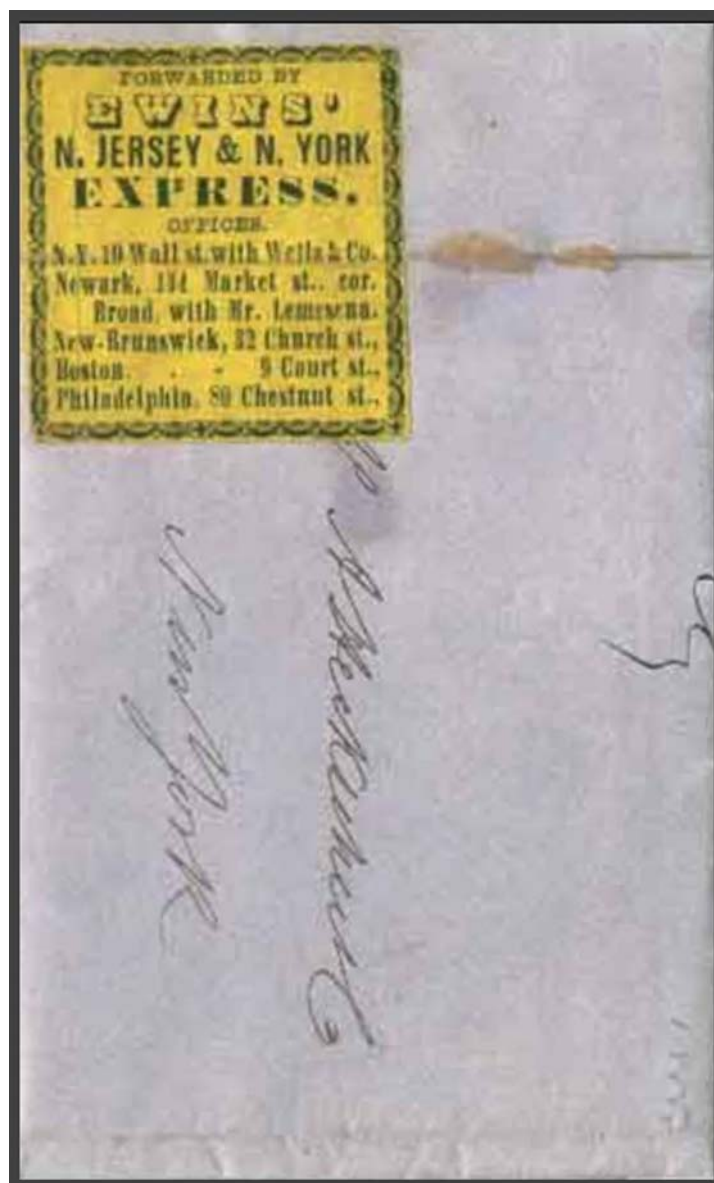
(EWND-L1 label) (From ex-Hahn cover)

**Figure 6-15. Ewins Dispatch Express label**

A few dating clues exist about Ewins Dispatch Express. The folded letter that hosts the illustrated label was owned by the late Cal Hahn and he described it as “Sent from New York via rail to Providence Ca. [circa] 1852.” There are no other visible markings on the front of this folded letter, so we can only guess that Cal’s information came from contents within the letter. Wilson’s 1848 New York City Directory lists “Ewins & Co. 16 Wall” under ‘Expresses.’ Based on the evidence at hand, Ewins Dispatch (aka Ewins & Co.) Express is estimated to have operated from 1848 to 1852, but perhaps it started sooner and maybe it lasted longer.

## Ewins' New Jersey & New York Express (ca. 1851–55)

The “Ewins” in the ‘Ewins’ New Jersey & New York Express’ may be the same person that ran the previously discussed express, or he may be a relative, or he may be someone else with the identical last name. We do not know the relationship at this time. The lone testaments to this company are two express labels; one is shown affixed to a folded letter in *Figure 6-16*. The Newark office printed on this label is at 134 Market Street, corner of Broad. Mr. Lemesena is cited at this address, so it may be a personal residence or more probably, Lemesena worked at the establishment at this address. A New Brunswick office at 32 Church Street is also printed on the label. The label is black on yellow and measures 44 x 46 mm.



(EWSX-L1 label)

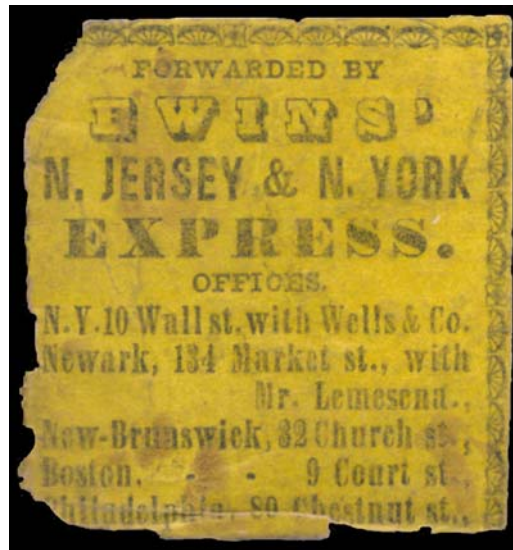
(Ex Hahn)

**Figure 6-16. 1855 Ewins' Express cover.**



The printed Ewins New York office address is with Wells & Co. (Express) at 10 Wall Street. This may mean that Ewins' Express was associated with Wells & Co., however, there is also speculation that this Ewins' Express was one of the semiautonomous expresses that worked for Adams & Co. The illustrated folded letter was dated October 10, 1855. No mention of this express was found in the 1845–60 Newark city directories.

The second label is very much like the first and is shown in *Figure 6-17*, the only difference being that the “cor. Broad” words have been removed from the Newark office address. This label is the same color and size as that in *Figure 6-16* and is affixed to a mortgage that is dated April 1, 1851. So, we have two dated items - 1851 and 1855 - for Ewin's New Jersey & New York Express. No additional information is presently available about this express company.



(EWSX-L2 label)

(Bill Sammis collection)

*Figure 6-17. 1850's Ewins' express label.*

### **Feary's Mustang Express (ca. 1887–88)**

Because of its Scott U.S. Specialized Catalogue listing for many years, Feary's Mustang Express is one of the best known local Newark expresses. Jabez Feary was the local Newark agent for the Pacific and Atlantic Telegraph Company, who also found time to run his Mustang Express. Feary used a red adhesive stamp (Scott 66L1) that initially appeared on June 21, 1887 and was valued at five cents (see the text in *Figure 6-18*). The Scott listing is under “Local Stamps,” but the editors are not sure that Feary & Co. was a local post because they state “Some authorities consider this item to be an express company label rather than a [local post] stamp.” after their listing.<sup>5</sup> Our opinion, based upon Dr. Mitchell's contemporary 1887 report in *Figure 6-18*, is that Feary's adhesive is an undenominated express company 5¢ stamp.



*Figure 6-18. An 1887 Mustang Express discussion, in the Philatelic Journal of America.*<sup>6</sup>

Jabez Feary & Co.'s letter, or parcel, delivery fees and conditions in the above 1887 discussion are quite explicit and are summarized in Table 6-III.

Delivery distance from Broad and Market streets	Delivery fee for consignor	Fee for recipient's immediate Answer
Within one mile	10¢	5¢
More than one mile	20¢	5¢

*Table 6-III. Feary's Mustang Express rates in 1887.*

We see that a Mustang Express letter or parcel delivery from Newark to New York City (more than a mile) would have cost 20 cents. This would require four Mustang Express 5¢ stamps to show that the express fee was prepaid. However, only twelve cents (two cents more than half of this fee) would have been charged if the Mustang Express delivered a letter less than a mile to the Newark Post Office and placed it in the U. S. mails. Letters delivered by Feary's Express and bearing multiple Mustang Express stamps have not been seen by the author, and may not exist. Reports of such covers would be highly appreciated.

The Scott Catalogue lists "1870" as the issue date for Feary's 66L1 stamp. Others have copied this date and republished it. We find no listing of Jabez Feary & Co. in the 1860 to 1882 Newark city directories. In Dr. Mitchell's report, he does not define a starting date for Feary's express, but he certainly speaks about its operations in 1887, including the initial acquisition and appearance of Feary's 50 mustangs. An examination of the Newark city directories for 1887,  $\pm 4$  years, would probably produce a much more accurate estimate of the Jabez Feary & Co. business tenure. For now, we will postulate that the Mustang Express was started in 1887 (maybe earlier), but certainly not as early as 1870.

Jabez Feary died November 16, 1890 at Matawan, N.J.<sup>7</sup> He was local manager of the Postal Telegraph Co., in Newark at the time of his death. Feary's obituary says "He was proprietor of the Mustang Express of Newark, a local post that run[sic] in that city several years ago ...." This past tense account, if accurate, indicates that Feary's Mustang Express may not have lasted into 1888, since three years ago (i.e., 1887) would seem to be a reasonable minimal interpretation of 'several years ago.' Here again, according to this 1890 account, 1870 is not even close to the contemporary time for Feary's Express business. Including the cited historical uncertainty, we estimate that the Mustang Express ended sometime in 1888.

An interesting cover is shown in *Figure 6-19*. It appears that, based on Dr. Mitchell's reprint of Jabez Feary's Mustang Express published rates, the attached 5¢ adhesive would pay half the rate (10¢) for Feary to transport this letter less than a mile to the Newark Post Office. Also, the adhesive appears to have been 'precanceled' with four killer bars that do not tie it to the envelope. So, is this a legitimate use of a Feary stamp on a local Newark letter? Maybe Mitchell erred in his quotation of Feary's value of these adhesives, or maybe Mitchell was describing a different Mustang Express adhesive, or maybe Mitchell was right and Feary revalued the adhesives prior to this usage, or maybe Feary changed his rates so this usage was consistent with his new rates. There are too many possible explanations and no known reference material to use for evaluation. If this is a legitimate Feary adhesive use on cover, note the postmark date of "188\_" fits in with our postulated business era of this express.

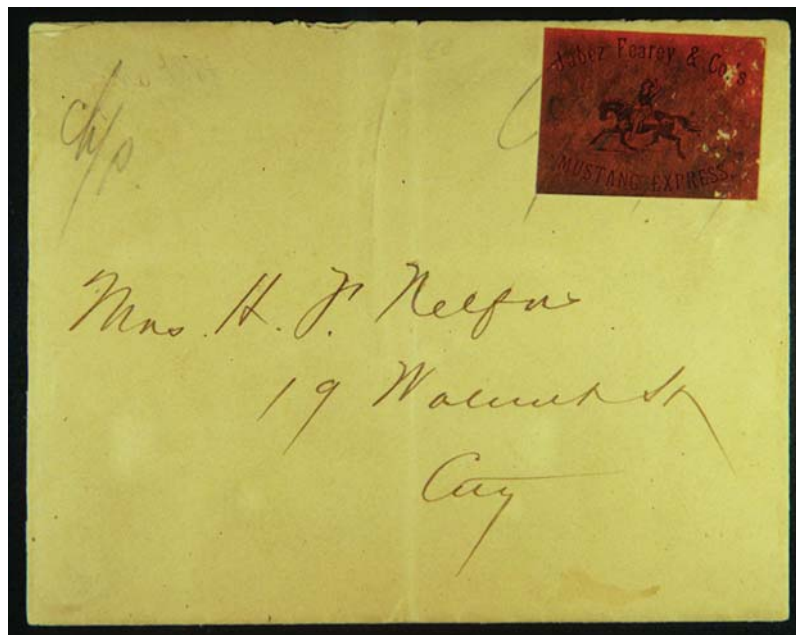




(Courtesy NJPHS)

**Figure 6-19. 1880's Mustang Express labeled cover.**

Another Feary-adhesive hosted cover is shown in *Figure 6-20*. This cover appears to have been locally posted by the Mustang Express with no Post Office involvement. The adhesive is tied to the cover with an indiscernible manuscript marking. Once again, the use of a single, 5¢ adhesive stamp is somewhat befuddling. One conceivable explanation within Feary's published rate structure is for this cover to be an Answer letter from a prior Mustang Express delivery. Subsequent to delivery (of perhaps a different letter), the messenger applied the 5¢ adhesive stamp after receipt of the five-cent Answer fee. This cover bears a manuscript "Ch/p" marking at upper left which might represent a payment, delivery route, or Answer letter (is the "p" an "A"? ) indication. The handwriting in this marking is similar to what can be discerned written over the adhesive stamp.



(Courtesy NJPHS)

**Figure 6-20. Mustang Express labeled cover.**

A curious forgery of the Mustang Express adhesive is shown at the left in *Figure 6-21*, a genuine Sc. 66L1 is shown on the right. The age of the forgery is unknown and only one copy of this forgery is presently known. The paper is light yellow in color, but a somewhat dirty yellow (maybe from age and handling). This forgery resembles a low resolution photocopy of the mounted carrier in the center of the original adhesive, plus some modifications were made to the punctuation surrounding the lower lettering. Some of the original fine details in the peripheral lettering are present, however, so the overall forgery label does not appear to be a complete low-resolution copy. In addition to the color differences in the adhesive papers, these significant variations in the forged label are noticed:

1. The overall image is approximately 5% to 7% larger, depending on where comparisons are made.
2. The “J” has a dot over it.
3. The rider’s vest has no defined waistband.
4. There is much less detail in the horse’s image:
  - a) the lower part of the reins is missing,
  - b) the saddle blanket has been replaced with solid black,
  - c) the horse’s tail is less stranded,
  - d) no shading detail exists in the withers or flank areas of the horse.
5. There are two bold dots at the upper left of “Mustang” versus quotation marks (there may also be an open parenthesis preceding the first dot).
6. There are two bold dots plus an open parenthesis following “Express” instead of quotation marks.

Reports of additional copies of this forged Mustang Express label (or any similar forgeries) would be appreciated by the author.



*Figure 6-21. Mustang Express adhesives.*

## New Express Co. (ca. 1907)

The New Express advertisement shown in *Figure 6-22* was taken from a 1907 shippers guide.<sup>8</sup> This express 'distributed' express merchandise in Newark and Jersey City, so it is assumed they maintained offices in both cities. No other information is presently known about the New Express Company.



*Figure 6-22. 1907 New Express advertisement.*

## More Newark Expresses Existed

Our research time at The Newark Public Library ended with the 1882 city directory, so the related portion of this report is ended at 1882. In 1881 and 1882, 30 Newark express companies were listed in the city directories, an increase of 13 expresses compared to 1880. New express company starts in many other cities in the northeastern states were on the rise in the ensuing years, and most probably in Newark, too. No doubt, many additional local express companies can be found in the 1883 and later Newark directories, and there are also probably some very interesting, express company advertisements residing in those annuals. Maybe someone will get a chance to pursue these historical sources in the future and then compose a sequel to this report.

## Acknowledgment

We are forever grateful to the late Calvet (Cal) M. Hahn for providing good illustrations in 1998 and 2003 for many of the early New Jersey label-bearing covers discussed in this article. Cal also briefed the New York Chapter of the U.S. Philatelic Classics Society on many of these New Jersey express covers during their June 10, 2003 monthly meeting. Color scans of his New Jersey briefing material can be seen at <http://nystamp.palace-designs.com/June2003.html>.



(Another section of this report will follow in the next *NJPH*.)

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

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

### ENDNOTES:

- 
- <sup>1</sup> Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 45-46.
  - <sup>2</sup> Mosher, Bruce H., "New Jersey Private Express Companies: Part 2 Some South Jersey Express Companies," *NJPH*, August 2003, pg 111.
  - <sup>3</sup> Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 43-44.
  - <sup>4</sup> Compiled and published by Edwin W. Bullinger.
  - <sup>5</sup> *Scott Specialized Catalogue of United States Stamps & Covers*, 2005, pg 408.
  - <sup>6</sup> *Philatelic Journal of America*, Oct. 1887, pg 222.
  - <sup>7</sup> Obituary, *The Independent Philatelist*, Bayonne City, N. J., Dec., 1890. Reprinted on page 114 of the September 1990 *NJPH*.
  - <sup>8</sup> Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal and Shippers Guide for the United States and Canada, etc.*, 1907, pg 142.

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## THE POST TOWNS OF BURLINGTON COUNTY: PART 2

**By Jack Edge**



*[This series on Burlington County Post Offices is continued from our last issue, February 2005 (Vol. 33, No. 1. Whole Issue No. 157). More sections will follow in upcoming issues. We repeat the map here and bibliography that accompanied the first section at the end of this article, so that readers will not have to search back for this information.]*

## BURLINGTON COUNTY MAP WITH POST TOWNS



## BIRMINGHAM POST OFFICE ~ Established February 11, 1868

Birmingham is a small village located one and one-half miles west of Pemberton on the north branch of Rancocas Creek. It is at the extreme western part of Pemberton Township. Formerly the village was the site of at least two saw mills very early in its history.

The town lay quite near the intersection of the New Jersey Southern Railroad and the Union Transportation Company Line going north towards New Egypt and beyond. A large hotel, known as the Birmingham Inn, hosted travelers on the railroad for many years.

Today, Birmingham lies hidden, some one-half mile off Route 38 between Mount Holly and Pemberton. A quiet little place, just far enough from the highways and strip malls to retain its identity. The post office here is still in operation.



*Fig. No. 9: A view of the famous inn at Birmingham in the Nineteenth Century*



*Fig. No.8: Birmingham N.J. strike on 1880s cover.*

February 11, 1868  
Continues in operation today.

Post office opened





**BLACK HORSE POST OFFICE ~ Established October 1, 1806**

In colonial Burlington County, prior to 1765, directions given travelers to look for the sign of The Black Horse brought them to present day Columbus. The village, in Mansfield Township, was referred to as Encroaching Corners, at one point, but Black Horse Tavern or simply Black Horse soon became the accepted name for this country town.

In 1795, Black Horse, along with Mount Holly and Burlington, the incumbent county seat, were candidates for Burlington County's voters to select a county seat location. There was sentiment against the old colonial seat of government at Burlington City. Mount Holly won out and Black Horse remained the sleepy little hamlet it was, unencumbered by the bustle of governmental activities now embraced by Mount Holly.

During the American Revolution, the village was occupied by British Troops, and on one occasion, the Black Horse Tavern was used as General Sir Henry Clinton's headquarters, after the evacuation of Philadelphia in 1778. In 1827, Black Horse and its post office became Columbus.

October 1, 1806

Post office opened

December 14, 1827

Post office name changed to Columbus

~ ☐☐☐ ~

**BORDENTOWN POST OFFICE ~ Established September 18, 1800**

Bordentown, a small city on the Delaware River, lies in the northeastern corner of Burlington County. It is surrounded by Bordentown Township, which borders Mercer County. The post office, when established in 1800, was a part of old Chesterfield Township. Settled in the late 1600s, the place was called Farnsworth's Landing at first. By 1745, it was noted on maps and some records as Bordings and Bordens Town or Ferry. The town was named to honor Joseph Borden 1696-1765.

Bordentown was the terminus for the New York to Philadelphia Stage. Passengers arriving by stage boarded ferry boats here and continued the journey to Philadelphia by boat. The town also became the original terminus of the Camden and Amboy Railroad. During the American Revolution, Bordentown was occupied by Hessian Mercenaries and British Troops at different times, and at one time included the home of Francis Hopkinson, signer of the Declaration of Independence.

Some other notable residents of Bordentown were Joseph Bonaparte, ex-King of Spain and brother of Napoleon; Thomas Paine, Revolutionary Patriot and author of *Common Sense*; Clara Barton, founder of the American Red Cross. The Bordentown Military Academy, here, has supplied the early education of many officers in our armed forces since 1824, not the least of which was General Norman Schwarzkopf, Commander-In-Chief of Desert Storm in Kuwait, Iraq

and Saudi Arabia. Bordentown today retains much of its colonial look while blending well with more modern architecture. It is a handsome town, with a rich and varied history.

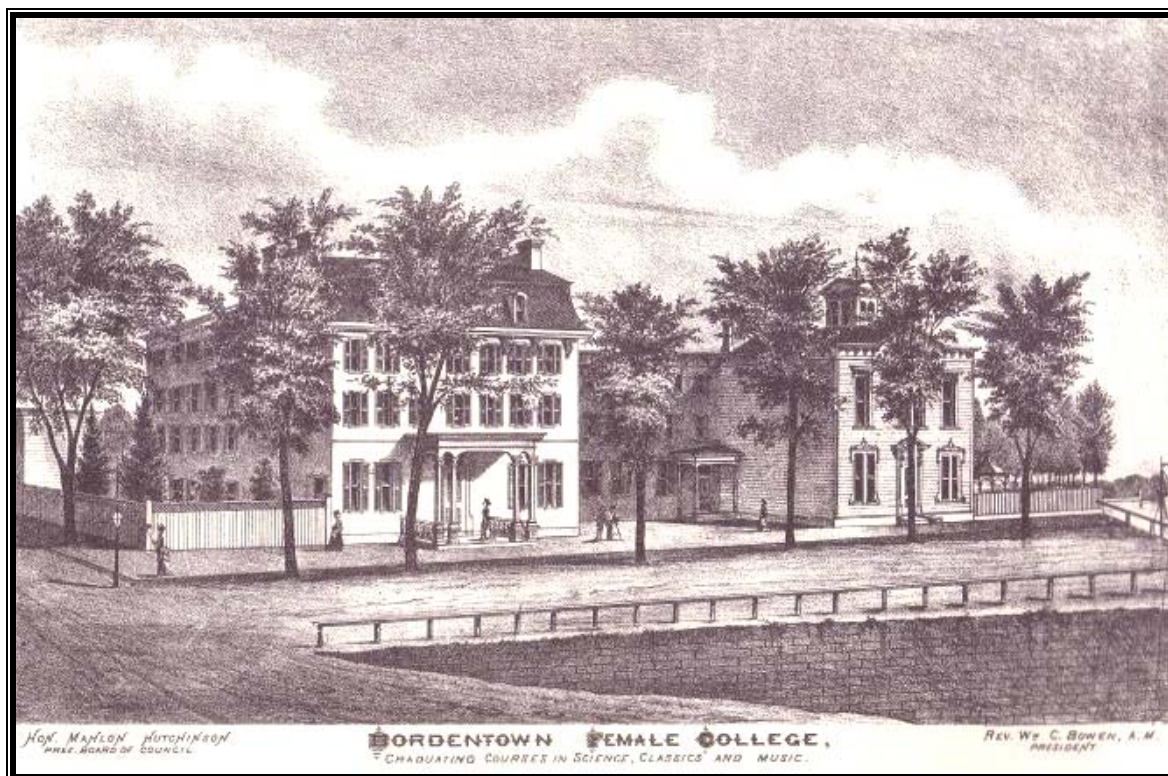


Fig. No. 10: Bordentown, N.J., 1876.

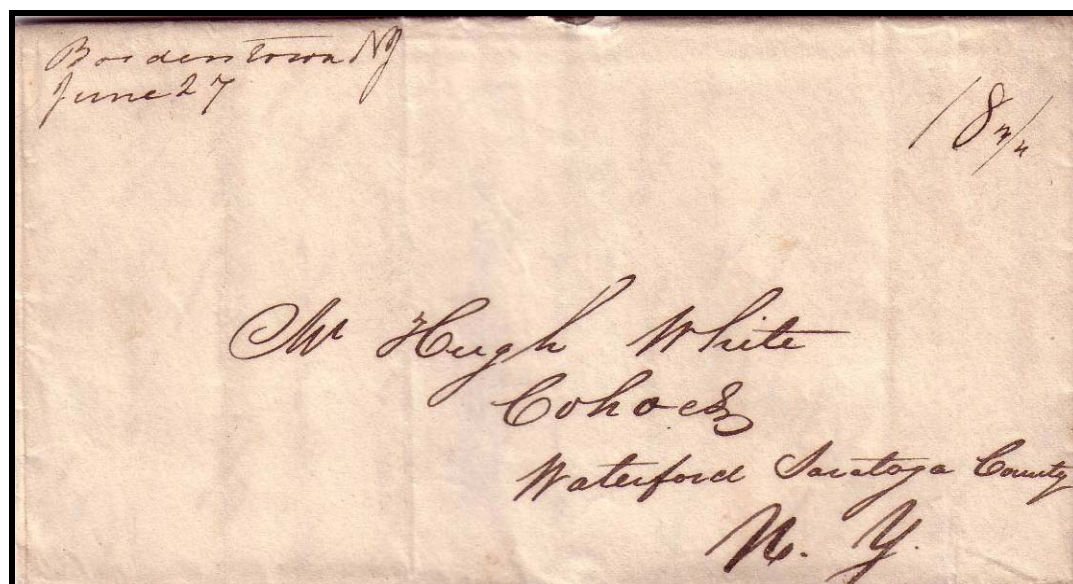


Fig. No. 10a: A folded letter dated June 27, 1831 with a postage rate of 18 <sup>3</sup>/<sub>4</sub> cents, mailed at Bordentown, N. J.

September 18, 1800  
Continues in operation today

Post office opened





Fig. No. 10b: Bordentown, N.J. strike on stampless cover dated Dec. 5, 1843.

~ [ ] [ ] [ ] ~

### BOUGHER POST OFFICE ~ Established June 29, 1889

At the northern point in Mount Laurel Township, along the Rancocas Creek, stands a small village known as Centerton. From 1889 until 1917 it was known as Bougher. Situated on the west bank of the Rancocas Creek, Centerton is about one mile north of Masonville and approximately three-quarters of a mile southwest and across the Rancocas Creek from the village of Rancocas. The first bridge at Centerton was finished in 1832. It was not until after this structure was erected that the village of Rancocas was established.

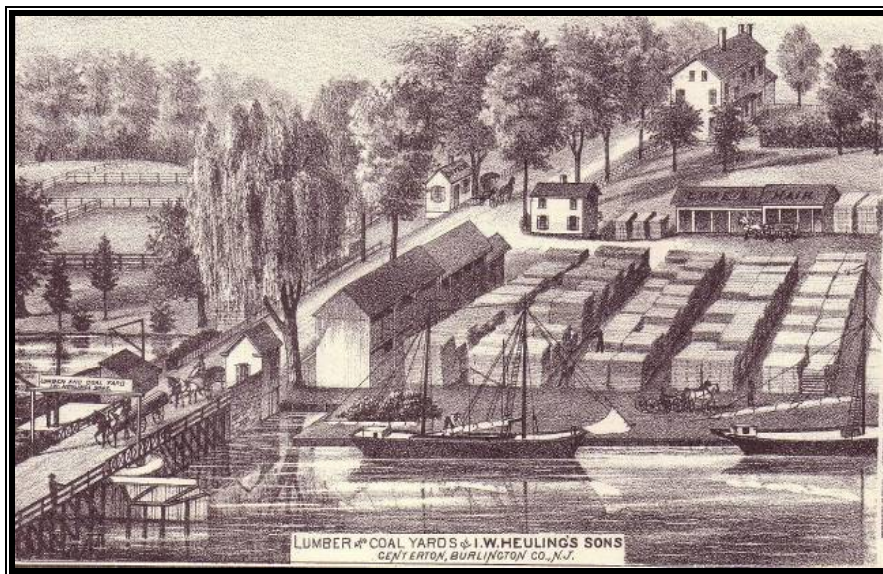


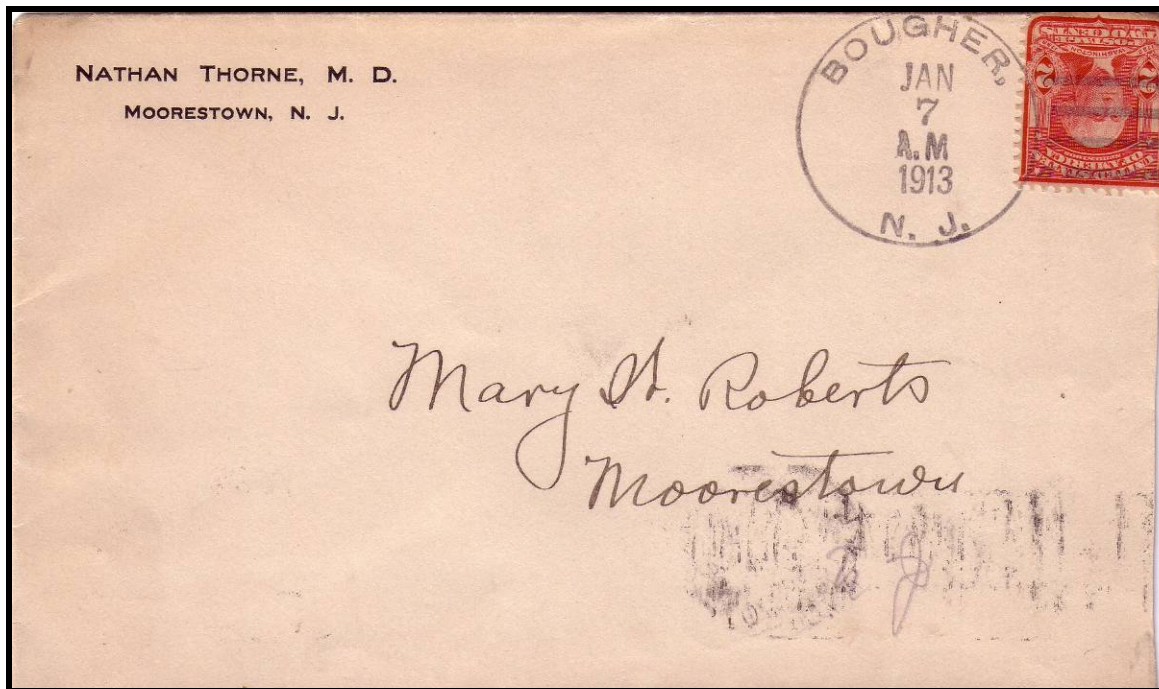
Fig. No. 11: This is a view of I. W. Heuling's Sons Lumber & Coal Business at Centerton, circa 1876, a town which would soon be known as Bougher Post Office.

When applying for a post office at Centerton, the proposed postmaster, Amos Bougher, was advised of the existence of another Centerton Post Office, located in Salem County. The alternate names he chose were Centre, Texas and Boughers. Although postmasters' names were seldom chosen for an office, Bougher, without the "s," was approved by postal authorities.

The village's population in 1880 was nearly 65. However, Bougher would service the Rancocas Creek hamlets of Plattsville, Texas, Paxsonville and Borton's Landing, another 400-600 people, or so it was claimed by Amos Bougher.

June 29, 1889  
December 31, 1917

Post office opened  
Post office discontinued - service to Masonville



*Fig. No. 12: Bougher, N.J. on envelope dated Jan. 7, 1913.*

~ ☐☐☐ ~

## **BRIDGEBORO POST OFFICE ~ Established February 8, 1849**

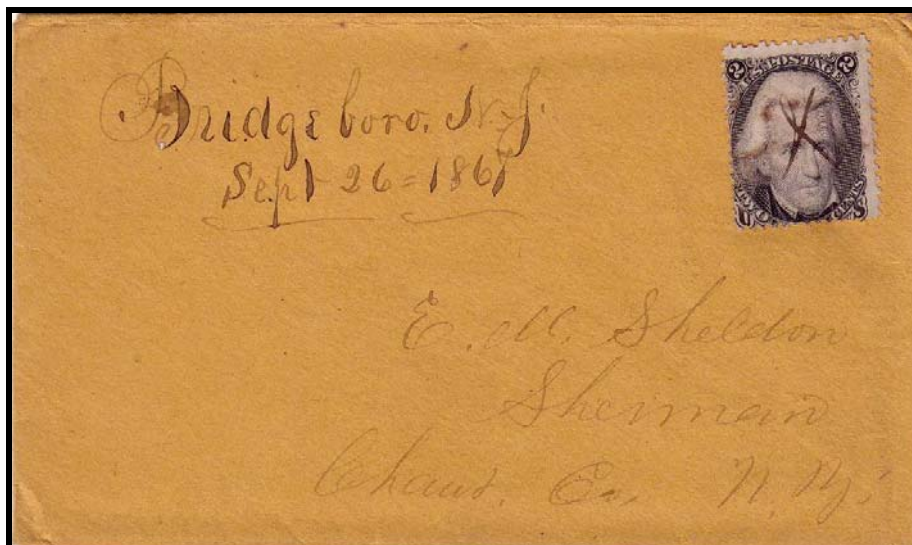
Originally a part of old Chester Township, Bridgeboro was located on the west side of the Rancocas Creek on the old Burlington Turnpike, now U.S. Route 130. The Burlington Pike was built in 1748, connecting Burlington City with Cooper's Ferry (Camden) and, thus, to Philadelphia.

Called Kemble's Ferry, quite early, it was also know as Ancocas Ferry and Lower Ancocas Ferry before the first bridge was constructed in 1838. Thereafter, the village was known as Rancocas Draw Bridge. The name Bridgeboro was adopted by 1845, and the post office established in 1849 would last 110 years.



## BURLINGTON COUNTY POST TOWNS: PART 2 ~ Jack Edge

Bridgeboro, today, is located in Delran Township. It is divided by U.S. Route 130 and the new bridge across the Rancocas. The project of building the new bridge eliminated several homes on the north side of the bridge, along with the ancient Bridgeboro Inn. Most of Bridgeboro, on the opposite side of the six lane highway, remains, looking much as it has, for many generations. The population listed in 1880 was 400; there are not many more today.



*Fig. No. 13: Bridgeboro, N.J. Sept. 26, 1867 cover posted with an 1862 2 cent stamp.*

February 8, 1849

January 31, 1959

February 1, 1959

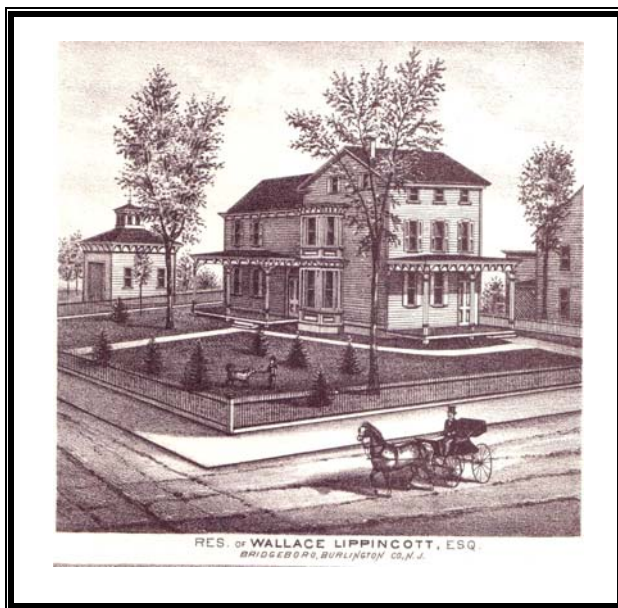
October 2, 1959

Post office opened

Post office discontinued - service to Riverside

Post office re-established as branch office of Riverside

Branch office closed



*Fig. No. 13a: Circa 1876, Bridgeboro, N.J.*

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## BROWNS MILLS POST OFFICE ~ Established August 28, 1850

“Brown’s Mills in the Pines” was a popular resort in Burlington County from the 1850’s well into the 1970’s. It is located on the north branch of Rancocas Creek, some four and one-half miles east of Pemberton in the northeastern part of Pemberton Township.

The popularity of the place caused the New Jersey Southern Railroad to build a spur line some two miles to Browns Mills in 1889. A series of lakes, several taverns, a dance hall and summer cottages attracted visitors from far off cities to this “haven in the Pines.”

Originally know as Biddle’s Mills, it was the site of an early sawmill well before the American Revolution. It is said that the famous Philadelphia financier, Stephen Girard, owned a lumbering enterprise here, while residing in Mount Holly during the British occupation of Philadelphia.

The post office, opened August 28, 1850 in Brown’s Mills, still operates. The office was known as Brown Mills from 1894-1914. Deborah, a rural branch of Brown’s Mills Post Office, operated from January 1, 1954 until April 29, 1972. Presidential Lakes, a rural branch of Brown’s Mills Post Office, opened July 1, 1965.



*Fig. 14. A view of Hunter's Lake at "Brown's Mills in The Pines, N. J.," taken early in the 20th Century.*



# BURLINGTON COUNTY POST TOWNS: PART 2 ~ Jack Edge



Fig. No. 15: Sept. 18, 1865 Browns Mills, N.J. cover (shown inverted for postmark).

August 28, 1850	Post office opened
April 12, 1860	Post office discontinued
January 25, 1862	Post office re-established
June 22, 1868	Post office discontinued
July 27, 1868	Post office re-established
1894-1914	Known as Brown Mills
Continues in operation today.	

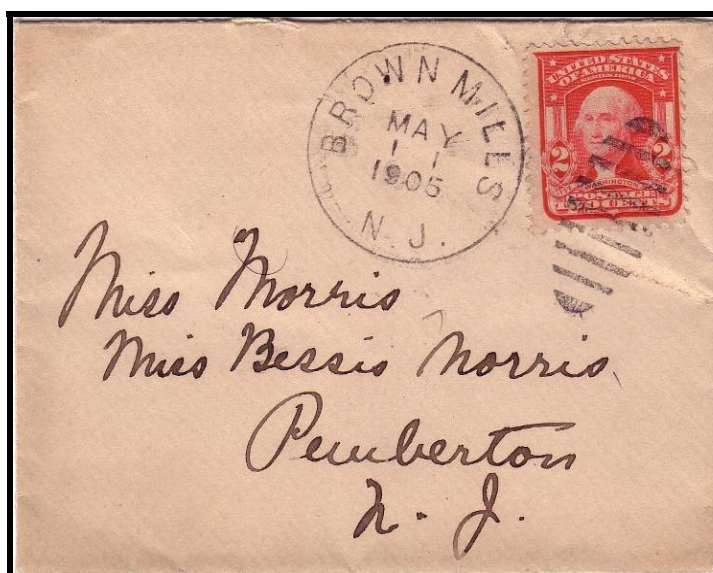


Fig. No. 16: This cover, dated May 11, 1905, shows the town's name as Brown Mills. This name was used from 1894-1914.

~ ☐ ☐ ☐ ~

## BUCHANAN POST OFFICE ~ Established December 28, 1892

This short-lived office was located on the site of the old Lebanon Glass Works, also called Upper Mills. The village was three miles southwest of Woodmansie and three miles to the northeast from Shamong Post Office, later Chatsworth. It was on the old Stage Road to Manahawkin.

At the time of establishment, George Bozarth, the first postmaster, estimated a village of 150 with a total of 200-300 to be serviced by this office! This “stretching” of the truth was typical of applicants for a postal facility in this sparsely populated section of Burlington County. A post office added legitimacy to an enterprise and, hopefully, investors and business.

Mail was to be left at Buchanan Station on the New Jersey Southern Railroad, some three miles distant from the village! A lack of business soon spelled the doom of another of Burlington County’s pineland post offices.

December 28, 1892

November 14, 1896

Post office opened

Post office discontinued - service to Chatsworth

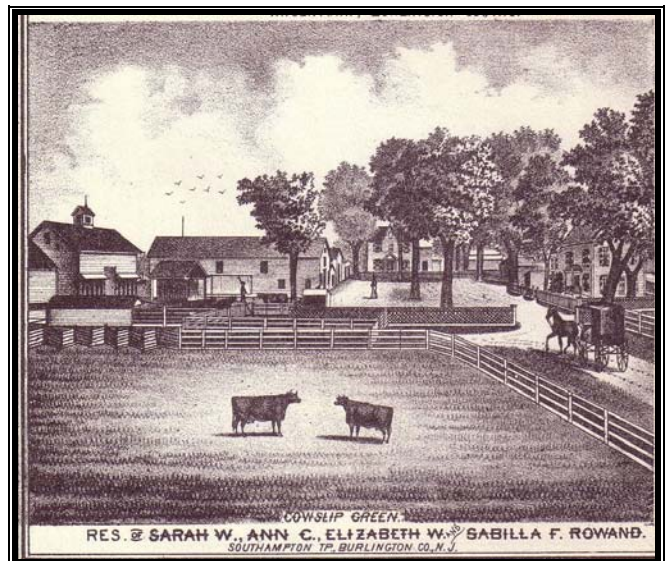


## BUDDTOWN POST OFFICE ~ Established June 1, 1868

Some three miles to the east of Vincenttown lies the small village of Buddtown. Settled along a branch of the Rancocas Creek, known as Stop the Jade Run, Buddtown was named for Thomas Budd, early sawmill owner and citizen of this place.



*Fig. No. 17: Circa 1875.*



*Fig. No.17a: Residence near Buddtown circa 1876.*



## BURLINGTON COUNTY POST TOWNS: PART 2 ~ Jack Edge

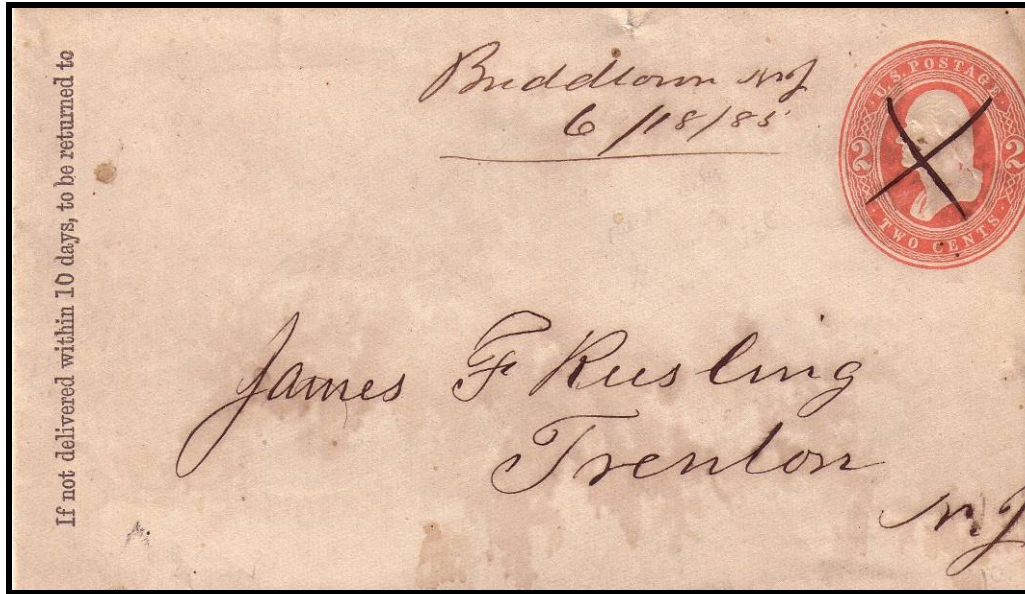
Situated in Southampton Township, the village contained fewer than 200 persons in 1868, the year the first post office was established. The surrounding country was mostly agricultural in the 18th and 19th centuries. It has changed but little to this day.

June 1, 1868

December 23, 1901

Post office opened

Post office discontinued - service to Vincentown



*Fig. No. 18: U.S. stamped envelope, marked Buddtown, N.J., dated 6/18/85.*

~ ☐ ☐ ☐ ~

## BURLINGTON POST OFFICE ~ Established October 18, 1797

Founded in 1677 by English Quakers, this town on the Delaware River was the provincial capital of West New Jersey. In 1693, the first colonial post office was established in West Jersey at Burlington. Along with Perth Amboy, they were New Jersey's only postal facilities on the route between New York and Philadelphia.

Burlington, at one time, hosted the colonial General Assembly. Isaac Collins printed New Jersey's first newspaper here, in the same shop that he printed colonial currency for the Crown. Some notable Burlington residents were Elias Boudinot, ninth President of the Continental Congress, Captain James Lawrence of War of 1812 fame, author James Fenimore Cooper, and President Ulysses S. Grant, who maintained a residence here.

Until 1796, Burlington was the county seat of government in Burlington County. That year, Mount Holly won a referendum and became the new county seat. Burlington's Post Office was not opened after the Revolutionary War until October 18, 1797, following the opening of Atsion Post Office and Tuckerton Post Office earlier that year.

Today, Burlington City is in the midst of revitalization and the restoration of its many colonial buildings. The Proprietors of West New Jersey still meet here annually, and the oldest post office in this portion of New Jersey is still in operation. This writer graduated from Burlington High School in 1962, and retains an affection for the venerable old town.



Fig. No. 19: A folded letter from Burlington, 11 July, 1804, sent free to Robert Smith U. S. Secretary of the Navy.

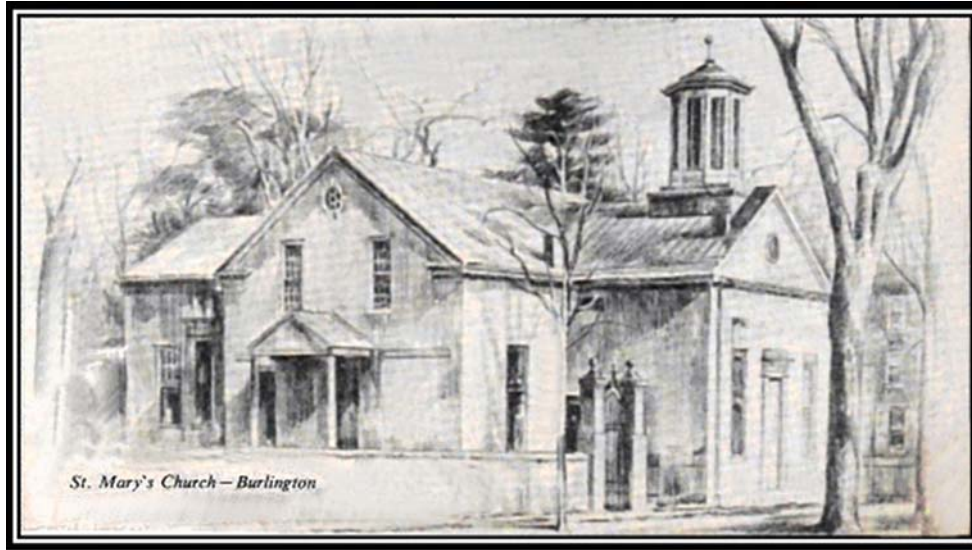


Fig. No. 20: A cover showing usage of a pair of the 1851 issue 3 cent stamps. Burlington, N.J.

October 18, 1797  
Continues in service today

Post office opened





*Fig. No. 21: St. Mary's Church, Burlington.*

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## **BUSTLETON POST OFFICE ~ Established January 15, 1800**

Bustleton or Bustletown was a stagecoach stopping point on the Old York Road. This road, also called the Post Road, ran from Burlington through Bustletown, Three Tuns (Hedding), Rising Sun Tavern (Mansfield Square) to Crosswicks and on up to Perth Amboy.

Postal records tell us that a post office was established here January 15, 1800. John Sager is listed as the first postmaster and the office was closed the same year, but no date of closure is recorded. It is possible the office was never in operation.

In 1882, John W. Frazier proposed a post office to be called Bustleton, but at a distance of about ½ mile from the older settlement once called Bustletown. It was to be moved from where the Old York Road and Burlington-Bustleton Road intersected, southward, to the intersection of Columbus Road with the Old York Road, as stated ½ mile distant. Mr. Frazier explained, “The population is greater and more improvements at Bustleton, than old Bustleton, which latter is decaying, and not so central.”

It was the proposed postmaster's claim, that Bustleton's population was 40, with 200 or more living within one mile of the village, also known as Frazier's Corners. By 1887 this office was closed. The bustle had gone from Bustleton.

January 15, 1800	Post office opened (as Bustletown)
1800	Post office discontinued (probably never in operation)
April 11, 1882	Re-established (as Bustleton)
October 6, 1887	Post office discontinued - service from Burlington

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

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## TRENTON P&DC REOPENS: Anthrax Terrorism Site Gets a New Beginning

By Gene Fricks and Jean Walton

March 14, 2005, three and a half long years after closing due to the discovery of anthrax spores in the mail, the Trenton Processing and Distribution Center, located at 680 Route 130 in Hamilton Township, Mercer County, reopened. A ceremony was held on Sunday the 13<sup>th</sup>, attended by appropriate officials and postal workers, and the window service reopened on Monday the 14<sup>th</sup>. Mail processing operations were expected to be in full operation by March 20.

An unannounced special handstamp was issued on the day of opening, and is shown below in *Figure 1*:



*Fig. 1: The Trenton P&DC in Hamilton Township, NJ is now known as the “Better Than Ever Station” on this cover which features the special (Sunday) March 13 slogan cancel, “Welcome Home Postal Family/ Trenton P&DC/ Better Than Ever” and an American flag. It was then cancelled on March 14 with the red double ring Trenton handstamp. Finally, a Kilmer Facility machine cancel from March 14 shows the “Greetings from Rodney and Fender” slogan cancel used to advertise the movie “Robots.”*



*Photo by Gene Fricks*

*Fig. 2: Trenton P&DC, Hamilton Township, Mercer County on the day of its reopening, after an \$80-\$100,000,000 remodeling and installation of sorting machines intended to detect threats to the US mail.*

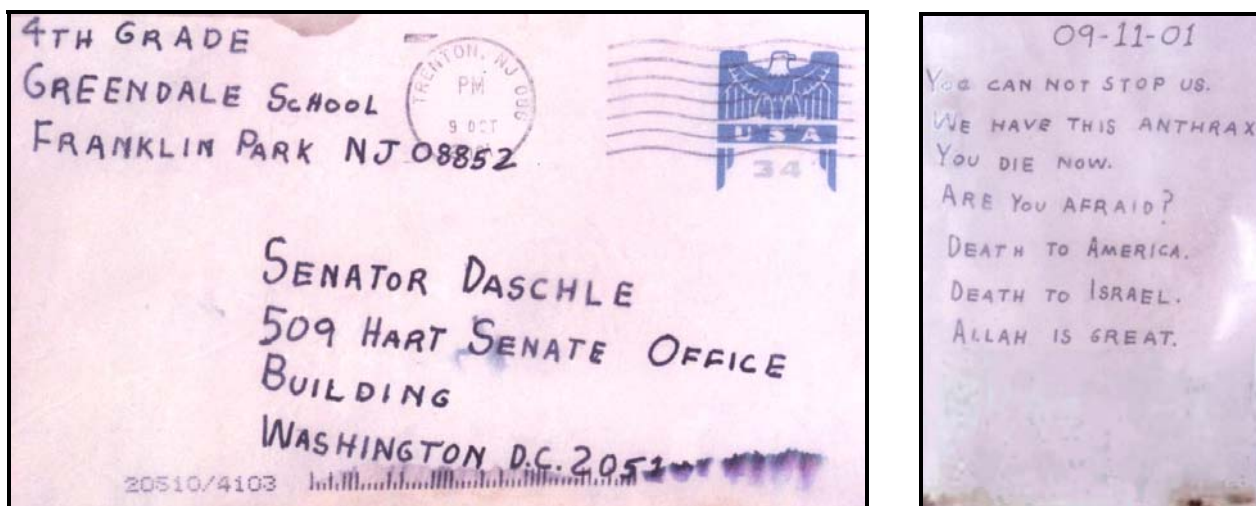
For those who do not recall, it was at this facility that letters containing anthrax were mailed, shortly after the September 11 tragedy, on September 19 (to various media personnel) and October 9, 2001 (to government officials in Washington). These letters were responsible for the deaths of 5 people, and the illness of 17 others; the case remains unsolved by the FBI and no one has yet been brought to justice in this matter.

The best known of these letters originating in Trenton, NJ are shown below: they were to the New York Post, Tom Brokaw at NBC, and Senators Daschle and Leahy. Another was mailed to American Media in Boca Raton, Florida, and was responsible for a death there. It is suspected that there were at least two 2 other letters, to ABC News and to Dan Rather at CBS.<sup>1</sup> It is hypothesized that contamination of other postal facilities resulted from cross-contamination from these original letters.



Letters cancelled September 18, 2001

Letters cancelled October 9, 2001



**Fig. 3: “Anthrax letters” which were recovered, mailed from the Trenton P&DC. All were mailed in small stamped envelopes as shown here. Those addressed to Senators had a return address; however there is no “Greendale School” and the zip code given is actually for Monmouth Junction, although Franklin Park [08823] is within 3 miles of that post office. There is a “Greenbrook Elementary School” in Kendall Park [08824], and it is perhaps worth noting that the post office in Kendall Park is actually called the Franklin Park Post Office. This return address was apparently an attempt to make the letters look less threatening on the outside.**

A number of postal facilities were contaminated, as was the Hart Senate Office Building. They were the Washington, D.C. Brentwood facility, the Trenton P&DC facility in Hamilton Township, the Morgan P&DC in New York City, and the "Stamp Cave," home of the Stamp Fulfillment Services Center in the Hunt-Midwest Subtropolis caves under Kansas City, MO.<sup>2</sup> A few spores were also found later in the Wallingford, Connecticut P&DC - apparently a cross-contamination from one of the Trenton letters.

Once the contamination was discovered, the facilities in D.C, Kansas City and New Jersey were closed (the Trenton facility on October 18, 2001). Six people in New Jersey were infected with anthrax, two with inhalational anthrax and four with cutaneous anthrax; luckily all of them recovered. Two people in the Brentwood facility in D.C. died, as well as one person in Florida, one in New York, and another in Connecticut. In all, 22 people were infected, with five deaths, all of which were caused by inhalational anthrax.

The Post Office immediately took steps to handle and sanitize the mail that remained in the affected facilities. A process was chosen called "irradiation" which employed an electron beam accelerator and was conducted at two facilities: Titan Scan Technologies in Lima, Ohio and Ion Beam Applications in Bridgeport, NJ [Gloucester County].<sup>3</sup> This process deposits large amounts of energy in the material being irradiated, intended to disrupt the DNA of anthrax spores (or any other bio-threat), rendering it unable to reproduce and thus harmless. As the treatment uses many times the lethal dose for humans, the process is completely automated. Mail that was in the Trenton P&DC was processed through the Bridgeport facility.

It was originally thought that the process would affect organic material only and inert material would not be affected,<sup>4</sup> however this was soon discovered to be an oversimplification. The large doses of energy produce heat, which engenders a chemical reaction in a number of materials, including paper, plastic, glassines, etc. - any material based on cellulose. Paper irradiated is often yellowed or darkened, and very brittle; plastic also darkens, and glassines and windows on window envelopes appear to crinkle or contract and melt, causing it to adhere to the contents. Gum on mint stamps enclosed may also turn brown. William Sandrik,<sup>5</sup> who collects such material, reports there is a distinctive odor to irradiated material - so much so that material still irradiated today is aired and treated to remove the odor, before returning it to the mail facility.

Once the mail was decontaminated, it was then sent on to its recipients in late 2001 and early 2002. Collectors of disinfected mail - a long popular philatelic sub-specialty - were disappointed to hear that such mail would not be specially marked; however in addition to the obvious changes to the contents, mentioned above, some labels, meters, and handstamps were used by some government agencies (largely passing through the Brentwood DC facility), and the Bridgeport facility used "body bags" or "ambulance bags" - a clear plastic envelope - for treated mail that was sent on from the Trenton P&DC. A letter from the Postal Service was printed on the front of the clear plastic envelope, explaining that the mail was now safe. One such piece was illustrated in *Linn's* in April,<sup>6</sup> and another is illustrated below in *Figures 4 & 5*. (The USPS letter here is dated November 2001, instead of December 2001 as in *Linn's* example.)

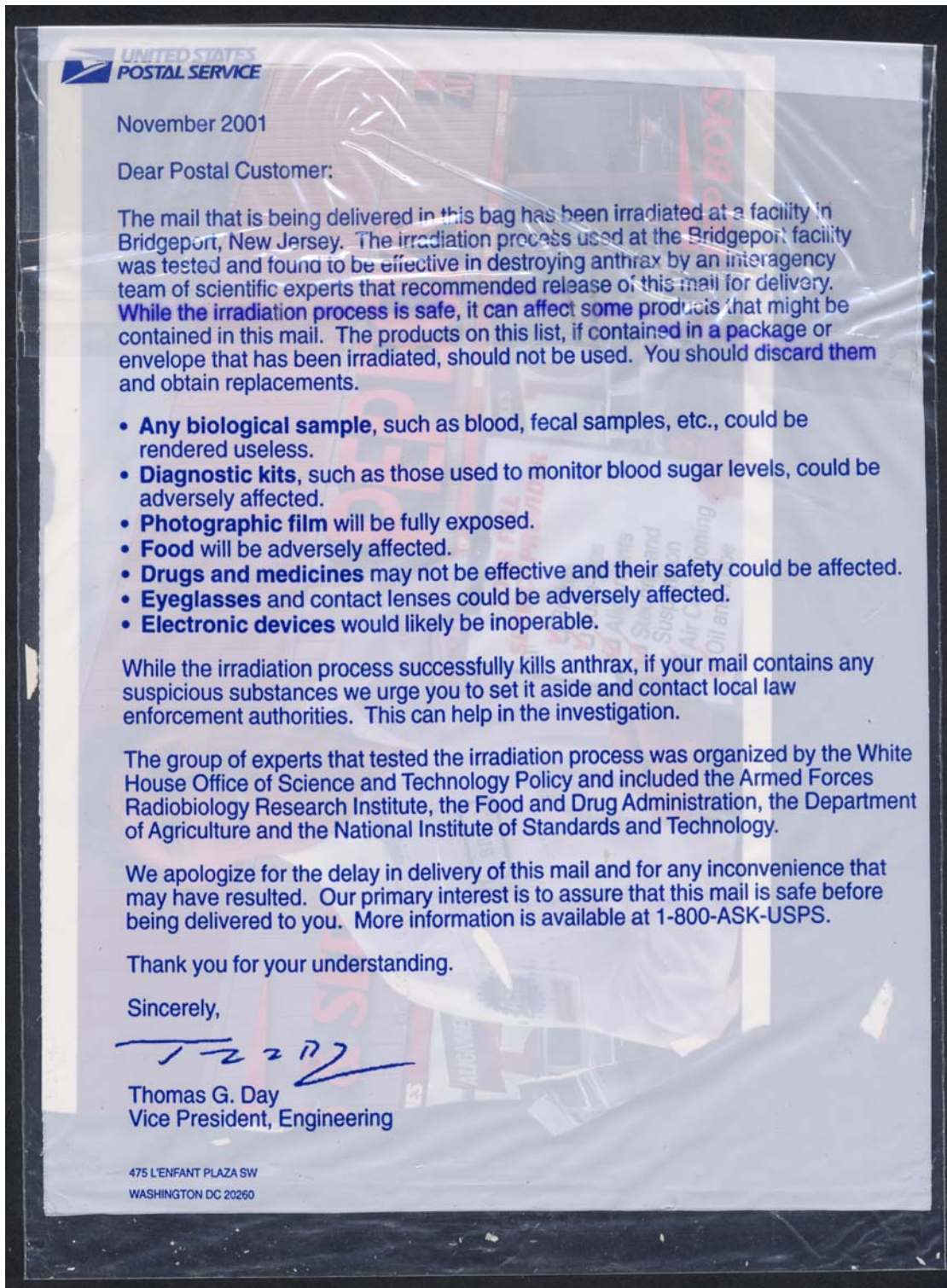


*Fig. 4. A very brittle Pep Boys card addressed to Princeton Junction, NJ, which has been irradiated at Bridgeport, NJ following the anthrax contamination at the Hamilton Township facility. It was sent on to the recipient in a “body” or “ambulance” bag. Note the chips and pieces.*

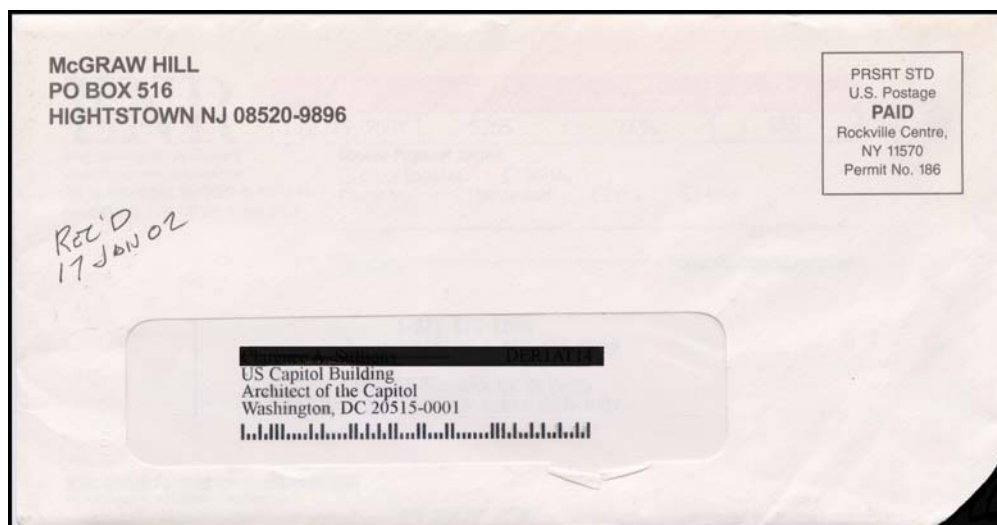
The closing of the Trenton P&DC facility in New Jersey was a hardship for both the Post Office and the postal workers. Postal employees were reassigned to other offices, in South River, Monmouth, and the Kilmer Facility. The Stamp Fulfillment Center in Kansas City was the first to reopen, as only a few spores were found there, and it was operating again on November 14, 2001.<sup>7</sup> There was some hope that the Trenton facility would be reopened in early 2002, but that soon proved to be unrealistic. It was decided that the Hart Senate Office Building would be decontaminated first, and that lessons learned there would then be applied to both Brentwood and the Hamilton Township facility in New Jersey. The Hart Senate Office Building was reopened in mid-January, 2002.<sup>8</sup> Several fumigations with chlorine-dioxide gas were required, and both the Brentwood and Trenton facilities were remodeled after decontamination. Decontamination of the Trenton facility did not begin until Brentwood was close to reopening in December of 2003,<sup>9</sup> and was reported to be underway in *Linn’s* in November of 2003. Fumigation and remodeling of the New Jersey facility were completed at a cost between \$80- to \$100 million, a new biodetection system was put in place, and all former employees were invited to resume their positions. Most, but not all, were willing to return.

So we welcome back the Trenton P&DC,<sup>10</sup> and trust that it will indeed be “better than ever.” Meanwhile as postal historians we note that it was a New Jersey postal facility that was the point of origin for a deadly act of bioterrorism in the U.S. mailstream.





*Fig. 5. The body bag which encloses the Pep Boys card, with its message explaining the delay in mail and that it is now safe. This is identical to the one shown in Linn's, with the exception of the November instead of a December date.*



**Fig. 6.** A letter sent from Hightstown, NJ to DC. Note the yellowed paper. The rounded corner at lower right is seen on irradiated mail to government offices, as a government contactor slits open the corner of mail, checking it for powders, reminiscent of disinfected mail that was perforated or slit for decontamination. Inbound mail to a number of government offices is still irradiated today. Many postal facilities now have state-of-the art detection devices.

#### ENDNOTES:

- <sup>1</sup> [http://www.ph.ucla.edu/epi/bioter/detect/antdetect\\_letters.html](http://www.ph.ucla.edu/epi/bioter/detect/antdetect_letters.html) [March 29, 2005] A very thorough study of all the cases of anthrax poisoning, and the source letters, has been done by UCLA's Department of Epidemiology, School of Public Health. The pictures which follow are also from this site.
- <sup>2</sup> Miller, Rick, "Stamp Cave closed because of anthrax spore contamination", *Linn's Stamp News*, Nov. 19, 2001, pp 1, 26. For other *Linn's* articles related to anthrax, see Dec. 3, 2001 [p.1, p.28], Dec. 17, 2001 [p.26], Dec. 24, 2001 [p.1, 10], Jan. 28, 2002 [p., pictures of Trenton facility contributed by Sid Morginstin, & p.15], Feb. 18, 2002 [p.1, 10], Nov. 25, 2002 [p.8], Dec. 30, 2002 [p. 8], Mar. , 2002 [p.10], Mar. 11, 2002 [p.10], Jun. 30, 2003 [p.26], Nov. 19, 2003 [p.39], Apr. 11, 2005 [p.6], and Apr. 25, 2005 [p.43]. Coin World also carried an article on Jan. 28, 2002 by Susan L. Maltby in her "Preserving Collectibles" column.
- <sup>3</sup> USPS News: Press Release no. 01-093, Nov. 6, 2001: [http://www.usps.com/news/2001/press/pr01\\_093.htm](http://www.usps.com/news/2001/press/pr01_093.htm) , Apr. 17, 2005.
- <sup>4</sup> Miller, Rick, "Anthrax: new chapter in history of disinfected mail," *Linn's*, Dec. 3, 2001, p. 28.
- <sup>5</sup> William Sandrik of Ballston Philatelics [P.O. Box 3277, Arlington, VA 22203 <http://www.ballstonphilatelics.com/>], who collects disinfected mail, was kind enough to share his knowledge on this material, and reports that labels do exist on some of the mail that passes through Washington, D.C. agencies, and which is still irradiated today.
- <sup>6</sup> Hotchner, John M. in "U.S. Notes", *Linn's*, Apr. 11, 2005, p.6.
- <sup>7</sup> "Fulfillment center reopens" *Linn's*, Dec. 3, 2001, p.1.
- <sup>8</sup> *Linn's Stamp News* March 4, 2002, p. 10.
- <sup>9</sup> Redding, Robert Jr., "Brentwood reopens after anthrax cases," *The Washington times*, December 23, 2003 <http://www.washtimes.com/metro/20031222-115722-9568r.htm> , April 17, 2005.
- <sup>10</sup> *Linn's* indicated [Apr. 25, 2005, p.43] that this facility was given a new name - the John K. Rafferty P&DC - when it reopened. This is incorrect. The building which houses the Trenton P&DC postal facility is known as the John K. Rafferty Post Office Building <http://www.llsdc.org/gpo/gpo000417.htm>, Apr. 25, 2005], a name it acquired in 2000, but the Postal Facility was not renamed. When the Brentwood facility in D.C. was reopened, it was renamed the Curseen-Morris Mail Processing and Distribution Center, after Joseph Curseen Jr. and Thomas Morris Jr., the two postal workers who died from inhalational anthrax there. [See Redding, Robert, Jr. ob cit.]

## NOJEX, ANNUAL MEETING, AND OTHER MEMBER NEWS

NOJEX will be held Memorial Day Weekend, as usual, at the Meadowlands Crowne-Plaza in Secaucus. This will be an excellent show, with more exhibits than usual, and a good array of dealers. So why not come more than one day?

The annual meeting of the New Jersey Postal History Society will be held at noon on Sunday, May 29, at the Meadowlands Crowne-Plaza in Secaucus. Just ask at the desk for the meeting room. We will be delighted to see you. Our business meeting is short, and will be followed by a talk by Len Peck, our Sussex County philatelic historian. We hope it will be enjoyable for all.

Our next Ebay auction will be held when Arne Englund has enough fresh material in hand and the time to scan it and get it up. Email reminders will be sent to members when it is online. As our auctions are held online, this would seem to be an adequate way to remind members who might be bidding. If you do not have a computer or email address, but do have a friend who does, or some other way to access our online auctions, and would like to be notified, please drop a note to your Secretary, Jean Walton, at 125 Turtleback Rd., Califon, NJ 07830, and we will arrange for you to get a notification by mail. Material with descriptions should be sent to Arne. It is too much to expect any one member to have either the breadth of knowledge necessary or the time to describe your lots; hence, lots received without descriptions will be returned. Please also include minimum bids on the lots you are listing. Lots that do not have a minimum stated will be listed at \$9.95. Arne's address is: Arne Englund, PO Box 57, Port Murray, NJ 07865 or email him at [alenglund@aol.com](mailto:alenglund@aol.com).

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### WELCOME TO NEW MEMBERS!

R. Barry Feddema, 25 Georgia Dr., Wayne, NJ 07470 [bfeddema@optonline.net](mailto:bfeddema@optonline.net) collects precancels & perfins

Paul T. Jackson, 10 Brentwood Rd., Raritan, NJ 08869

David Levine, 130 W. 86th St., Apt 5-B, New York, NY 10024-4850 collects slogan cancels

### AND RETURNING MEMBER:

Maurice Cuocci, 1001 B Evesham Rd, Freehold, NJ 07728 [lou2cuo@hotmail.com](mailto:lou2cuo@hotmail.com) collects early NJ, DPOs, RPOs, NJ postcards, small towns, NJ RR stations, all NJ canals.

### CHANGE OF ADDRESS

Jack Edge, 532 Broad St., Beverly, NJ 08010 a new email: [JohnEdge@hotmail.com](mailto:JohnEdge@hotmail.com)

Ronald A. Margulis, 105 Holly St., Cranford, NJ 07016 [ron@rampr.com](mailto:ron@rampr.com)

Sid Morginstin, PO Box 8101, Trenton, NJ 08650 [leadstamp@aol.com](mailto:leadstamp@aol.com)

Paul W. Schopp, P.O.Box 648, Palmyra, NJ 08065-0648 [pwschopp@voicenet.com](mailto:pwschopp@voicenet.com)

Harry M. Segner, 108 Colwick Rd, Cherry Hill, NJ, 08002, new email [harrysegner3@comcast.net](mailto:harrysegner3@comcast.net)

Ed Siskin, Post Office Box 445, Voorhees, NJ 08043 [jeananded@comcast.net](mailto:jeananded@comcast.net)

### DECEASED

Walter Parshall, 103 Spruce Street, Bloomfield, NJ 07003-3514

George A. Schmitt, 19 McCullough Rd., Washington, NJ 07882-9308

\*\*\*\*\*

## WORD SEARCH: CAMDEN COUNTY DPOs

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

```

*Look for the following post offices:*

*\* Source: New Jersey DPOs by Brad Arch*

Ancora	Cramers Hill	Good Intent	Oaklyn
Ashland	Dahlialand	Jackson	Pensauken
Audubon	Delair	Kresson	Snowhill
Bennett	Ellisburg	Laurel Springs	Spring Mills
Bethel	Elm	Lindenwold	Tansboro
Blackwoodtown	Erial	Long A Coming	Valley Club
Blue Anchor	Erlton	Lucaston	West Collingswood
Chesilhurst	Fish House	Marl City	Westmont
Chews Landing	Glen Dale	Merchantville	White Horse
Collingswood	Gloucester Heights	North Cramers Hill	

*Camden DPOs not in this puzzle:*

Ancora Br	Chews	Westmont Br	Louden
Cherry Mall Br	Erlton Br	Woodlynne Br	Wilton
	West Collingswood Br	Cherry Hill Br	Woodlynne

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



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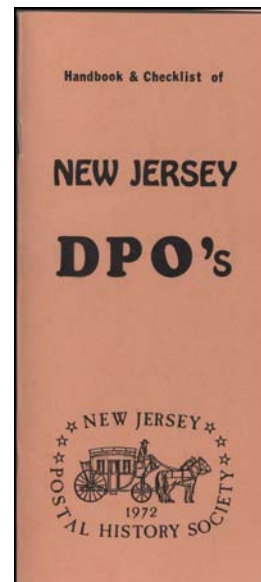
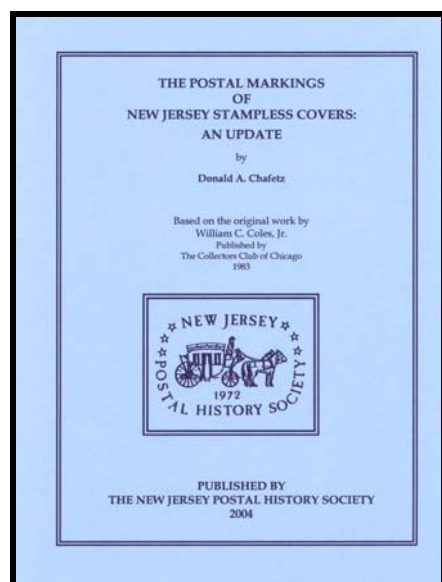
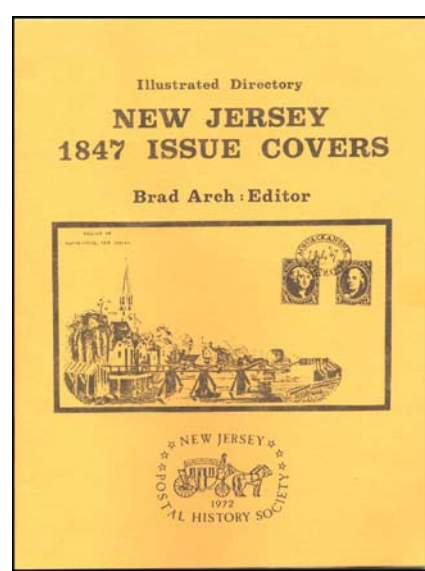
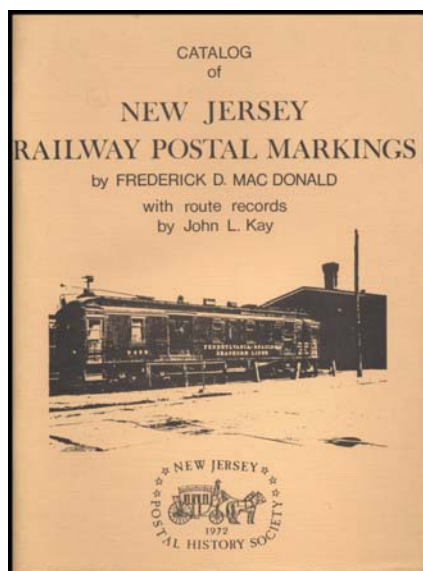
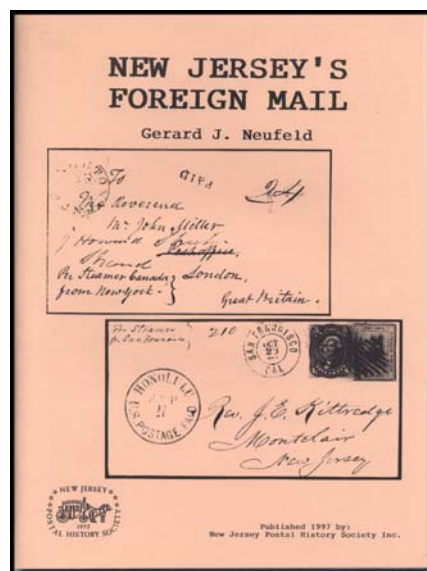
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