



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
ISSN: 1078-1625

Vol. 34

No 2

Whole Number 162

May 2006

NEW JERSEY LOCAL EXPRESSES



Bruce Mosher continues his series on the lesser known express companies of New Jersey ~ see page 66

~ CONTENTS ~

President's Message	Robert G. Rose	60
New Jersey Sprayed-On Machine Markings	Gene Fricks.....	61
New Jersey Private Express Companies Part 8B		
Little Known Express Companies in New Jersey (M To W)....	Bruce H. Mosher.....	66
Burnt Tavern, NJ - Discovery Copy Reexamined	Ken Hall.....	86
Atlantic City Revisited	Paul Jackson	89
The Post Towns of Burlington County: Part 6.....	Jack Edge.....	100
Member News.....	Jean R. Walton.....	112
Word Puzzle: Essex County DPOs		114
New Stamp Encyclopedia.....		115
Member Ads		116
Literature Available		Back Cover

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625

Annual Membership Subscriptions \$15.00

Website: <http://www.njpostalhistory.org>

OFFICERS

President: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 rrose@PitneyHardin.com

Vice President and Editor Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012

Treasurer: Andrew Kupersmit, NJPHS Treasurer, 143 Woodbridge Ave., Metuchen, NJ 08840

Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Njpostalhistory@aol.com

Auction Manager: Arne Englund, P.O. Box 57, Port Murray, NJ 07865 alenglund@aol.com

Editor-in-Chief/*NJPH*: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 rrose@PitneyHardin.com

Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Njpostalhistory@aol.com.

THANKS FOR DONATIONS!

It is with much appreciation that we acknowledge those who have added a donation to their dues checks, and these are listed below.

Donors since February 2006 Issue

Art Desimine

Patrick LaPella

E. Leslie Byrnes

Beatrice Rainier

Maurice Cuocci

James Walker

Elliott Idoff

Mike Yannotta

PRESIDENT'S MESSAGE

Our Society's Journal, *NJPH*, was awarded a gold medal in the literature competition at COLPEX '06, a World Series of Philately Show held in Columbus, Ohio in March for the four issues published in 2005. My many thanks to those of you who have contributed articles. I extend a special thank you to Jean Walton for her countless hours working with each of the authors and preparing the text, illustrations and page layouts for the Journal. With the gold medal recognition that *NJPH* has received in the philatelic community, I call upon the Society's membership to contribute articles for future publication. I know there are many first-timers out there who are itching to show off a favorite cover or two, but are reluctant to do so, having never published before. All you need to do is send a couple of color scans of the covers and some text to Jean at her email address, njpostalhistory@aol.com, and she will work with you to get your article ready for publication. I promise that you will get a great deal of satisfaction sharing your philatelic knowledge with other members of the Society.

Washington 2006, the biggest stamp show of the decade, will soon be upon us. The Society will exhibit a single frame with a wonderful cross-section of New Jersey postal history. I wish to thank the following Society members who joined me in contributing pages of their favorite covers for the exhibit: Don Chafetz, George Crawford, Doug D'Avino, Arne Englund, Gene Fricks, Len Frank, Mark Sommer, Paul Schumacher, Jean Walton, Steve Washburne, and Nathan Zankel. My eight frame exhibit, "New Jersey Stampless Covers: Handstamp Marcophily 1775-1855" will be on display as part of the postal history competition. I hope to see you at the Show!

ROBERT G. ROSE

NEW JERSEY SPRAYED-ON MACHINE MARKINGS

By Gene Fricks

The Postal Service began to use a new type of ink jet "sprayed-on" postal markings in New Jersey mail processing and distribution centers [P&DCs] at the end of the third quarter 2005. Previously, a single-line ink jet marking [Figure 1] had served to supplement traditional circular datestamp machine markings. Jay Bigalke, columnist with *Linn's*, has tracked the development of sprayed-on markings since their introduction.¹ He has provided the philatelic community most of what has been published on the subject.

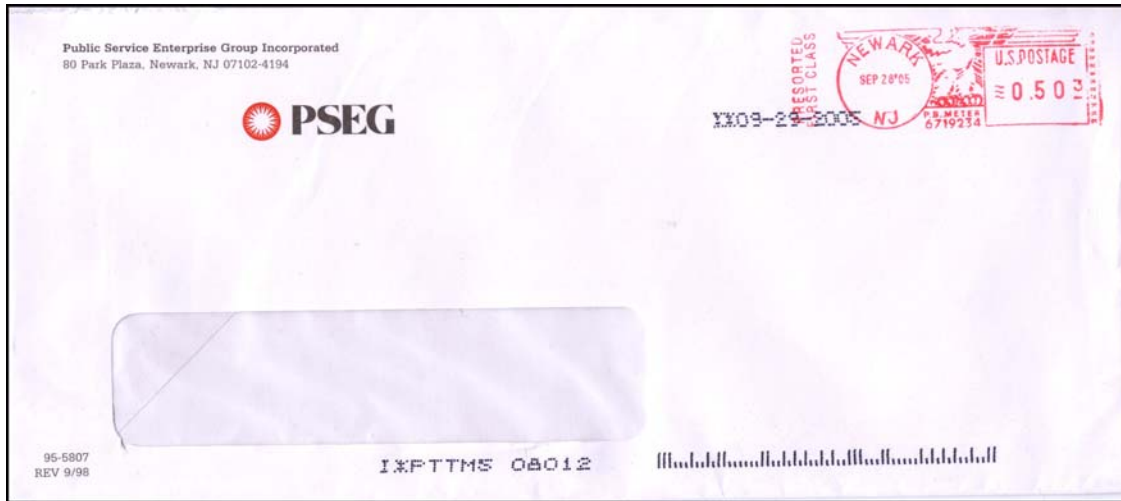


Fig. 1: Single-line ink jet sprayed-on cancel.

The ability to increase the speed, hence volume, of mail processing motivated the Postal Service to introduce this new technology. By the end of 2006, the Postal Service expects to install this technology in more than 270 mail processing centers nationwide.

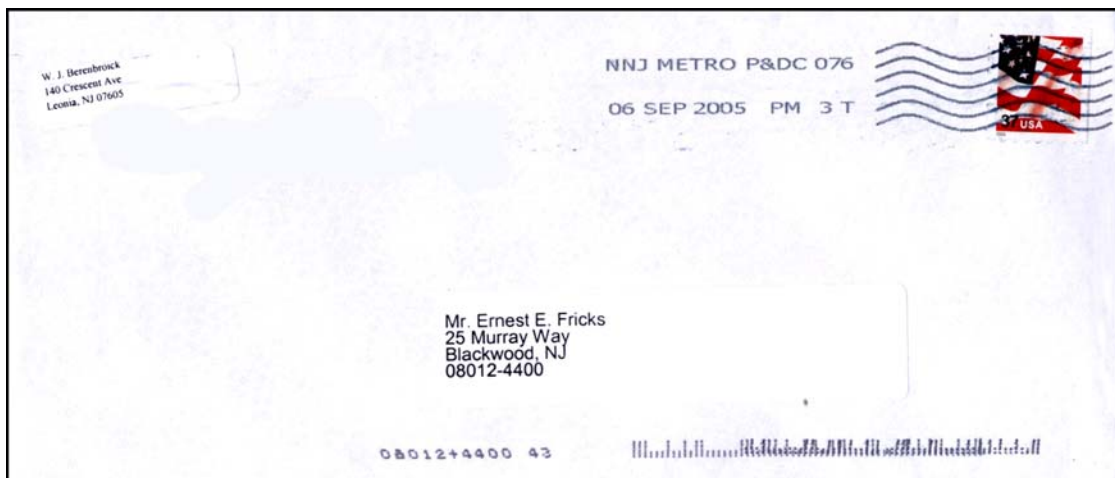


Fig. 2: New Jersey 2-line sprayed-on cancel from NNJ Metro D & C [Northern New Jersey Metro- 076 zip code - in Teterboro] – Sept. 6, 2005.

Introduced experimentally in northern Virginia in the last half of 2002, in St. Louis from March 2003 to September 2004, and in Orlando Florida in September 2003, the markings debuted in New Jersey about September 2005. The first center to make use of the markings was NNJ Metro P&DC (the 076 zip area) [Figure 2, above] in the September timeframe. DVD (Dominic V. Daniels) Kearny (070 area) [Figure 3] also initiated use in September.

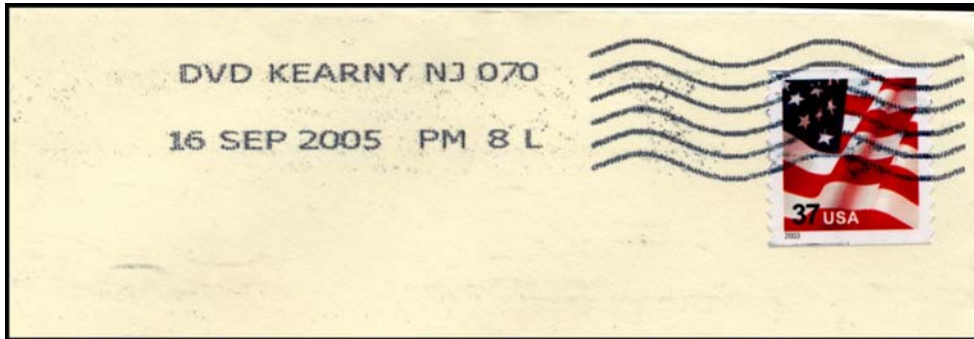


Fig. 3a: DVD [Dominic V. Daniels] P & DC in Kearny, NJ spray-on, 16 Sept 2005.

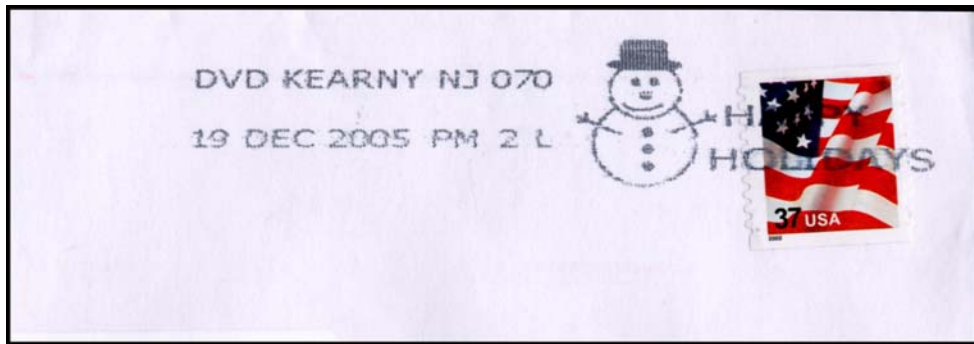


Fig. 3b: December 19th cancel from Kearny includes the Holiday snowman.

Kilmer P&DC (088 area) [Figure 4] began their use after December 21, 2005.



Fig. 4: Kilmer P&DC [088 Zip Codes] used 26 January 2006.

The earliest example that I have seen for the Trenton center is November 2, 2005 [Figure 5]. The earliest use of South Jersey (080 area) that I have seen occurs right after the beginning of the New Year [Figure 6]. Newark appeared in February 2006. [Figure 7].



Fig. 5: Trenton [086 Zip Codes] used in November 2005.

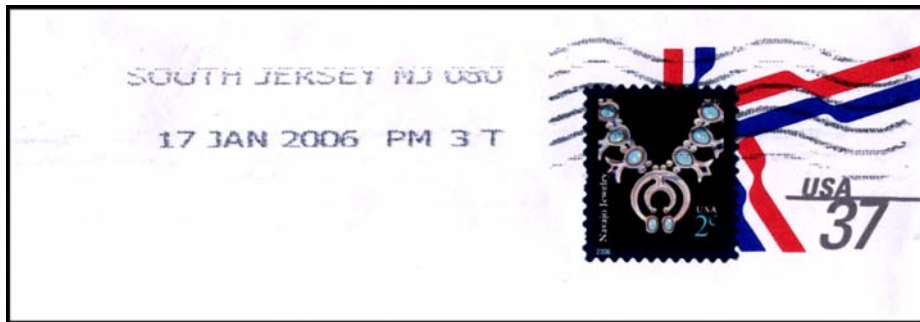


Fig. 6: South Jersey [080 Zip Codes] used January 17, 2006.

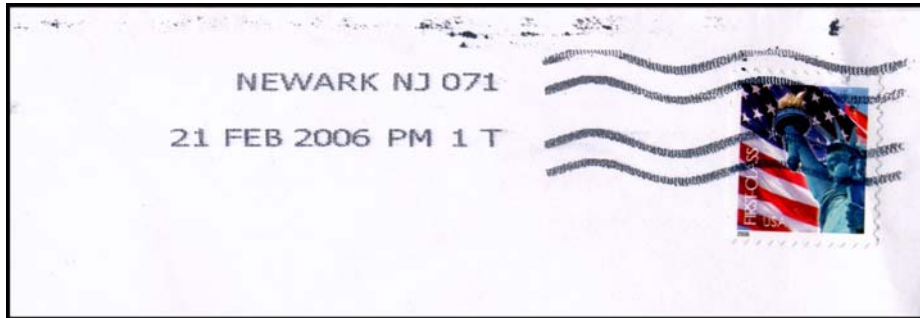


Fig. 7: Newark [071 Zip Codes] used 21 Feb 2006.

About December 15, 2005, many of the centers added a snowman to the cancel in keeping with the holiday season [See Figure 8, and Figure 3b above]. The snowman disappeared by mid January but we can expect to see other symbols for future holidays. Perhaps we shall see a flag or firecracker for the 4th of July? I have seen no South Jersey with snowman.

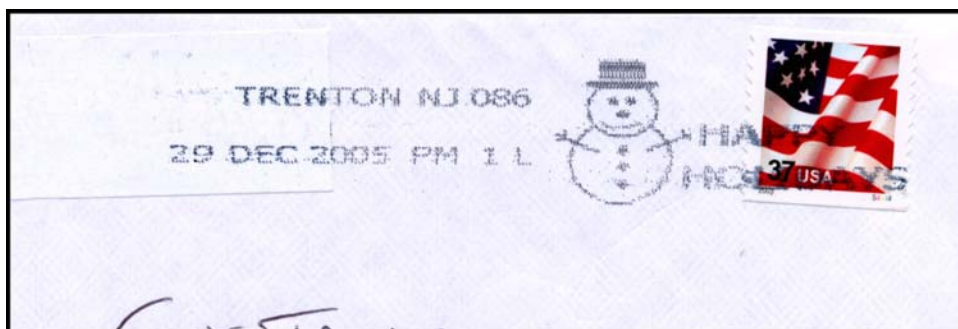


Fig. 8: The Trenton spray-on with the Holiday Snowman added.

Some of the processing centers continued to use the circular datestamp markings - or CDSs - [Figure 9] even after introduction of the spray-on machines. Note the December 14th Cat-in-the-Hat Holiday CDS used the same day as the spray-on, from the Northern New Jersey Metro P&DC. The following day the spray-on from the same facility shows the Holiday snowman.



Fig. 9: The use of CDS cancels sometimes continued after the introduction of spray-ons. All three of these cancels are used in December 14-15 from NNJ Metro P&DC. Note the added Holiday snowman on the 15th.

One interesting feature of the markings is inclusion of an “L” or a “T.” Jay Bigalke explained this in a *Linn's* October 17, 2005 article. The “L” and “T” stand for ‘lead’ and ‘trail’ respectively. When a piece of mail is processed, envelopes move along a conveyor and are faced for cancellation. Depending upon the envelope’s orientation, it will be postmarked by the ‘lead’ canceling device. Otherwise, the ‘trailing’ device will apply the postmark. The numeral preceding “L” or “T” indicates which machine processed the envelope.

Have you seen others? 8 P&DCs are currently operating in New Jersey.² The following earliest known usages are as follows:

NNJ Metro [076]: 25 Aug 2005;
DVD Kearny [070 071]: 9 Sep 2005;
Trenton [085-086]: 6 Oct 2005;
Kilmer [088]: 21 Dec 2005;
South Jersey [080, 082, 083, 084]: 17 Jan 2006, and
Newark [071]: 21 Feb 2006.³

The last two earliest usages are illustrated above.

Still missing are

Hackensack [076]
West Jersey [078, 079].

It will be interesting to see how quickly these are adapted around the State, and how they change over time. New spray-ons with an American Red Cross slogan appeared in March in some states, but these do not seem to have been used in New Jersey. It is possible that other facilities [besides P&DCs] might use these, so keep your eyes peeled. If you find any additions or corrections, please send scans or photocopies to genefricks@comcast.net [Gene Fricks, 25 Murray Way, Blackwood, NJ 08012].

ENDNOTES:

¹ See *Linn's* columns by Jay Bigalke in the following issues: In 2005: Oct. 17 [p.30], Nov. 21 [p.8], Dec. 26 [p.14], and in 2006: Feb. 13 [p.13], Feb. 20 [p.14], Feb. 27 [p. 39], Mar. 6 [p.8], Mar. 13 [p. 16], Mar. 27 [p.12 & p.26], Apr. 3 [p.10], Apr. 10 [p.10], Apr. 17 [p.10 & p.16], Apr. 24 [p.10], May 1 [p.10], and May 8 [p.12 & p.62].

² National Five-Digit ZIP Code and Post Office Directory, 2003. Since that time, some have been consolidated, most recently Monmouth which, with the loss of the military base, has been folded into Kilmer and/or Trenton. The Post Office Bulletin also indicates that Newark may be folded into DVD Kearny [11/23/2005 notice].

³ Email from Jay Bigalke 3/03/2006.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 8B

Little Known Express Companies in New Jersey (M to W)

By Bruce H. Mosher
© 2006 Bruce H. Mosher

[This part continues with discussions of some of New Jersey's smaller, and consequently lesser known, express companies, begun with Part 8A in the last issue of NJPH (Vol. 34, No. 1, February 2006, Whole No. 161). The following express company profiles continue to be presented in alphabetical order, beginning with Mills' Express.]

Mills' Express (1848–55)

Mills' Paterson Bank Package Express was located in Paterson, N.J. and ran express goods between Paterson and New York City. The Paterson street address for this company's office is not known. The initial New York pickup point was at Harnden's Express office at 6 Wall Street. One label from this company has survived (on the *Figure 8-27* letter) and is shown in the *Figure 8-26* enlargement. It is black on orange paper and measures 41 x 57 mm. Mills' Express personally delivered "Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels." The Expresses sections of the New York directories for the following years have been reviewed and these listings were extracted:

- 1848: No listing for Mills.
- 1849: G-----A Mills, 6 Wall Street.
- 1850: Gustavus A. Mills, 6 Wall Street.
- 1851: Gustavus A. Mills, 6 Wall Street.
- 1852: G. A. Mills' City, 73 Broadway and 109 West Street.
- 1853: Mills', Patterson [sic], 109 West Street.
- 1854: Mills & Co., Patterson [sic]; 109 West Street.
- 1855: Paterson, N.J., G. A. Mills, 169 Washington Street.
- 1856: No listing for Mills.

Based on these records it appears that Mills Express operated from 1849 (we subsequently learn it was as early as September, 1848) to 1855. If this company began operating in the second half of 1848, it probably was not mentioned in the 1848–49 New York City directory which was believed to have been published in July 1848. Review of the early Paterson City Directories might provide additional annual listings for Mills' Express.



Fig. 8-26: Mills' Paterson Express label.

The *Figure 8-26* label is known used on a folded letter (see *Figure 8-27*) that is dated September 7, 1848. This letter is addressed to Messrs. Ward & Co., Wall St., New York and is the only reported example and usage of this label. Nothing further is presently known about the Mill's Express company.



Courtesy George Kramer

Fig. 8-27: Mills' Express cover.

New Jersey Transfer and Baggage Express

The New Jersey Transfer and Baggage Express company used a large parallelogram-shaped label that is shown in *Figure 8-28*. The label is black on olive green paper and measures 150.5 x 75 mm respectively across the horizontal and vertical points of its diamond shape. The large "1025" in the center may have been a baggage claim-check number that was preprinted on this label. This firm had three offices in Hoboken — corner Newark and Hudson Streets, corner River and First Streets, and at the Rotterdam Pier. William Utz was the proprietor. No other information is presently known about this baggage express company.



Fig. 8-28: New Jersey Transfer and Baggage Express label.

New York & Boston Express Company

This is another old express company that apparently started around 1869. The following introduction to the history of this company was published in 1872:¹

Among the expresses of recent date, no company has been formed on such a scale of liberality in equipments as the one started by James Fisk, Jr., and called the New York and Boston Express. This express commenced with the running of the Narragansett Steamship Company's boats between New York and Fall River, about three years since. The feasibility of this route for a first-class express was very apparent to Mr. Fisk, and he lost no time after the line passed into his hands in carrying out his plans. The enterprise has proved a great success, and under the able management of Mr. G. A. Fuller, has given the entire satisfaction to the merchants and bankers, who are its principal patrons, in New York, Boston and elsewhere.

This express probably started by carrying goods between Boston and New York, then soon began to branch out to the south in the early 1870s.

The most compelling evidence of New York & Boston Express' expansion southward into New Jersey is shown in quarter page advertisements that appeared in the 1870 and 1871 New York City directories. The more specific ad was published in 1871 and is reproduced in *Figure 8-29*.² Both of these ads indicate this express provided service to all points on the then newly formed, New Jersey Southern Railroad, and the 1871 ad shows they also intended to work on the Northern Railroad of New Jersey. The illustrated advertisement specifically names three New Jersey cities where this company probably maintained express agencies — Long Branch, Newark and Paterson. The Newark location is also shown on the company's office label portrayed below [*Figure 8-32*].

The New Jersey Southern Railroad was formed in 1870 from a combination of the Raritan & Delaware Bay Railroad and the Vineland Railway. This line ran from Bayside on the Delaware River northward to Red Bank, then through connections to New York City. The 1879 map of New Jersey depicted in *Figure 8-30* shows the route of this road running north and south through the southern and middle portions of the state. The New Jersey Southern was a unit of the New Jersey Central Railroad.

New York & Boston Express Co.

FORWARD FREIGHT, MONEY, VALUABLES, &c., TO

<i>Philadelphia, Pa., Hartford, Ct., Long Branch, N. J., Newark, N. J.,</i>	<i>Boston, Mass., New Haven, Ct., Newport, R. I., Paterson, N. J.,</i>
---	--

AND TO ALL POINTS ON

New Jersey Southern Railroad, Northern Railroad of New Jersey,
New Haven & Northampton Railroad, Old Colony & Newport R. R.

ALSO, TO ALL POINTS IN

Maine, New Hampshire, Vermont, Massachusetts, & Connecticut.

PRINCIPAL OFFICE: 20 Park Place.

Branch Offices: 539 Broadway, cor. Spring, 957 Broadway, cor. Broadway and
Fifth Avenue, Piers 28 and 30, North River.

E. W. GUINDON, Gen'l Sup't. G. A. Fuller, Pres't.

Fig. 8-29: 1871 New York & Boston Express advertisement.



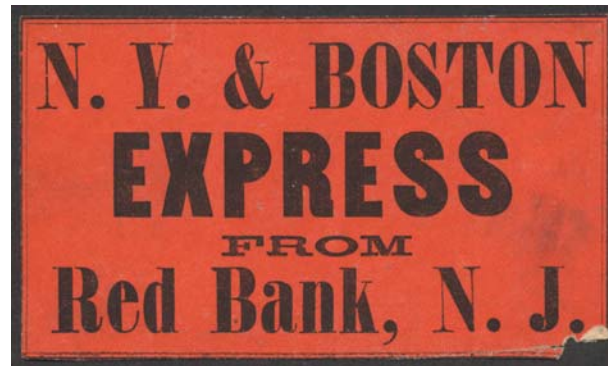
Fig. 8-30. Map of Central New Jersey's Southern Railroad and connections.³

The Northern Railroad of New Jersey was opened in 1859 and ran northward from Jersey City and near the Hudson River to Piermont, New York. This road became a subsidiary of the Erie Railroad before 1870. No New York & Boston Express memorabilia is known that exhibit any town references in association with that company's express service on the Northern Railroad.

Additional confirmation of New York & Boston's expansion to the south is shown by the four town names on the office labels depicted in *Figures 8-31* and 8-32. Farmingdale and Red Bank are northern towns on the N.J. Southern right-of-way, as can be seen on the map. Port Monmouth is on a northern extension from Red Bank and Newark is one of the specific agencies identified in the 1871 advertisement. The exact timing of the New York & Boston Express in New Jersey is not known. In addition to the 1870 and 1871 New York City ads, this company was listed in the 1871 Philadelphia City Directory. No other annual listings were found in the Philadelphia Directories. In fact, this company has only been listed in the 1869–72 Boston City Directories. Review of all the pertinent New York City directories has not yet been conducted, but the New York & Boston Express does not appear in the 1867, nor the 1875 directories. It appears plausible that the New York & Boston Express was only in business from 1869 to 1872. No other information is presently known about this company.



N&BX-L1



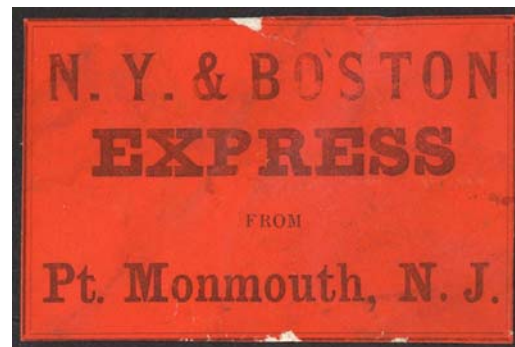
N&BX-L10

Fig. 8-31: New York & Boston Express office labels from New Jersey.

The *Figure 8-31* labels are black on orange and each measures 88.5 x 52 mm across the outside frame lines. The *Figure 8-32* labels are the same color, the left label measures 65 x 41 mm and the right label is 64.5 x 42 mm. The left label below contains the aforementioned Newark office name.



N&BX-L22



N&BX-L15

Fig. 8-32: Additional New York & Boston Express office labels.

Ogden's Express Company

An early baggage express company, Ogden's Express, was established in 1855. This company was very active in New Jersey, with offices in Bergen, Jersey City, Hoboken, Hudson City, Lafayette, and Waverly during its lifetime. John Ogden's Express also had an office in New York City as evidenced by the following citations from a sampling of 19th century New York City directories:

- 1857: No listing for Ogden.
- 1858: John T. Ogden, 67 Cortlandt Street.
- 1859: Ogden _____, 66 Cortlandt Street.
John T. Ogden, 67 Cortlandt Street.
- 1860: John T. Ogden, 67 Cortlandt Street.
- 1863: John T. Ogden, 66 Cortlandt Street.
- 1867: John T. Ogden, 66 Cortlandt Street.
- 1875: John T. Ogden, 23 New Church Street (under 'Jersey City' subheading).
- 1894: Silas B. S. Ogden, 80 Cortlandt Street (under 'Jersey City' subheading).

Ogden & Co., 45 Church Street (under 'Jersey City' subheading).

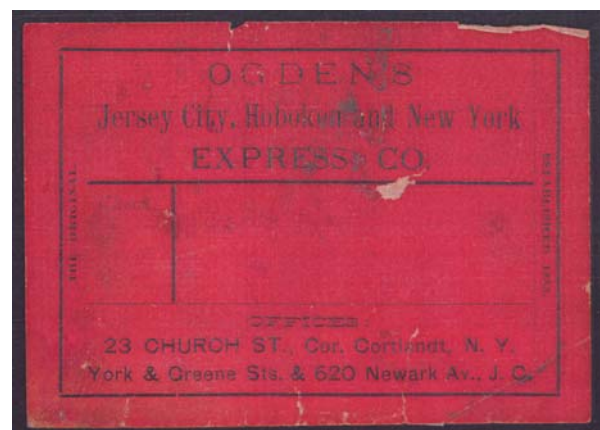
The final year of the Ogden's Express (or Ogden & Co.) business is not known, but it would not be surprising to find that it happened sometime during the first two decades of 1900. Silas B. S. Ogden's relationship to John T. Ogden is not known.

Two labels/claim-checks are known from Ogden's Express and they are shown in *Figure 8-33*. The first label bears a New York City address of 66 Cortlandt Street, which indicates it may have been issued in the 1860s based on the directory information cited above. At that time, Ogden's offices in New Jersey were at Bergen Avenue, opposite Hudson Avenue in Bergen; at Storms and Pauley in Lafayette (Hudson County); and at No. 3 Bergenwood Avenue in Hudson City.

The second label is from a later period, perhaps the 1870s or after, and only publicizes their Jersey City, Hoboken and New York express service. The New York office was at 23 Church Street, corner of Cortlandt Street. The two Jersey City offices were at York and Greene Streets and at 620 Newark Avenue. Nothing else is presently known about Ogden's Express.



OGDX-L1



OGDX-L2

Fig. 8-33: Ogden's Express baggage check labels.

The left label in *Figure 8-33* measures 110 x 65.5 mm and is black on orange. The right label is black on dark red and its outer framing rectangle is 100 x 69 mm. We note that “The Original” is printed vertically at the left on both labels. Perhaps this was meant to convey John Ogden’s opinion that he was the original baggage expressman (in New Jersey?), in deference to Warren Studley’s baggage express that was started in 1852 in New York City.

Paterson Express Company

The Paterson Express Company ran a quarter-page ad in the 1866 New Jersey State Business Directory.⁴ This ad did not copy very well, but it contained the following information: M. S. Crane, Superintendent. Office in Paterson: with Burnett & Co., 138 Main Street. Office in New York: No. 187 Chambers Street and 66 Cortlandt Street. The Paterson Express Co. was also found under Expresses in the 1867 New York City Directory with offices listed at 187 Chambers Street, 271 Washington Street and 66 Cortlandt Street. Incidentally, the 1863 and 1875 New York directories do not reference the Paterson Express Co. No additional information has been found concerning this express company. Review of the 1864–74 Paterson City Directories should provide additional annual listings of the Paterson Express Co. and narrow the range of years that it was in business.

People’s Express

People’s Orange (New Jersey) and New York Express had a New York office at 23 New Church Street when they issued the label shown in *Figure 8-34*. This label is printed black on light violet and its outer rectangle measures 89 x 54 mm. In the 1863 New York City Directory, People’s Express Company was listed at 416 Broadway. There are no entries for this express company in the 1860 or 1867 New York directories. The office address or extent of operations for People’s Express in Orange, New Jersey is not known.



PEPX-L1

Fig. 8-34: People’s Express label.

Phillips’ Express Company

This baggage express company, which was based in New York City, distributed an informative trade card that is shown in *Figure 8-35*. The Phillips’ Express card was a multipurpose advertisement, claim check for baggage, mini-receipt and possibly a package label. The back of the card (at right) states that Phillips’ handled packages and merchandise in addition

to baggage. The back also indicates that Jersey City was serviced by this express company. The front of this card (at the right side of the left illustration) contains an interesting statement: "Supposed to contain Wearing apparel only." Maybe this statement was provided to alert the customer that they needed to declare anything that was in their baggage which was other than apparel. No other information is known about this company.



Fig. 8-35: Trade card/claim-check from Phillips' Express Company.

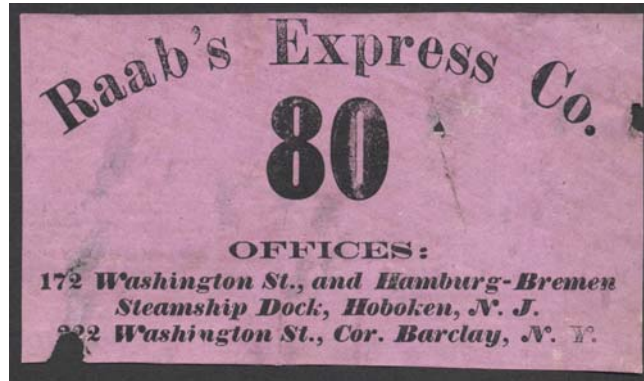
Raab's Express Company

Raab's Express Company was a baggage express that maintained two offices in Hoboken, New Jersey, at 172 Washington Street and at the Hamburg-Bremen Steamship Dock on the Hudson River. They also had a New York City location at 222 Washington Street, corner of Barclay Street. This company was found to have the following Expresses listings in a New York City Directory and a New Jersey Directory:

- 1863 NYC: No listing for Raab.
- 1866 N.J.:⁵ Raub's Hoboken and New York Express Co. 172 Washington Street, Hoboken.
- 1867 NYC: Raab & Co, 84 Barclay Street.
- 1875 NYC: No listing for Raab.

The cited directories show two variations in this company's business name. "Raub's" was used in the 1866 New Jersey State Directory listing and "Raab & Co." appeared in the 1867 New York City annual. This company probably existed for less than 10 years, based on the observation that no listings were found in the 1863 and 1875 city directories.

One Raab's Express label has been reported and is shown in Figure 8-36. This label is printed black on violet paper and it measures 88 x 50 mm at the extremes of the printing. The large "80" in the center is unusual. We doubt this signifies a prepaid express rate corresponding to 80 cents. Perhaps the "80" is a baggage claim check number that was preprinted on the label. No other information has surfaced about this express company.



RABX-L1

Fig. 8-36: Raab's Express Company label.

Scott's Express

Scott's Express was a baggage express that was located at the Erie Railroad Depot on the Long Dock in Jersey City. Presumably this express also had offices in New York such as seen in the following New York City Directory listings for Scott under Expresses:

- 1859: No listing for Scott.
- 1860: John Scott, 60 Warren Street.
- 1863: George Scott, 60 Warren Street and 67 Cortlandt Street.
- 1867: George Scott, 117 John Street, 114 Rende Street and 67 Cortlandt Street.
- 1875: Scott & Son, residence 120 Clinton Place.
- 1894: George Scott, 1 Lispenard Street (under 'City' subheading).

We have not been able to verify that any of the aforementioned people - John Scott, George Scott or Scott & Son - were unequivocally the same proprietor(s), or even perhaps related to the Scott that ran the Jersey City Baggage Express that is identified on the label in *Figure 8-37*. No pertinent city directories from New Jersey have been available for examination to search out the Scott's Express printed on the label. Perhaps a review of additional New York City directories would aid in solving this quest and surely the perusal of pertinent Jersey City Directories should help in resolving this issue. If any reader is in a position to undertake either (or both) of these searches, please contact the author.

The *Figure 8-37* express claim-check/label is the only known historical artifact from Scott's Railroad & Steamboat Baggage Express. This label is black on (dirty) white paper. Its outside rectangular border measures 87 x 46 mm. The location of the "Erie Rail Road Depot, Long Dock" was on the Jersey City waterfront. Incidentally, the cited Erie Railroad commenced by that name in November 1895, however, its predecessor the New York, Lake Erie & Western Railroad was colloquially known as the 'Erie Railroad' for most of its operating years from 1878 to 1895. Before that (from 1861 to 1878) this road was titled the Erie Railway. This railroad information tends to repudiate that George Scott's Express in New York was the proper firm to relate to the *Figure 8-37* label and inscribed company name.



SCTX-L1

Fig. 8-37: Scott's Baggage Express label and claim check.

Snowden's Express

Only two Snowden's Express labels are known to have survived the years and they are shown in *Figure 8-38*. The company address was at 18 Exchange Place in Jersey City and this company forwarded consigned merchandise and baggage. Snowden's also conducted business from Dodds Express and Studleys Express offices in New York City. The Dodds Express office was at the foot of Cortlandt Street, an address that was reported in Part 8A as found in the 1875 New York City Directory. The Expresses section of this directory also lists Sarah Snowden, 65 & 696 Broadway and 296 Canal Street under the 'Jersey City' subheading. Perhaps this was the same Snowden that conducted the Express business shown on the two labels. Snowden's Express was not listed in the 1867, nor the 1894 New York directories.



SNOX-L1



SNOX-L2

Fig. 8-38: Snowden's Express labels.

The left label in *Figure 8-38* is black on orange and measures 58.5 x 45 mm across the thin rectangular, surrounding frame line. The right label is black on light buff and exhibits a 100 x 50 mm rectangle around the periphery. No additional information has surfaced concerning this express company.

Snow's Express (1856-61)⁶

Charles and Isaac Snow ran a letter despatch and express and delivery business at 168 Broadway, New York from 1856 to at least 1861. Most of the business was done locally at Paterson, New Jersey, and to points along the Hudson River.

This quote was attributed to N. C. Needham in his article "Concise History of U.S. Locals" in the February 1920, *American Philatelist*. Express listings at 129 Main Street in the 1857, 1859 and 1861/62 Paterson City Directories corroborate most of the Snow's Express (also known as 'Snows Express') business time frame. Express occupational listings for Charles and Isaac Snow in the 1856/58 New York City Directories confirm the starting year. A contemporary advertisement that appeared in the October 1857 and November 1858 *Paterson Daily Guardian* is shown in Figure 8-39. This ad was probably printed in more newspaper editions than just those two, but a search for additional ads has not been conducted. The relationship of Snow's Express to the 'New York & Erie Railroad' is unknown, but perhaps the last text line shown in the advertisement did not belong with Snow's ad (e.g., note the long separator line above and the comma after Railroad).

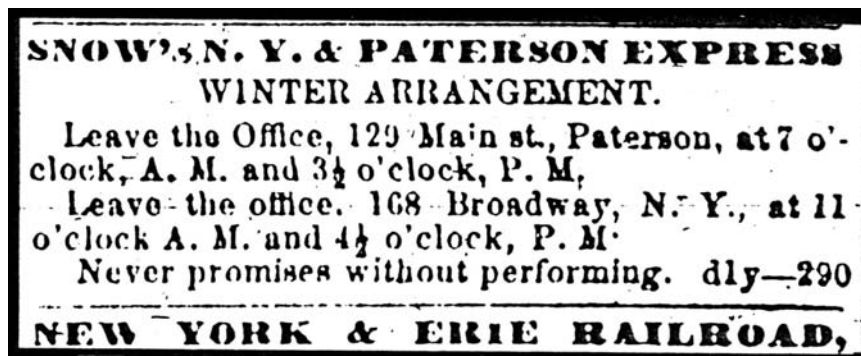


Fig. 8-39: 1857 Paterson Daily Guardian advertisement.

Three versions of the Snows Express stamp are depicted in Figure 8-40, the real stamp and two forgeries. A third forgery is known and is cataloged by Lyons.⁷ The original stamp is shown at left in the figure and is not a very clear image. This stamp is apparently very scarce and has not been seen recently. The dimensions of these stamps are not stated. The original stamp is printed in blue on thin paper. The forgeries are found in black on magenta, yellow, pale green and deep blue papers colored through and red on a dark green surface colored paper. Copies of the forgeries are also very difficult to locate.

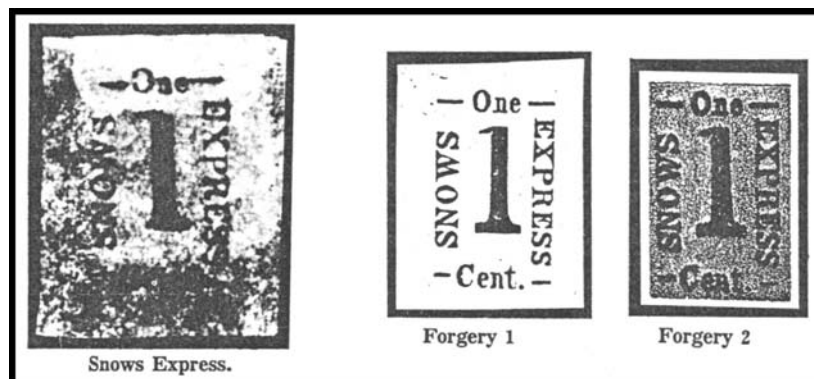


Fig. 8-40: Snows Express stamps.

The possible uses and rates for the Snow Express stamps are not known, but most likely one-cent paid for local delivery of a letter. Higher values of Snow Express stamps may have been issued at one time (e.g., for package delivery charges), however no record of such values has been found.

Stanton's Express

The front of an unusual trade card from Stanton's Jersey City, Hoboken & New York Express is shown in *Figure 8-41*. The start of a foot race is depicted over the caption "The Start." The relevance of this image to the express company is befuddling, unless it was meant to simply convey that Stanton was just beginning his express business. The back of this card is shown reduced at the right in *Figure 8-41* and it features a list of reliable businessmen that reside in Jersey City and who were possibly patrons of Stanton's Express. At the bottom is printed the statement "Entered according to Act of Congress, in year 1881, by H. Mellins, . . .", no doubt 1881 is the issue date of this card. The front of the card shows that the Jersey City express offices were at 414 Grove Street, 188 Newark Avenue and 99 Montgomery Street. Several addresses for the company's New York City offices are given, but no Hoboken express office is cited. No other information is known about Stanton's Express.



Fig. 8-41: Trade card from Stanton's Express.

Tindall's Express

This express company operated from Trenton, New Jersey in the early 1900s. Their address was at 116 Brunswick Avenue in Trenton. One billhead used by Tindall's Express is known and it is shown in *Figure 8-42*. This company specialized in hauling freight, but nothing else has been found that concerns this firm.

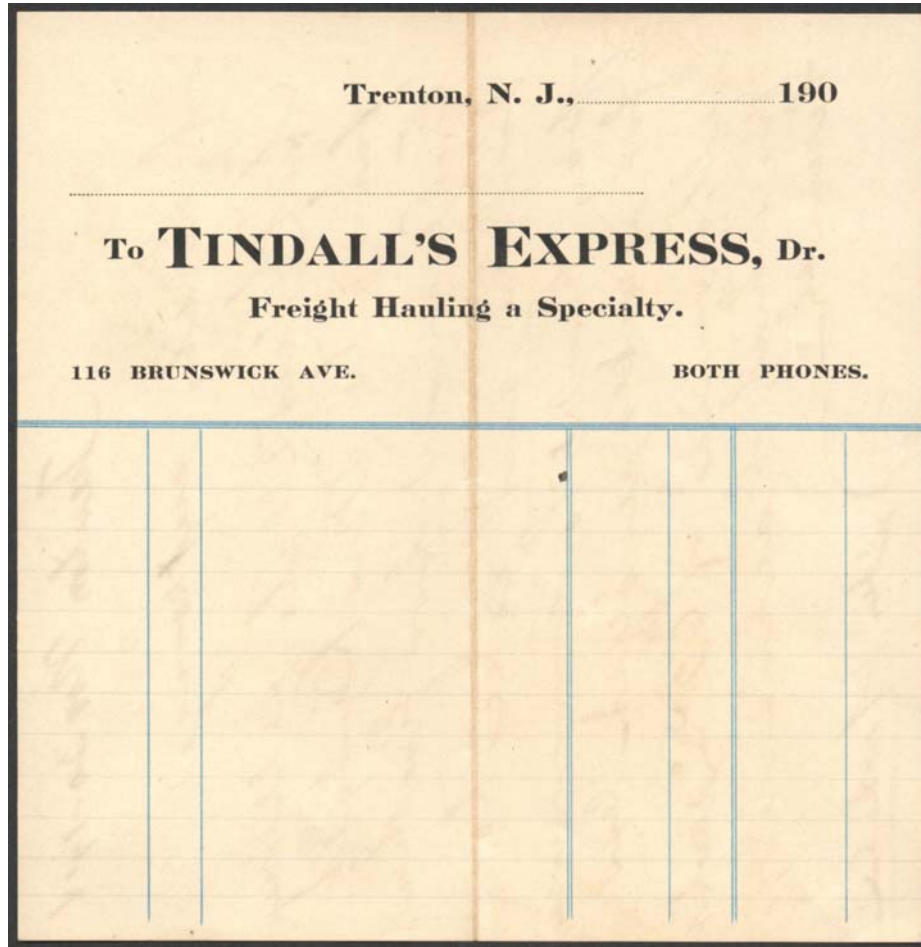


Fig. 8-42: Billhead from Tindall's Express.

Union Transfer Company (1867-1918+)

The Union Transfer Company was a baggage express firm that was incorporated in 1867 in Philadelphia. This company was in business continuously through 1918 and probably beyond that. They did have branch offices in Atlantic City, Cape May and at 324 Federal Street in Camden. This company's trade card is shown in *Figure 8-43*. It was probably issued during the mid-1880s since that is when the Union Transfer Company's 1100 Chestnut Street Branch Office address first appeared for this company in Philadelphia City Directory listings.

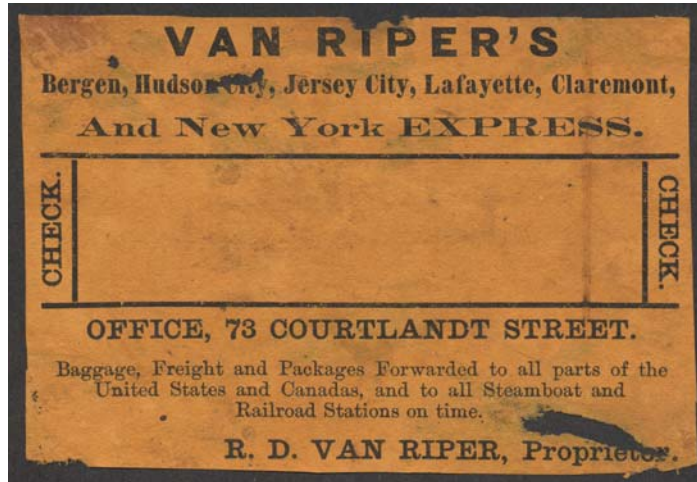
The other side of the Union Transfer Company card carries an image of a horse-drawn express wagon (see *Figure 8-44*). The wooden sides of this wagon had "Union Transfer Company, Baggage Express" painted on them. This horse and wagon style was typical of those used by contemporary expresses and no doubt was the type seen on the streets of Camden and Philadelphia during many of the company's operating years.



NJPH
May 2006



Richard D. Van Riper conducted a baggage, freight and package express in several northern New Jersey towns in the 1860s (and maybe slightly longer into the 1870s). A surviving label from this business enterprise is shown in *Figure 8-45*. From this artifact we learn that Van Riper's Express had offices in Bergen, Hudson City, Jersey City, Lafayette (in Hudson County) and Claremont, New Jersey, plus at 73 Courtlandt Street in New York City. Historical records show that Jersey City was consolidated with Bergen and Hudson City in 1869. In the 1863 New York City Directory, Van Riper's Express was listed at 169 Washington Street. In 1867, Van Riper's office was at 57 Cortlandt Street. There was no listing for this company in the 1860 or 1875 New York Directories. Based on this information, it appears that Van Riper's Express was in business mostly during the 1860s. At this time, no other data has been found about this company.



VANX-L1

Fig. 8-45: Van Riper's Express label.

The illustrated Van Riper's express label is printed black on yellow-orange paper. The label measures 84 x 58 mm at the extreme limits of the printed text. This label also served as a claim check for baggage that was consigned to Van Riper's for delivery.

Westcott's Express

Robert F. Westcott and Amzi S. Dodd consolidated their initial express businesses in 1858 to form the Manhattan Express Company. Subsequently, this merger was broken up, and Westcott and Dodd each organized an Express Company of his own: *The Westcott Express Co.* and *The New York Transfer Co.*, respectively. This information came from Stimson's *History of the Express Business*, published in 1881.⁸ The date that the two cited companies were formed is not exactly known, but it obviously happened prior to 1881. Examination of the Expresses sections of several New York City directories yielded this information:

- 1851: No listing for Westcott.
- 1852: Robert Westcott, 59 Broadway.
- 1853: No listing for Westcott.
- 1854: No listing for Westcott.
- 1855: Wescott & Co., 168 Broadway (under 'Brooklyn' and 'City' subheadings).
- 1856: Wescott Express Co., 168 Broadway (under 'Brooklyn,' 'City,' 'Jersey City,' and 'Williamsburgh, L.I.,' subheadings).
- 1857: Wescott Express Co., 168 Broadway (under 'Brooklyn,' 'City,' 'Jersey City,' and 'Williamsburgh, L.I.,' subheadings).
- 1858: Wescott Express Co., 168 Broadway, 140 Chambers Street, 4 Astor Place.
- 1859: No listing for Westcott.
- 1860: Westcott, Dodd & Co., 168 & 945 Broadway, foot of West Chambers Street, foot of Duane Street, 4 Astor Place.

- 1863: Benjamin G. Westcott, 945 Broadway.
- Richard F. Westcott, 162, 785 & 945 Broadway, 70 Warren Street, and West 30th Street corner of Ninth Avenue.
- 1867: Westcott Express Co., 239, 785 & 945 Broadway. 269 Washington Street, Fourth Avenue corner of East 27th Street, 739 Sixth Avenue, 1 Park Place and Tenth Avenue corner of West 30th Street.
- 1875: Westcott Express Co., 785 Broadway, 384 Fourth Avenue, West 30th Street near Tenth Avenue, East 42d Street corner of Fourth Avenue, and 181 Fifth Avenue.
- 1894: No listing for Westcott.

The “Richard F.” recorded in 1863 perhaps should have been “Robert F.” Otherwise, no insight is presently available to reconcile the differences in first names of the cited Westcotts. From the above directory listings, it appears that *The Westcott Express Co.* was initiated around 1856.

One surviving label from Westcott’s Express, shown in *Figure 8-46*, has New Jersey offices printed on it. This company’s principal office was in Brooklyn but it also serviced Williamsburgh, N. Y. (suburb of New York City), Jersey City, Hoboken and Long Branch, New Jersey. The express office addresses in these New Jersey cities are not known at this time, but the railroad depots are probably a reasonable guess. This particular label was used in conjunction with Westcott’s Express baggage service for passengers on the Long Island Railroad trains.⁹ It is interesting to note that the office addresses on the depicted Westcott’s Express label match up very well with the addresses for this company that were found in the 1863 New York City Directory.



Courtesy Bill Sammis

Fig. 8-46: *Westcott's Express label (also a baggage check receipt).*

The Westcott Express receipt shown in Figure 8-47 was used on November 8, 1893 to record the consignment of two bags (contents unknown) for delivery to Mr. R. Colburn in Takoma Park, Washington, D. C. This receipt-form designates 16 Westcott Express offices, but only one is in New Jersey — at the Delaware, Lackawanna & Western Railroad Depot in Hoboken. No reason is currently known for the omission of the other New Jersey Westcott Express offices that were previously mentioned (Jersey City and Long Branch).

NOTICE.—Shippers must have the Value of their Packages inserted in this Receipt, otherwise this Co. will not be responsible for an amount over \$50.

Westcott Express Company,

General Baggage and Package Forwarders.

73 MURRAY ST. 314 CANAL ST.
705 HROADWAY, COR. 10TH ST.
945 229
230 CALVERT AVE. GUARD CENT. DEPOT, 430 ST.
53 WEST 125TH ST. FT. JAY ST., WEST SHORE R.R. 74 BROADWAY, WILLIAMSBURG.
FT. CHRISTOPHER ST., D. L. & W. R. R. 330 WASHINGTON ST., BROOKLYN. D. L. & W. DEPOT, HOBOKEN.
HARLEY WEST 42D ST., WEST SHORE R.R. 720 FULTON 21 & 22 DEAN 444 MYRTLE AVE.

Received of 2 Bags Value \$50
Marked Mr R Colburn
Takoma Park
D.C.

Which it is mutually agreed is to be forwarded to our Agency nearest or most convenient to destination only and there delivered to other parties to complete the transportation.
It is part of the consideration of this contract, and it is agreed, that the said Express Company **ARE FORWARDERS ONLY**, and are not to be held liable or responsible for any loss or damage to said property while being conveyed by the **CARRIERS** to whom the same may be by said Express Company entrusted, or arising from the dangers of Railroads, Oases or River Navigation, Steam, Fire in Stores, Depots, or in Transit, Leakage, Breakage, or from any cause whatever, unless, in every case, the same be proved to have occurred from the fraud or gross negligence of said Express Company, or their servants; nor in any event shall the holder hereof demand beyond the sum of **FIFTY DOLLARS**, at which the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially insured by them, and so specified in this receipt, which insurance shall constitute the limit of the liability of the Westcott Express Company. And if the same is entrusted to delivered to any other Express Company or Agent (which said Westcott Express Company are hereby authorized to do) such Company or person so selected shall be regarded exclusively as the agent of the shipper or owner, and as such, alone liable, and the Westcott Express Company shall not be, in any event, responsible for the negligence or non-performance of any such Company or person; nor in any event shall said Express Company be liable for any loss or damage, unless the claim thereof shall be presented to them in writing, at this office, within thirty days after this date, in a statement to which this receipt shall be annexed. All articles of **GLASS** or contained in Glass, or any of a fragile nature, will be taken at Shipper's risk only, and the Shipper agrees that the Company shall not be held responsible for any injury by breakage or otherwise, nor for damage to goods not properly packed and secured for transportation. It is further agreed that said Company shall not, in any event, be liable for any loss, damage or destruction caused by the acts of God, Civil or Military Authority, or by Robbers, Pirates, Insurrection, or Riot, or the dangers incident to a time of war.

For the Company, J McLaughlin

STORAGE Furnished on Application at any of our Offices.

Fig. 8-47: 1893 Westcott's Express receipt.

White's Express

A stampless cover bearing a paid local stamp from White's Branch Express of Jersey City was sold in the 16 February 1979, R. L. Bermuda auction sale by Robson Lowe. This cover is shown in Figure 8-48 and was described by Lowe as follows:¹⁰

New Jersey

... The first, which at one time graced the famous Caspary and Lilly collections, is pictured on this month's front cover [see Figure 8-48]. It is lettered **WHITE'S Branch Express Paid** in black on orange paper and is used on a letter written on 30th April 1852 by a daughter to her mother, Mrs. S. Purdy at Sing-Sing [Westchester County, New York] and is endorsed politeness of Robert H. Purdy (her father), who was master of the Hudson River Steamer "Christina".

The daughter obviously lived on the west bank of the Hudson and as father was headed south, he gave it to White's Branch Express, who charged 2 cents for taking the letter over to New York, where it was put in the post the following day. John White's New York office was at 58 William Street but careful research has not yet revealed the whereabouts in Jersey of their branch office.

There are descendants of the Purdy family still living in Sing-Sing.

This cover (probably a folded letter) is the oldest known example of the use of a White's Branch Express stamp. The stamp measures about 29 x 15.5 mm at the extremes of the fancy border on the stamp. Although the above description does not identify the New Jersey location of White's Branch Express, Brad Arch attributed it to Jersey City, but he did not state a street address for their office.¹¹

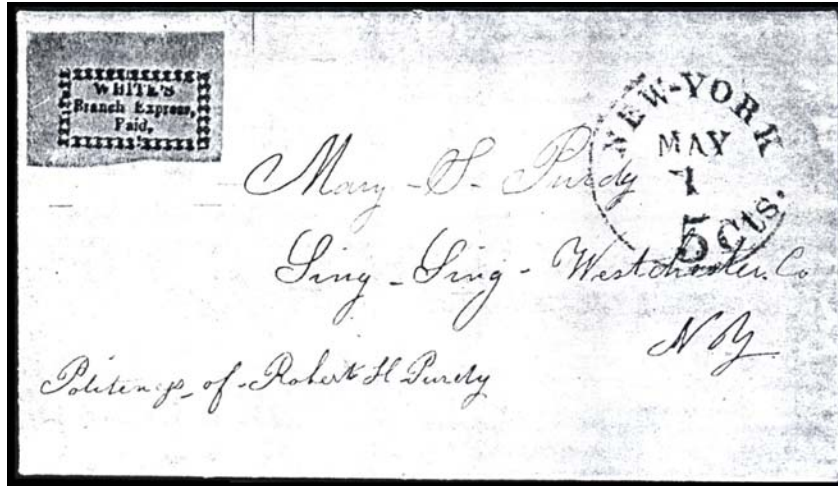


Fig. 8-48: 1852 White's Branch Express label cover.

Another cover has surfaced that also bears a White's Branch Express stamp. It is shown in Figure 8-49 and we see that the White's Express stamp is torn in two, but both segments are pasted to the cover. This cover is addressed to Mr. Thos. R. Oakman in North Marshfield, Massachusetts. Similar to the explanation for the previous cover, this example was also probably taken to New York City and deposited into the U.S. Mails on April 28th. Unfortunately, the year for this New York cancellation is unknown, but the three-cent postage stamp is from the 1851–57 issues, so this cover was probably posted during that timeframe.



Courtesy NJPHS

Fig. 8-49: Second White's Branch Express stamp on cover.



Fig. 49a - White's Express stamp enlargement

In an effort to estimate the business longevity of White's Express, the Expresses sections of several New York City directories were consulted and the following listings were found:

- 1854: No listing for White.
- 1855: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1856: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1857: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1858: John White, 58 Williams Street.
- 1859: John White, 58 Williams Street.
- 1860: John White, 56 William Street.
- 1863: Archibald White, 117 John Street and 60 Warren Street.

Arthur White, 117 John Street and 60 Warren Street.

- 1867: Archibald White, 117 John Street and 67 Cortlandt Street.
- 1894: John White, 65 Watts Street.

This information is somewhat confusing because Archibald and Arthur White's Expresses appear for 1863 and 1867, only to be followed by John White's Express in 1894. The relation of these two expresses to John White's Express is presently unknown. Obviously, review of more New York City annual directories (plus pertinent Jersey City directories) should provide more insight about the White's expresses.



Fig. 8-50: 1910 White's Express ad.

An interesting 1910 advertisement for White's Express Co. is shown in *Figure 8-50*.¹² This same ad is also found in the January 1911 Bullinger's Shipping Guide. The "Established 1850" date seems to dovetail chronologically with the previously discussed White's Branch Express. The ad also cites express service to Jersey City (just like the earlier White's Express) and to Hoboken. We certainly have seen many other express company business-names change during their extended years of operations, thus "White's Express Co." could be a plausible 1910 title for the firm. So, does the *Figure 8-50* ad pertain to a descendant of the 1850s White's Branch Express? Interesting question, but we doubt that it will ever be conclusively answered.

Summary Reflections

This two-part report on little-known New Jersey expresses presented those firms whose legacy is characterized by at least one historical advertisement or artifact. Probably hundreds more of these small expresses were in business in the more populous parts of New Jersey between approximately 1845 and 1918. Many of these firms are identified by company name in the city directories of the larger New Jersey cities. Republishing the names and locations of the hundreds of small expresses that are tabulated in these annuals would be a formidable research and composition task that is beyond the present scope of these reports. However, if anyone is interested in researching the private expresses adherent to a particular New Jersey city, reviewing the relevant annual city directories would be a good place to start.

(This Express report will be continued in the next NJPH.)

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

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

ENDNOTES:

- ¹ Tucker, T. W., "New York and Boston Express," *Waifs from the Way-bills of an Old Expressman*, 1872, pg. 115.
- ² Commercial Register., *Trow's New York City Directory*, 1871, pg. 52.
- ³ Adapted from Paul Paone's New Jersey Railroad Information Website (an excellent source for New Jersey RR information) at http://members.tripod.com/njrails/20th_Century/CNJ/CNJ.htm . [Downloaded 31 March 2006.]
- ⁴ Talbot and Blood, "Advertisements Section." *New Jersey State Business Directory*, C. A. Alvord, New York, 1866, pg 56.
- ⁵ Ibid., pg 109.
- ⁶ Information extracted from "The Search for Snows Despatch," Silverberg, James Lorin, *The Penny Post*, November 1992, pp 9-12.
- ⁷ Lyons, Larry, "Snow's Express Paterson, New Jersey," *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States, Volume III*, 1998, pp 967-8.
- ⁸ Stimson, A. L., "Part I, Chapter VI," *History of the Express Business, etc.*, Baker & Godwin, New York, 1881, pg 85.
- ⁹ Note: The Long Island Railroad's own Long Island Express subsidiary was established in the Spring of 1882.
- ¹⁰ Lowe, Robson, "The United States Eastern Express Companies," *The Philatelist*, January 1979, pg 115.
- ¹¹ Arch, Brad, "New Jersey's Private Mail Carriers, Local Posts & Express Companies," *NJPH*, Vol. 11, No. 1, Whole No. 51, January 1983, pg 12.
- ¹² Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal & Shippers Guide for the United States and Canada, etc.*, January 1910, pg 61.

BURNT TAVERN, N.J.: DISCOVERY COPY RE-EXAMINED

By Ken Hall

When Don Chafetz was working on updating the New Jersey Stampless cover markings for his Coles Update and requested information, I sent him a copy of my Burnt Tavern letter, replaced it back in my files, didn't consider it anything special, and did nothing about it. When the update was published, it was listed as a "new manuscript," and still I did nothing. However, while compiling information for Steve Roth for his database of New Jersey manuscript postmarks, I decided to take a closer look, and felt maybe I should do some research. Where actually was Burnt Tavern? The letter had a very sharp manuscript postmark, "Burnt Tavern, NJ, November the 11th, 1841" (*Figure 1*) and is datelined, "Freehold, Nov. 19, 1841" (*Figure 2*).

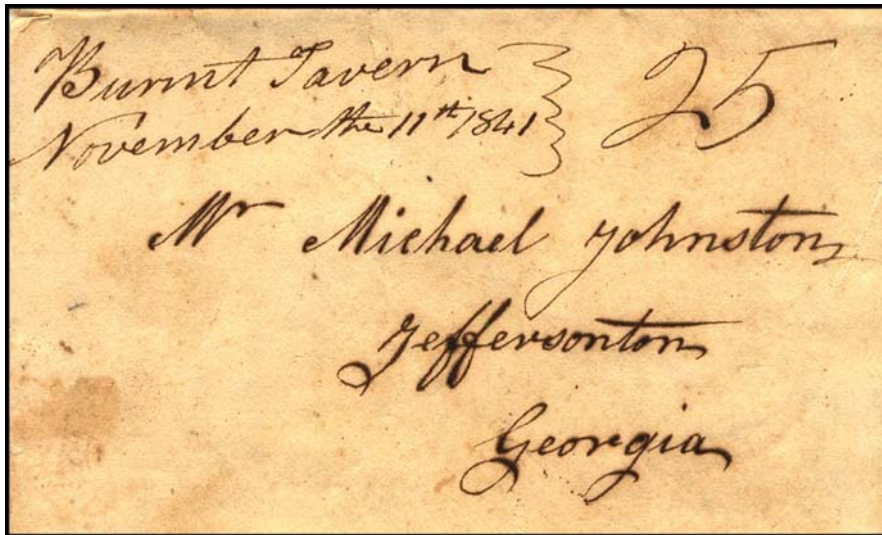


Fig. 1: Discovery copy of Burnt Tavern, N.J. Manuscript dated Nov. 11 [1841]

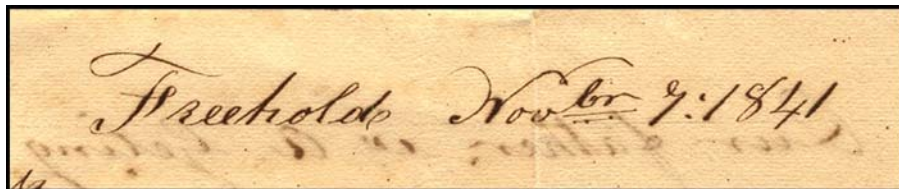


Fig. 2: The dateline from this same letter is Freehold [a short distance from Burnt Tavern], and clearly shows the year date.

I first checked Cole's book¹ and found no mention that there were any manuscript postmarks from Burnt Tavern, only that it was established on June 30, 1837 and discontinued July 4, 1844. I then checked Richard Helbock's book,² and found that Burnt Tavern had a scarcity rating of 8. There is no listing in the ASCC³ for either a manuscript postmark or a handstamp postmark. I was beginning to think that maybe I had a better than average letter.

I then called Jean Walton and asked her if she knew of any other postmarks from this post office being reported. She found a reference to Burnt Tavern in the back issues of *NJPH*, and the next day I received a scan of a page from the September 1998 *NJPH*,⁴ from Brad Arch's series on Discontinued Post Offices, showing a map of the location of Burnt Tavern in Monmouth County, illustrating the exact same cover, with the following comment: "Not listed as reported in ASCC or 'Coles.' This is the Discovery Copy of any postmark or cover from this P.O., Nov. 11, 1841." (*Figure 3*)



Fig. 3: Brad Arch, 1998 NJPH.

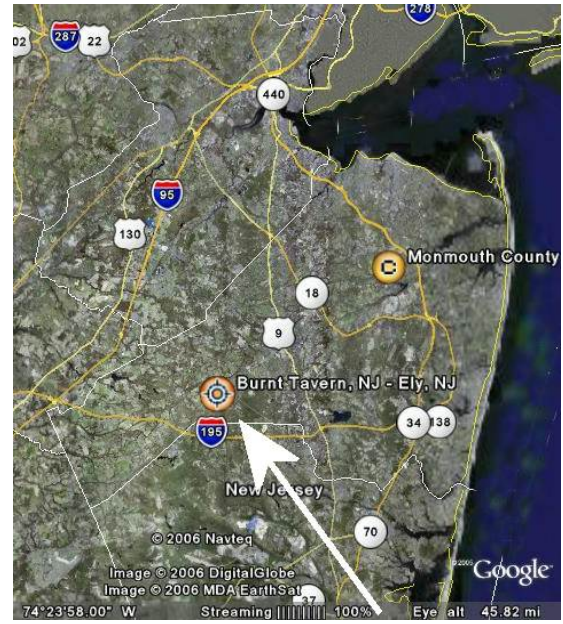


Fig. 4: Google map showing location of Burnt Tavern⁵

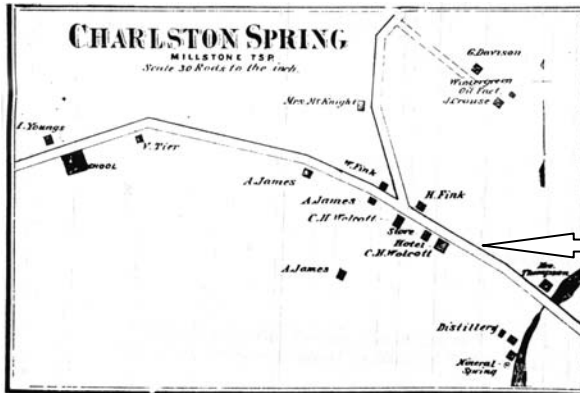


Fig. 5: 1871 Beers Atlas map of Charleston Springs, reprinted in Jean Mount's History of the Township of Millstone.⁶



Fig. 6: Current Google Earth⁷ map of the same intersection, showing Burnt Tavern/Ely location. It appears that Charleston Springs Road has been straightened, but the landscape shows traces of its older route.

Next I contacted Steve Washburne by email, asking if he had any information on Burnt Tavern, as he collects Monmouth County DPOs. He replied that he did not have that marking himself, and that he didn't think there was one in the Brad Arch collection. Was the Burnt Tavern cover Brad illustrated in his own collection, or was he showing someone else's contribution? I bought it in June 1998 from a dealer in the East, who was unable to give me any information from that long ago.

The letter is an interesting one. It was written by William Johnston to his brother Michael Johnston in Jeffersonton, Georgia. He writes about the death of a child, that his father is now 90 years old, and the building of a new house: "We are building a new house and have it almost finished. It cost a considerable of money to complete. The size of this forty by twenty feet and a back kitchen and a shed around the kitchen. We moved in the new house on the fifth of December last." [spelling from the original]

Burnt Tavern was about 7 miles south to south west of Freehold. Brad Arch showed this post office on Burnt Tavern Road, near Monmouth Road and just above Route I-195. A check with the Monmouth County Historical Society, however, uncovered a *History of the Township of Millstone*,⁸ which places the post office and town of Burnt Tavern further north and east than Brad showed it, in what was known for some time as Charleston Springs, at the intersection of what is now County Route 524 [formerly Stage Coach Road], and Charleston Springs Road. Its only postmaster was Henry H. Wolcott, and the post office appears to have been located in the tavern, on the south side of Route 524, near Manalapan Brook. [When the original pre-Revolutionary tavern burned, a new tavern was rebuilt on this spot and named because of that incident, its sign showing a house in flames. The name of the original tavern has long been forgotten.]

When the post office closed here in 1844, Wolcott went on to establish the Charleston Springs Hotel in the same location. The same *History of the Township of Millstone* also tells us that a post office was later established in 1886 at this same place, known as Ely - likely in honor of its first postmaster, Charles T. Ely. Although Kay and Smith⁹ show this post office as open continuously to 1906, the author of this book indicates it opened and closed several times before finally closing in 1906, with mail then being transferred to Freehold. As far as I know, no previous reference has shown a connection between Burnt Tavern and Ely, although Henry H. Wolcott was apparently again a postmaster here [or perhaps his son?] This area has since been included in Millstone Township. Recently however, the local name Charleston Springs has taken on new life, with the establishment of a golf course near the location of this community.

Freehold was well established at this time, so I don't know what caused Mr. Johnston to post his letter at Burnt Tavern, instead of Freehold where he lived. Perhaps he was traveling south to Burlington. Whatever the reason, I am pleased that he did, so that I might have this interesting and possibly unique postmark from a tiny post office in Monmouth County, and have been able to reopen its history.

ENDNOTES:

-
- ¹ Coles, William C. Jr., *The Postal Markings of New Jersey Stampless Covers*, published by The Collectors Club of Chicago, Chicago, 1983.
 - ² Helbock, Richard W., *United States Post Offices Volume IV – The Northeast.*, La Posta Publications, Scappoose, OR, 2001.
 - ³ Phillips, David G, *American Stampless Cover Catalog Volume I, Fifth Edition*, published by the David G. Phillips Publishing Co., Inc., North Miami FL, 1997.
 - ⁴ Arch, Brad, "New Jersey Discontinued Post Offices" [a continuing series] *NJPH*, Sept. 1998 [Vol. 26, No. 4, Whole No. 129], p. 120.
 - ⁵ Google maps at <http://earth.google.com/> [requires a download].
 - ⁶ Mount, Jean E., *History of the Township of Millstone*, Published by the Twp. Of Millstone, Heidelberg Press, Inc, Burlington, NJ, 1982, p. 39, showing map from F.W. Beers *Atlas of Monmouth County, New Jersey*, published by Beers, Comstock and Cline in 1873.
 - ⁷ Google maps at <http://earth.google.com/> [close-up].
 - ⁸ Mount, Jean E., *ob cit.* pp. 35-39.
 - ⁹ Kay, John L, and Smith, Chester M. Jr., *New Jersey Postal History, 1776-1976*, Quarterman Publications, Inc., Lawrence, MA, 1977.

ATLANTIC CITY REVISITED

By Paul Jackson

Who among us (fellow Members of the New Jersey Postal History Society) does not have an example of an Atlantic City post mark? The name seems logical, like many of New Jersey's, but does it deserve a second look? How did Atlantic City come to be?

Jonathan Pitney kept that name in mind, for in the 1850s he looked out from Absecon across a barrier island called Absegami (Little Sea Water) or Absecon Island. The island's seven residents, vast number of bayberry bushes, and ample number of insects, were visited periodically by Doctor Jonathan Pitney who tended to the medical needs of the tiny population.

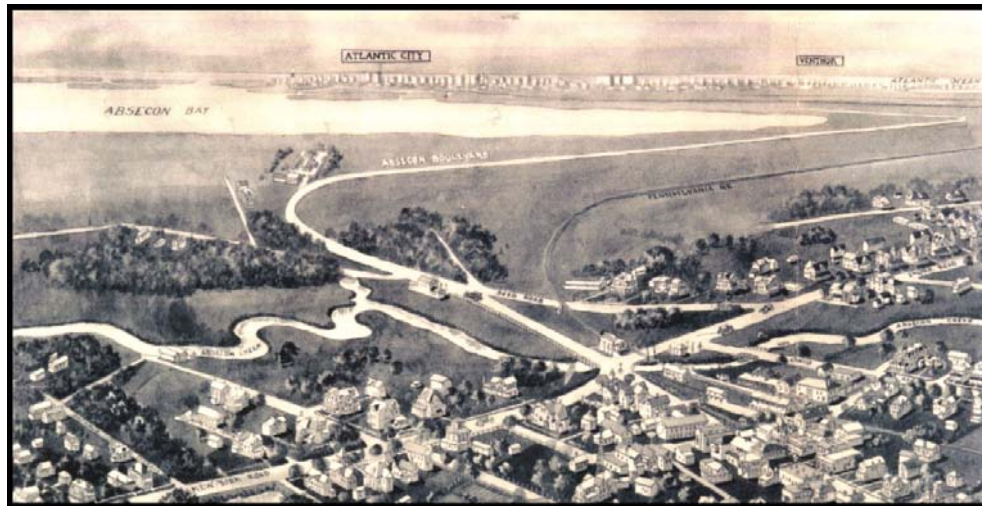


Fig. 1a: View from Absecon – 1920 ~ Pitney's dream.



Fig. 1b: A 1966 office dedication cover from Absecon, N.J.

His home overlooked some 500 acres inland. Cape May was already well established as a resort of the Jersey coast, but Dr. Pitney, known as the father of Atlantic City, saw the same for this "down the shore" community, destined to be Atlantic City.¹

Jonathan Pitney was born in Morris County in 1797, under George Washington's presidency. He grew tall, long-haired, with a well built frame, was an excellent horseman, and by the time he was 21, had become a physician. He was the "sawbones," widely known and loved in the area from Port Republic to English Creek, so much so, that when the political bug bit him, and he decided on a run for Congress, the local folks, some his friends that he served, worked hard to elect the other guy. They did not want to lose his medical services, for who knew when another doctor would take up residence. So instead he was elected to the State legislature in Trenton, where he helped write the State of New Jersey's constitution of 1844 (not the first constitution of 1776).

Among his political accomplishments was the carving of Atlantic County out of Gloucester County, which was accomplished in 1837 with the help of Judge Daniel Baker. The good doctor, of course, became the Freeholder Director. With just about every form of power available to him, Dr. Pitney began work on his "vision," a great city on the sand bar of Absegami.

This required a railroad from Philadelphia to transport visitors; a project long sought by Cape May. With the help of many of the local "barons" in glass, pipe, and lumber, the Camden and Atlantic Railroad was chartered. The Camden and Atlantic Land Company was formed with the help of Richard Osborne, a civil engineer who was responsible for the street names in Atlantic City, and the development began. Using Pitney's medical degree to support claims for the benefits of good ocean air to cure whatever ailed you, and Osborne's salesmanship skills, the barely habitable island was on its way to becoming Atlantic City.

So on March 3rd, 1854, the Governor signed a municipal charter establishing Atlantic City. At first, it was nothing to write home about; with mosquitoes (later to be called "the Jersey Air Force"), only the most basic of guest houses, and other hardships, it seemed destined in its early days to cut short the vision of Dr. Pitney. But the story did continue: Dr. Pitney's determination, wealth, and political connections all contributed to the growth of Atlantic City.

Pitney became a notary and eventually, as a result of his efforts in seeking Federal help for a lighthouse at Absecon to prevent the growing graveyard of ships in this treacherous stretch of shore, he was appointed Postmaster.² He had, of course, over the years become more and more dependent on the post rider for his supplies. Back in the days when he rode to Jersey City for supplies, his vision always drew him back to the "Jersey Shore."

Why not, while visiting Atlantic City under the spell of gambling, stop at the Pitney House? There you can send home a picture post card of the Pitney House as your way of collecting this small piece of New Jersey postal history.³

The "Challenge" for me here was to limit the material from Atlantic City to less than a book. You might revisit Jim Mason's article/exhibit published in the November 2002 issue of NJPH⁴ for a look at early material. Postmarks from the 1860s are indeed rare. Examples from 1870 to 1900 are few and far between. But around 1900, sailing became a popular activity of the leisure class, and Long Island Sound grew too crowded, so hotel building in Atlantic City began in earnest. At first, there was the modest Flanders [Figure 2], followed by the Strand [Figure 3], and then, with a bit more grandeur, the Hotel Pierrepont [Figure 4].

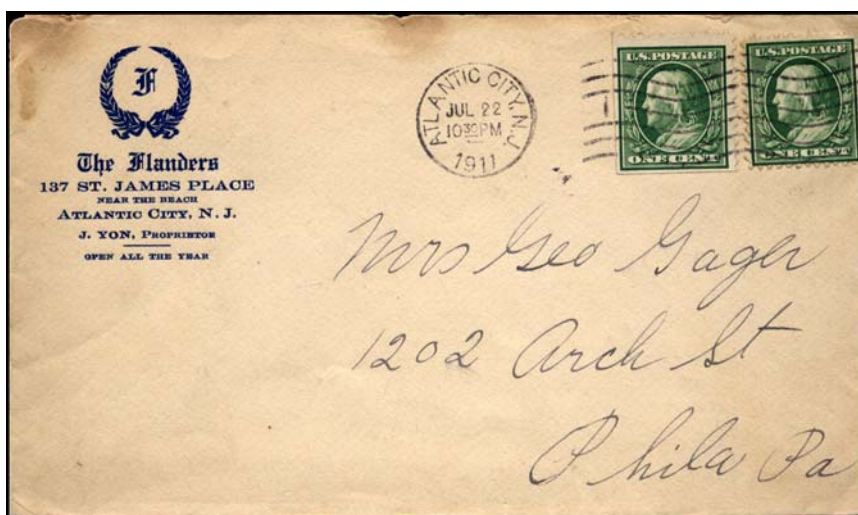


Fig. 2: Hotel Flanders corner card on a 1911 cover from Atlantic City.



Fig. 3: Hotel Strand cover dated April 17, 1919.



Fig. 4: June 7, 1911 cover with a nice vignette of the Hotel Pierrepont.

But the ultimate goal was reached during the era of picture post card popularity: a pent-house fashioned after a ship's deck on the Colton Manor [Figure 5] on Pennsylvania Ave; the Marlborough-Blenheim [Figure 6] and the Hotel Traymore in 1957 [Figure 7 and 7a].



Fig. 5: Colton Manor



Fig. 6: Marlborough-Blenheim Hotel



Fig. 7: Hotel Traymore



Fig. 7a: The Traymore from the air.

Shown below are some rather unique covers and cards from Atlantic City, such as a Tuck's post card from 1908, with an Atlantic City Nov. 24th cancel, but also carrying a Bargaintown Doane receiver strike from Nov. 25th, with a very nicely centered SC300 [Figure 8]. If you are looking for philatelic history, Atlantic City is rich in it. A first day of issue was held on August 28, 1934 in Atlantic City with the issuance of the 3 cents National Parks souvenir sheet at the American Philatelic Society's Convention, pursuant to the authority of Postmaster James A. Farley. A single imperforate stamp cut from the souvenir sheet is shown on a first day cover in Figure 9, and the normal perforated stamp from the Parks series is shown on a cover mailed from the Madison Hotel on Illinois Avenue [Figure 9a].

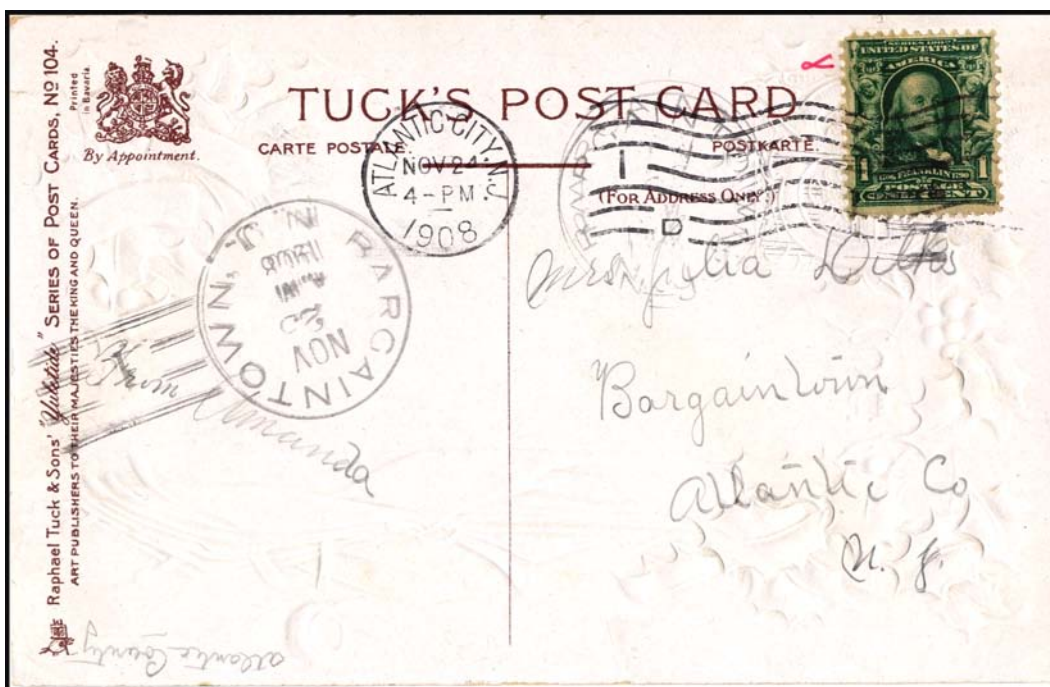


Fig.8: Tuck's post card with a nice Bargaintown Doane receiver, Nov. 25, 1908.



Fig. 9: An imperf stamp from a Farley Souvenir sheetlet, with side inscriptions, cancelled on Aug 28, 1934 from Atlantic City.



Fig 9a: A normal 3 cent National Parks stamp used from The Madison in 1934.

Many an Exhibit was set in Atlantic City. Its Convention Center was the site of numerous spectacular events. August 15, 1941, less than three months before Pearl Harbor, an American Air Mail Society Convention prompted *Figure 10*, below.



Fig. 10: Two different Air Mail Society cachets, canceled Aug. 15, 1941, from the Air Mail Society Convention Station in Atlantic City.

Long after Dr. Pitney had departed this mortal world, Scott # 949 was issued for "The Doctors of America," in conjunction with an AMA convention in 1947; illustrations below show the Atlantic City cancellation with the six bars and the Washington D.C. "to order" cancellation with 4 bars, 2 stamps, see *Figure 11*.

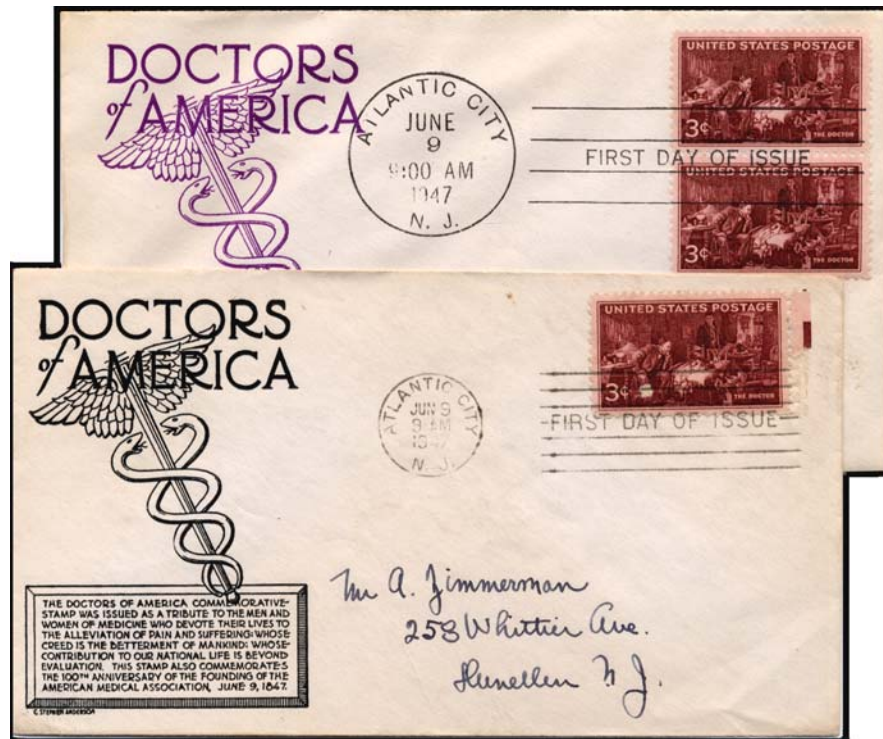


Fig. 11: Doctors of America Convention First Days, June 9, 1947. Dr. Pitney would have been proud.

Another First Day of Issue occurred in Atlantic City 1960 with the issuing of a 7¢ coil air mail stamp [see *Figure 12*].

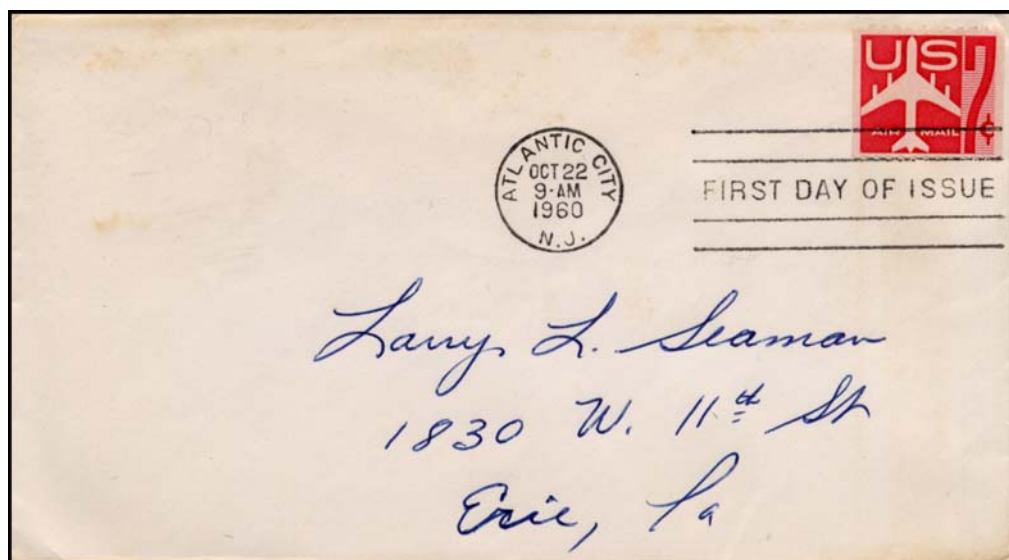


Fig. 12: October 22, 1960 First Day of a 7¢ air mail coil.

It is amazing how little the view of Atlantic City has changed over the generations. The Steel Pier from 1905 [see *Figure 13*] is not so different from the modern post card view [see *Figure 13A*].



Fig. 13: 1905 view of the boardwalk.



Fig. 13A: A modern view of the same scene.

The day-to-day life of Atlantic City is seldom seen, while a great deal of the beach, ocean, and hotels (and now casinos) is well represented. The Steeplechase and Steel piers in 1906, probably the greatest commercial attractions of Atlantic City at the time, are shown below.



Fig. 14: Steeplechase and Steel Piers, Atlantic City, in 1902.

The following, however, show the more mundane side of Atlantic City life.

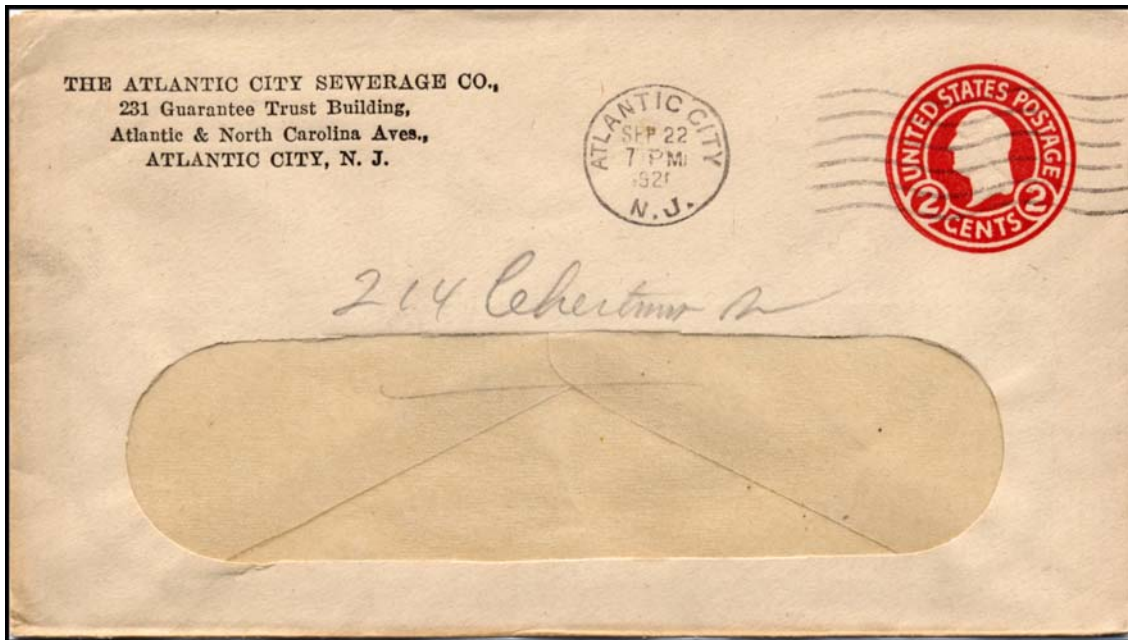


Fig. 15: The Atlantic City Sewerage Co. ca. 1920.

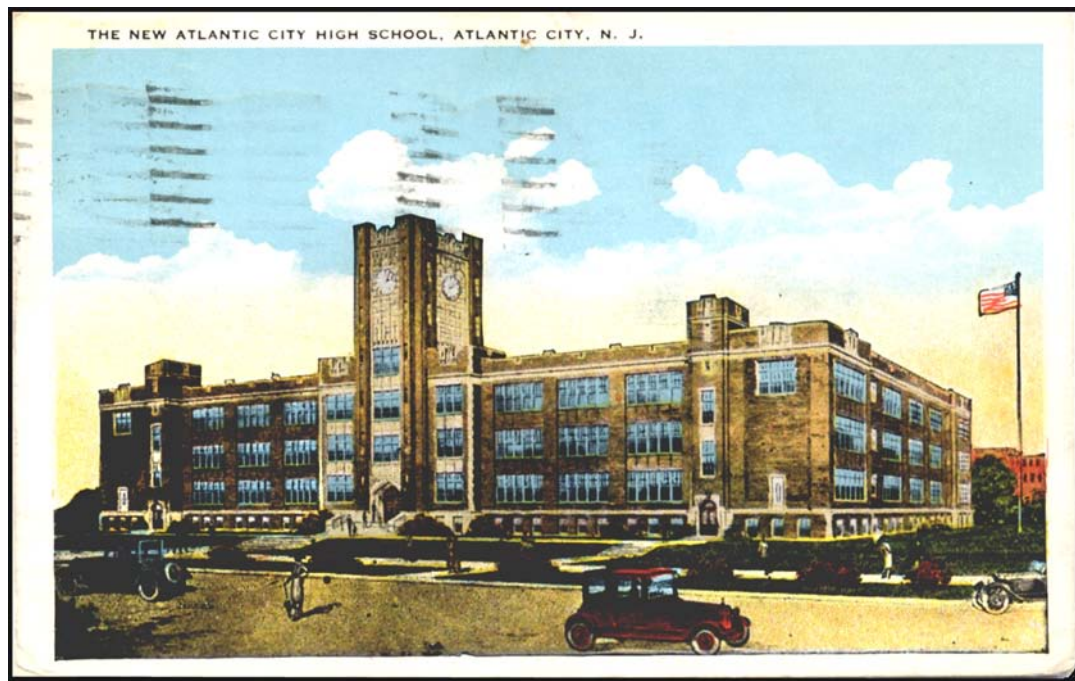


Fig. 16: A post card showing. Atlantic City High School post card, ca. 1930.

ATLANTIC CITY REVISITED ~ Paul Jackson

But returning to the real reason for Atlantic City, below we show The National Flower and Garden Pageant of 1932, pre Martha Stewart and just before the Miss America Pageant, was to take over the blooming world.



Fig. 17: A 1932 Flower and Garden Pageant cachet from September, 1932.

Finally, a couple of USO covers from the World War II years remind us that the City by the Sea is for everyone.

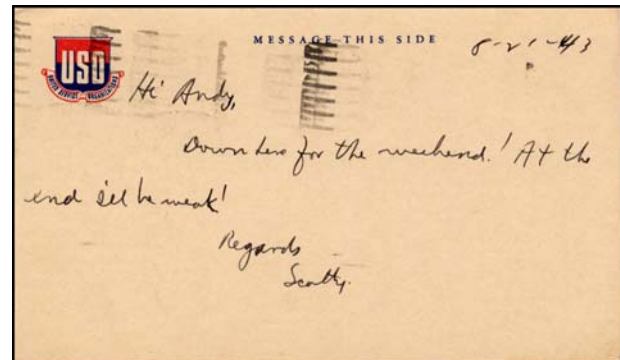
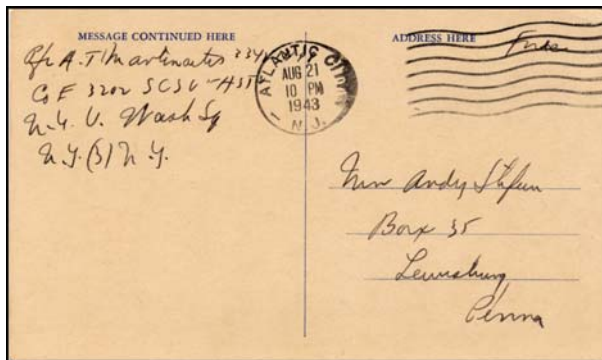


Fig. 18: 1943 R&R USO post card sent free from Atlantic City.

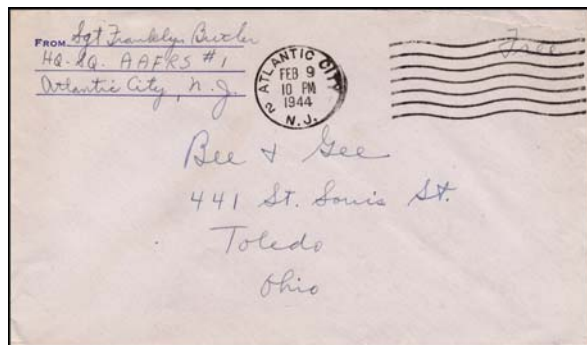


Fig. 19: A USO envelope from 1944, also sent free.

Are there hidden treasures in your Atlantic City covers and cards? Certainly a collection of hotel post cards is possible; maybe even a casino collection. Other ad covers from the commercial aspects of Atlantic City could prove interesting. SOJEX covers and APS conventions and other special events are certainly fertile areas for study. So all-in-all, it is worth the second look!

ENDNOTES:

- ¹ The information on Jonathan Pitney comes from an historical throw sheet given away at the Pitney House [<http://www.pitneyhouse.com/>], which in turn reports its source as Ewing, Sarah W. R and McMullin, Robert, *Along Absecon Creek, A History of Early Absecon, New Jersey*, by Cowan Printing, Bridgeton, NJ, 1965.
- ² Kay, John L, and Smith, Chester M. Jr., *New Jersey Postal History, 1776-1976*, Quarterman Publications, Inc., Lawrence, MA, 1977.
- ³ Pitney House, 57 Shore Road, Absecon, NJ, now operates as a Bed & Breakfast. You can take a “virtual tour” online at <http://www.pitneyhouse.com/> [Feb 27 2006].
- ⁴ Mason, James, “Atlantic City Postal History”, *NJPH*, Vol. 30, No. 4, Whole No. 148, November 2002, pp. 132-146.

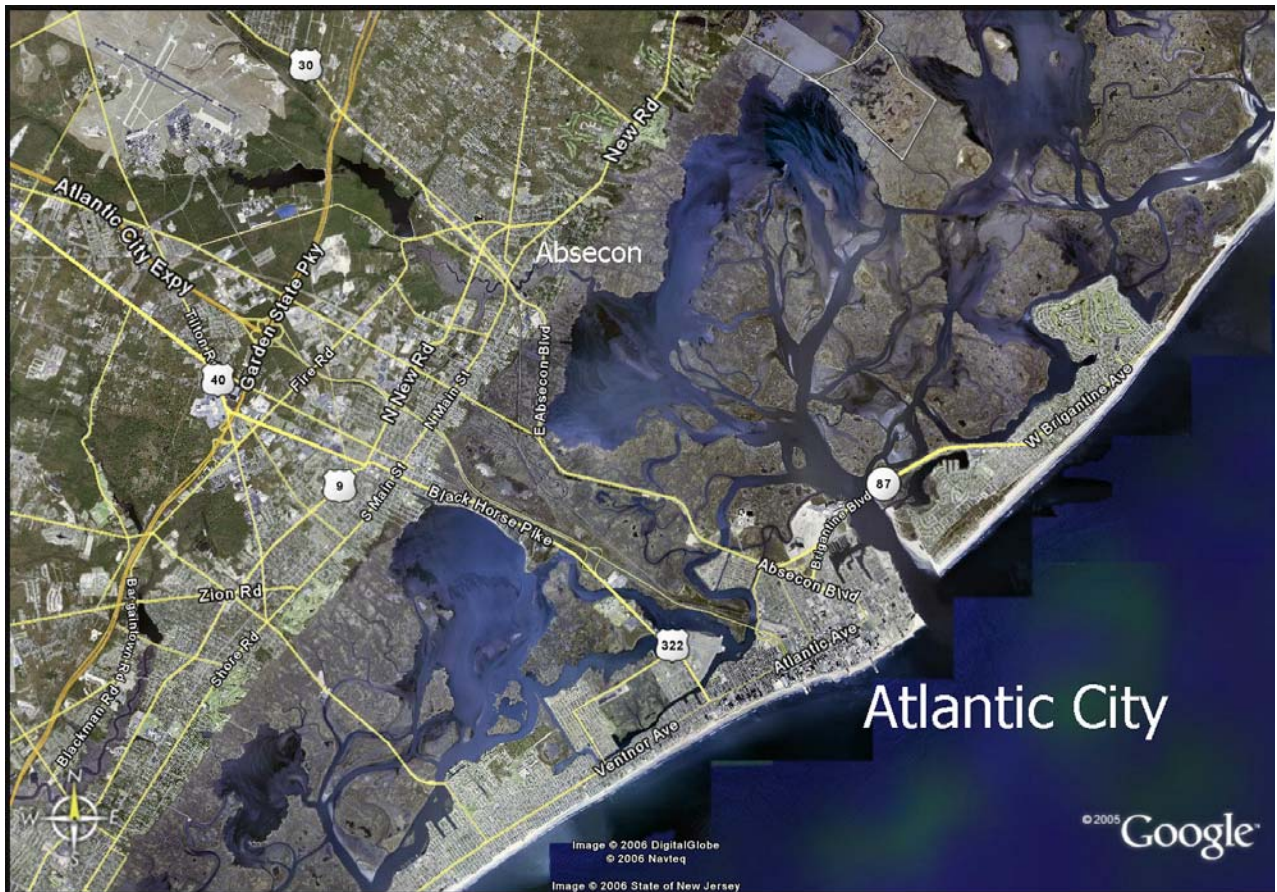


Fig. 20: Google Earth map of Atlantic City, showing Absecon as well.

THE POST TOWNS OF BURLINGTON COUNTY: PART 6

By Jack Edge



[This series on Burlington County Post Offices is continued from the four issues of 2005 (Vol. 33, Nos. 1-4. Whole Issue Nos. 157-160, and the first issue of this year (February 2006, Whole No. 161). More sections will follow in upcoming issues. We repeat the map here and refer you to the bibliography that accompanied the first segment of this study (February 2005, Vol.33, No.1).]

BURLINGTON COUNTY MAP WITH POST TOWNS



KINKORA POST OFFICE ~ Established February 10, 1873

Far up in the northeastern portion of Burlington County, opposite Newbold Island on the Delaware River, is a stretch along U.S. Route 130 called Kinkora. Burlington County Historian, Henry Bisbee, explains this unusual name is “a corruption of the Indian word, Quinkoringh, a name associated with the area.”¹

The village was situated on the old Camden and Amboy Railroad, at the terminus of the now defunct Columbus, Kinkora and Springfield Railroad. The closest towns were Dobbins, two miles southwest, and Fieldsboro, one and one-half miles easterly. Industry here was comprised of a pipe tile manufactory established in 1860, and several large commercial icehouses that operated from the 1870’s until the turn of the century. In 1873, approximately 200 persons lived here, far more than today.

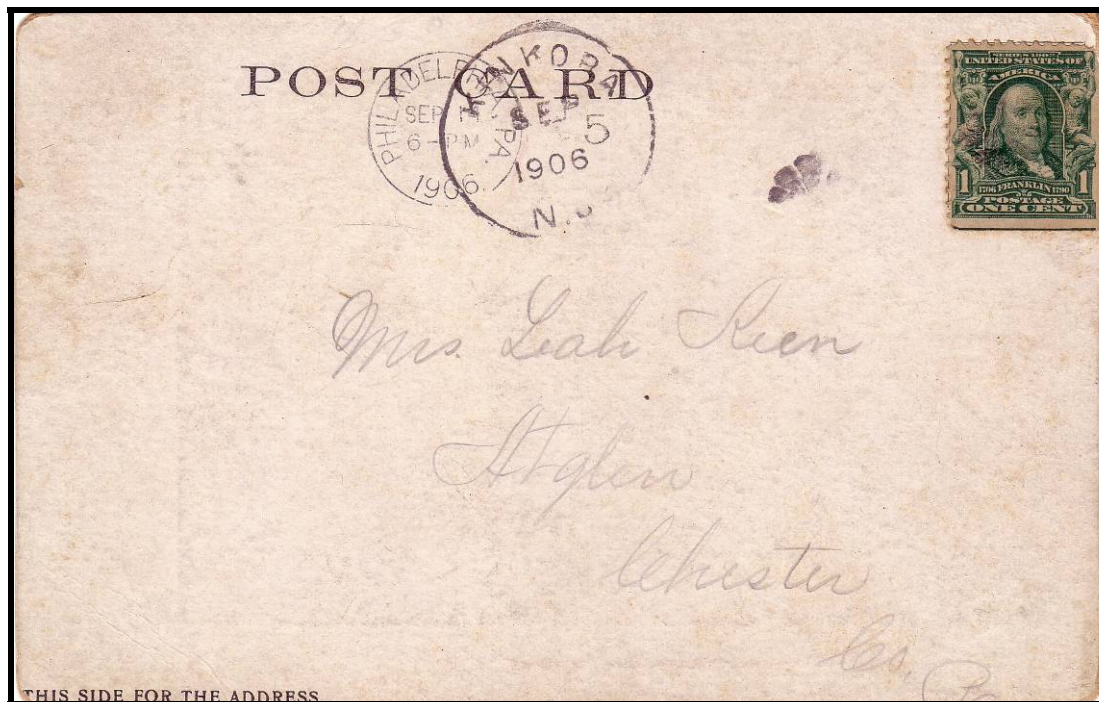
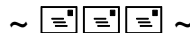


Fig. No. 56: Kinkora, N.J. Sept. 5, 1906, on postcard.

February 10, 1873
November 15, 1906

Post office opened
Post office discontinued; service to Dobbins



LEBANON GLASS WORKS POST OFFICE ~ Established November 19, 1862

In or about 1851, Thomas Richards started a glass manufactory at this place. Located in old Pemberton Township, it is now a part of Woodland Township. By 1866, the loss of timber for fuel on the tracts owned by Richards forced abandonment of the enterprise.

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

Situated near the old Raritan and Delaware Bay Railroad, Lebanon Glass Works was some six miles northeast of Shamong (now Chatsworth) and three miles southeast from Woodmansie. Phineas Jenkins, the first postmaster, claimed a village population of 600 in 1862. This claim was probably close to accurate considering the labor-intense nature of the glass manufactory of that era.

The proposal to the postal authorities for consideration stated, “the mail to be left at a delivery box at the Lebanon Station on the Railroad.” The mail would then be picked up by Jenkins, and taken the three miles back to the Glass Works. This apparently was agreeable, and the post office was opened in 1862, the same month as the application.

As stated earlier, the Glass Works closed in 1866. The post office was discontinued the following year. Little or no trace of Lebanon Glass Works can be found today; another of Burlington County’s lost and forgotten towns reclaimed by the vast pine forest that once enabled its existence.

November 19, 1862

Post office opened

February 21, 1867

Post office discontinued

~ ☐☐☐ ~

LEVITTOWN POST OFFICE ~ Established October 2, 1961

In the late 1950’s, old Willingboro Township in the north central part of Burlington County experienced a phenomenal building growth. The Levitt family bought large tracts of land here, and proceeded to replicate their very successful planned communities, already completed in New York State and Pennsylvania.

This quiet, largely rural township was rapidly transformed into a huge community of homes and schools, shopping malls, etc., in a relatively short period of time. The need for a local post office was evident. Old Willingboro had never had its own post office and for years had its mail serviced from Rancocas Post Office.

On March 20, 1958, a branch office of Burlington Post Office was opened here called Levittown. On November 3, 1959, the old Willingboro Township became Levittown Township. This new Levittown joined the others in New York and Pennsylvania, and quickly, the confusion became apparent to all. On November 12, 1963 the township reverted back to Willingboro, the name used by this township since 1688.

On February 1, 1964, the first Willingboro Post Office was established, ending the short-lived “Levittown”; thus replacing a commercial name with the original colonial name.

March 20, 1958

Post office opened as branch of Burlington P.O.

October 2, 1961

Post office opened as Levittown

February 1, 1964

Became Willingboro Post Office

~ ☐☐☐ ~

LEWISTOWN POST OFFICE ~ Established February 29, 1872

Lewistown Post Office, at the time of establishment, was located in New Hanover Township. It was situated on the south side of the Columbus, Kinkora and Springfield Railroad, about three miles southwest of Wrightstown.

A largely rural community, Lewistown boasted fifty families in 1872 and some three hundred families residing within two miles. Today, the village of Lewistown is no more. The entire area is now part of the vast Fort Dix Military Reservation.

February 29, 1872
July 31, 1915

Post office opened
Post office discontinued; service to Pemberton

~ ☐☐☐ ~

LONG BEACH POST OFFICE ~ Established June 28, 1861

Long Beach Island lies off New Jersey's coast, and is part of Ocean County. Prior to 1891, Little Egg Harbor Township was located in Burlington County, as its eastern boundary extended to Long Beach Island, claiming the very southern tip. (See Section A on the map on page 100; this section is actually located on the eastern edge of Burlington County, and became a part of Ocean County in 1891.) By 1851, a hotel and resort, of sorts, was established on the island. Many summer visitors frequented this oceanside hostelry and this prompted the owner, Thomas Bond, in 1861, to apply to Washington for a post office to accommodate his seasonal guests.

Long Beach House, Thomas Bond's hotel, saw business decline during the Civil War, and in 1863 the post office was closed. By 1874, it was re-opened to accommodate the needs of the post-war boom of this popular resort. Mail was carried across the bay at first from Atlantic City and later from Tuckerton. It is noteworthy that Thomas Bond is considered the father of the life-saving service along the New Jersey coast. He organized and funded one of the first efforts to rescue and aid shipwreck victims along this treacherous stretch of the Atlantic Coast. Bond, in his application to re-open the post office here in 1874, when asked the population of this place, wrote, "A watering place with many visitors, good boating, fishing and bathing." The application was approved.

June 28, 1861
April 20, 1863
July 6, 1874
August 29, 1882

Post office opened
Post office discontinued
Post office re-established
Post office discontinued; service to Beach Haven,
Ocean County

~ ☐☐☐ ~

LOWER BANK POST OFFICE ~ Established September 19, 1854

Lower Bank is located along the Lower Mullica River in Washington Township. It lies two miles southeast of Green Bank and some four and one-half miles to the west of New Gretna. It is the oldest settlement in the township.

Eric Mullica, the Swedish explorer and early landowner in this portion of Burlington County, settled in Lower Bank in 1645. Mullica lent his name to the river and died in 1723, after attaining the age of 100, in Gloucester County, near the town of Mullica Hill. In 1840, the population of Washington Township was counted as 1,630. Lower Bank's citizens numbered about 150. By 1854, Samuel Weeks, Lower Bank's first postmaster, reported a population of 200. Between 1870 and 1893, Lower Bank was a part of the short-lived Randolph Township.

The mail route from Philadelphia to Tuckerton, in 1854, made its run three times a week. Lower Bank was off this route, approximately one mile. The application for a post office here exaggerated the population (so as to gain approval) so much, that William Sooy, postmaster at Green Bank, noted as much when he certified the application paper. The office was approved, notwithstanding. It was in operation just fifty days shy of 100 years.

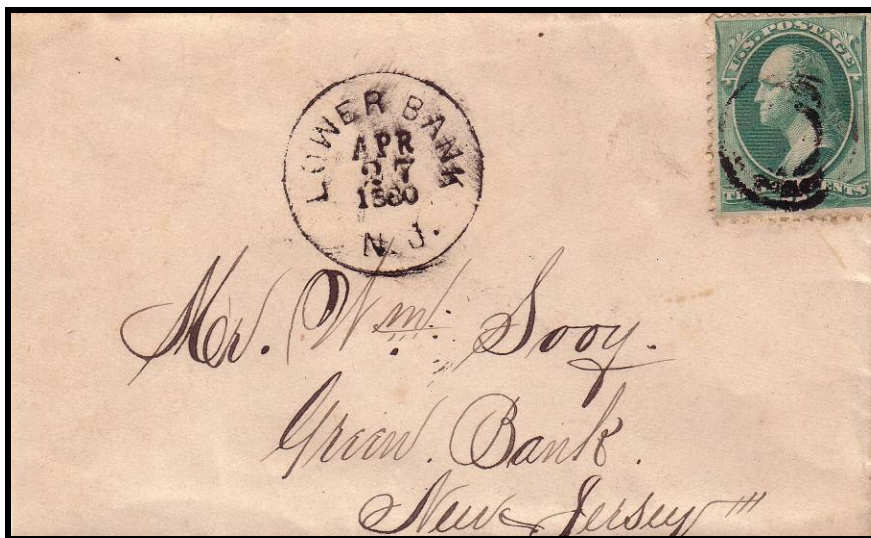


Fig. No. 57: Lower Bank, N.J., April 27, 1880 postmark, on a cover addressed to the postmaster at Green Bank, N.J.

September 19, 1854
July 31, 1954

Post office opened
Post office discontinued; service to Egg Harbor City

~ ☐☐☐ ~

LUMBERTON POST OFFICE ~ Established August 3, 1848

In 1848, when Lumberton's post office was opened, this area was a part of Northampton Township. Lumberton Township was not formed until 1860. At one time half the village was located in Northampton Township and half in Evesham Township, with the Rancocas Creek being the dividing line.

Lumberton lies along the south branch of the Rancocas Creek, some two and one-half miles south of Mount Holly and approximately four miles northeast of Vincentown. Settled about 1685, Lumberton was slow to grow and counted just eleven houses and a meetinghouse in 1795. In 1834, Gordon's Gazetteer² counts "two stores, 2 taverns, a steel furnace and from twenty-five to thirty dwellings." The commerce in lumber here undoubtedly influenced the naming of the village. The Rancocas provided the means of transportation, along with the arrival of the railroad. By 1848, the population of Lumberton was more than 250.

Modern day Lumberton has retained its distinct identity, with many fine older homes and buildings reminiscent of an earlier, less hectic era. The Burlington County Farm Fair is still held here, the Rancocas still flows and the post office is still open!



Fig. No. 58: Mineral Spring Hotel shown in 1876.



Fig. No. 59: Lumberton N.J., manuscript marking dated April 5, 1862 on a letter addressed to Squam Village, Ocean County N.J.



Fig. No. 60: Dec. 8th, 1884 Lumberton N.J. Post Office on cover. This marking was peculiar to Lumberton in Burlington County.

August 3, 1848
Continues in service today.

Post office opened

~ ☐ ☐ ☐ ~

MAPLE POST OFFICE ~ Established June 12, 1891

In 1891, the village of Fairview, located two miles below Medford, applied to Washington, D.C. for a post office. Anna J. Kelley, in her application, chose the name Fairview, but was asked to select another. Fairview Post Office, in Bergen County, had been in existence since 1869. Before 1859, Fairview was known as Cross Keys, another post office name being used, in Gloucester County.

Maple Post Office was opened at Fairview June 12, 1891. How or why this name was selected has never been revealed in postal records, nor did Anna Kelley give us any clues as to her choice of names. The application for the postal facility claimed a population of 150, with a total of 400 persons living nearby to be serviced. Not more than twenty dwellings and one store existed here in 1891.

Fairview is still located in Medford Township on the Stokes Road connecting Medford with Medford Lakes.

June 12, 1891
December 24, 1894

Post office opened
Post office discontinued; service to Medford



MAPLE SHADE POST OFFICE ~ Established April 28, 1887

Maple Shade Post Office was established in old Chester Township, some two miles west of Moorestown on the Camden Road.

The Pennsauken Creek marks Maple Shade's western boundary, beyond which you enter Camden County. Maple Shade was incorporated as a township November 6, 1945, absorbing what was left of old Chester Township. The town of Maple Shade occupies the entire township. The name once given this area was Stiles Corner, possibly for the Stiles Family, prominent landowners here.

Located on the Camden and Burlington County Railroad in 1887, the area was thickly settled, and considered an industrial town, with many manufacturing businesses. The population was listed, that year, as about 600 by William J. Broadwater, first postmaster.

BURLINGTON COUNTY POST TOWNS ~ Jack Edge

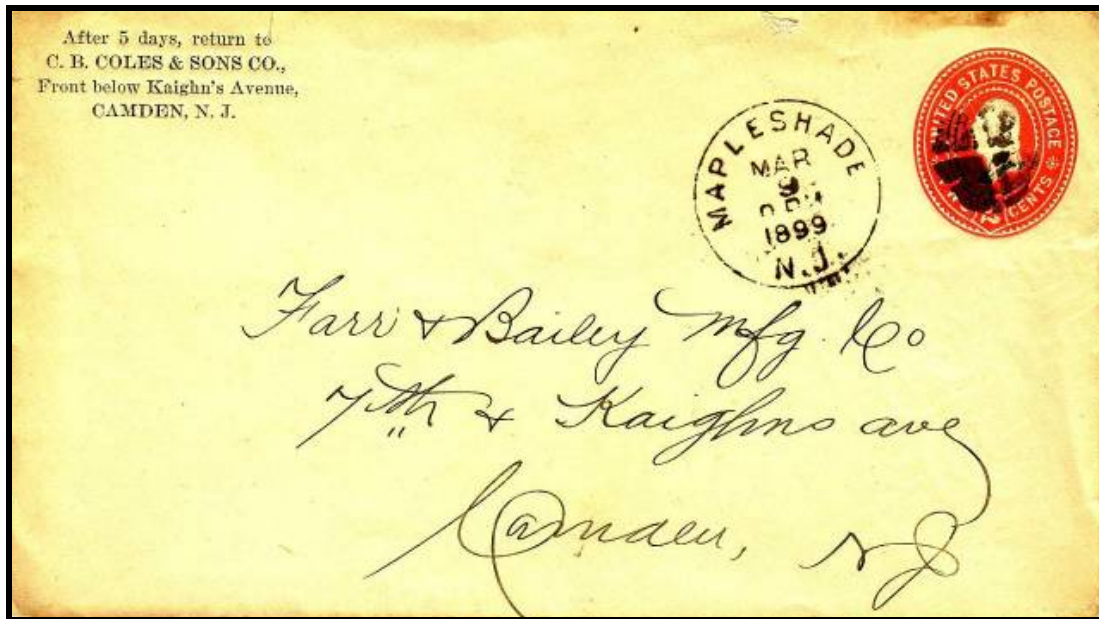


Fig. 61: Mapleshade [one word], N.J. postmark on a U.S. stamped envelope, dated Mar. 9, 1899. Between 1895 and 1904, the post office name was written as one word.



Fig. No. 61A: Maple Shade [two words], N.J. July 20, 1920 with a Special Delivery stamp, mailed to Seaside Park, N.J. on a U. S. stamped envelope, dated Mar. 9, 1899.

April 28, 1887

October 31, 1904

March 17, 1905

Continues in service today.

Post office opened

Post office discontinued; service to Moorestown

Post office re-established

~ ☐ ☐ ☐ ~

MARLTON POST OFFICE ~ Established August 6, 1845

The town of Marlton dates back to early settlement prior to 1800. There was a tavern here by 1787 and a Friends Meeting House was erected in 1807. Marlton was called by different names, at first Rising Sun, and later Swain's after the different names given the tavern located in town. By 1808 the place was known as Evesham Post Office

Samuel Swain, owner of the Marlton Inn Tavern which was established in 1814, had campaigned to have the town and post office name changed to Marlton for many years. The discovery of agricultural marl deposits in the area gave the impetus to name the tavern and ultimately lent its name to the village and post office. In 1845, Swain succeeded in having the post office and the town's name changed to Marlton. The population in 1845 was about 250.

Marlton Post Office established in Evesham Township is some five miles west of Medford and four and one-half miles from Fellowship, to the southeast.

August 6, 1845
Continues in service today.

Post office opened

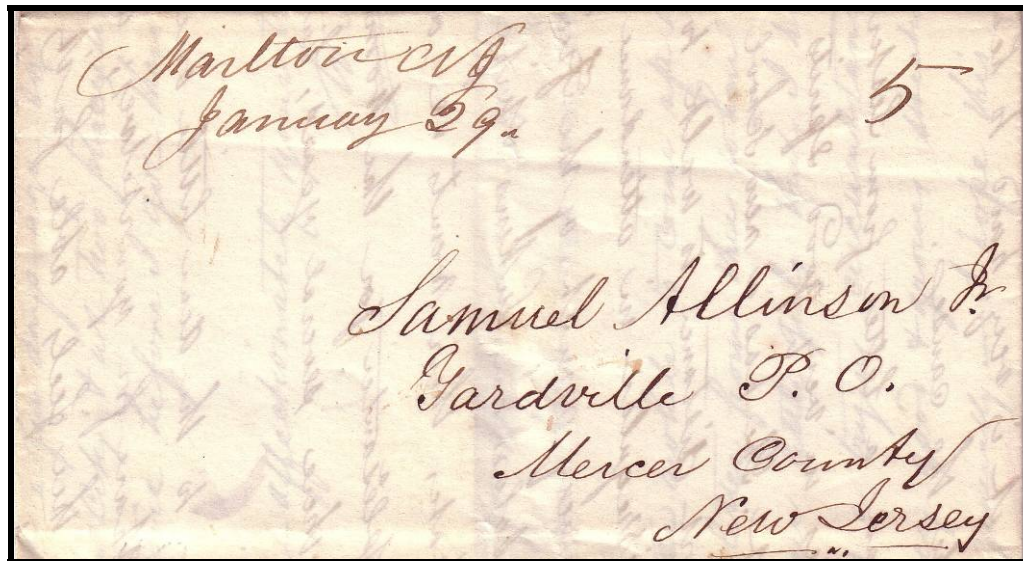


Fig. No. 62: This folded letter was posted in Marlton N.J., Jan. 29, 1850.



Fig. No. 62A: Marlton N.J. strike on cover using an 1861 issue stamp

~ [] [] [] ~

MASONVILLE POST OFFICE ~ Established June 24, 1868

Masonville Post Office was established in old Evesham Township in 1868. It became part of Mount Laurel Township after 1872. Named for Solomon Mason, an early tavern owner here, the village had previously been known as Five Points and was settled prior to 1800.

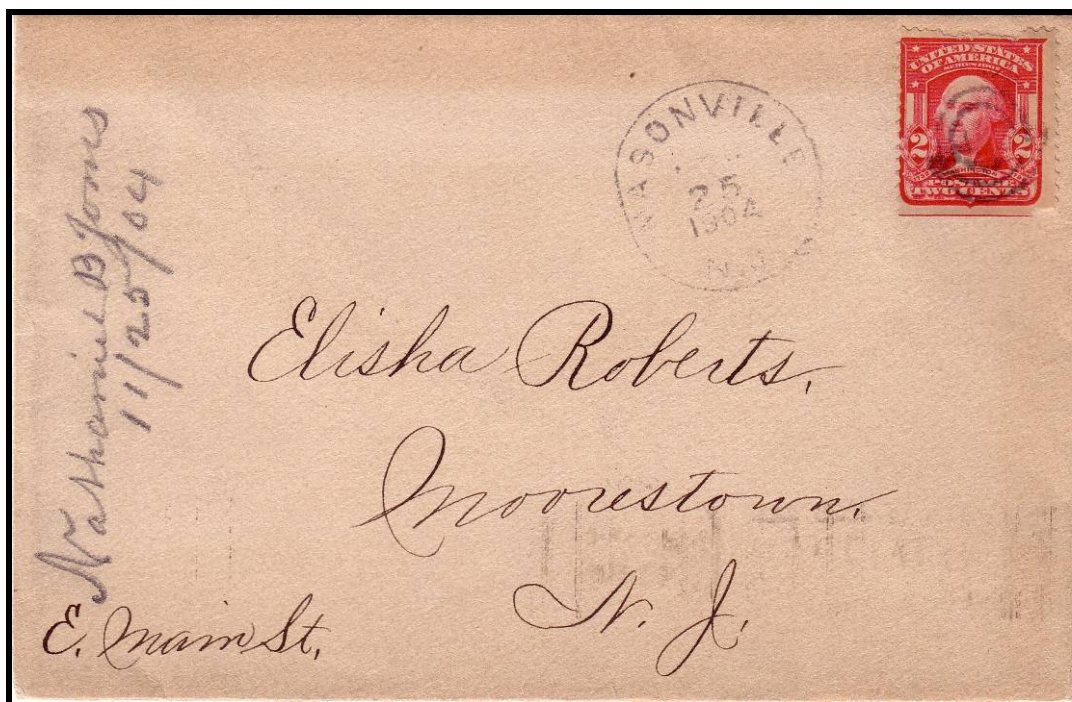


Fig. No. 63: Masonville, N.J., Nov. 25, 1904 postmark on cover.

The town was located on the line of the Camden and Burlington County Railroad, about five miles west from Moorestown and three miles south of Rancocas. William H. Woolman, the first postmaster, stated on his 1867 application to Washington for a post office, that there was “a population of 150.” The pre-printed form required a date of filing, which Woolman entered as “twenty sixth, 10 mo, 1867.” Mr. Woolman wrote the date this way because he was a member of the Society of Friends, or Quakers.

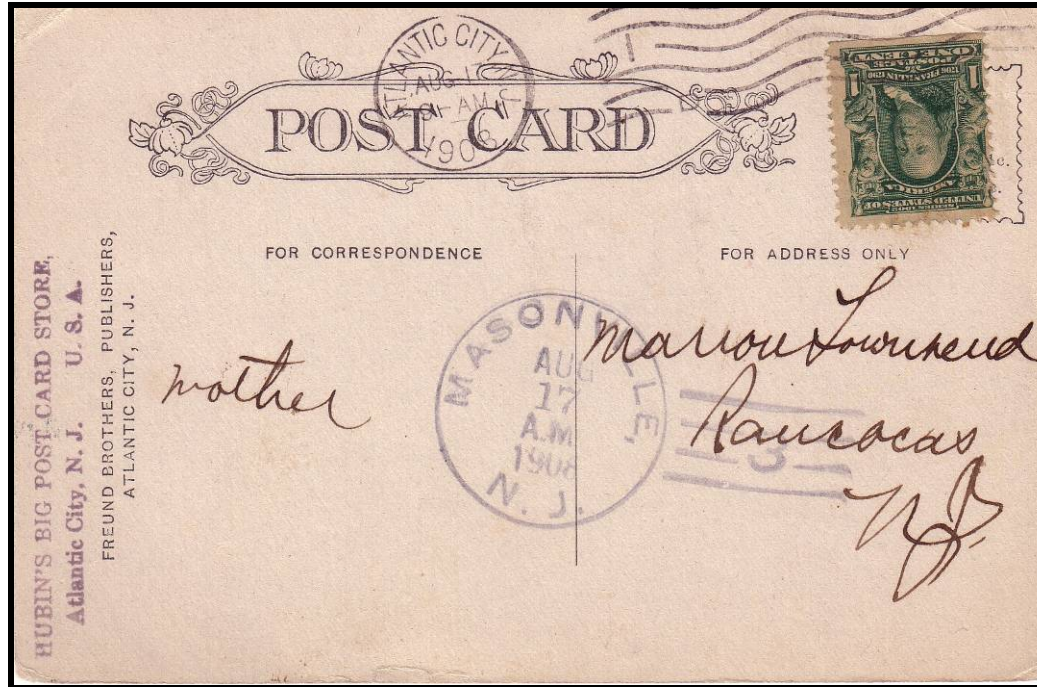


Fig. No. 63a: Masonville, N.J. Doane used as a receiving postmark in 1908.

June 24, 1868
August 19, 1972

Post office opened
Post office name changed to Mount Laurel

~ [] [] [] ~

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

ENDNOTES:

- ¹ Bisbee, Henry H., *Place Names in Burlington County, New Jersey*, Riverside, NJ: Burlington Co. Publishing Com., 1955.
- ² Gordon, Thomas F., *Gazetteer and History of New Jersey*, Philadelphia, PA: Daniel Fenton, 1834.

Gene Fricks, *Editor Emeritus*, writes in reference to the Fort Dix Post Office (“Burlington County Post Towns,” p. 221 in Nov, 2005 issue, Vol. 33, No. 4, Whole No. 160): The Pentagon didn’t designate anything in 1939. Construction of the Pentagon was not completed until 1943, and a Certificate of Occupancy was not issued, as a military hospital, until 1944. The War Department designated Dix a fort, along with a large group of other military installations, in 1939.”

We stand corrected! Thanks for sharp eyes. Ed.

MEMBER NEWS

By Jean R. Walton



A reminder again that this year's international level show - Washington 2006 - will replace NOJEX this year, as it is scheduled to begin on the same weekend that NOJEX normally occurs. Hence there will be no NOJEX and thus no annual NJPHS meeting. Do not forget! If you have never been to an international show, it is an experience that should not be missed, so do try to take advantage of this one. It is scheduled from May 27 ~ June 3, 2006. More information is available at www.washington-2006.org.

Did anyone else notice the following, in "The Insider" column¹ in a recent Linn's?

"Do you have a loved one or a friend in Iraq?"

"This is information taken from various U.S. military web sites, as composed by the Joint Military Postal Activity team. Military mail goes to more than 550,000 military personnel, their families, civilian personnel overseas, and retirees in Europe, Middle East, Africa, Central and South America, the Caribbean Basin, Southwest Asia, and North America including Greenland and Iceland. ... Mail for Iraq is flown to Bahrain, then to Baghdad or other locations in Iraq. The JMPA headquarters is at the New Jersey International & Bulk Mail Center, Jersey City, N.J., with detachments at John F. Kennedy Airport, Miami, Fla., and Chicago, Ill. ...

"The average transit time from the area of responsibility to Iraq is 11 days, with mail being sent seven days a week, with eight or so flights per week. The most common restriction on mail is that pork byproducts are prohibited. ... The major cause of late delivery of mail to outlying posts is the threat of attacks. If the roads are at condition red, no trucks move. ... As of May 10, 2004, (latest figure given), there has been only one truck hit that caught fire. Private contractors as well as U.S. military convoys must have an armed escort to move mail throughout the area."

Amongst our members, there must be a few who have relatives in the Military in Iraq or elsewhere, and might have covers to show. This would seem like an excellent basis for some research into this mail service and an article for this journal. Do I have any takers?

Some members remain unpaid for the 2006 year, and if you receive a dues reminder with this issue, it also means this will be your last issue received unless your dues are paid. It now costs us approximately \$5 an issue to send you a copy of the journal, and on our limited budget, we simply cannot afford to carry you if you are not a dues-paying member. We do not want to lose you, but we have no choice.

FREE FROM YOUR SOCIETY! ~ The following digital files are available for members of NJPHS at NJPostalHistory@aol.com at no cost:

Brad Arch's handy DPO book² available in Excel format (also available in hardcopy for \$3)
Stampless Era Post Offices, based on Coles³ and the Coles Update⁴ available in Excel format.

A Checklist of NJ Doanes, available by email from Arne Englund (alenglund@aol.com) (also available online at www.doanecancel.com).⁵

New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 *NJPH* and February 2006 *NJPH* issues.

[Back issues of our 2003, 2004, and 2005 journals on CD in Acrobat Reader [.pdf] format are available to members for \$5 apiece, \$8 for two, or \$12 for all three.]

- ¹ Winick, Les, "the Insider" - a regular column in Linn's Stamp News, April 10, 2006, p. 15.
- ² Arch, Brad, ed., *New Jersey's DPO's*, 22 pp., pocket-sized Checklist of Discontinued Post Offices, NJPHS, 1981.
- ³ Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983.
- ⁴ Chafetz, Donald A., *The postal Making of New Jersey Stampless Covers: an Update*, NJPHS, 2004.
- ⁵ Gary Anderson maintains this site at <http://www.doanecancel.com>. Arne Englund in the NJ State Coordinator.



Washington 2006 Show Highlights

New U.S. stamp issues and First Day ceremonies
Special daily postmarks
Autograph sessions
World's rarest stamps and covers
Queen Elizabeth II Collection
3,800 competitive exhibit frames (60,000 pages)
First Day cover exhibits
180 stamp dealers from 15 countries
Foreign stamp administrations
Society meetings and seminars
National Postal Museum tours
Beginner and youth activities

Stamps ... and so much more!

Don't miss this world show, held only once every ten years in the United States
Special hotel rates and free advance show registration at: **www.washington-2006.org**

Pre-register and save time. Go to www.washington-2006.org for more information.

WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material pertinent to New Jersey postal history are always welcome.

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

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

WORD PUZZLE: ESSEX COUNTY DPOs

ESSEX COUNTY DPOs

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

Look for the following post offices:

* Source: New Jersey DPOs by Brad Arch

Academy Sta	Elizabethtown Point	Nutley	Watchung Sta.
Ampere	Fairfield	Orange Valley	Watsessing
Avondale	Franklin	Orangedale	Waverly
Belleville	Grovestend	Parkview	Waverly Park
Brick Church	Hilton	Pleasantdale	West Bloomfield
Bridgetown East	Irvington	Roselyn	West Orange
Brookdale	Manhattan Park	Silver Lake	Westerly Br
Camptown	Market Street Sta.	Upper Montclair	Wilbush
East Nutley	Mc Clellan	Vailsburg	
Elizabethtown	Navy Rifle Range Br	Verona	

Essex DPOs not included

Belleville Sta	Irvington Sta	Nutley Sta	West Orange Sta
Fairfield Br	Manhattan Park	Orange Valley Sta	

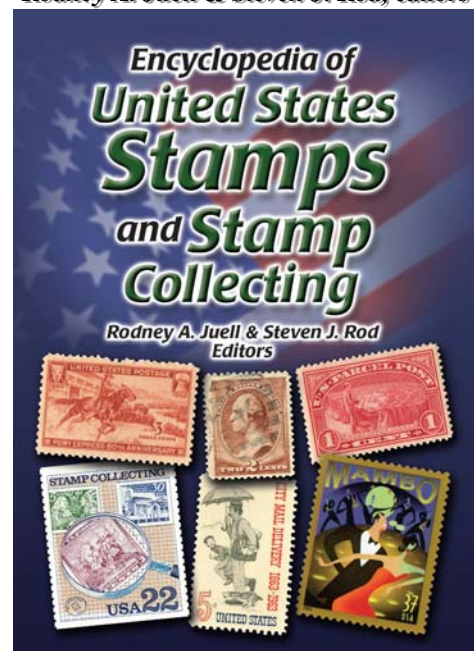
To print this out, go to the [NJPHS website](#) and click on [Word Puzzle](#) to download a printable copy.

For solution, go to: [Essex DPO Solution](#) or visit the [NJPHS website](#) and click on [Solution](#).

Encyclopedia of United States Stamps and Stamp Collecting, published by the United States Stamp Society, available at Washington 2006,

Pre-publication orders are now being accepted for the *Encyclopedia of United States Stamps and Stamp Collecting*, which introduces the reader to the full scope of United States stamps and stamp collecting. Beginning with an introduction to "stampless covers" (letters mailed before the introduction of postage stamps), it then introduces the many stamps issued from their inception with the 1845 Postmasters' Provisionals through the stamps of the early 21st century. Other chapters deal with the host of stamps known to collectors as "back-of-the-book" issues, including stamps issued for air mail, special delivery, U.S. possessions, revenue purposes, and postal stationery. The history of the Postal Service and the various stamp printers, including the Bureau of Engraving and Printing is explored. A section of the *Encyclopedia* highlights the technological innovations of stamp production, the history of the movement of the mails, markings applied to envelopes, and meters and machine generated postage. While a book about U.S. stamps and stamp collecting, in a larger sense it is a history of American politics, culture, values and technology seen through the prism of the nation's postage stamps and postal service.

Rodney A. Juell & Steven J. Rod, editors



Each of the sixty-two chapters employs a similar format, wherein an introductory article is followed by practical tips on collecting; an almanac of chronological dates to orient the reader within each historical era; a selection of quotes, both contemporaneous and modern, to provide context; examples of postal usage; and a compilation of references to which the reader can turn for more information. While the *Encyclopedia* will be welcomed by many advanced stamp collectors, it was written with the beginning collector in mind. It assumes no prior experience with collecting, and includes a comprehensive glossary of philatelic terms. The full color, hard-bound, 730 page book is generously illustrated with stamps, covers and related material.

Order from the USSS, using the form below, or purchase at your local Barnes & Noble Bookseller, where the *Encyclopedia* will be available, beginning in June. Order form can also be downloaded at the United States Stamp Society website at www.usstamps.org.

Please reserve for me ____ copy(ies) of the *Encyclopedia of United States Stamps and Stamp Collecting*, for which I have enclosed \$30 each (\$25 for members of the United States Stamp Society). Books may be picked up at the USSS table at Washington 2006. Copies not picked up at Washington 2006 will be mailed in June.

Name _____

Address _____

Send order and payment to: United States Stamp Society, P.O. Box 6634, Katy, TX 77491-6634.

MEMBER ADS

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

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 20142 Quail Run Dr., Dunnellon, FL 34432, or call 352/465-0076.

FOR SALE: U.S. AND FOREIGN COVERS, including postal history, topical cachets, FDCs, postal stationery, Navals, Scouts, flights, etc. Will also trade for N.J. postmarks needed. Contact Fred Mancuso, 17 Theodore Ave., Maple Shade, NJ 08052, or email Stampking1@aol.com.

WANTED: POSTAL HISTORY, all types. Must be collectible quality. Usages, auxiliary. Flights, Patriotics, and early machines. Concentrate on USA but will look at all. Contact Bernard T. Werwinski, 173 Southampton Dr., Smithville, NJ 08205; call 609/404-1152, or email BTWCover@gmail.com.

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

WANTED: NJ DPOS, RPOS, NJ SMALL TOWN POSTCARDS, NJ RRs, Morris Canal Real Photo postcards, NJ towns' fire stations. Contact Maurice Cuocci, 100 Evesham #B, Freehold, NJ 07728, 732-577-8214 or email lou2cuo@hotmail.com.

WANTED: Unusual ELLIPSE CANCELS CONTAINING HORIZONTAL OR VERTICAL BARS with a letter or number in the center. On or off cover. Contact Roger Curran, 20 University Ave., Lewisburg, PA 17837, or email rdcnrc@evenlink.com.

WANTED: EXPRESS COMPANY POSTAL HISTORY, Corner Cards, Labels, U.S. Locals, forgeries. Will buy or trade Business School Training Covers, checks & stamps. Contact: William W. Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 or email cds13@cornell.edu.

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

WANTED: HUNTERDON COUNTY NJ, BUCKS COUNTY PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras,. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@earthlink.net.

COUNTY AND POSTMASTER POST-MARKS WANTED. Still need for new exhibit **N.J., CALIF., TEXAS, ARK., GA., N.M.**, Registered, Foreign usages, any others. Photocopies first please. Contact Elliott Idoff, 332 Bleecker St. #G-20, New York, NY 10014, 718/853-5226, or postalhistory184@aol.com.

LOOKING FOR NJ DPOs, STAMPLESS TO MODERN, no philatelic, just commercially used, any county. Also looking for **NJ Military POs and DPOs**. Contact Michael Yannotta, 415 Monmouth Ave., Leonardo, NJ 07737.

WANTED: TANSBORO (1862-1906) AND WILTON (1884-1898), CAMDEN COUNTY, Canceles on cards /covers; South Jersey Q.S.L. cards; better foreign post cards to New Jersey. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

COLLECTOR SEEKING ALL UNUSUAL 1847 COVERS. Also pre-1845 or post-1851 Habersham correspondence Princeton to Savannah. Will trade or buy. Contact Harvey Mirsky, P.O. Box 358, New Hope, PA, call or email 212/662-8146 HarveyMirsky@aol.com.

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

NEED FREE FRANKS OF NATHANIAL GORHAM & CYRUS GRIFFIN. Contact Paul Schumacher, Box 2411, Cherry Hill, NJ 08034. Contact by phone at 856/486-7125 or email PSchumac@holmanauto.com.

BERGEN COUNTY, particularly **ALLENDALE and WYCKOFF** - Stampless through Presidents. Clear strikes, sound covers. Send copies with prices. J. Haynes, Box 358, Allendale, NJ 07401, or call 201/441-6777.

FOR SALE: U.S. STAMPLESS COVERS including Transatlantics, mostly Boston usages. Contact Tim O'Connor, 16 Kenilworth Circle, Wellesley, Massachusetts 02453 or email timconnor1@comcast.net.

WANTED: STEAM, STEAMBOAT, SHIP COVERS FROM NJ and all other states prior to 1861. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036 or call 202/293-2563 or email stevenroth@comcast.net.

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

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

WANTED: POSTAL HISTORY OF SUSSEX COUNTY: DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 202 Stanhope Road, Sparta, NJ 07871 or call 973/729-7392.

ALWAYS LOOKING FOR GLASSBORO OR GLASSBOROUGH COVERS. Send price desired and copy of cover to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWHit3@juno.com.

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

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

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

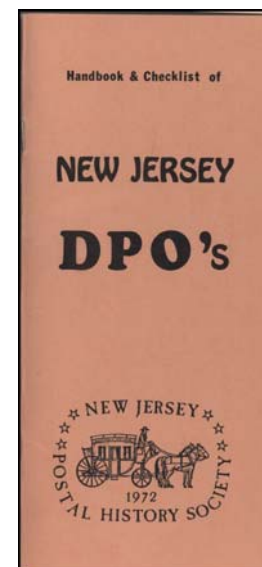
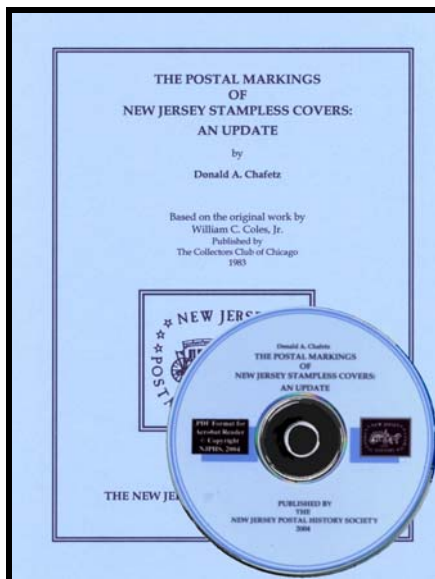
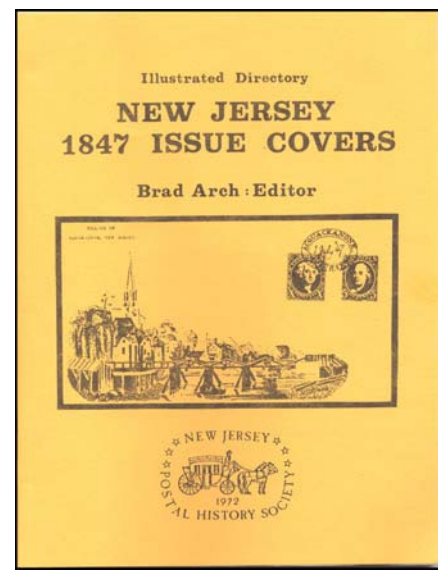
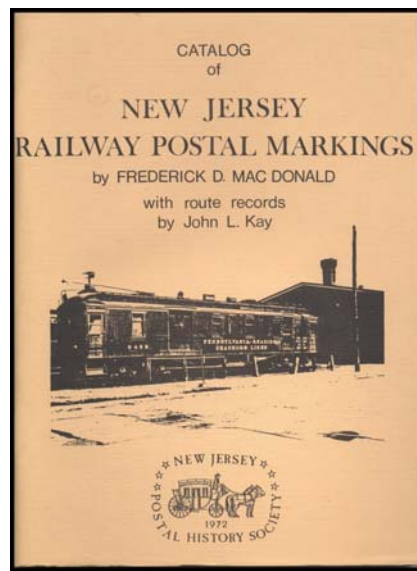
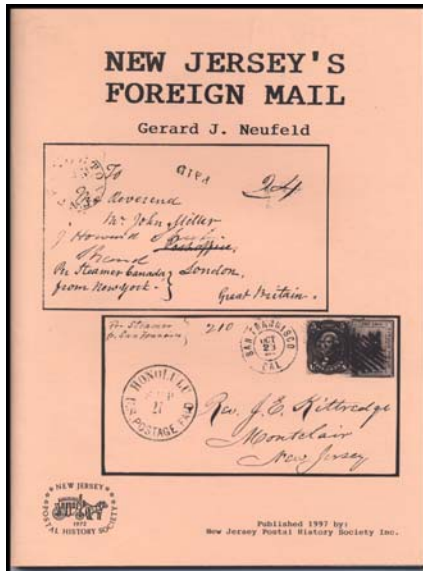
CAPE MAY POSTAL HISTORY WANTED, 1800 to 1940s, manuscript stampless and small towns especially needed for my collection. APS Dealer Member. Contact Phillip J. Marks, P.O. Box 451, Marlton, NJ 08053, 609/519-6660 or email catsport@aol.com.

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

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

ALWAYS LOOKING FOR 19th Century mail to & from Portugal & Colonies. Contact: Stephen S. Washburne. P.O. Box 43146, Philadelphia, PA 19129-3146, 215/843-2106 or email s.s.washburne@att.net.

NEW JERSEY LITERATURE AVAILABLE NOW!



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

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