



NJPH

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NEW JERSEY POSTAL HISTORY SOCIETY
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May 2007

Spectacular Trans-Mississippi First Day Cover from Camden



This First Day Cover of the 1¢ to 5¢ Trans-Mississippi Issue on a 4¢ postal stationery envelope to India is postmarked "Camden N.J. Jun 17 '98." It is one of only three recorded combination first day covers of this issue. It is to be auctioned as part of "The 'Aristocrat' Collection of First Day Covers and Earliest Documented Usages" by Matthew Bennett on May 22, 2007, with an estimate of \$75,000 to \$100,000.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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THANKS FOR DONATIONS!

The Society gratefully acknowledges donations submitted by the following members with their dues: Rev. Donald Beers, William Brown, Art Desimine, Robert J. DeTrollo, Jack Edge, Charles Hogate, Robert Livingstone, and Chuck Wrege. These donations are very much appreciated and help defray the cost of producing and mailing the journal. A handful of members have not yet paid their 2007 dues, and if you are one of them, your last reminder is enclosed. If dues are not received, we regretfully will have to remove you from our mailing lists. WE NEED YOUR SUPPORT. Dues should be sent to Secretary, Jean Walton, at the address above.

PRESIDENT'S MESSAGE

After a long winter and a late arriving spring here in the northeast, it is a delight to see flowers in bloom and the trees turning green once again. This spring, NOJEX '07 returns after a one year hiatus occasioned by Washington 2006. For the first time, NOJEX will shift to a Friday-Saturday-Sunday schedule, May 25-27. NOJEX '07 promises to be a blockbuster show with a sold-out bourse of over 40 dealers, 266 frames of exhibits filling all of the available floor space, and two major national societies, the American Airmail Society and the Society of Israel Philatelists, holding their annual conventions at the Show. Your New Jersey Postal History Society will be present, looking to sign up new members with a full complement of literature and CD's for sale. The Society's annual meeting will be held at noon on *Saturday*, May 26 (*NOT* on Sunday as had been our custom) in the Emerald 1 meeting room just above the hotel lobby at the Crowne Plaza Meadowlands in Secaucus. After a brief discussion of Society business, I will be privileged to show a PowerPoint presentation about the Bordentown & New York Stage, a rare 18th Century postal marking used on mail carried by this private stage line between Philadelphia and New York. I have enclosed a free pass to the Show. Complete information concerning the Show can be found on its website, www.nojex.org, including hours and directions. Please stop by the NJPHS table and say hello!

In the last issue of *NJPH*, I mentioned that the Philadelphia National Stamp Exhibition, to be held at the Valley Forge Convention Center on September 7-9, 2007, will be hosting a state postal history competition. We would like to see a nice turnout of New Jersey postal history exhibits at this show, be it a single or a multi-frame exhibit. A prospectus for this show can be downloaded at <http://pnse.home.att.net/>.

Finally, I thank all of you who donated so generously to the Society this year with your annual dues. Because of these donations, the Society is able to hold its dues to \$15 per year that would not otherwise cover the ever-increasing costs of producing and mailing of our award winning journal, *NJPH*. I know that you will enjoy the many articles in this issue!

ROBERT G. ROSE



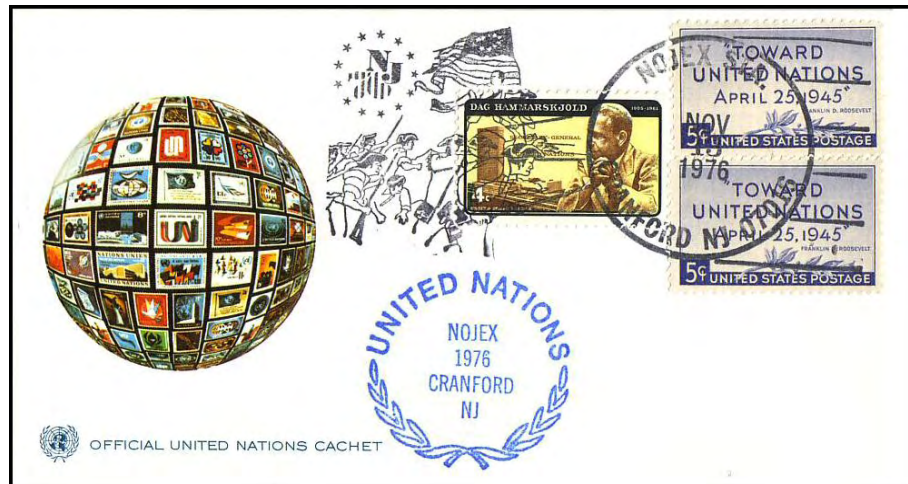
NOJEX

Annual Exhibit of the North New Jersey Federated Stamp Clubs, Inc.
APS Chapter 508

2007

44th ANNUAL STAMP EXHIBITION
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NEW JERSEY POSTAL HISTORY SOCIETY
ANNUAL MEETING!
SATURDAY, MAY 26
12:00 NOON
EMERALD ROOM 1

A BOGUS NEW JERSEY CIVIL WAR PATRIOTIC COVER

By Robert G. Rose

The cover shown on the certificate in *Figure 1* below may look familiar. It graced the front page of the last issue of *NJPH*, February, 2007, Vol. 35, Whole No. 165. It appears to be a hand colored Magnus Civil War Union patriotic cover with the official seal of the State of New Jersey, used to Haverhill, Massachusetts, with a 1¢ Blue 1857 Issue Type V (Scott 24). The cover was recently submitted to the Philatelic Foundation for an expert opinion as to its authenticity. On March 13, 2007, the Philatelic Foundation issued the certificate below in which it opined that the stamp did not originate on the cover, with the certificate's handstamp notation "this item is altered or counterfeit."

 The Philatelic Foundation 70 West 40th Street • 15th Floor New York, NY 10018 EXPERT COMMITTEE			No. 448078 03/13/2007
We have examined the enclosed item, of which a photograph is attached, and described by the applicant as follows:			
Country: UNITED STATES OF AMERICA			
Cat. No.	Issue	Denom.	Color
24	1857	1¢	Blue
Scott's unless otherwise specified.			
SINGLE, TOWN CANCEL, ON HAND COLORED MAGNUS UNION PATRIOTIC COVER TO EAST HAVERHILL MA.			
AND WE ARE OF THE OPINION THAT: THE STAMP, WITH A TEAR AND SCRAPE AT UPPER RIGHT, DID NOT ORIGINATE ON THIS COVER. *****			
			
448078			F 164118
Photocopies of this Certificate are not valid.			 For The Expert Committee Chairman
Submitted by			

Fig. 1: Philatelic Foundation Certificate

In analyzing the *bona fides* of this cover, there are a couple of tell-tale “red flags.” First, a genuine usage of a stamp from the 1857 Issue on this Magnus design is highly unlikely. With the advent of the Civil War, the United States Post Office demonetized the Issue of 1857 beginning on June 1, 1861. The Magnus design depicting official seals of the various Union States is not known to have been printed and distributed until after the new issue of United States stamps began in August 1861. Accordingly, the 1¢ stamp on this cover must have been fraudulently added later, perhaps to replace a legitimate stamp that had fallen off the cover, since the style of handwriting on the cover appears to have been of contemporary usage. This leads to the second point. The stamp that most probably was used on this cover would have been a 3¢ Rose of the 1861 Issue (Scott 65) paying the domestic mail rate. Alternatively, a 1¢ Blue of the 1861 Issue (Scott 63) would have legitimately paid the drop letter rate for a local usage, which though possible, would have been a much scarcer usage. What appeared to be a lovely New Jersey Civil War patriotic turns out to be a fake!



WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

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

Morristown, NJ 07962-1945

or rrose@daypitney.com

“RETREAT JERSEY”

By Ed Siskin

Siegel's Sale #906 in March 2006, offered a lot described as:

“Retreat Jersey Octo. 15”. Docketing with 1779 date on folded cover to Fredericksburg Va., ms. “14” rate, vertical file folds, Very Fine, the meaning of this docketing is unclear.

This cover shown in *Figures 1* and *2*, seemed too intriguing to ignore, particularly since covers showing the April 16 – December 28, 1779 inflation rate are very scarce.



“Retreat: Also called New Retreat and Retreat Factory on old maps. N. R. Ewan informs us that the place was one time called Two Bridges. A double crossing of the stream necessitated two bridges. The place consists of a number of houses in the center of Southampton about two miles southeast of Vincentown on the road to Sooy Place, on the banks of Cedar Run. At one time it was a manufacturing village and turned out cotton goods. Nothing remains of the old mill which was in operation until 1842. A map of 1876 simply designates the place “Charles Bisham, old factory.”

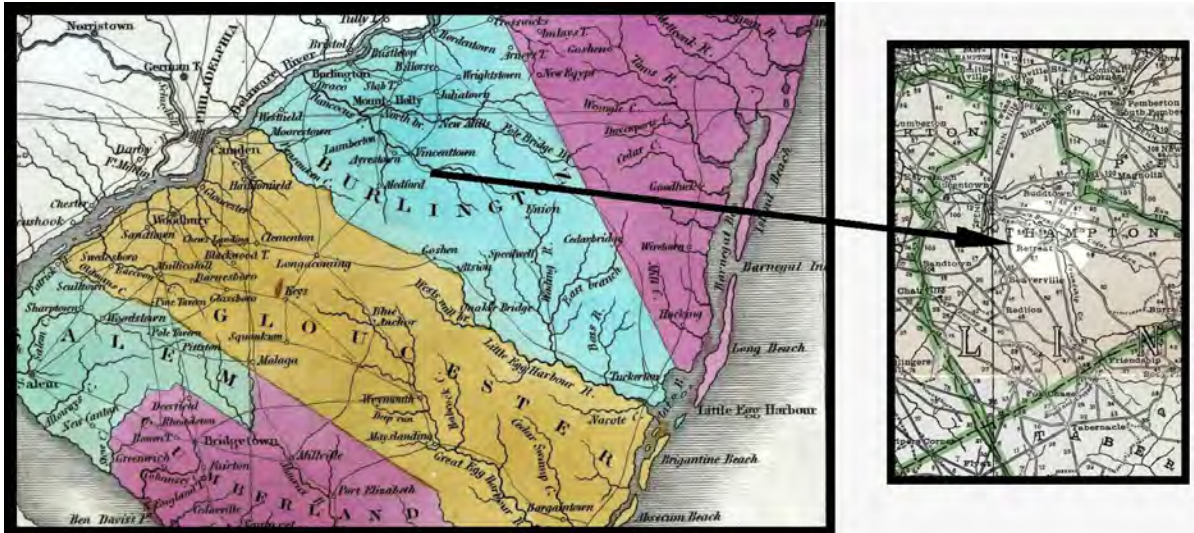


Fig. 3: Maps showing location of Retreat, NJ.²

Some have suggested that “Retreat” referred to a Revolutionary War military situation. This is not really credible since by October 1779, all of New Jersey had been under patriot control for 16 months.

The second question concerns the rate. The rate shown is 14 pennyweight (dwt) which does not seem appropriate. In October 1779, rates were three times the July 1775 basis. Thus, if the letter entered the mail at or south of Princeton the rate would be 3 times 3 pennyweight, 8 grains or 10 dwt. If it entered the mail north of Princeton, the rate would be 3 times 4 dwt or 12 dwt.³

The difference doesn’t appear to be a “way” usage since it’s not marked and since such a usage would not make up the deficit.

Anyone have any suggestions? If so, contact Ed Siskin at jeananded@comcast.net, or write me at Post Office Box 445, Voorhees, NJ 08043.

ENDNOTES:

¹ Bisbee, Henry H., *Place Names in Burlington County, New Jersey*, Riverside, NJ, Burlington County Publishing Co., 1955.

² Both maps from <http://mapmaker.rutgers.edu/MAPS.html> [5/01/2007] Rutgers Cartography: Historical Maps of NJ.

³ ter Braake, Alex L., *The Posted Letter in Colonial and Revolutionary America 1628-1790*, The American Philatelic Research Library, State College, PA, 1975.

THE POST TOWNS OF BURLINGTON COUNTY: PART 10

By Jack Edge



[This is the final installment in this series on Burlington County Post Offices. Earlier sections appeared in the four issues of 2005 and four from 2006 (Vol. 33, Nos. 1-4 and Vol. 34, Nos. 1-4 - Whole Issue Nos. 157-164, plus the first issue of this year in February (Vol 35, No. 1). We repeat the map here and refer you to the bibliography at the end of this article.]

If you are interested in a list of Burlington County postmasters and their years of service, this is available as a pdf file from your society – please email NJPostalHistory@aol.com for a copy of this digital file.]

BURLINGTON COUNTY MAP WITH POST TOWNS



TABERNACLE POST OFFICE ~ Established September 7, 1877

Tabernacle was a tiny hamlet located in old Shamong Township when a post office was established there in 1877. Today it is a part of Tabernacle Township, some five miles northeast of Indian Mills on the road between High Crossing and Sandy Ridge.

It is generally believed that David Brainerd, a Methodist who ministered to the Indians of this region prior to the American Revolution, named this place. Gordon's Gazetteer¹ tells us there was a Methodist Church, a tavern and ten or twelve houses here in 1834. By 1880, the population was less than sixty people.

In 1877, however, Caleb Wright, Tabernacle's first postmaster, listed the number of inhabitants as 100 and approximately 300 to be serviced by the facility! By virtue of its location on the Vincentown to Indian Mills mail route, the application was approved to establish the Tabernacle post office.

September 7, 1877	Post office opened
December 5, 1900	Post office discontinued; service to Medford



TUCKERTON POST OFFICE ~ Established August 18, 1797

Tuckerton Post Office was located in Little Egg Harbor Township, at the southern end of Burlington County, on Little Egg Harbor Bay.

Settled by 1699, it was home to seafarers and people who made their living from the bays and waterways nearby. The town, named by Reuben Tucker, an early landowner, was part of Burlington County until 1891, when it was ceded along with the rest of Little Egg Harbor Township to Ocean County.

In 1797, the fledgling United States Postal System established three offices in Burlington County. Tuckerton was chosen as the first, along with Atsion, expressly because of its strategic and economic importance to the new nation. Burlington, which had had a post office as early as 1693, was the third post-Revolutionary post office in Burlington, and was not established until October of 1797.²

On March 21, 1791, Tuckerton became the third United States Port of Entry, preceded only by New York and Philadelphia. It remained in this capacity until about 1905.

Tuckerton was the terminus for mail arriving from the northern part of New Jersey via Freehold and across the state from Philadelphia early in the nineteenth century. An early advertisement in a Philadelphia newspaper, dated May 1801, solicited bids for a proposed mail route, i.e. "Philadelphia, by way of Haddonfield, Taunton and Atsion, on to Tuckerton, once in two weeks."

BURLINGTON POST TOWNS, PART 10 ~ Jack Edge

Located today on U.S. Route 9, approximately six miles east from New Gretna, this small town has lost its position of national importance, but the lure of the salt tinged air, the bays and waterways still attract people, much as they did in Reuben Tucker's time.



Fig. 98: A folded letter posted in Tuckerton, N.J. Jan. 27, 1841 with a manuscript cancel. Postage was 10 cents to Salem, N.J.

August 18, 1797
March 30, 1891

Post office opened
Tuckerton post office became part of Ocean County

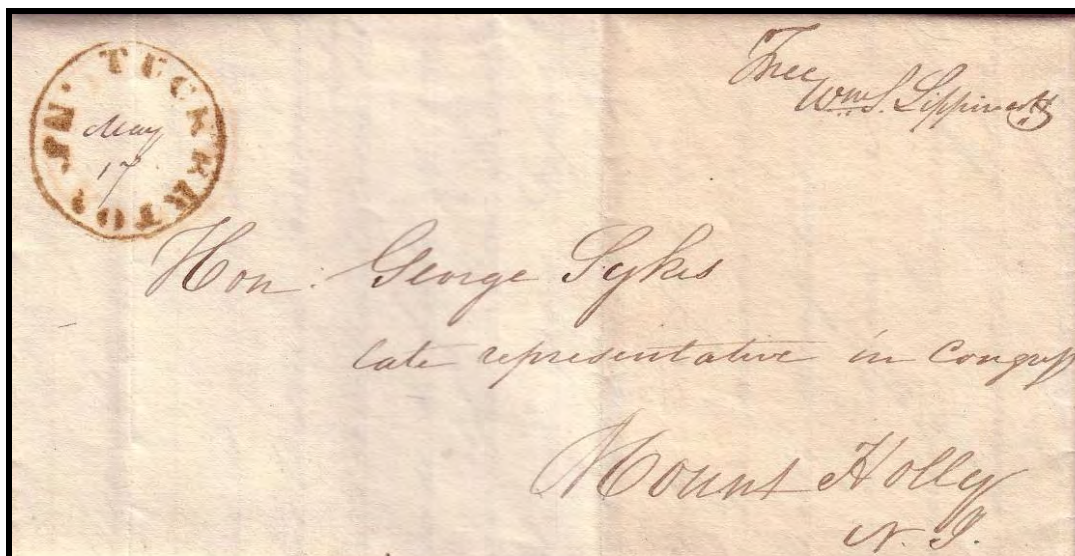


Fig. 99: Tuckerton, N.J. May 17, 1847 postmark on a folded letter mailed free by Wm. S. Lippincott, Postmaster at this time.

~ ☐ ☐ ☐ ~

VINCENTOWN POST OFFICE ~ Established April 2, 1824

Vincentown lies along the south branch of the Rancocas Creek in Southampton Township approximately four and one-half miles south from Mount Holly. The post office established here in 1824 was located in what was then Northampton Township. A branch of the Camden and Amboy Railroad ran from Mount Holly to Vincentown, but was abandoned in 1928.

Gordon's Gazetteer,³ in 1834, lists "2 churches, a gristmill, sawmill, 2 taverns, 4 stores and from 30-40 dwellings, located near 'Stop the Jade Run' Creek." By 1880, the census counted 683 persons living here. The town was, and is still, surrounded by large farms and at one time supported a large marl mining operation.



Fig.100: An 1876 view of the residence and grist mill of Gen. J. S. Irick.

April 2, 1824 Post office opened
Continues in service today

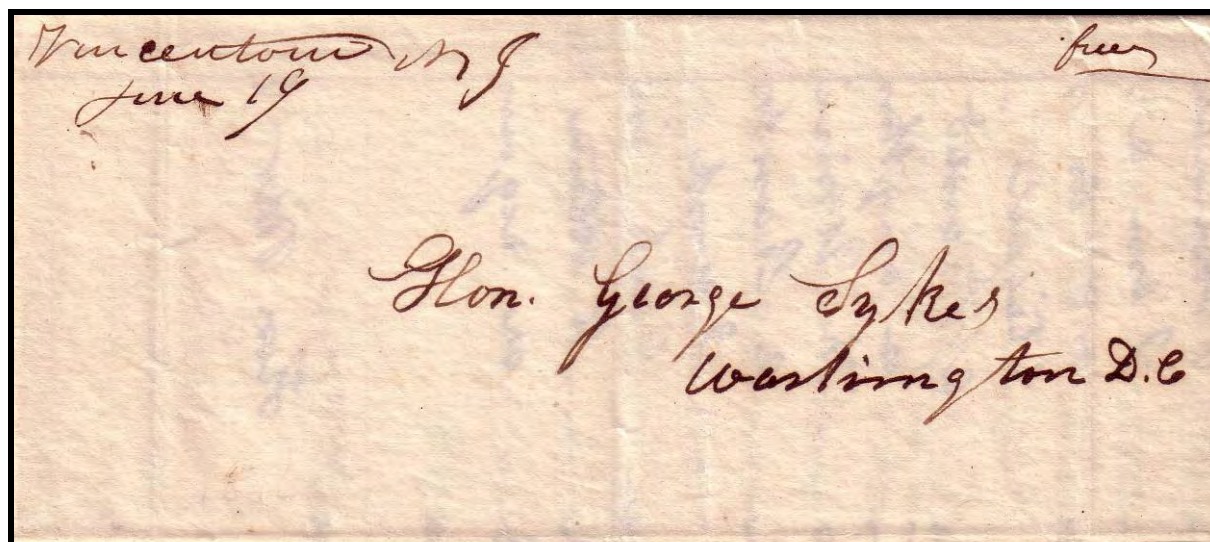


Fig. 101: Vincentown, N.J. manuscript dated June 19, 1846 on a folded letter to Washington, D. C., sent free to George Sykes, who as a US Congressman, enjoyed free franking privileges.

~ ☐☐☐ ~

WADING RIVER POST OFFICE ~ Established February 8, 1858

Wading River post office stood on the east bank of the Wading River, some five miles northwest of old Bass River Hotel and six miles southeast from Sooy's Inn Post Office.

This office, established in old Washington Township, was located in a village known as Bridgeport. The original application, asking to be named Bridgeport, was rejected by Washington D. C. authorities, as an office by that name was in service at that time in Gloucester County. Wading River Post Office was given in its place.

A post office named Estlow Post Office was opened here in 1856 by John F. McKeen. He also chose Bridgeport as his office's name and was rejected. That post office opened on September 11, 1856 and closed December 22, 1857. The first postmaster at the Wading River Post Office was Catherine A. McKeen, the wife of John F. McKeen.

Bridgeport, in 1834, was home to a tavern, one store and five dwellings as recorded by Thomas Gordon.⁴ Prior to this time, the area was called Leeks Wharf and Estlows, both of which are family names prominent in the area.

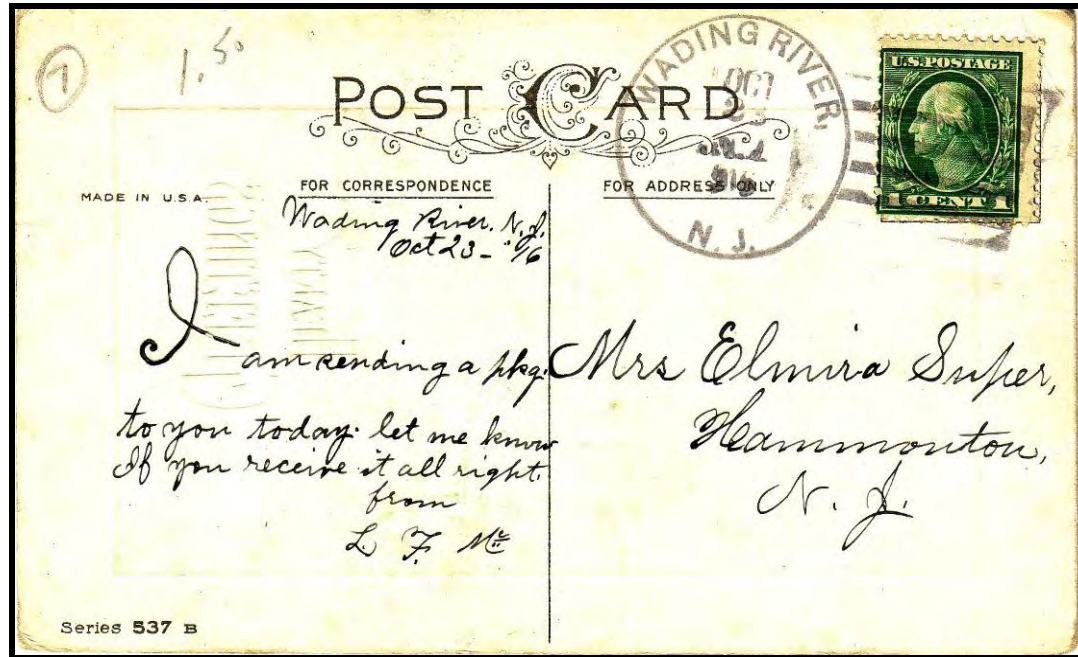


Fig. 102: Wading River, N.J. postmark on a post card from 1916.



Fig. 102A: Wading River N. J. Jan. 17, 1921 postmark on an illustrated advertising cover for one of the early hunting clubs located in southern Burlington County. George D. Mellon (of banking fame) was secretary.

February 8, 1858
March 31, 1923

Post office established
Office discontinued; service to Lower Bank

~ ☐ ☐ ☐ ~

WHITESBOG POST OFFICE ~ Established November 28, 1923

Whitesbog was the site of a large cranberry operation located in Pemberton Township some four miles west of Browns Mills, near the Ocean County border.

Clifford B. Gauntt, in his application for a post office, listed between 150-550 persons to be serviced with mail, but seasonal. In 1923, cranberry production and especially harvesting was very labor intensive. His claim was, probably, very near accurate.

Mail service here had come from Upton Station on the railroad, known as Hanover Farms and later from Browns Mills.

November 28, 1923	Post office opened
January 31, 1957	Office discontinued; service to Browns Mills
February 1, 1957	Became Rural Station of Browns Mills
January 31, 1965	Station discontinued

~ ☐☐☐ ~

WILLINGBORO POST OFFICE ~ Established February 1, 1964

Willingboro Township was formed in Burlington County in 1688. Predominantly an agricultural township, the only centers of population were Beverly and Delanco. Mail was obtained at the Rancocas Post Office for many years.

It took 276 years for Willingboro to obtain its own post office. In the late 1950s, the Levitt family built the large community we see today, continuing the style they had successfully completed in Levittown, NY and Levittown, PA. The community was given a branch office in 1958, serviced by Burlington.

In 1961 this office was opened as Levittown Post Office, after the new township name. After three years of identity confusion with the other Levittowns (NY and PA), the voters returned to the old township name of Willingboro. The postal authorities quickly changed the facility's name to Willingboro on February 1, 1964.

Willingboro is located along the east bank of the Rancocas Creek, bordered by Edgewater Park and Delanco, northwest, Hainesport Township and Moorestown Township, southwest. Delran, Burlington and Westampton Townships are easterly.

Two stations in the township have operated. The main post office is located at 16 Salem Road, and a branch called Plaza Station was established January 30, 1967, and closed January 13, 1994, and was located in the now razed Willingboro Plaza. It reopened October 20, 1994, on the Beverly Rancocas Road. Both main office and branch station are still in service today

February 1, 1964	Post office opened as Willingboro
Continues in service today	

~ ☐☐☐ ~

WOODMANSIE POST OFFICE ~ Established May 23, 1867

The tiny village of Woodmansie stands in the western part of Woodland Township, not more than one mile from the Ocean County border. A station on the old Raritan and Delaware Bay Railroad, the name, Woodmansie, is an old family name from near Cedar Creek in Ocean County. The name was originally spelled Woodmancy.

The post office here was located just off the railroad some six miles northwest of present day Chatsworth and six miles southeast of Mount Misery in the heart of the Pine Barrens.

Woodmansie and Red Oak Grove, in Ocean County, lie approximately three miles apart. Both have been listed as being post offices in Burlington and Ocean Counties. In fact, the offices were moved back and forth between the counties as their postmasters moved to accommodate seasonal workers in each location.

Richard Bartlet, property owner in both villages, saw little harm in this traveling operation, and Washington postal authorities had no interest or knowledge of it. Here, in this remote inaccessible area, the people in charge pursued profit, to the total confusion of the historian at times. Woodward tells us that Christopher Estlow was Woodmansie's first postmaster in 1860.⁵ Postal records have Christopher Estlow as postmaster at Red Oak Grove, Ocean County 1858-1860.⁶

The Union Clay Works, near Red Oak Grove, made clay tiles and other terracotta products during the 1850's and 1860's. Undoubtedly they used the closest railroad station, located at Woodmansie, to ship their finished goods. It would seem this connection of commerce extended to their sharing of postal facilities.

May 23, 1867	Post office opened
November 8, 1871	Post office discontinued
January 25, 1872	Post office re-established
May 14, 1904	Post office discontinued; service to Chatsworth



WRIGHTSTOWN POST OFFICE ~ Established February 3, 1824

Wrightstown Borough was a part of New Hanover Township in 1824. Located in the northwestern section of the township, Wrightstown was previously known as Penny Hill. Settled prior to 1776, the village was eventually named in honor of John Wright, an early landowner and prominent citizen.

The borough lies on the northern border of Fort Dix Military Reservation. Tens of thousands of soldiers from World War I until today have walked the streets of Wrightstown. This being the closest town to Fort Dix, trainees would congregate here to escape the military regimens of the army during their all too short leaves from the camp. Gordon's Gazetteer⁷ tells us there were "two taverns, two stores, a Methodist Church and some fifteen or twenty dwellings" in 1834.

BURLINGTON POST TOWNS, PART 10 ~ Jack Edge

During the time between November 15, 1935 and May 4, 1941, Wrightstown Post Office handled mail from Camp Dix, renamed Fort Dix in 1939.

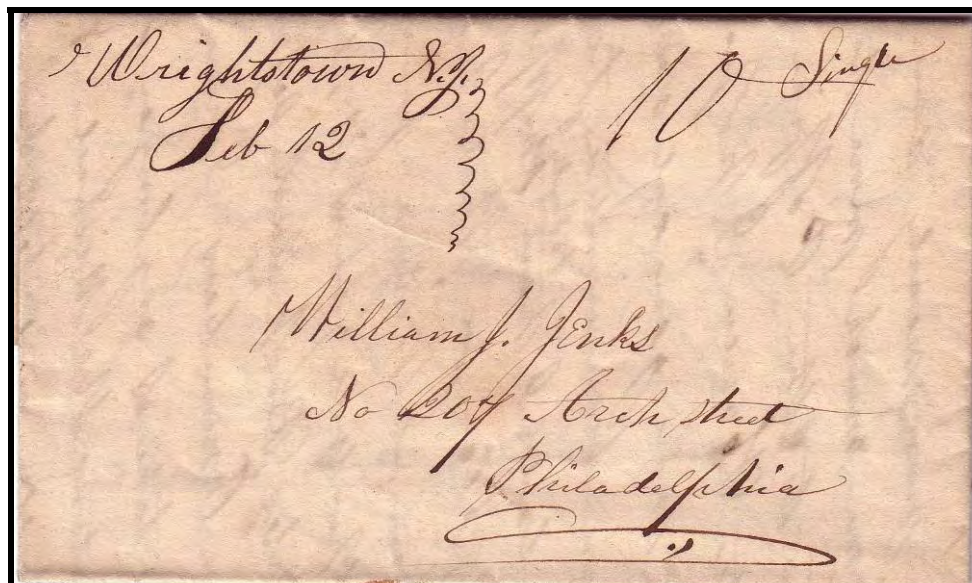


Fig. 103: A folded letter, with manuscript Wrightstown, N J., dated Feb. 12, 1842. The single sheet rate to Philadelphia was 10 cents.

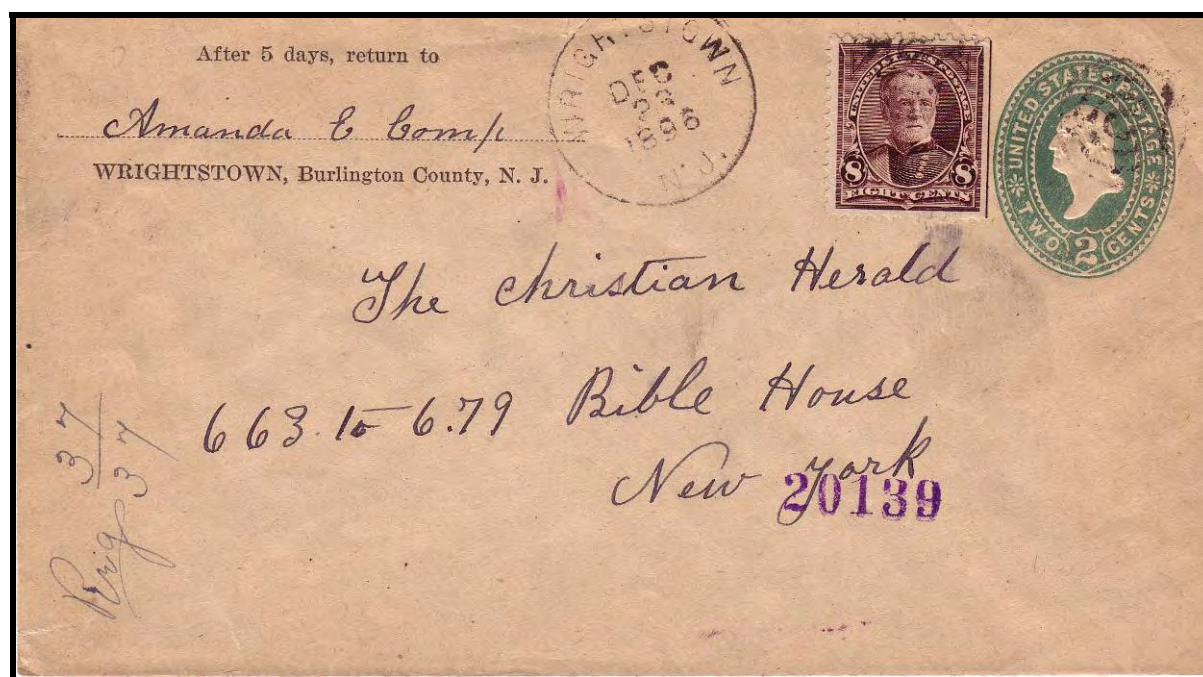


Fig. 103A – Wrightstown, N. J. cover to New York in December of 1896.

February 3, 1824 Post office opened
Continues in service today



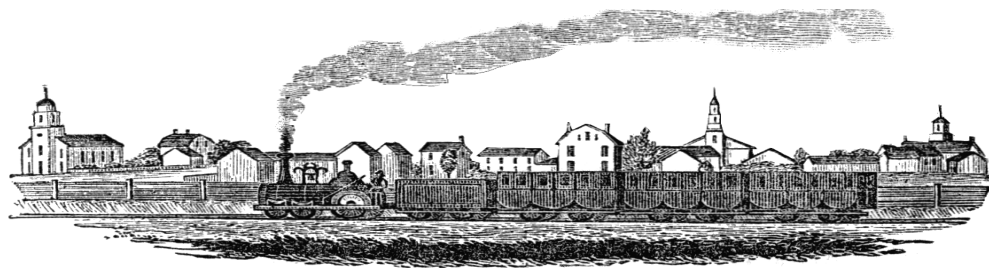
YARDVILLE POST OFFICE ~ Established March 31, 1832

Originally located in old Nottingham Township, Burlington County, Yardville is now part of Mercer County. For years known as Sand Hills, the name Yardville was adopted when John Yard succeeded in his application for a post office here in 1832.

Situated just north of Crosswicks Creek, some five and one-half miles southwest of Trenton, Yardville would join Mercer County when that county was formed by division, February 22, 1838. Crosswicks Creek was part of the dividing line.

At its establishment in 1832, Sand Hills, now Yardville, contained a “tavern and fifteen dwellings.” It also became a station of the pioneer Camden and Amboy Railroad.

March 31, 1832	Post office opened
February 22, 1838	Post office became part of Mercer Co. by division



We are grateful to Jack for these articles. Jack's history of the Post Towns of Burlington County is soon to appear in book form, published by the Burlington County Historical Society, and when it is available, we will let readers know where they can obtain a copy.

* * * * *

Other similar county postal histories are welcome. Cape May has been published in our journal, and also by Craig Mathewson, and Hunterdon County by Jim Walker is soon to be published by the Hunterdon County Cultural and Heritage Commission. Arne Englund promises upcoming articles on Warren County. This leaves 17 other counties needing a good history of their post offices, and we invite members specializing in the history of a particular county to submit such articles to us.

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- ¹ Gordon, Thomas F., *Gazetteer and History of New Jersey*, Philadelphia, PA: Daniel Fenton, 1834.
- ² Kay, John L., and Smith, Chester M., Jr., *New Jersey Postal History*, Quarterman Publications Inc., 1977.
- ³ Gordon, op. cit.
- ⁴ Gordon, op. cit.
- ⁵ Woodward, Major E.M., *History of Burlington County*, Everts and Peck, Philadelphia, PA, 1883.
- ⁶ National Archives. Washington, DC, Microfilm Division: Record of Appointment of Postmasters 1832-1971, New Jersey.
- ⁷ Gordon, op. cit.

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Maps:

- Beers, Comstock and Cline-1872. Map of Burlington County, published in J.D. Scott's "*New Historical Atlas of Burlington County, New Jersey*."
- Library of Congress, Geography and Map Division. Post Office Route Maps for New Jersey, (the years) 1869, 1889, 1899, 1919.
- New Jersey Railroad Company Map. 1860.

DORCHESTER, NJ: DISCOVERY COPY**By Ken Hall**

A short time ago, I placed a bid on a Dorchester cover described as follows; "Dorchester, NJ ca 1850, fine ms, very heavy toned, as is." I took a chance and placed a bid. Before the auction closed, I checked and found out that I been outbid, so I increased my bid and won.

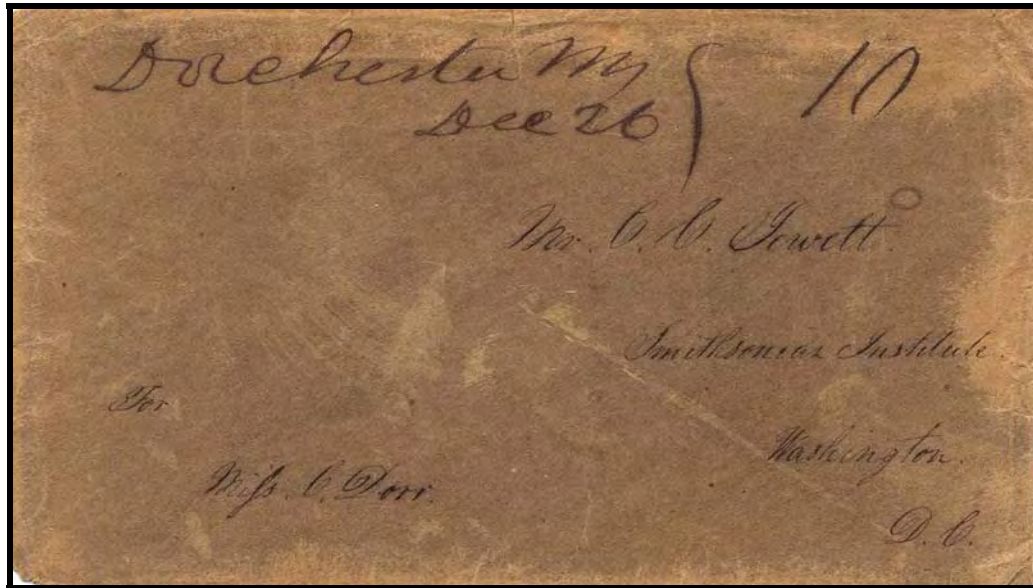


Fig. 1: Dorchester, NJ – unlisted manuscript marking December 26 [1850s].

On receipt I found the cover is indeed toned, but everything is quite legible (*Figure 1*). I searched various sources for information on Dorchester markings. I first checked the ASCC¹, but it is not listed as either a manuscript or a CDS. I then checked Don Chafetz's update to Coles,² and found that it is not listed there, either. Next came Coles.³ According to Coles, Dorchester was established August 20, 1827 and discontinued December 29, 1828, and was served by neighboring Leesburgh. It was re-established from Leesburg on December 31, 1850, reverting to Leesburg October 27, 1853 (*Figure 2*). Helbock⁴ lists it as being established from 1827-1853 with a rarity factor of 7.

Helbock's years of operation of the Dorchester post office from 1827 to 1853 would make a total of 26 years. However, in my experience, for a post office that has been operating that long, a rating of 7 is very unusual. The 7 rating is more in line with a post office in operation for 4 years. Coles' dates of operation from Aug 20, 1827 to Dec. 29, 1828 (for 1 year, 4 months), and from Dec 31, 1850 to Oct, 27, 1853 (2 years, 8 months), make a total of 4 years, perhaps explaining the Helbock rating.

(Leesburg continued to serve both Dorchester and Leesburg for many years, but in 1883, a new post office was established at Dorchester, and today both post offices are in operation.)

Dorchester and Leesburg are both located near Maurice River on the Delaware Bay, along the line of the Maurice River Branch of the Pennsylvania Railroad which connected those points with the Pennsylvania RR line to Sea Isle City and Cape May (see *Figure 2*).

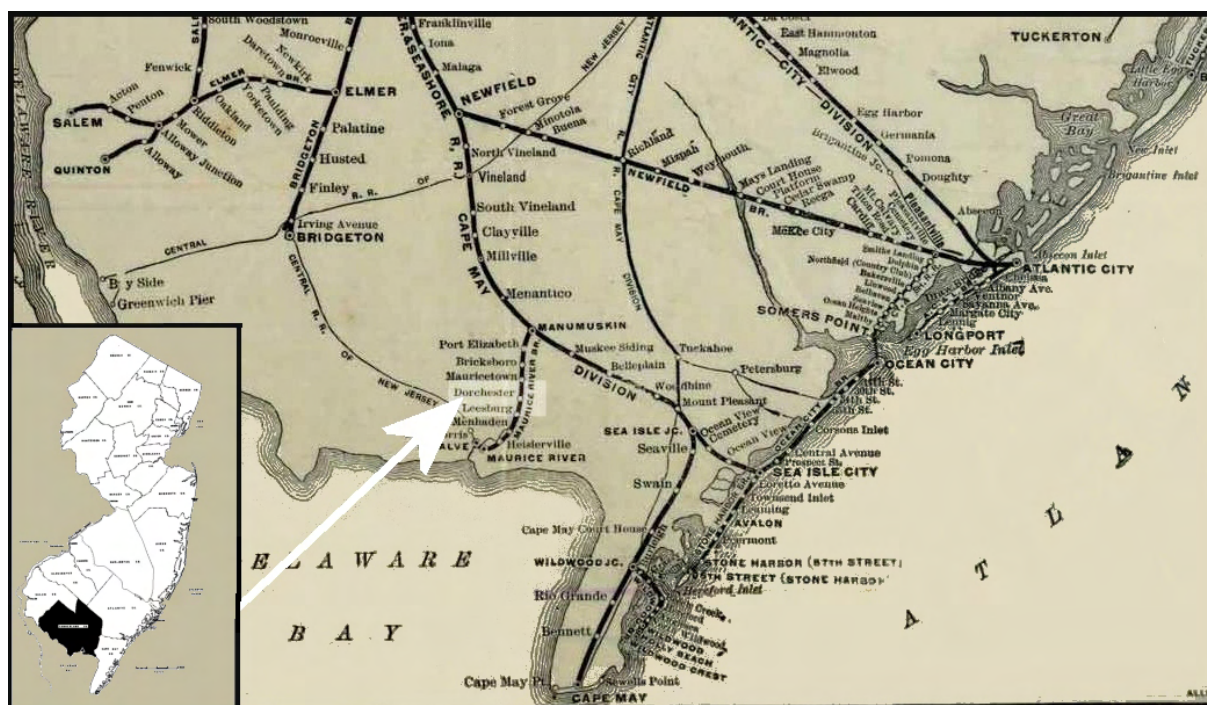


Fig. 2: Showing the location of both Dorchester and Leesburg along the Maurice River Branch RR.

The cover is postmarked Dec 26 with no year date. Without a year date, some sleuthing was necessary to discover the approximate usage date. This was helped by the fact that, while stampless, it is an envelope, not a folded letter, and since envelopes were not common until the 1850's, that argued for the later stampless period of the Dorchester post office. This was confirmed by researching the cover's recipient. The cover is addressed to C. C. Jewitt, Smithsonian Institution, Washington, D.C.; and according to *Who was Who Historical*,⁵ "Mr. Jewett was the Asst. Secretary of the Smithsonian Institution from 1848 to 1854." Since the Dorchester post office was re-established Dec 31, 1850, the Dec 26 year date would be either 1851 or 1852, as it ceased operation October 27, 1853.

I checked with Steve Roth to see if any Dorchester manuscript covers had been reported so far. He replied that they hadn't. Jean Walton checked the index of back issues of *NJPH* for mentions, and found none. Therefore, from the information that is available, I feel that this is the "Discovery Copy," and I feel very fortunate in having being able to obtain it. Any other members with further information please let me know! Contact me, Ken Hall, at 3524 Kilbarry Ct, Las Vegas, NV 89129-6968 or kenhall@oldletters.com.

ENDNOTES

- ¹ Phillips, David G., *American Stampless Cover Catalog*, Vol 1, Fifth Edition. 1997.
- ² Chafetz, Donald A. *The Postal Markings of New Jersey Stampless Covers: An Update*, NJPHS, 2003.
- ³ Coles, William C. Jr., *The Postal Markings of New Jersey Stampless Covers*, Quarterman Publications, Lawrence, MA 1987.
- ⁴ Helbock, Richard, *United States Post Offices Vol IV- The Northeast*, La Posta Publications, Scappose, Oregon, First Edition 2001.
- ⁵ *Who was Who in America, Historical Volume 1606-1896*, The A. N. Marquis Company, Chicago, Illinois, Revised Edition 1967.

ON THE AUCTION SCENE: UNRECORDED 5¢ 1847 TRENTON COVER

By Robert G. Rose

A previously unrecorded New Jersey cover with a 5¢ 1847 Issue (Scott 1) usage from Trenton, as illustrated in *Figure 1*, was recently sold by Robert A. Siegel Auction Galleries in its Sale No. 933, April 25-27, 2007, lot no. 165. The stamp with large margins on three sides except just touching design on right, is tied by a blue grid with a matching “Trenton N.J. Nov 19” postmark on an 1850 folded cover to Philadelphia. This cover is not listed in Brad Arch’s *New Jersey 1847 Issue Covers*,¹ as supplemented, nor in Thomas J. Alexander’s *The United States 1847 Issue: A Cover Census*.²

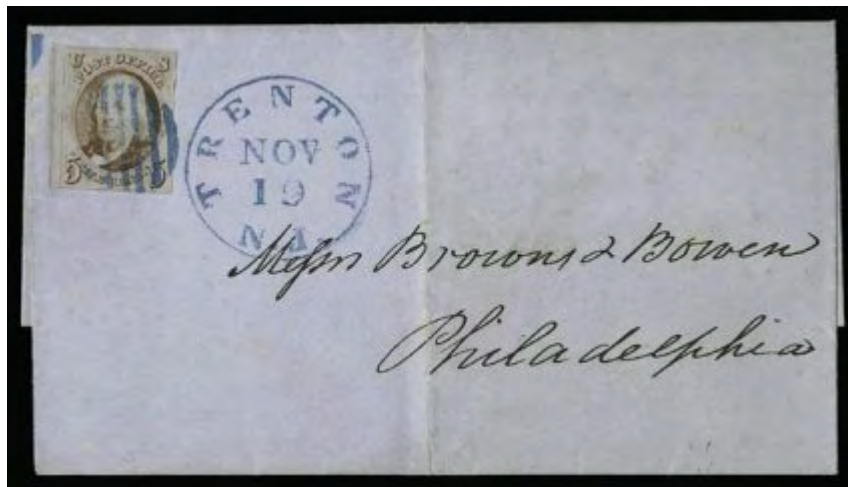


Fig. 1: Previously Unrecorded 5¢ 1847 Trenton Usage.

With the recording of this cover, there are now 19 First Issue Trenton usages, all of them with the 5¢ stamp.³ Curiously, though only Newark records more 5¢ 1847 usages in the State than Trenton, Post Office records do not reflect the distribution of 1847 stamps to Trenton, notwithstanding its status as the State capital.⁴ The Arch study illustrates a cover from the same correspondence with an April 4, 1850 usage.⁵

ENDNOTES:

¹ Arch, Brad ed., *New Jersey 1847 Issue Covers*, New Jersey Postal History Society, 1987, *Supplement No. 1*, January 1990; *Supplement No. 2*, January 1993; *Supplement No. 3*, January 1997.

² Alexander, Thomas J., *The United States 1847 Issue: A Cover Census*, The U.S. Philatelic Classics Society, Inc., Austin, Texas, 2001, pp. 327-28.

³ Ibid.

⁴ Arch, B., op. cit. p.3; Alexander, T., op. cit. p.327.

⁵ Arch, B., op. cit. p.40. This cover is also included in the T. Alexander census, op. cit., p.327.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 10B: More about the New Jersey Express Company

By Bruce H. Mosher

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This report continues the history of the New Jersey Express Company (started in business in 1854) whose early years of operation were discussed in the previous issue of the *NJPH*.¹

Pre-1880

A recently discovered, New Jersey Express Company, Domestic Bill of Lading [henceforth, "BOL"] is shown in *Figure 10-15*. This BOL documented the shipment of one box from an unknown express office to Clinton, N. J., in Hunterdon County on July 6, 1878. The 35-cent express fee for transporting the box was prepaid by Grom & Cay (or perhaps 'Grom & Company'), the consignors. There was no train (or express) stop in Clinton in 1878, so the box would have been put off at Annandale, N. J., and a notice probably mailed to A. L. Storms (the assumed addressee) to pick up his recently delivered box. Also, the New Jersey Express Company did not provide service on any railroad through Annandale at that time. But, the Central Railroad of New Jersey (CRR of NJ, or New Jersey Central) maintained a contemporary train and express station there and probably collected and received express merchandise on behalf of the New Jersey Express Co.

NEW JERSEY EXPRESS COMPANY,
EXPRESS FORWARDERS.

No. 1. [DOMESTIC BILL OF LADING.] 7/6 1878

RECEIVED of *Grom & Cay* Value *35¢ per box*

For which this Company charges

Marked A. L. Storms Clinton N.J.

Which 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 intrusted, or arising from the dangers of express, or from 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 New Jersey Express Company. And if the same is intrusted or delivered to any other Express Company or Agent (which said New Jersey 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 New Jersey Express Company shall not be, in any event, responsible for the negligence or non-performance of any such Company or person, and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained, shall extend to and inure to the benefit of each and every Company or person to whom the New Jersey Express Company may intrust or deliver the above-described property for transportation, and shall define and limit the liability thereof of such other Company or person. In no event shall the New Jersey Express Company be liable for any loss or damage, unless the claim therefor 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 detention caused by the acts of God, Civil or Military Authority, or by Rebellion, Piracy, Insurrection, or Riot, or the dangers incident to a time of war, or by any riotous or armed assemblage. If any sum of money, besides the charge for transportation, is to be collected from the consignee on delivery of the above-described property, and the same is not paid within thirty days from the date hereof, the shipper agrees that this Company may return said property to him at the expiration of that time, subject to the conditions of this receipt, and that he will pay the charges for transportation both ways, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.

For the Company, C.M.A.

Freight, *35¢* Berlin & Jones Envelope Co., N. Y.

Fig. 10-15: 1878 Domestic Bill of Lading (a.k.a. shipping consignment receipt).

The first sentence of the printed conditions (i.e., the small print) on this BOL is most enlightening for understanding the potential routing that may have been incurred during the delivery of this box. The following is stated about merchandise consigned to the New Jersey Express Company:

[Consignment] 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 now seems obvious that the most probable ‘other parties’ in 1878 would have been the Adams and/or Central Expresses because of their close business association with the New Jersey Express Co. This arrangement would also have kept the collected express-fee monies within the Adams Express ‘family’ of businesses.

The box was consigned to the New Jersey Express Company on July 6, 1878 at an unknown location and then sent to Trenton (the manuscript note over the small print at upper left reads “Sent to Trenton”) to begin its express journey. It could then have been transported to Clinton (via the Annandale drop off) by either of the following train routings which capitalized on the cozy business relationships of these express companies.

1. Northeastward by the New Jersey Express on the Camden & Amboy Branch of the Pennsylvania RR to Elizabeth, transferring there to the Central Express on the CRR of NJ’s Main Line for westward carriage to Annandale.
2. Transferred to the Adams Express in Trenton² then north to Trenton Junction (on the Trenton Branch of the New York & Philadelphia New Line). Turned over to the Central Express at Trenton Junction and carried via the New York & Philadelphia New Line (a.k.a. the Delaware & Bound Brook RR) to Bound Brook and then westward to Annandale on the CRR of NJ’s Main Line.

Incidentally, for all candidate transportation routings, the box shipment is believed to have eventually been transferred to the Central Express for the final delivery leg to Annandale.

The railroad map shown in *Figure 10-16* should help to understand the postulated 1878 routing for the box cited on the BOL. Although this 1878 map highlights the Central of NJ RR lines, sufficient railroad paths are illustrated to visualize the aforementioned New Jersey Express, Adams Express and Central Express courses of travel.

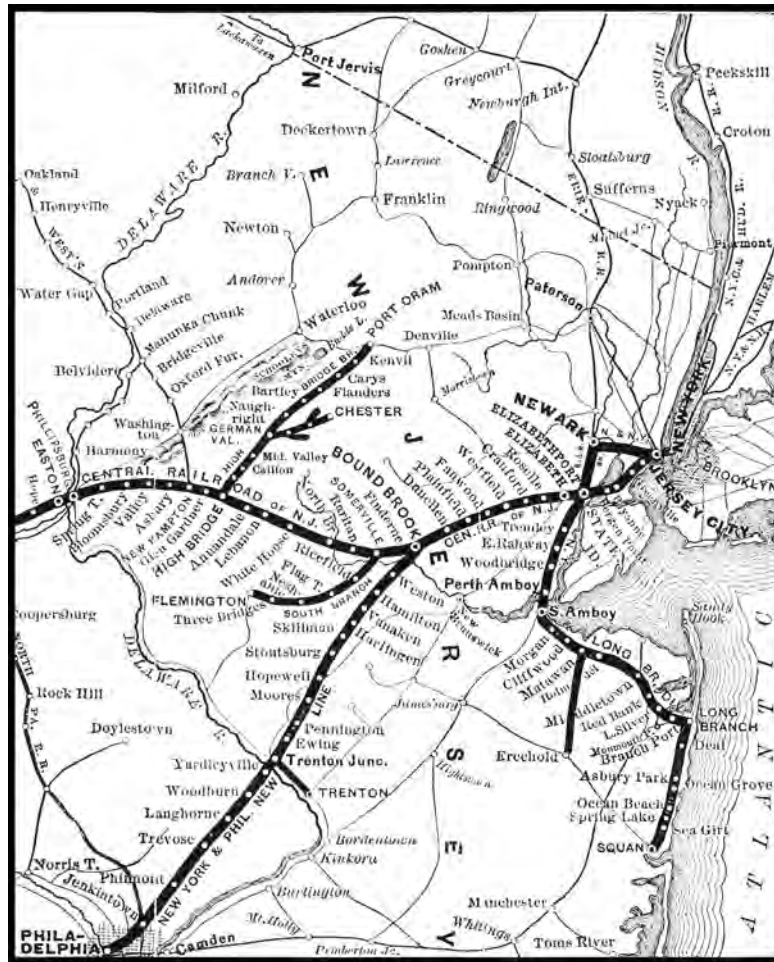


Fig. 10-16: The 1878 central New Jersey railroad lines.³

The Final Years (1880–89)

In Stimson's 1880 express history, he documented this employee information concerning the New Jersey Express Company:⁴

J. H. Ackerman, the able assistant superintendent of the New Jersey Express, is "aided and abetted" by W. H. Glenn, route agent, and S. Lindsley, cashier, in the Newark office. George Eager is the efficient freight clerk in the New York office.

Review of the 1881 Trenton City Directory reveals the following agency information:

- William H. Glenn, route agent, N. J. Express Co., home address - 144 Academy Street.
- New Jersey Express Co., (George W. Pratt; agent), 105 N. Warren Street. (Home address - 214 N. Greene Street).

There were no Central Express agents listed in the 1881 Trenton directory, so apparently that company did not directly service Trenton at that time.

The most recently dated New Jersey Express Bill of Lading form that is presently known is shown in *Figure 10-17*. Issued on March 8, 1883 in Newark, this BOL documents the prepaid consignment of one case of merchandise valued at \$5.00. The Bolles Brothers were the shippers and the case was prepaid to be delivered to Thomas J. Ingraham in La Porte, Pennsylvania. La Porte was on the State Line & Sullivan Railroad, which road is known to have hosted the Central Express in 1883. The transported case was probably transferred from the 'New Jersey' to the 'Central' at some mutual agency location, perhaps in Philadelphia or Phillipsburg, N.J. This Domestic BOL carries the form identification of "No. 1" on it, the same as on the previously illustrated 1865 and 1878 (*Figure 10-15*) BOL forms.

NEW JERSEY EXPRESS COMPANY,
EXPRESS FORWARDERS.

No. 1. [DOMESTIC BILL OF LADING.] Newark, N. J., March 8 1883

RECEIVED of *Bolles Bros*
One Case Mdse Value *\$5.00*

For which this Company charges
Marked Thos J. Ingraham La. Porte Pa
Via Dushore Sullivan Co - charges paid in advance

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 intrusted, or arising from the dangers of Railroads, Ocean or River Navigation, Steam, Fire in Stores, Depots, or in Transit, Leakage, Breakage, or from any cause whatever, unless, in every case, the same be proved to have occurred from the fraud or gross negligence of said Express Company or their servants; nor, in any event, 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 New Jersey Express Company. And if the same is intrusted or delivered to any other Express Company or Agent (which said New Jersey 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 New Jersey Express Company shall not be, in any event, responsible for the negligence or non-performance of any such Company or person, and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained, shall extend to and inure to the benefit of each and every Company or person to whom the New Jersey Express Company may intrust or deliver the above-described property for transportation, and shall define and limit the liability thereof of such other Company or person. In no event shall the New Jersey Express Company be liable for any loss or damage, unless the claim therefor 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 detention caused by the acts of God, Civil or Military Authority, or by Rebellion, Piracy, Insurrection, or Riot, or the dangers incident to a time of war, or by any riotous or armed assemblage. If any sum of money, besides the charges for transportation, is to be collected from the consignee on delivery of the above-described property, and the same is not paid within thirty days from the date hereof, the shipper agrees that this Company may return said property to him at the expiration of that time, subject to the conditions of this receipt, and that he will pay the charges for transportation both ways, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.

Freight *Paid* For the Company, *[Signature]*
Berlin & Jones Envelope Co., N. Y.

Fig. 10-17: 1883 Domestic Bill of Lading.

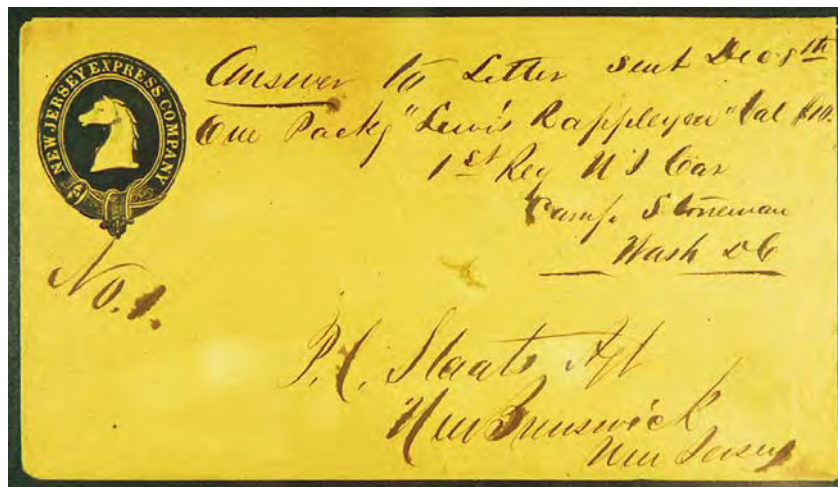
An interesting consignment incident involving the New Jersey Express Company was reported in the November 19, 1883 edition of *The Trenton Times*. It seems that clothier John Goldstein, who operated a store at 120 South Greene Street, hastily (and without prior announcement to his customers or creditors) closed his business on the eve of November 18th and then removed his entire stock from those premises early the next morning. This sudden turn of events left his local creditors in a quandary, so they enlisted the investigative aid of Constable Packer of Trenton. The Constable immediately checked the different express stations in town and struck pay dirt when he located seven cases of goods at the New Jersey Express office on North Warren Street. These cases were being shipped to New York City by an acquaintance of Mr. Goldstein. Additional goods from Goldstein's store were also located at the Bound Brook, N. J., station where they were ready to be shipped out.

The New Jersey Express Company reportedly had been notified the evening of November 18th to call for a number of cases at 120 South Greene Street in the morning. All the cases would probably have been sent to the express depot and forwarded to New York, had it not been for the fact that the boxes were not in good shape and the express company was holding them until they could be better prepared for shipment. Upon discovery by the Constable, the cases and their contents were impounded. The market value of the confiscated merchandise was estimated at several hundred dollars, apparently sufficient to pay all indebtedness that Goldstein had incurred up to that time. In that particular situation, Mr. Goldstein's haste and the express company's strict packaging rules certainly helped to thwart his unmistakable plans to flee Trenton and escape his debts. The details of Goldstein's subsequent arrest and arraignment are not known.

Other New Jersey Express Covers

The cover shown in *Figure 10-18*⁵ is suspected to have been used during the Civil War era. Since no postage is affixed, perhaps it was an internal express letter as implied by the upper inscription:

Answer to Letter sent Dec 8th
One Packg "Lewis Rappleyou" Val \$10.
1st Reg N J Cav
Camp Stoneman
Wash DC



NJX-C5 Corner card

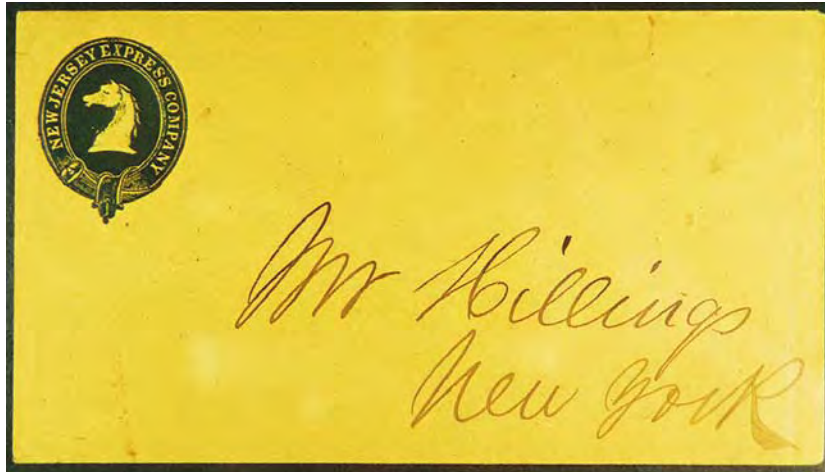
Courtesy NJPHS

Fig. 10-18: Civil War era express letter.

This cover was addressed to P. C. Staats, the New Jersey Express Agent at New Brunswick. The corner card exhibits a somewhat different New Jersey Express 'horsehead' image that included a belt and buckle design at the bottom. The embossed corner card image is dark blue (or maybe black) and measures 27 x 34 mm. The reason for the "No. 1" entry under the corner card is not presently understood.

Another cover of this type was illustrated in the 1945 *Pat Paragraphs* column.⁶ The envelope corner card is the same as shown above and it is addressed to Mr. P. C. Staats, Agent of The New Jersey Express Co., New Brunswick. There do not appear to be any other markings on this cover and it is not franked with any U. S. postage. It was probably transported in the company's own interoffice express mail during the mid-1860s.

The cover in *Figure 10-19* also exhibits the same corner card design and is addressed to Mr. Hillings in New York. This letter was probably transported as internal express mail as Hillings was the New Jersey Express Agent in their New York City office at the time. No other clues exist on this letter that would provide specific dating information, but usage in the 1860s is again strongly suspected.



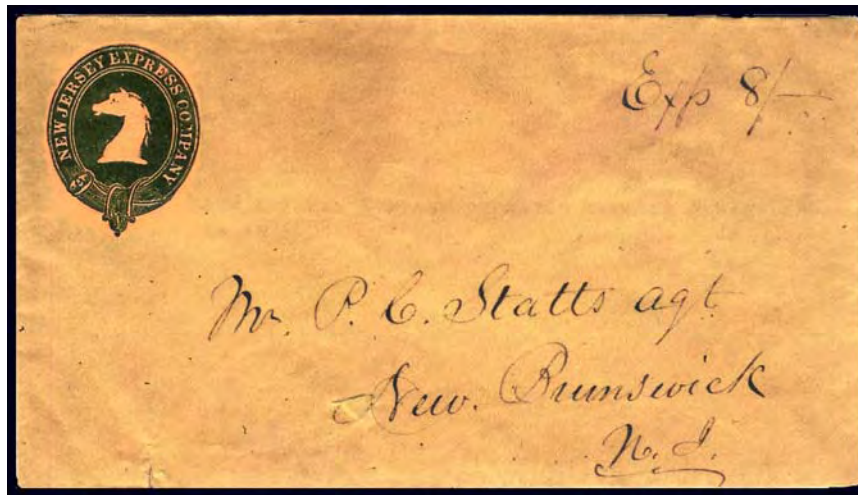
NJX-C5 Corner card

Courtesy NJPHS

Fig. 10-19: Undated cover that may have been used as internal express mail.

The New Jersey Express cover shown in *Figure 10-20* on the next page, is addressed to P. C. Staats (his correct name is believed to have been 'Staats'), the New Brunswick agent for the company, circa 1866. The upper right corner bears the inscription "Exp 8/-" in the same hand as the address. This notation (if contemporarily entered) means that eight bits (equivalent to one dollar) was charged for the express company to transport this letter. Based on other express company's rates during the 1860s time frame, eight bits was a very high fee for delivering an envelope with no apparent special content (i.e., no money, no bonds, no valuable papers, etc.). Two bits (25¢) was the more commonly seen charge for express delivery of a one ounce letter. Since the original enclosures no longer exist, we are at a loss to explain the rationale for the apparent high express-fee.

However, the "Exp 8/-" inscription on this cover is recognized as an important express marking because its presence indicates that the horsehead corner card carried no franking power against any express delivery fees. This is the only New Jersey Express cover seen so far that exhibited an express fee notation on a corner carded envelope that did not bear a postage stamp. An apparent express charge for transporting an envelope between employees working for the same company is also unusual as other known covers that were used for a similar purpose were usually moved free by the imprinted express company as internal express mailings.



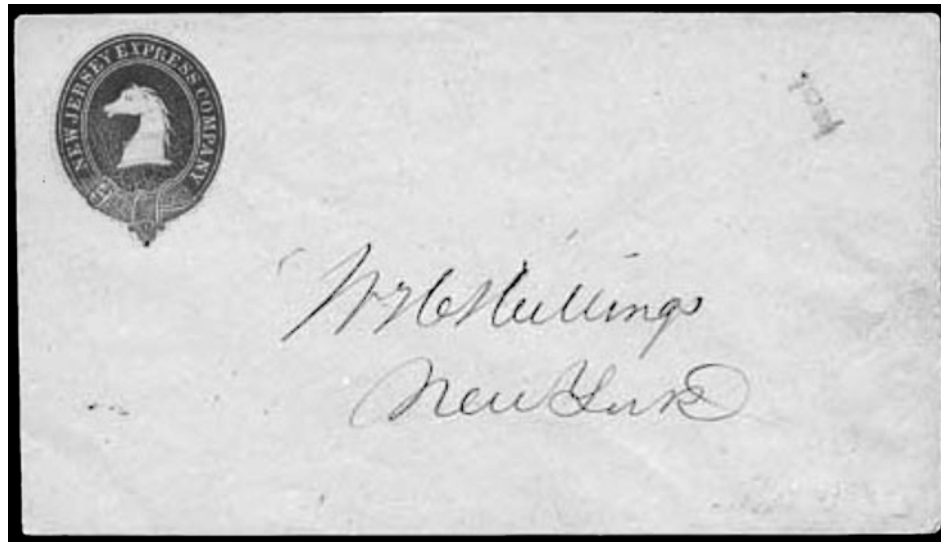
NJX-C5 Corner card

Courtesy Nathan Zankel

Fig. 10-20: Circa mid-1860s express cover.

Another ‘horsehead’ cover (see *Figure 10-21* on the following page) was found among George Sloane’s philatelic reference notes (ca. 1950s). This cover may also have seen duty for internal express business since it is addressed to “Mr. C. Hullings” (perhaps it should have been “Hillings” as spelled on other illustrated covers?) in New York. It is a curious cover since it exhibits the stamped imprint of a “1” at upper right that has caused historical speculation to explain its presence. Possibly this marking indicates that 1-cent U. S. postage had been paid, or that a 1-bit (i.e., 12.5 cents) express fee had been charged. The first reason does not seem plausible since there are no other postal markings on this cover. The later is also highly improbable based on many other express cover observations where the express fee notations were usually handwritten by the receiving express agent. The fee number was also usually followed by a slash mark plus a dash to indicate bits (e.g., “1/-” or “Ex 1/”). Of course, the observed marking could also have been spuriously applied by any of its handlers over a span of about 80–100 years. Without the presence of additional consequential information, the reason for the ‘one’ stamping remains a mystery. Incidentally, this cover had previously changed hands in at least two different auctions:

- Lot 724 in William. A. Fox’s, 24-25 January 1990 Auction.
- Lot 1872 in Siegel Sale 825, 27-29 June 2000.

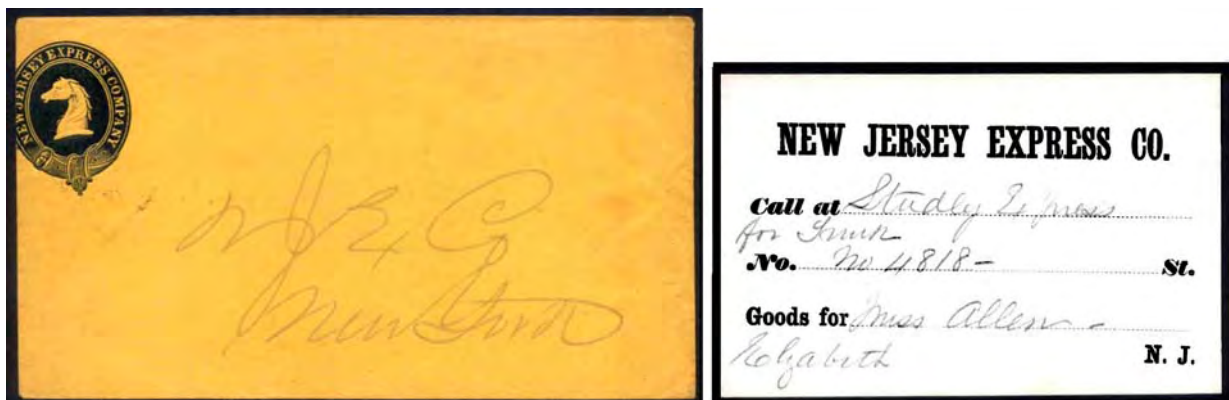


NJX-C5 Corner Card

From G. Sloane's Notes

Fig. 10-21: Undated express cover illustrated in Sloane's Notes.

The internal express usage of the New Jersey Express cover illustrated in *Figure 10-22* (it is addressed to "N. J. Ex Co, New York") is very well 'confirmed' by its original contents. This internal usage is corroborated by the preserved enclosure shown at right, a notification message from the Studly Express of New York City. Studly's (better known as "Studley's") Baggage Express began in 1852 before the New Jersey Express was organized and operated from several railroad depots in New York City and northeastern New Jersey. The message card appears to request that the New Jersey Express pick up from Studley's Express (at a train depot in New York City?), a trunk bearing claim-check number 4818 for Miss Allen of Elizabeth, N. J. The express company was presumed to then deliver the trunk to Elizabeth and Miss Allen paid for this express service. There are no dating clues that would reveal the time frame associated with the illustrated cover and notice. The New Jersey Express probably provided these preprinted envelopes and notice forms to Studley, and possibly other baggage expresses in New York, in order to facilitate and encourage baggage delivery consignments to their company.



NJX-C5 Corner Card

Courtesy Bill Sammis

Fig. 10-22: Undated cover and enclosed pickup notice.

Elliott Perry reported that a white paper version of the above envelope (presumed unused) exists in the James S. du Pont collection, but the corner card image is printed in pale red.⁷ This is the only known New Jersey Express Company cover with these characteristics. A similar form of the belt-buckled horsehead corner-card has also been seen (see *Figure 10-23*), but this embossed version is a forgery and only exists as a cut square. The significant differences that distinguish this fraudulent label are the horizontal rope-like piece under the horse's image, the abundant presence of hair on the horse's chest, and the closed horse's mouth. This bogus label was created by an unknown forger and was probably destined for sale to collectors. The forged image measures 27 x 35.5 mm and is printed in dark blue, almost black, on amber paper.



Fig. 10-23: Forged corner card-like image.

Office Labels

Several express office-labels from the 19th century are known that were issued by the New Jersey Express Company for use by their agents to paste onto consigned parcels. The first type is shown in *Figure 10-24* and we note that the cities of Perth Amboy and Elizabeth both hosted stations on the New Jersey Railroad, then subsequently on branches of the Pennsylvania Railroad after 1871. Each label's outer rectangle measures about 81 x 56.5 mm and both are printed black on green paper (the right image shown is shown in black and white). There is presently no information available that identifies the issue dates or usage period of these labels.



NJX-L5 label

Ex-Newton



NJX-L5 label

Courtesy Carriers & Locals Society⁸

Fig. 10-24: Early express office labels used in northern New Jersey.

The next type is the forwarding label pictured in *Figure 10-25*. This imperforate label is printed black on green paper, but its dimensions are unknown at this time. Newark was one of the earliest New Jersey Express stops via the New Jersey Railroad. No vintage information has been uncovered about this label.



Courtesy Carriers & Locals Society⁹

Fig. 10-25: Early Newark office label.

Two similar express labels are shown in *Figure 10-26*. The left label was printed for use at the railroad pier in Lower Manhattan, New York, where a New Jersey express office probably coexisted. The New Jersey Southern Railroad originated in September 1869 (it was formed by the merger of the Raritan & Delaware Bay RR and the Long Branch & Seashore RR) and operated until March 1879 when it became part of the Central RR of NJ. Whether the New Jersey Southern Rail Road Pier retained that identity beyond 1879 is not known. Most likely this label was issued sometime during the 1870s. Crump's Label Press of New York was the printer, its business name appears just above the letters "PANY".

The town of "Old Bridge" (in Middlesex County) is printed on the other label and this town was a station on the Camden & Amboy Railroad. Historically, the forty-two square miles that now comprise the Township of Old Bridge were separated from South Amboy on March 2, 1869 and the town lies about 7.5 miles southeast of South Amboy. The New Jersey Express was found to be present at the Old Bridge train station in 1870,¹⁰ so this label could have been printed as early as that or possibly the year before. Crump's Label Press of New York was again the printer for this label. Both of these New Jersey Express labels exhibit black printing on green paper and measure 73 x 38.5 mm across their design/inscription extremes.



NJX-L10 label Ex-Hahn, Courtesy Carriers & Locals Society



NJX-L10 label

Courtesy Bill Sammis

Fig. 10-26: Green circa 1870s office labels.

The next two labels are of a simpler design and are shown in *Figure 10-27*. Seabright is located along the Atlantic coast in northern Monmouth County. The formal history of Sea Bright (this appears to be the correct spelling) started in 1869. It was on the New Jersey Southern RR in the 1870s. This, and the next, label are printed in black on green paper and measure 66 x 31 mm. Woodbridge is in Middlesex County and was on the Camden & Amboy Railroad. These labels were probably issued and used in the 1870s.



NJX-L15 label

Ex-Newton



NJX-L15 label

Ex-Newton

Fig. 10-27: Green New Jersey Express office labels.

Other Express Labels

The central image of two other New Jersey Express labels is significantly related to the Great Seal of the State of New Jersey (see left images in *Figure 10-28*;¹¹ showing both the earlier and the modified version that was adopted by the State in 1928). New Jersey's state seal was originally designed by Pierre Eugene du Simitiere and presented in May, 1777 to the Legislature, which was then meeting in the Indian King Tavern in Haddonfield. The Roman Goddess Liberty appears at the left and is holding a long staff in her right hand with a "Liberty Cap" atop it. In the center of the Great Seal, a horse's head faces left and is positioned over a sovereign's helmet atop a large shield containing sketches of three plow shares. The Goddess Ceres is standing at the right in the Seal and carries an upright cornucopia. The original seal shows the date 1776 in Roman numerals, in the modified version, a ribbon at the bottom includes the motto, "Liberty and Prosperity."

On the express labels, Liberty seems to be sitting and the 'cap' is not as large or prominent; also Liberty's clothes are much simpler in style. The label version contains a stylized horse's head facing right, the helmet is not present, and the shield exhibits three less-distinct plow shares. The Ceres figure on the labels is sitting down and her overflowing cornucopia is hanging down. The Ceres figure on the label is holding several sheaves of wheat, a characteristic not found in the N.J. Seal design. The label's bottom ribbon appears shorter and includes neither date nor motto.



Pre-1928 NJ Seal



Post 1928 Great Seal of NJ



NJX-L31 label



NJX-L30 label

Courtesy L. Lyons

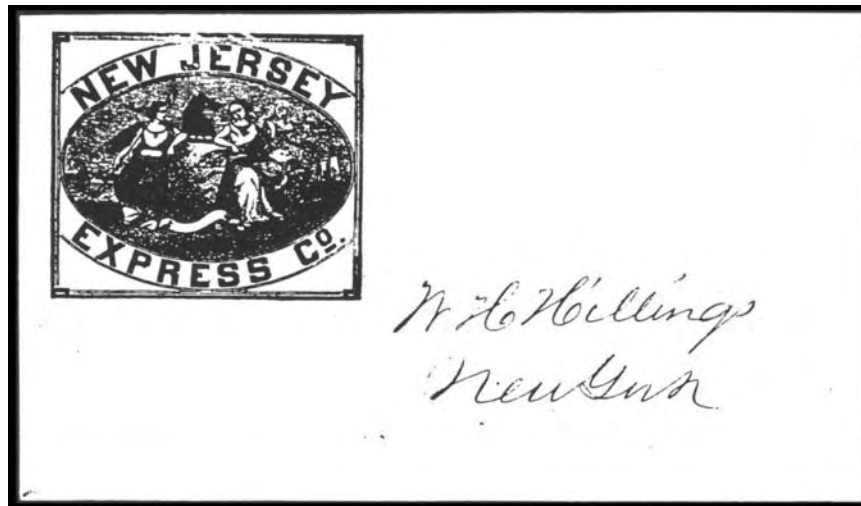
Fig. 10-28: Express labels based on the state seal design. (Enlargements of labels below.)

The individual central designs in the two illustrated labels differ in several details that are readily discernible in the *Figure 10-29* enlargements. In fact, when magnified to this extent, so many design differences are identifiable that they definitely look like two different label-creations, albeit perhaps partly traced from the other. Perhaps the most noticeable difference to the naked eye is the presence of a white area in the middle of the right label's cornucopia. The originator's names and who copied from whom is not decisively known at this time. Both labels measure 49 x 42.5 mm and are printed in black on gold, brown or yellow paper.



Fig. 10-29: Details of the State Seal related, label vignettes.

The right label image in *Figure 10-28* is also known imprinted as a black corner card on a buff color envelope (see *Figure 10-30*).¹² The addressee is Mr. C. Hillings, the New York agent for the New Jersey Express. Based on this information, we again postulate that the cover was probably from the mid-1860s and the usage was internal express mail.



NJX-L30 design as a corner card

Courtesy Carriers & Locals Society

Fig. 10-30: Circa 1860s internal express mail cover.

Additional forgeries of the New Jersey Express, horsehead corner cards have been identified and analyzed in the literature¹³ and most of these bogus products have materialized as cut squares that are sometimes referred to as labels. An authentic New Jersey Express corner card image is shown at the left in *Figure 10-31*, it is cropped from the cover appearing in *Figure 10- 5*.¹⁴ One fairly good forgery was created by George Hussey and is pictured in the center of *Figure 10-31*. Close comparison to the real corner card image is required to positively identify this fraudulent item. This bogus corner card is known embossed at upper left on entire amber envelopes and also as smaller cut squares. Another bogus type that is more readily identified is shown at the extreme right in *Figure 10-31* and is attributable to the infamous forger, S. Allan Taylor. The major telltale characteristics are the period appearing after “C^o” at lower right and the dashed oval line that appears inside the outer solid-oval line. Such a dot and the dashed oval line do not exist in any of the genuine corner-card impressions of this style.



Fig. 10-31: Authentic corner card (left) and two bogus labels (right).

Demise of the Company

The precise date for the cessation of business by the New Jersey Express Company has not been uncovered. However, the last known references to this company reveal this information:

- 1887: The New Jersey and Adams Expresses operated over the Pennsylvania Railroad in Pennsylvania.¹⁵
- 1888: A New Jersey Express office is listed at 622 Chestnut Street in Philadelphia.¹⁶

The New Jersey Express Company does not appear to have lasted beyond the late 1880s. Until more definitive data becomes available, we will assume that this company ended operations sometime in 1888. It is speculated that upon its termination, the Adams Express Company assumed all the express routes of the defunct company.

Acknowledgements

We are indebted to Richard Frajola, Joe Geraci, Larry Lyons, the New Jersey Postal History Society, Bill Sammis, Siegel Auctions, and Nathan Zankel for the use of their New Jersey Express material in this report.

*(This report will be continued in the next **NJPH** issue)*

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

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

ENDNOTES:

-
- ¹ Mosher, Bruce, *New Jersey Private Express Companies: Part 10A: The New Jersey Express Company, Part 10A*, Vol 35, No. 1, Whole No. 165, February 2007, pp10-23.
 - ² The Adams Express probably maintained an office in conjunction with or near the New Jersey Express Office in Trenton.
 - ³ Anderson, Elaine, "Map in Connection with Time Table of the Central Railroad of New Jersey Dated July 17, 1878," *The Central Railroad of New Jersey's First 100 Years, 1849-1949*, published by Center for Canal History and Technology, Easton, Pa., 1984, p. 71.
 - ⁴ Stimson, A. L., "Part I, Chapter V," *History of the Express Business, etc.*, Baker & Godwin, New York, 1881, p.131.
 - ⁵ This cover was previously illustrated in the January 1983 issue of the *NJPH* on page 12.
 - ⁶ Turner, George T. and Stanton, Thomas E., "New Jersey Express Co," *Pat Paragraphs by Elliott Perry*, Bureau Issues Association, Inc., 1981, p. 440.
 - ⁷ Ibid.
 - ⁸ Lyons, L. and Bowman, J. D., "New Jersey Express Company," *The Penny Post*, Official Journal of The Carriers and Locals Society, July 2002, p. 51.
 - ⁹ Ibid.
 - ¹⁰ Campbell, R. A., "New Jersey,," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, p. 80.
 - ¹¹ From <http://www.njleg.state.nj.us/kids/seal.asp> . April 25, 2007.
 - ¹² Lyons, L. and Bowman, J. D., op cit., p. 50.
 - ¹³ Ibid, pp 48-49.
 - ¹⁴ Illustrated in Part 10A.
 - ¹⁵ *Rand, McNally & Co.'s Improved Indexed Business Atlas and Shippers' Guide*, Printed and Published by Rand, McNally & Co., Chicago, U. S. A., 1887. p. 12.
 - ¹⁶ Gopsill's Business Directory of Philadelphia, 1888, p. 222.

PHILATELIC SHORTS

By Paul Jackson

CHANGING FACES: When Post Offices Change Their Names

Ringwood & Ringwood Manor (Passaic County)

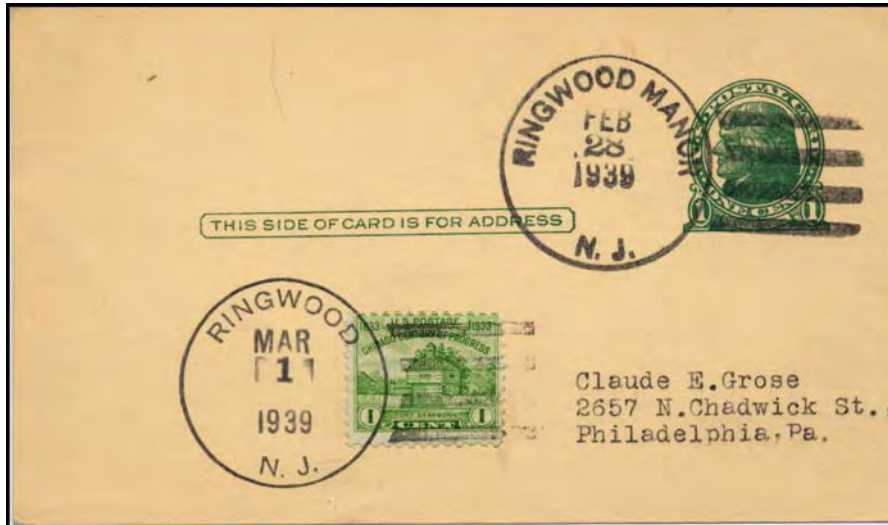


Fig. 1: Ringwood Manor changes back to Ringwood, a name it originally held from 1875 to 1906.

These post cards mark a change of name within the same post office. I have only a few examples such as RINGWOOD MANOR, which ended on Feb. 28th 1939 and changed to RINGWOOD on March 1st 1939 (see *Figure 1*). I know such changes have happened elsewhere...in my own area, Pluckamen and Pluckemen have gone back and forth, but that was a way back when.

Campgaw & Franklin Lakes (Bergen County)

Another example from Bergen County is illustrated below, in *Figure 2*, shows a change from Campgaw on October 31, 1951 to Franklin Lakes on November 1, 1951:

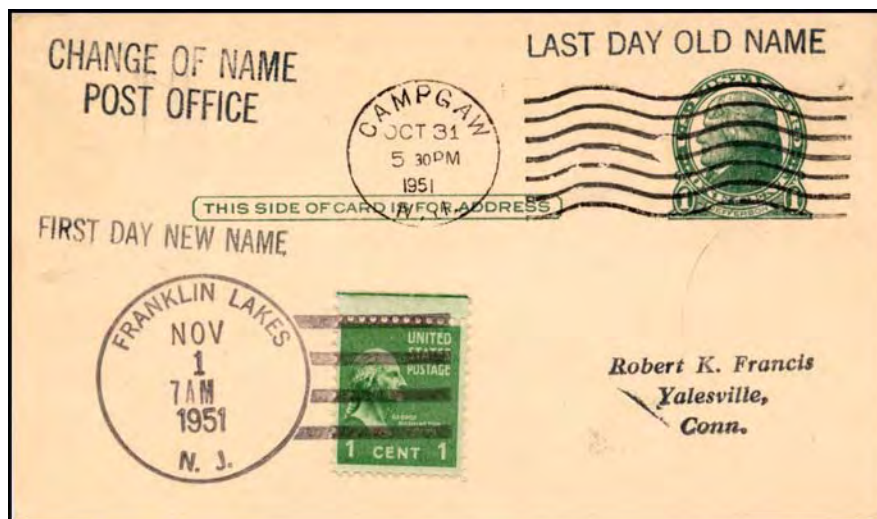


Fig. 2: Last day of Campgaw October 31, 1951, and first day Franklin Lakes, November 1, 1951.

WHATEVER BECAME OF?: Our Debt to Old Stamp Societies

MONMOUTH COUNTY PHILATELIC SOCIETY: Lake Como, Lincroft, & East Keansburg

The New Jersey Postal History Society owes a great debt to the many ~ and there were many ~ stamp clubs formed throughout the state. Few of the names of these earlier collectors are known to us except from notices of club meetings.

The example below (see Figure 3) is postmarked LAKE COMO (Monmouth County 1887-1956) August 3, 1936, and is a notice for the Monmouth County Philatelic Society; Red Bank, NJ meeting to be held Aug 14 1936 at 8:00 PM. The activity advertised was a Barter and Trade Auction.



Fig. 3: Lake Como Aug 3 1936 notice of a Monmouth County PS meeting.

A second item from LINCROFT, is dated November 25, 1936 and sent by the secretary Robert A. Williams, who made a great effort to provide members with different postmarks with each mailing. This time the activity was an exhibit by Leslie R. Stewart.

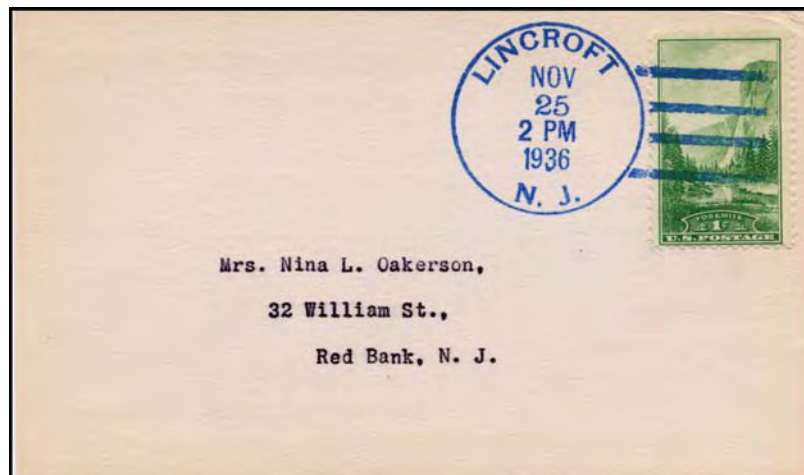


Fig. 4: Another Monmouth County meeting notice, from Lincroft.

Both of these cards proclaim membership in the NFSC (National Federation of Stamp Clubs?). The logo for the NFSC (not illustrated) looks a lot like a 4H logo. Did the "National" provide secretaries like Bob Williams with suggestions and materials to attract and keep members? How many more such clubs were there in New Jersey? A card mailed from EAST KEANSBURG (another Monmouth postmark) Feb. 14, 1945 by Secretary Milton P. Sherman shows at least a decade span for the Monmouth County Philatelic Society.

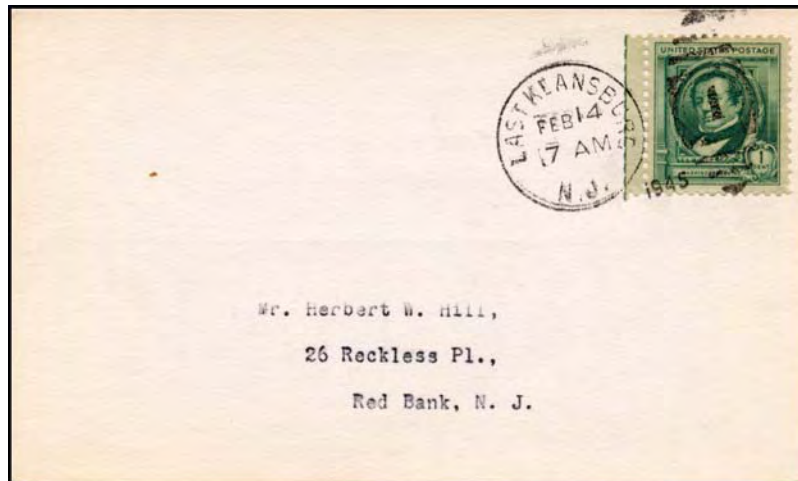


Fig. 5: Monmouth County Philatelic Society notice from 1945.

LAKEWOOD STAMP SOCIETY (Ocean County)

The Lakewood Stamp Society was different from a "Philatelic Society" of the NFSC. Here is a notice of the semimonthly meetings on the first and third Mondays of the month, back when there was leisure time. The Secretary, A.W. Stevens, must have been the driving force behind much of the club's activity. The meeting, being held at the YWCA, indicates the participation of various service organizations in sponsoring or at least providing meeting places for these philatelic societies.



Fig. 6: Lakewood Stamp Society notice from March 1, 1938.

Were these clubs absorbed by the APS? How long did they meet? Are there any remaining records of the members? Can we find the names of at least some of the folks we need to thank for what we have today? It would be nice to preserve the postal history of these clubs and secretaries, and the memory of those who made the path upon which we step today.

THE LAST WORD: A Few Interesting Last Days

IONA (Gloucester County)

This is a town with a confusing beginning and a confusing end. Kay and Smith¹ indicate its establishment as October 9, 1883; a cover in my collection indicates a different date: March 26th, 1910 (see *Figure 8* – a cover showing “birth” and “death” dates of the Iona post office).

The earliest postmark I have is July 23, 1915 on a post card of St. James Episcopal Church of Atlantic City. Iona was located on Route #47 below Franklin, just above Vineland but in Gloucester County. It is a pivotal point for the Shore tourist, who can continue east to Atlantic City, or turn southeast to Cape May.

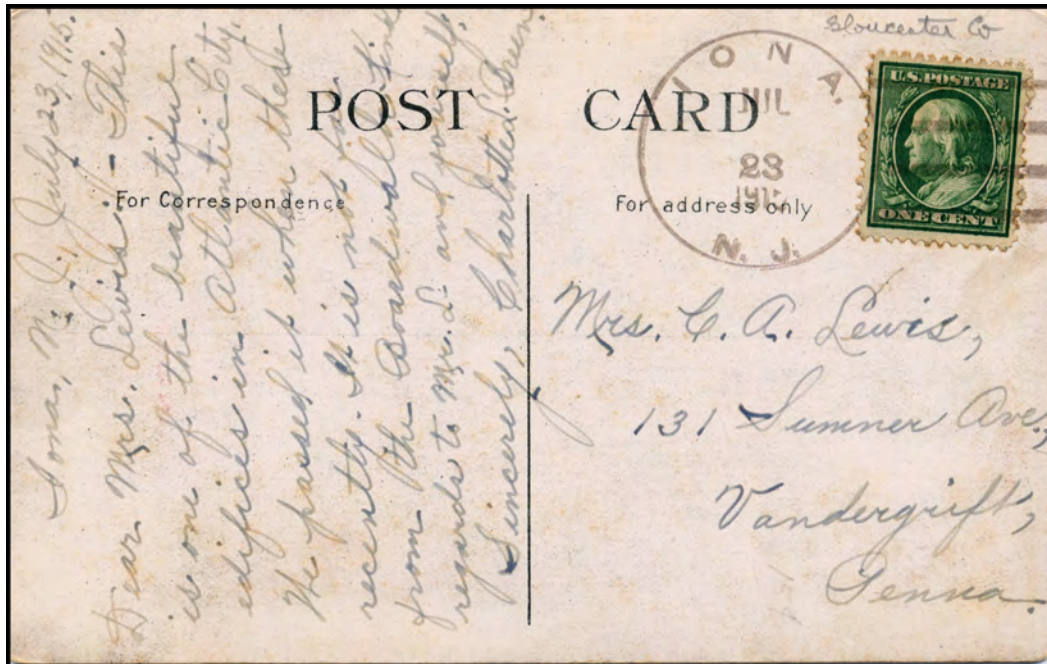


Fig. 7: Iona, NJ postmark dated Jul 23, 1915. Iona is now a DPO.

Two items shown below present a conundrum. The first is a very curious closing day cover signed by Acting Postmaster James Parone, indicating a closing date of April 9th, 1965 ~ a fine, firm strike. Note that the “birth” date is listed as March 26, 1910, and the “death” date as August 9, 1965. Neither opening nor closing date coincides with Kay and Smith. So is this just an error by the Acting Postmaster? Or was it prepared for a closing that was rescinded before it actually happened? Or is Kay and Smith wrong? Or is it just an out-and-out fraudulent cover?

A year and a half later, however, we find a post card dated December 2nd, 1966 labeled “LAST DAY POSTMARK.” This date *does* agree with Kay & Smith. So did it have two official last days, April 9th, 1965 and December 2nd, 1966? When it did close, the postal functions were then provided for by Franklinville, later Franklin.

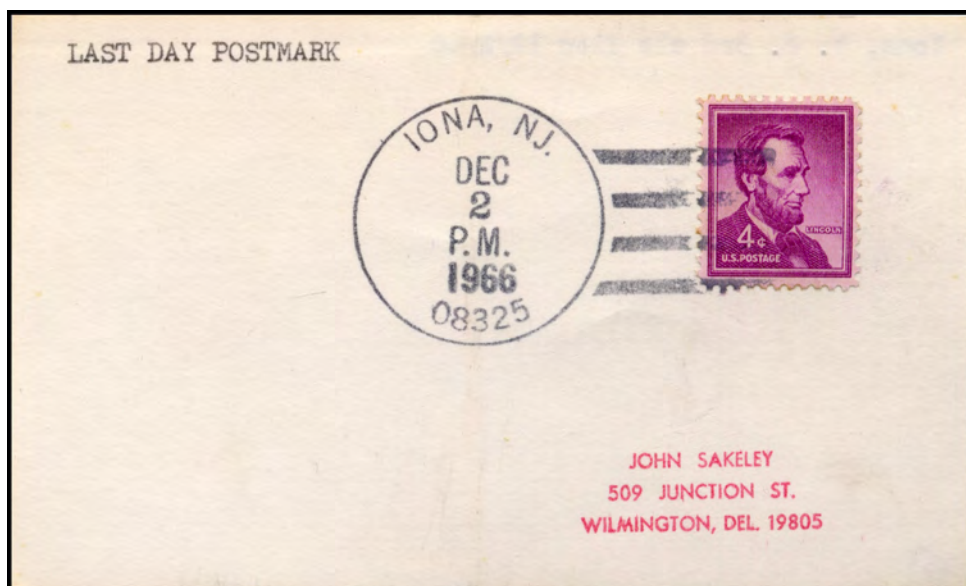
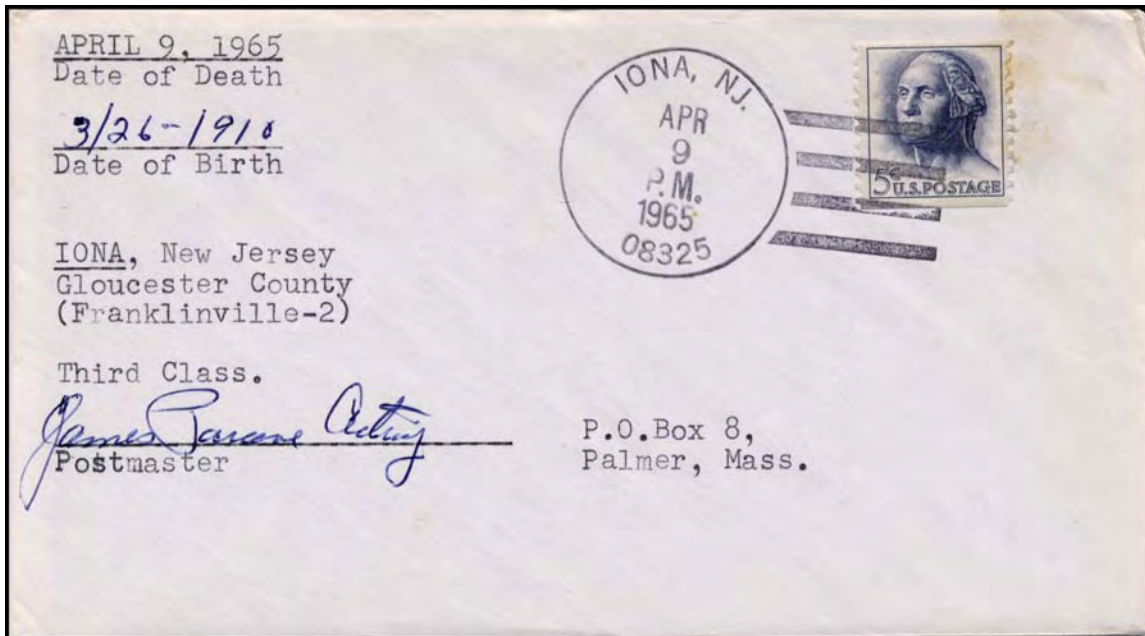


Fig. 8: Seeing double – two different last day dates for Iona, NJ, April. 9, 1965 and December 2, 1966.

This kind of mystery is what makes collecting New Jersey postal history fun. Can anyone help shed some light on what happened? The Post Office has no record of Iona as an operating office, and it closed before computers were implemented. It apparently did receive a zip code (zip codes were introduced in 1963), but that code is no longer in the Post Office database.

LOWER BANK (Burlington County) Last Day:

This is a small village about 15 miles north (NNW) of Atlantic City, the oldest in Randolph township (changed to Washington township).² Settlers from Swedesboro came here in 1645, principally Eric Mullica (yes, Mullica Hill was established as a post office September 7, 1802 and was probably named in his honor, but that is on the other side of the state in Gloucester County, 10-15 miles in from the Delaware River). The Mullica River serves as the boundary between Atlantic and Burlington Counties and flows from Wharton State Forest. The town is just above Green Bank State Forest where the marshes end and the forest begins; just below Crowleystown, although you will not find that on the maps today. There is a bridge which spans the Mullica River at Lower Bank on Route 652, or at least there used to be one. Chas. P. Leek & Sons, boat builders of primarily the Pace Maker-Cabin Cruiser, were located in Lower Bank.



Fig. 9: Last day at Lower Bank, NJ – after 100 years, the post office closed July 31, 1954.

The first post office opened in 1854 with postmaster Samuel Weeks (there is a Weekstown across the river in Atlantic County). It had a 100 year history with a last day of July 31, 1954. The last postmaster was Harold A. Maxwell. The card illustrates two post marks which were in use at the time of closing.

ENDNOTES:

¹ Kay, John L. and Smith, Charles M., Jr., *New Jersey Postal History*, Quarterman Publications, Inc., Lawrence, MA 1977.

² See also Edge, Jack, "The Post Towns of Burlington County," *NJPH* May 2006, Vol. 34, No. 2, Whole No. 162, p. 104.

A SHORT HISTORY OF FORT HANCOCK, NJ (Monmouth County)

By Jean R. Walton

Many years ago, when living on Staten Island, we enjoyed taking trips down to Sandy Hook – that interesting spit of land that guards New York's outer harbor and reaches out towards Staten Island and the rest of New York City. Such remoteness in the middle of the metropolitan area was appealing. In the 1960s, the Fort Hancock military base occupied the end of Sandy Hook, so there was no access for civilians beyond a certain point. Years later, we returned, and picked up the postcard below. Always philatelists at heart, we did not fail to send it locally – and it arrived with a nice branch post office cancel, from Fort Hancock, Branch Highlands, and sent through the Monmouth GMF. By this time, the land was largely in the hands of the Gateways National Recreation Area.



Fig. 1: Sandy Hook, a long sand spit projecting into the bay just north and east of Monmouth's Middletown Township, reaches towards NYC in the distance. It is home to the oldest still standing US lighthouse, and to Fort Hancock. It has been – over the years, a peninsula of the mainland, an island in itself, and currently a part of a barrier island peninsula which extends north from Sea Bright.

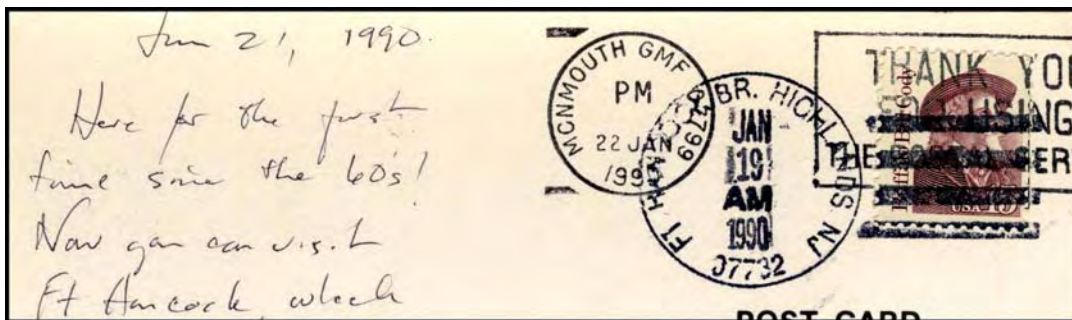


Fig. 1a: Ft. Hancock Br. Highlands NJ 07732 cds on reverse of card.

Fort Hancock was established in the 19th century, and fortifications were begun in the 1860's, but it did not become a named fort until 1892. Then it passed through several iterations, as munitions and technology changed. Heavy masonry walls were replaced with the first hidden battery of large guns (these guns recoiled into a hidden cement bunker for reloading), continuing through to the age of Nike missiles. It was official guardian of New York Harbor for 80 years.



Fig. 3: Officers' Row – facing Sandy Hook Bay – not far from the present post office -- in the community that was home to members of the Armed Forces stationed here. Today some of these homes are used by organizations that have their offices here – including the Marine Academy of Science and Technology, the American Littoral Society, the Ocean Institute of Brookdale Community College, Clean Ocean Action, the Sandy Hook Bird Observatory, etc. These homes stood vacant for a number of years after the base closed in 1974, but there is now a growing community in need of postal services.

Fort Hancock originally had its own post office, from December 10, 1897¹ to the end of World War II. At that time it became a branch post office of Highlands, NJ. It has operated intermittently since then, as need and population warranted. Today, however, it is for all intents and purposes closed. There are no retail services, no stamps, no phone, and no clerk, except for the weekday hours of 11 to noon, when a clerk from Highlands goes out to pick up and deliver mail to post office boxes, still located in the post office building. Postal boxes are provided free to residents, as there is no other mail service. It is still acceptable to address mail to Fort Hancock, NJ 07732 – but Highlands is preferred.

The current plan, in the process of being implemented, is to provide better service by offering street delivery. This may take some time to put in place. This will fit more acceptably into the current automated post office DPS (Delivery Point Sequence) system. Unfortunately the current postmaster has been there only 9 months, and could not tell me exactly when Fort Hancock lost a regular clerk, but estimated it as about a year and a half ago.²

So while this post office currently still exists (at least physically), it is in the process of slipping away into DPO status, and – while it is hard to predict – it is unlikely there will ever be a rebirth of the Fort Hancock post office, as a branch or as an independent post office.

A leftover event cover was available in one of the buildings we visited 17 years ago, commemorating the 225th anniversary of the Sandy Hook Light. The lighthouse too has an interesting history, and is the oldest still-standing lighthouse to survive in the US that has never been replaced by a new building. This is no doubt due to the fact that when it was built, it was only 500 feet from the northern end of Sandy Hook, but with shifting sands, today it is almost a mile and a half from the northern tip. So it has been less exposed to the ravages of weather and sand erosion than many lighthouses have been. In fact, as the natural action of the water lengthened the Hook, two other lights were necessary – an East and a West Beacon, and these two moved over time to compensate for the added land deposition at the tip of the Hook.

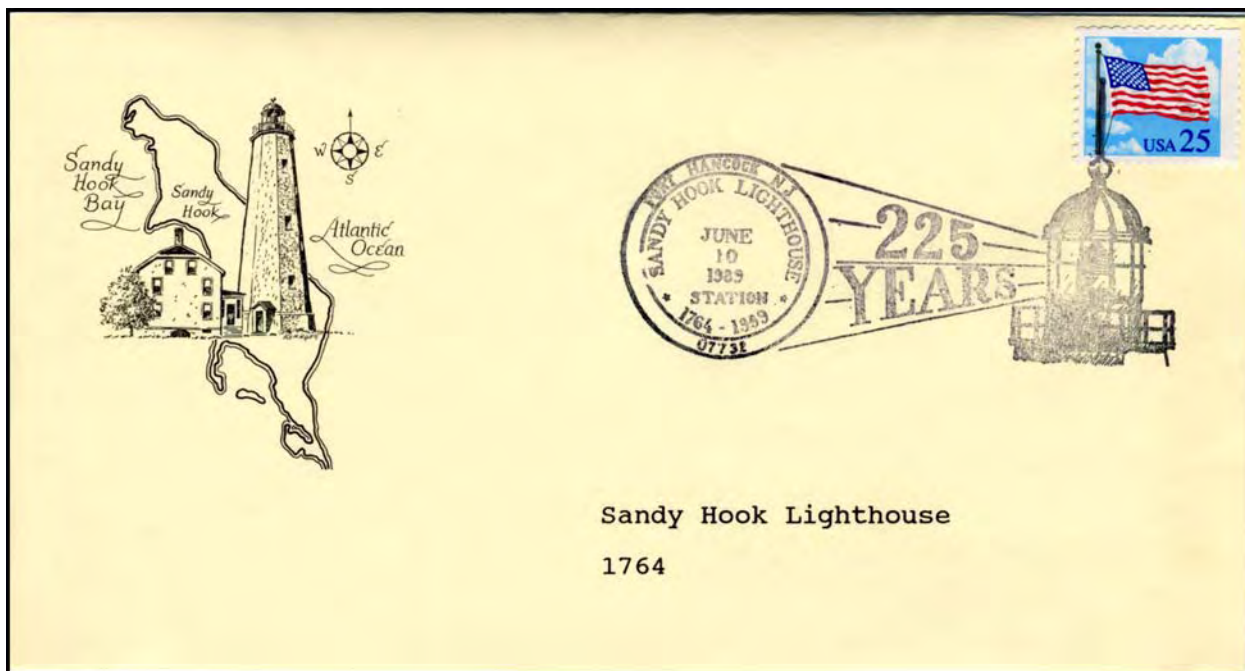


Fig. 4: Event cover commemorating the 225th Anniversary of the Sandy Hook Lighthouse, cancelled June 10, 1989, with a Fort Hancock pictorial cancel.



Fig. 5a: 1837 ~ Sandy Hook As an island, and light house is at northern tip.³



Fig. 5b: 1887 ~ Sandy Hook as a barrier island with light house no longer at northern tip. Secondary lights added to help ships navigate around this hazard.

The land that belonged to the Fort Hancock military base and other areas of Sandy Hook are for the most part now part of Gateway National Recreation Area, Sandy Hook Unit, and has been since 1974, when the military base was closed. The US Coast Guard has a facility at the northern tip of the Hook, off limits to the public, and administered now by the Department of Homeland Security.⁴



*Fig. 5c: 2007 ~ The location of the original light house and the town of Fort Hancock are now almost a mile and a half from the tip of Sandy Hook.*⁵

ENDNOTES:

- ¹ Kay, John, and Smith, Chester M., Jr. *New Jersey Postal History*, Quarteman Publications, Lawrence, MA, 1977.
- ² Interview with Robert Falerno, current postmaster at Highlands, New Jersey, May 2, 2007. The main post office is located at 170 Bay Ave., Highlands, NJ 07732-9998; Fort Hancock post office is located at 2 Kearney Rd., Highlands, NJ 07732-4098.
- ³ Both maps here are available at <http://mapmaker.rutgers.edu/MAPS.html>, where many nice old maps are available, on Rutgers Cartography, a site established by Rutgers University (May 9, 2007)
- ⁴ Wikipedia online encyclopedia: http://en.wikipedia.org/wiki/Sandy_Hook,_New_Jersey (May 9, 2007).
- ⁵ Map from Google Earth., free software available from Google at <http://get.earth.free.googlepages.com/>.

MEMBER NEWS: Annual NJPHS Meeting on Saturday, May 26!

Don't forget to attend NOJEX at the Meadowlands Crowne Plaza Hotel in Secaucus on Memorial Day weekend, and to come to the Annual Meeting of the New Jersey Postal History Society. It will be held on Saturday (instead of Sunday as in the past), at 12 noon in Emerald 1, on the second floor, above the lobby of the Meadowlands Crowne Plaza Hotel (see page 59). President Bob Rose will present a PowerPoint presentation on the Bordentown Stage covers. It is an opportunity to meet fellow members, so do plan it into your day.

NOJEX is now scheduled for Friday to Sunday of Memorial Day Weekend – note this change. If you can't make the meeting, at least stop at the NJPHS table and say hello. Our literature will be available, and you can pick up any we have on hand, at special show prices.

Note that we are always happy to have articles, so please feel free to send these on – we are happy to have articles on some favorite cover in your collection, or a full-blown study. Either is welcome. Guidelines for articles are included on the next page, and are also online at <http://members.aol.com/njpostalhistory/articles.htm>. We can handle computer files, typed manuscripts, and even long-hand articles. Don't be shy.

MEMBERS WITH NEW EMAILS:

D Elliott, (formerly dwejes@patmedia.net)
Robert DeTrolia

New email: DElliott@Geosyntec.com
New email: rdetrolio@comcast.net

DON'T FORGET TO SEND YOUR SCANS OF MANUSCRIPT DATES TO STEVE ROTH FOR INCLUSION IN HIS DATABASE OF NJ MANUSCRIPT MARKINGS

Send scans by email to stevenroth@comcast.net or photocopies to
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FREE DIGITAL FILES FROM YOUR SOCIETY! ~ The following digital files are available for members of NJPHS at NJPostalHistory@aol.com at no cost (to be sent as email attachments):

- Brad Arch's handy DPO book¹ available in Excel format (also available in hardcopy for \$3)
- Stampless Era Post Offices, based on Coles² and the Coles Update³ available in Excel format.
- 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.
- Edge, Jack, *Postmasters of Burlington County*. Lists postmasters for all the little communities listed in his long Burlington series, also in PDF format.

¹ Arch, Brad, ed., *New Jersey's DPO's*, 22 pp., pocket-sized *Checklist of Discontinued Post Offices*, NJPHS, 1981.

² Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983.

³ Chafetz, Donald A., *The Postal Making of New Jersey Stampless Covers: an Update*, NJPHS, 2004.

GUIDELINES FOR SUBMITTING ARTICLES FOR *NJPH*

Articles for publication in the New Jersey Postal History Journal, *NJPH*, should be submitted to Editor Robert G. Rose [rrose@daypitney.com] or Jean Walton, Layout Editor [njpostalhistory@aol.com]. Mailing addresses are:

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rrose@daypitney.com

Jean Walton
125 Turtleback Road
Califon, NJ 07830
NJPostalhistory@aol.com

This *NJPH* journal exists only because our members contribute to it. We hope all members will feel that we welcome their contributions. Should you have an article still unwritten, we urge you to write it. If you have some item that is of particular interest to you, and that others might also enjoy, please think about writing about it for the *NJPH* journal. We hope to include all aspects of New Jersey postal history, and will be happy to have your efforts. We are happy to consider articles from non-members as well.

Articles may be submitted in any form, but if possible, we would appreciate your sending us “computer ready” copy - either in WORD or Word Perfect. These may be sent either on disk, floppy or CD, or as attachments to email. Should you wish to embed pictures in your copy, that helps us to see how you would envision the final copy, but we would also appreciate your sending the images and text separately in digital form. Sending a pdf of how you envision it also can be helpful in knowing where to place your images. When scanning your material, please scan at 300 dpi in color at 100%, and save your files as .jpps. This allows us to adjust them for the best possible printing image.

If you do not have a scanner, we can use good photocopies; however this will not result in the best quality images. A better solution would be to send your material to us to be scanned. We will treat it carefully, scan it, and return it to you as quickly as possible. In some cases, it might be feasible to bring a scanner to you. If a photocopy is the best we can have, try setting the copier on the “photo” or “picture” setting to get images that will have more gradients of gray, and look more like the original. We want to make your article look its best.

Handwritten copy is also very acceptable, but please try to avoid last minute submissions that will require typing - we need the time to prepare it for printing. Typewritten copy is also fine. If we can be of any assistance in formatting material, we are happy to help.

Please submit articles to Robert G. Rose, Editor, at rrose@daypitney.com, or send material to him at P.O. Box 1945, Morristown, NJ 07962. Material for scanning should be sent to Jean Walton at 125 Turtleback Road, Califon, NJ 07830. Images already scanned may be sent on disk or CD to the address above, or emailed as attachments to NJPostalHistory@aol.com.

WE LOOK FORWARD TO HEARING FROM YOU!

WORD PUZZLE: MERCER CO. DPOs

MERCER COUNTY DPOs

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

* Source: New Jersey DPOs by Brad Arch

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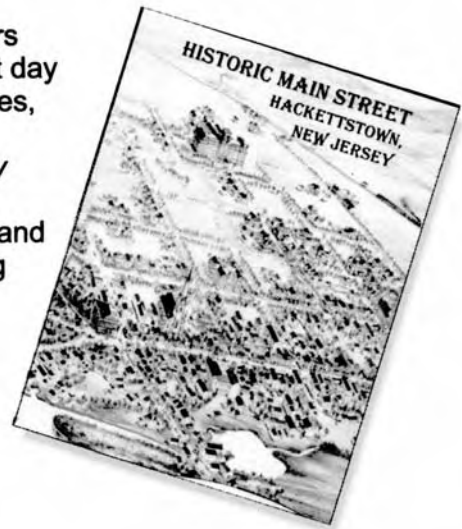
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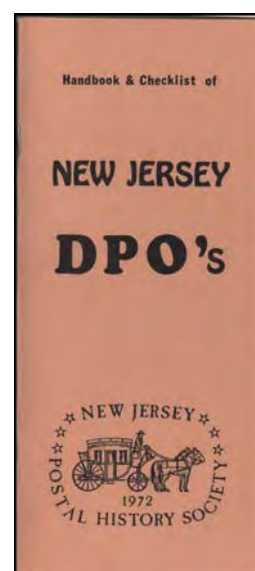
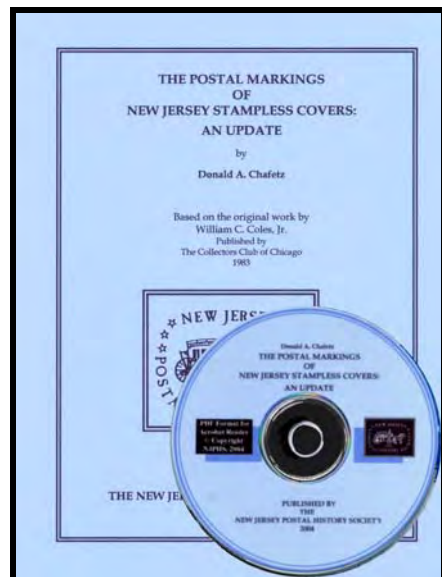
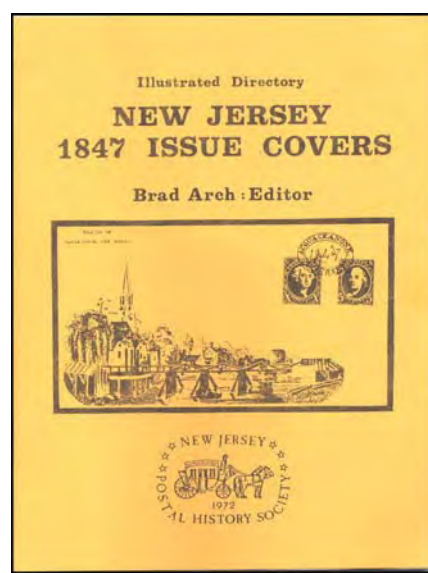
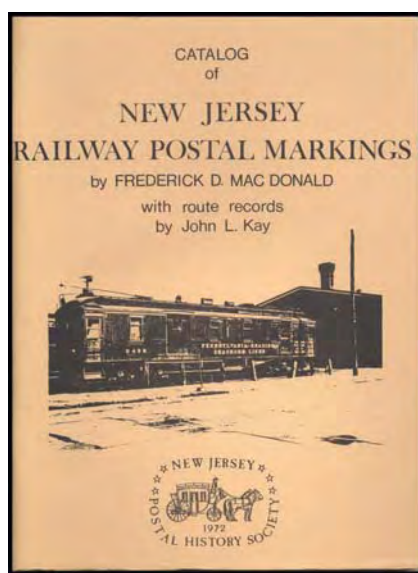
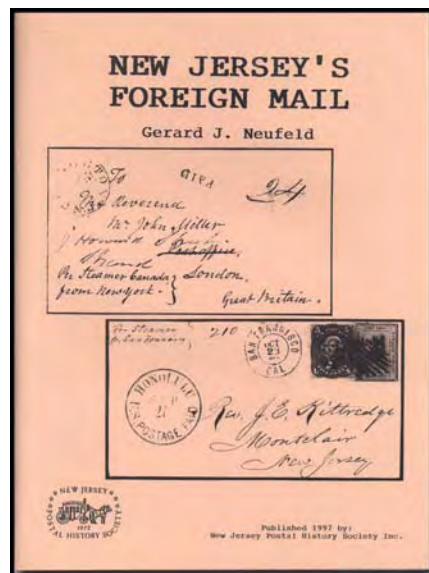
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