



# NJPH

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## ***BURLINGTON COUNTY ADVERTISING COVER ~- early 1880s***



***Any alumni of this College? More on Burlington County Post Offices on the inside. See Page 212.***

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**OFFICERS**

President: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 [rrose@PitneyHardin.com](mailto: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](mailto:Njpostalhistory@aol.com)

Auction Manager: Arne Englund, PO Box 57, Port Murray, NJ 07865 [alenglund@aol.com](mailto:alenglund@aol.com)

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

Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Njpostalhistory@aol.com](mailto:Njpostalhistory@aol.com).

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**2006 MEMBERSHIP DUES**

Dues time again! Enclosed with this issue of *NJPH* is your Society membership dues notice for 2006. Although *NJPH* printing and mailing costs rise yearly, the Society continues to hold dues to \$15.00 per year. Please consider a tax-deductible contribution with your dues payment. It helps ensure your Society's economic well-being in the year to come. Dues should be sent to our Secretary, Jean Walton at 125 Turtleback Rd., Califon, NJ 07830. This year for an extra \$5.00, you may request, if you wish, a computer version of the 2004 issues in color on a CD in Acrobat Reader format. Each paid member is entitled to place two free classified ads per year in *NJPH*. Just complete the enclosed form and return it with your dues.

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**PRESIDENT'S MESSAGE**

With the passing of what has been a glorious fall here in New Jersey, I look forward to the coming of snow, the logs crackling in the fireplace and the delicious aroma of a fresh baked pie wafting in from the kitchen. Winter has always been for me, a great time to indulge in our wonderful hobby, to work on my collection and catch up on the reading that has accumulated over the summer.

I hope that you have enjoyed studying the many articles in *NJPH*. This year's four issues in Volume 33 will total close to 230 pages, a substantial increase over the 169 pages in 2004's Volume 32. The issue of *NJPH* which you are holding in your hands has an interesting variety of articles including the work of a new contributor, Paul Jackson, which illustrates a number of World War I usages from New Jersey. Again, my sincere thanks to Jean Walton for her dedication and the many hours of hard work that she has devoted to producing a quality Journal for which all of our membership should feel proud.

Along with the Journal, I have enclosed a dues notice for 2006 and a form for you to fill- in for two free classified ads in *NJPH*. This year, I urge each and every one of you to make a tax deductible contribution to your Society. To continue to publish a quality journal in the face of ever increasing printing costs and rising postal charges, the Society needs your financial support. Membership dues raise about \$1,500, but to get *NJPH* into your hands four times a year costs \$2,000. Help close the gap!

Finally, with the Holiday Season approaching, I wish you and yours the very best!

**ROBERT G. ROSE**

## ON THE AUCTION SCENE: The Ed & Jean Siskin Collection of Colonial and Early United States Mails

By Robert G. Rose

On October 7, 2005, Matthew Bennett Auctions sold the Ed & Jean Siskin Collection of Colonial and early United States postal history, the most comprehensive collection of this material that has ever been assembled.<sup>1</sup> The auction sale consisted of 341 lots, including 25 lots of New Jersey postal history with a variety of scarce usages dating from 1694 through 1790. Highlights of the New Jersey material in the sale are outlined in this article.

Two 17th Century usages were included in the sale. The first was a rather worn folded letter datelined Cohanzy (present Cohansey, Salem County), October 2, 1694, to London with a "JA/25" Bishop mark on the back flap.<sup>2</sup> The Bishop mark, according to the auction description, is reputed to be the earliest example of a handstamped marking used on a letter arriving from the American Colonies. It sold for \$2,400.

The second 17th Century usage was a datelined letter, without postal markings, from Burlington, September 25, 1699 addressed to "The Falls," which became Trenton.<sup>3</sup> The paper of this folded letter shows the watermark of one of the first colonial manufacturers of paper, William Rittenhouse. According to the auction description, this letter is believed to have been carried by the Waddy Post which operated a postal service from the Maryland line to Trenton. It sold for \$3,250.

Eighteenth Century colonial Parliamentary Post usages included the second earliest New Jersey postmark on record in collectors' hands, a manuscript "Eliz." (Elizabeth) postmark on an April 19, 1757 folded letter datelined at Hanover (Morris County) to Philadelphia, illustrated in *Figure 1*.<sup>4</sup> The letter was rated at "2dwt" (2 pennyweights of silver - the equivalent of 6 pence in sterling), the single letter rate for 60 to 100 miles, and "10d" (10 pence being the equivalent in local currency). It sold for \$1,800.

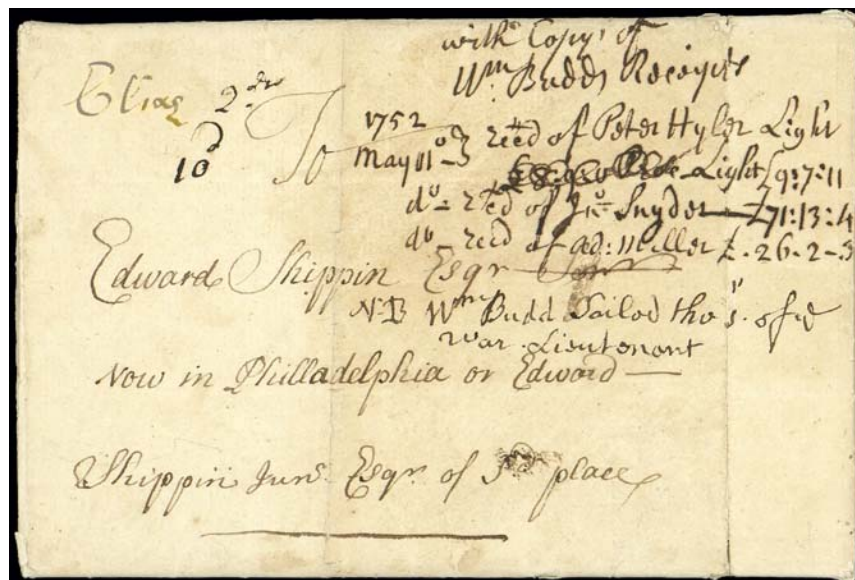
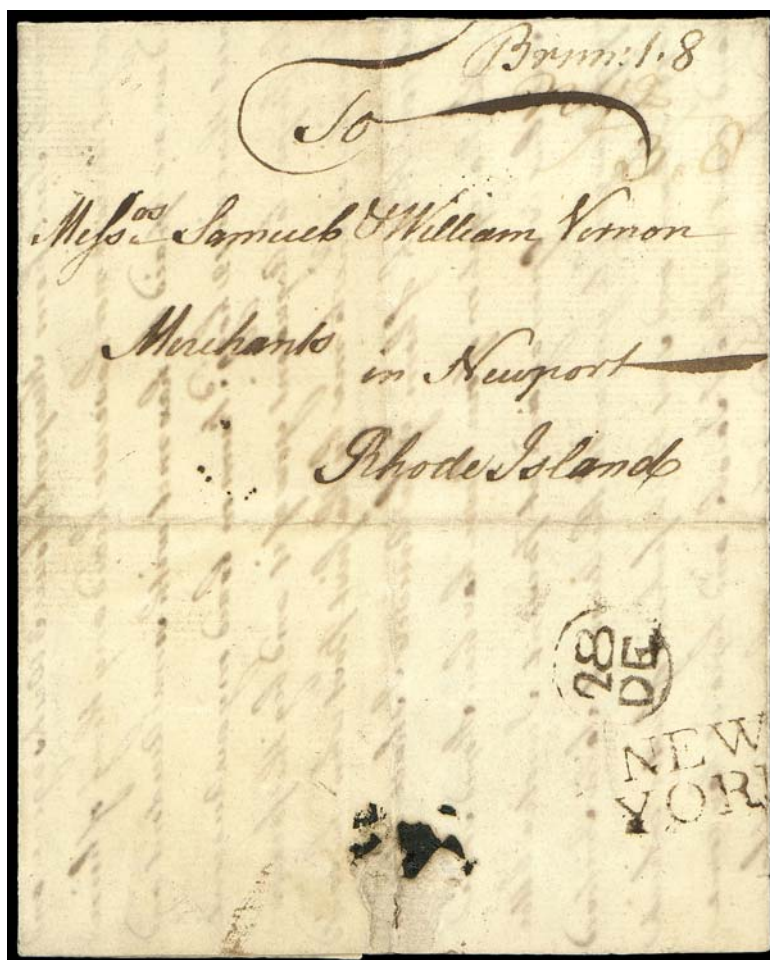


Fig. 1: Second earliest New Jersey postmark on record. Apr. 19, 1757 folded letter datelined at Hanover, N.J. hand-carried and posted at Elizabeth Town, N.J. with manuscript "Eliz" postmark.



A colonial New Brunswick usage to Rhode Island by way of New York, dated December 26, 1767, is shown in *Figure 2*.<sup>5</sup> The folded letter has a manuscript "Brun: 1.8" postmark and rate marking. The rate, as established by the Act of 1765, is expressed in sterling as one pennyweight and eight grains of silver (4 pence sterling), the single letter rate to New York (not over 60 miles). In New York, the cover received a two-line "New York" handstamp and a manuscript "NY" with an additional 2 pennyweight rate marking for postage to Newport (6 pence sterling, the single letter rate for up to 300 further miles) which was totaled at "3.8" (three pennyweight and eight grains of silver, or 10 pence in sterling). It sold for \$3,500.



*Fig. 2: Colonial New Brunswick through New York to Newport, R.I. Dec. 26, 1767 letter bearing manuscript "Brun."*

Revolutionary War usages included a February 16, 1777 folded letter from a British officer in occupied New Brunswick to Edinburgh, England which is shown in *Figure 3*.<sup>6</sup> During the Revolutionary War, New Brunswick was first occupied by the British on December 1, 1776. The letter describes the Christmas Day crossing of the Delaware and the Hessian's defeat at the Battle of Trenton, a turning point in the War for Independence.<sup>7</sup> With a presale estimate of \$5,000-\$7,500, this rarity - despite its extraordinary contents - failed to find a buyer.

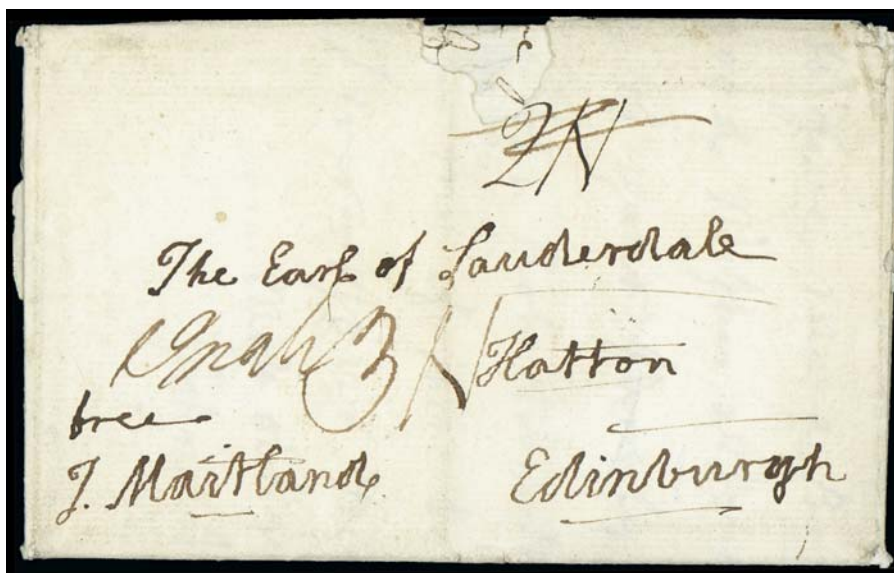


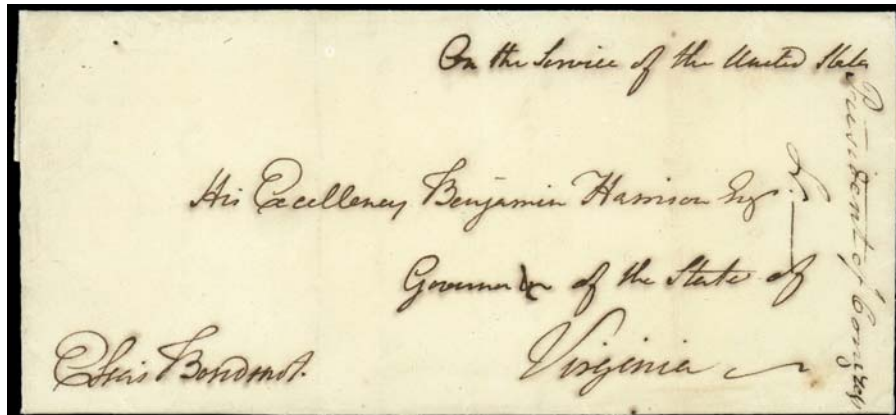
Fig. 3: British officer writes home from occupied New Brunswick, Feb. 16, 1777, describing Washington's crossing the Delaware and his attack on Trenton on Dec. 26, 1776.

Confederation Period postal usages are scarce. The Siskin Sale included the only recorded post-war Confederation postmark from New Jersey, a usage from Trenton to Albany, docketed November 1, 1782, and illustrated in Figure 4.<sup>8</sup> The folded cover has a manuscript "Tren." postmark and a "Post paid 4" rating. Postal rates during the Confederation Period can be confusing. First, under the Act of October 19, 1781, Congress restored the rates of 1775 effective January 1, 1782. The Act of September 30, 1775 actually restored the old British Parliamentary rates of 1765. Thus, this folded letter is rated for a distance of from 300 to 400 miles with postage fixed at 4 pennyweight, the equivalent of one shilling. Perhaps the distance was measured by a circuitous route north to Boston and then west to Albany rather than a more modern direct route which would have been just under 200 miles. This Confederation cover sold for \$1,350.



Fig. 4: The only recorded Confederation Period postmark from New Jersey. Nov. 1, 1782 letter bearing manuscript "Tren" postmark and "Post Paid 4."

The Siskin Sale included a choice Confederation Period usage of an Elias Boudinot free frank, with the endorsement, "On the Service of the United States." It is datelined Princeton, October 8, 1783 and addressed to Benjamin Harrison, the Governor of Virginia.<sup>9</sup> Illustrated in *Figure 5*, the letter was sent by Boudinot as President of Congress, which was then sitting in Princeton. Boudinot, a resident of Elizabeth, was a signer of the Declaration of Independence and was one of New Jersey's leading public figures at the time of our country's founding. The Boudinot free frank sold for \$1,900.



*Fig. 5: Boudinot free frank as President of Congress sitting in Princeton, Oct. 8, 1783.*

The Siskin Collection contained an extraordinary assemblage of Bordentown Stage usages. *Figure 6* illustrates the earliest reported use of a Bordentown Stage manuscript marking with positive attribution, an August 23, 1775 folded letter, datelined Philadelphia to Walnford, New Jersey and endorsed "pr Bordentown Stage."<sup>10</sup> The letter was carried by one of Joseph Borden's "stage boats" on the Delaware River from Philadelphia, north to Bordentown where it was off-loaded onto a "stage wagon." It was then carried on the old colonial road toward the stage line's northern terminus at Perth Amboy. Walnford was located just off the post road, about five miles northeast of Bordentown, in today's Crosswicks Creek Park near Allentown, New Jersey. It sold for \$1,700.



*Fig. 6: Earliest recorded use of Bordentown Stage endorsement Aug. 23, 1775, Philadelphia, Pa. to Walnford N.J.*



The only recorded southward usage with a Bordentown Stage marking over the entire route from New York to Philadelphia is illustrated in *Figure 7*.<sup>11</sup> The folded letter is datelined New York, May 16, 1784, and is endorsed “With a Box/ C/o Borden Town Stage.” The letter refers to the contents of the box that accompanied the letter — samples of 22 “old Madeira wines.” The letter and cargo would have been carried by sloop from lower Manhattan through New York harbor and around the foot of Staten Island, then loaded on a “stage wagon” for the trip to Bordentown, and then, on the last leg of the trip, by “stage boat” to Philadelphia. It sold for \$1,200.



*Fig. 7: Only recorded Bordentown Stage usage from north to south over entire route, May 16, 1784 ~ New York N.Y. to Philadelphia Pa.*

Finally, the Siskin Sale included one of the most valuable artifacts of 18th Century New Jersey postal history, the “Bordenton & New York Stage” handstamp.<sup>12</sup> Illustrated in *Figure 8*, the folded letter is datelined Philadelphia, October 28, 1786, and addressed to Walnford. It is the only usage with a double strike of the handstamp, and it is endorsed “Pr bordentown Stage boat.” This private mail marking is regarded as the first of the independent mail handstamps used by a private carrier. Only six examples of this handstamp have been recorded over its brief period of use from August, 23, 1786 through November 21, 1786.<sup>13</sup> It sold for \$4,750.



Fig. 8: Double strike of Bordenton & New York Stage private carrier handstamp, Oct. 28, 1786 ~ Philadelphia Pa. to Walnsford, N.J.

The Siskin Sale's total realization was in excess of \$1,000,000, the highest price ever brought at auction for a collection of American stampless postal history.

#### ENDNOTES:

<sup>1</sup> Mr. Siskin is a long-time member of the New Jersey Postal History Society.

<sup>2</sup> Matthew Bennett Auctions, The Ed & Jean Siskin Collection of Colonial and Early United States Mails, Sale No. 290, October 7, 2005 (hereinafter "Siskin Sale"), lot 6. Auction sale prices cited in this article do not include the additional 10% buyer's premium which is added to the hammer price.

<sup>3</sup> Siskin Sale, lot 12.

<sup>4</sup> Siskin Sale, lot 49. The earliest recorded New Jersey postmark is the manuscript "Tr." for Trenton, on a June 23, 1737 folded letter to New York. This cover is illustrated in Alex. L ter Braake, ed., *The Posted Letter in Colonial and Revolutionary America 1628-1790*, p. II-66 (American Philatelic Research Library, 1975).



<sup>5</sup> Siskin Sale, lot 80. A similar cover from the same correspondence, dated February 8, 1770, is illustrated and described in Robert G. Rose, "New Brunswick's Postal Markings: The Stampless Period Part I: 18<sup>th</sup> Century Markings," *NJPH*, May, 2005, Vol. 33, No. 2, Whole No. 158, pp. 68-69.

<sup>6</sup> Siskin Sale, lot 127.

<sup>7</sup> Robert G. Rose, *op. cit.*, pp. 69-70. The Siskin Sale included a cover from the same correspondence mailed by the same British Officer, dated July 8, 1776 (just four days after the Declaration of Independence) from occupied Staten Island, New York. It sold for \$7,500.

<sup>8</sup> Siskin Sale, lot 230.

<sup>9</sup> Siskin Sale, lot 234.

<sup>10</sup> Siskin Sale, lot 152. A complete list of all manuscript markings associated with the Bordentown Stage which are known to the author, are listed below:

(1) January 6, 1775 usage on folded letter from Crosswicks to Philadelphia with ms. notation "pr Favour B Town Stage." A possible earliest recorded use on the Bordentown Stage, however "B" could refer to a competitor, the Burlington Stage.

(2) August 23, 1775 usage on folded letter from Philadelphia to Walnford with ms. notation "pr Bordentown Stage," Matthew Bennett, Siskin Collection, Sale 290, October 7, 2005, lot no. 152. The earliest recorded use on the Bordentown Stage with positive attribution.

(3) May 16, 1784 usage on folded letter from New York to Philadelphia with ms. notation "Pr. Bordentown Stage," Matthew Bennett, Siskin Collection, Sale 290, October 7, 2005, lot no. 237. This is the only recorded example of a usage over the entire route from north to south.

(4) July 13, 1785 usage on folded letter from Philadelphia to Hydestown with ms. notation "p Bordentown boat with a Highland," Al Zimmerman, March 18, 1980, lot no. 8.

(5) May 2, 1787 usage on folded letter from Philadelphia to Hydestown with ms. notation "pr Bordentown Stage," illustrated in Calvet M. Hahn, "The Post Office During Confederation (1782-9), Part V," September-October 1991, The Collectors Club Philatelist, Figure 56, p. 344

(6) August 14, 1790 usage on folded letter from Philadelphia to Hydestown with ms. notation "p Bordentown Stage," Al Zimmerman, March 18, 1980, lot no. 10.

(7) \_\_, 1792 usage on folded letter from Philadelphia to Hydestown with ms. notation "p Stage Boat," Al Zimmerman, March 18, 1980, lot no. 11. The latest recorded date of an apparent Bordentown Stage usage.

The Siskin Sale included a folded letter dated February 19, 1790, with a usage attributed to the Bordentown Stage, lot 276. The folded letter is datelined Bordentown, and is addressed to Philadelphia. Docketing on the back flap in French states that three letters were charged two shillings and three pence for private carriage. There is, however, no endorsement on the face of the folded letter indicating carriage on the Bordentown Stage. The lot sold for \$270.

<sup>11</sup> Siskin Sale, lot 237.

<sup>12</sup> Siskin Sale, lot 249.

<sup>13</sup> A chronological listing of the six handstamped covers with their known auction history and other bibliographical references is found in Robert G. Rose, "On the Auction Scene: The Bordentown Stage & Three Cent Transatlantic Usages," *NJPH*, Vol. 22, No. 1, Whole No. 157, pp. 5-6 endnote 1.

## NEW LISTINGS: NEW JERSEY MANUSCRIPT MARKINGS

By Ken Hall

My New Jersey collection of stampless letters with manuscript postmarks is small (93 letters) so I am always looking for new material.

Recently, I was fortunate enough to be able to get six stampless letters from New Jersey with manuscript postmarks. All ones that I didn't have. When I received the lot and began reviewing it, I discovered that five out of the six had different dates than listed in Coles<sup>1</sup> or in Don Chafetz' update of Coles' *The Postal Markings of New Jersey Stampless Covers*.<sup>2</sup> I contacted Don for verification and received an email that these were indeed new dates.



Fig. 1: AMBOY May 7, 1825. Latest Known Use of manuscript marking. An Amboy datestamp was in use as early as 1823. Letter is datelined Perth Amboy.

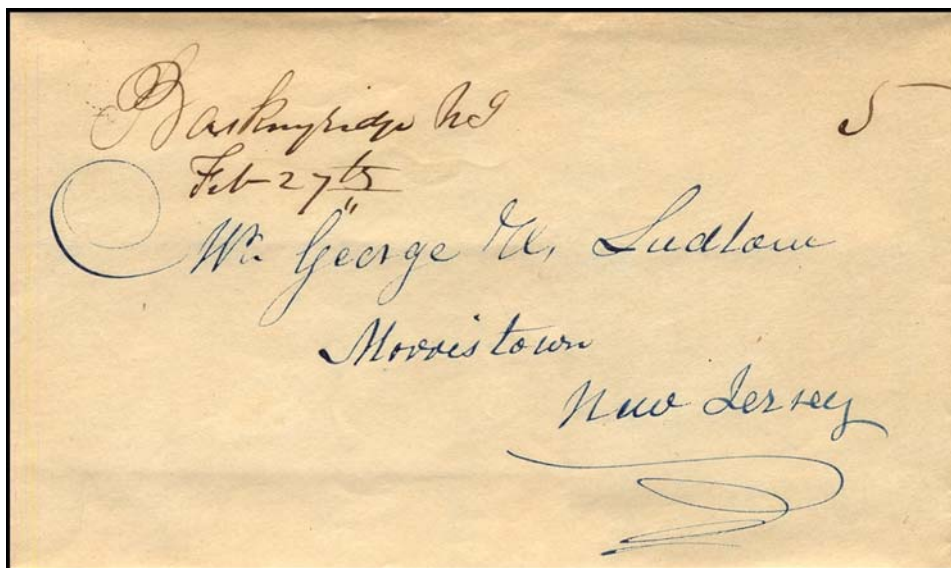


Fig. 2: BASKINGRIDGE NJ Feb 27, 1846. Latest Known Use of a manuscript marking.

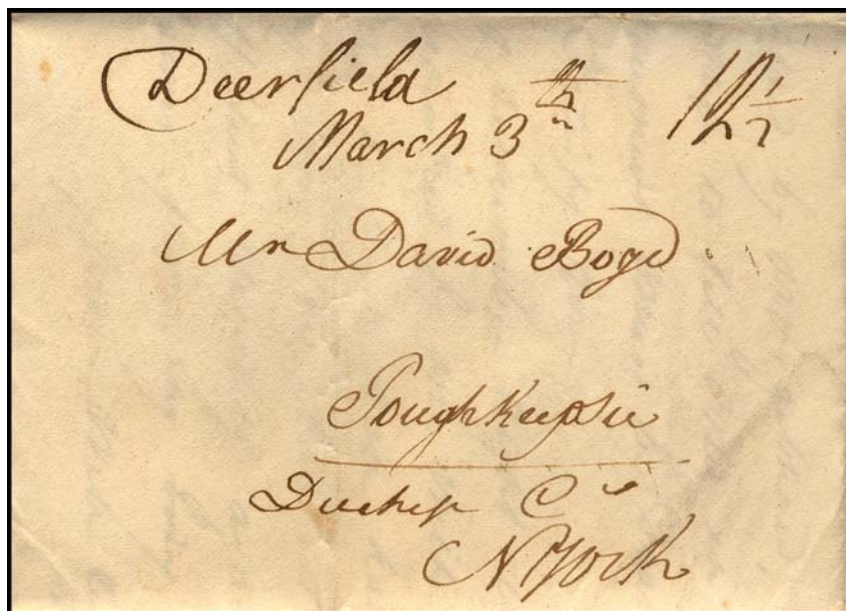


Fig. 3: **DEERFIELD** Mar 3, 1831. Earliest Known Use. Deerfield Street (Cumberland County) was established in 1802, with manuscript markings as such to 1815. Coles noted the change to **DEERFIELD** manuscript markings, but with no year date, and Chafetz listed 1852 as an establishing date. This date clearly indicates that **DEERFIELD** was in use much earlier than thought.

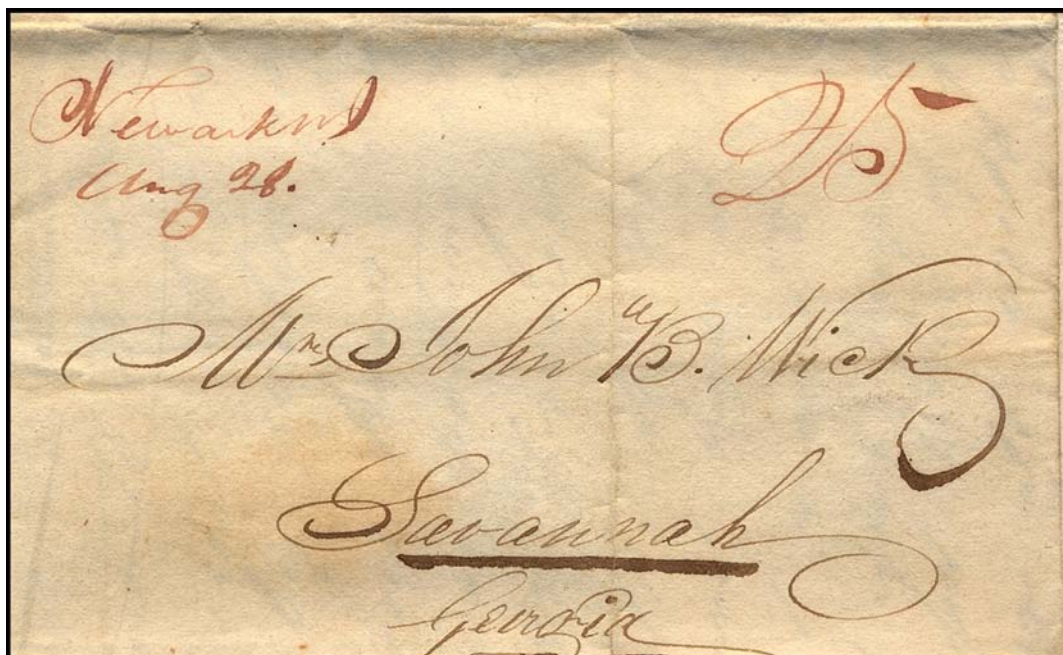
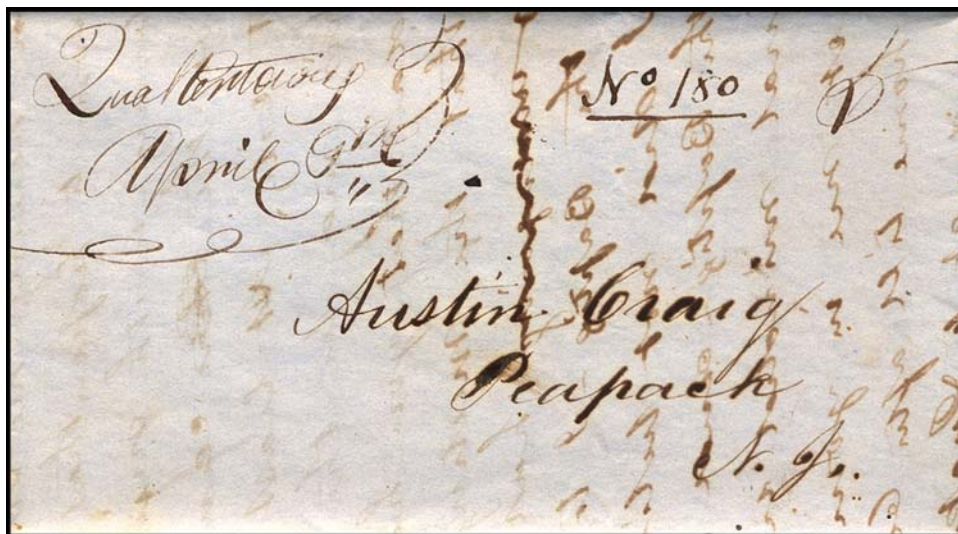


Fig. 4: **NEWARK** NJ Aug. 28, 1821. Latest Known Use. **NEWARK** had a datestamp as early as 1799. Coles notes the use of a manuscript marking in 1812. Postmark is in red ink.





**Fig. 5: QUAKERTOWN Apr 9, 1849. Latest Known Use.** This extends the date by seven years beyond what was previously reported. Manuscript markings for QUAKERTOWN are now known from 1832 (Chafetz) to 1849.

While these letters are nothing outstanding, needless to say I was very happy to get them add them to my collection.

*[Other reports of unlisted markings or new dates are welcomed, in our efforts to continue expanding the listings. - Ed.]*

#### ENDNOTES:

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<sup>1</sup> Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, published by The Collectors' Club of Chicago, Chicago, 1983.

<sup>2</sup> Chafetz, Donald A., *The Postal Markings of New Jersey Stampless Covers, an Update*, published by The New Jersey Postal History Society, Morristown, NJ, 2004.

## WORLD WAR ONE NEW JERSEY COVERS

By Paul Jackson

The central role New Jersey played in the American Expeditionary Force (1917-19) is not recognized in most history books. This is a subject that is not known for its New Jersey participation or its historical nature.

The United States entered World War I on April 6, 1917. Hoboken, known for many historic sites and events, was the departure point for most of the AEF. At first, troops that left here were expected to supply their own card or paper to let the folks back home know they had arrived safely in the war. It was quickly realized that a great deal of time and effort could be conserved if the soldiers or sailors filled out a post card *before* they left. The stack of cards would be held until word was received that their ship had arrived safely, then mailed here in the States, avoiding several headaches. The post office through which this vital and voluminous stack of cards traveled was Hoboken, at first with a cancel as shown below.

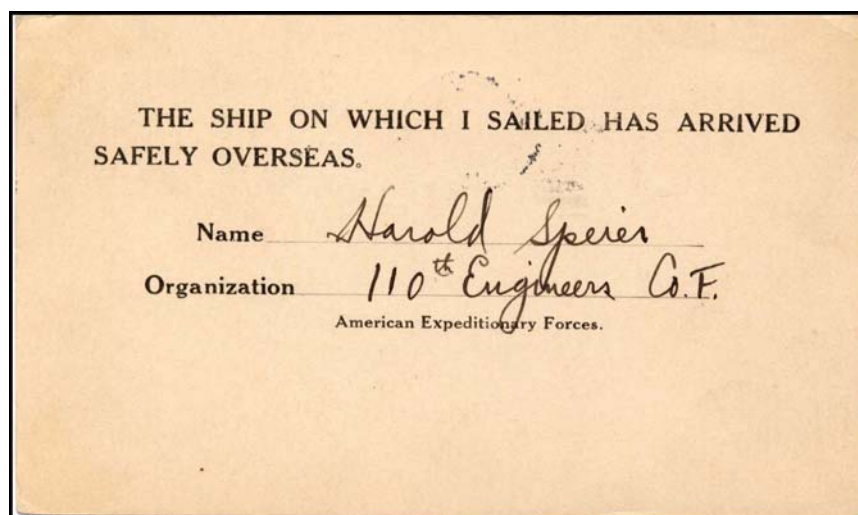
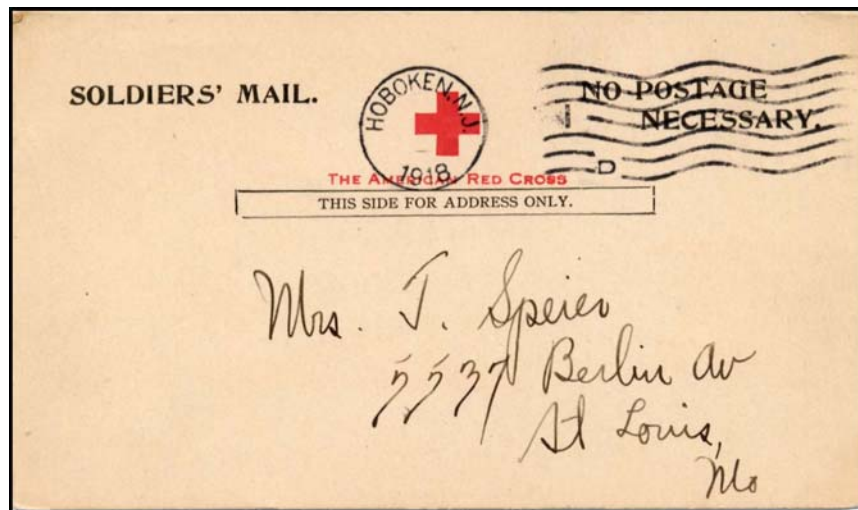


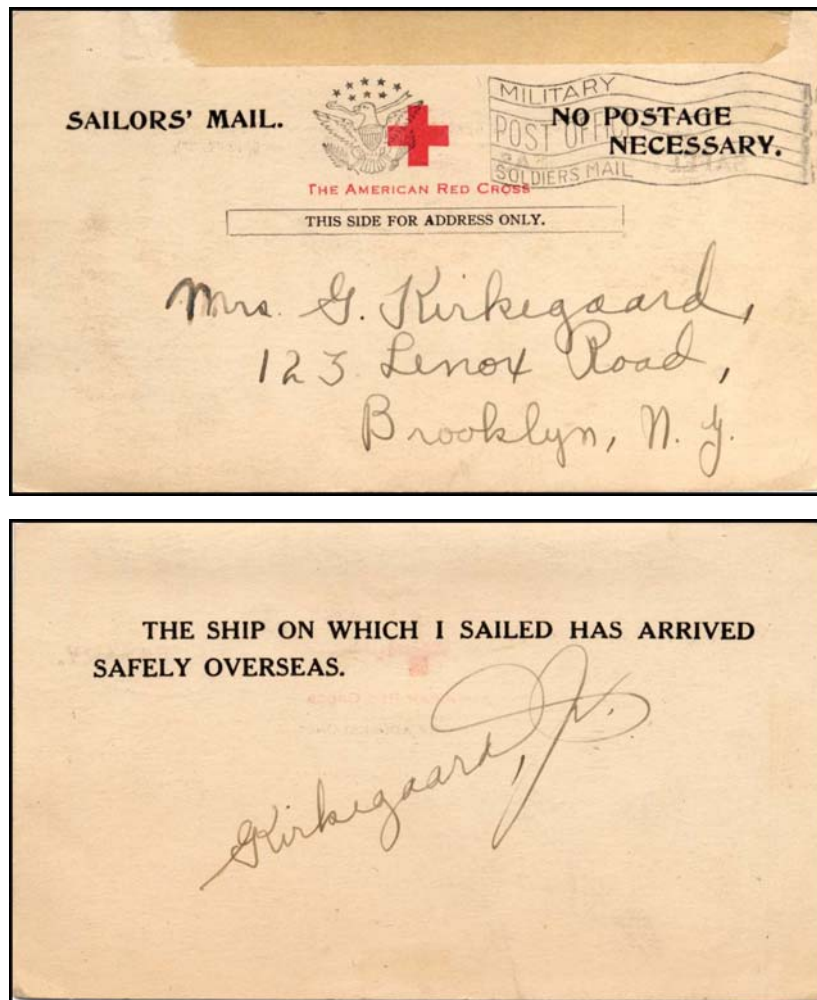
Fig. 1a and 1b: A Red Cross Soldiers' Mail card sent from Hoboken, NJ in 1918, announcing safe arrival of a soldier. It was prepared by the soldier before he embarked.

Hoboken, proud of its role in the war effort, soon gave birth to a special "Hoboken Eagle" cancellation for use on these cards. It was a very distinctive cancellation: a war eagle with 8 stars above it, a flag-like set of wavy lines with "Military" in the top wave, "POST OFFICE" in the center wave, and "Soldiers Mail" in the bottom wave.



*Fig. 2: Hoboken military cancel, used on AEF cards reporting "safe arrival."*

The number and variety of the cards cancelled with the "Hoboken Eagle" is extensive. Most of the fraternal/service organizations had their own. Illustrated here are the Red Cross, the Salvation Army, and the Jewish Welfare Board. The first (a Red Cross card like the previous one, but inscribed "Sailors' Mail") is the simplest: a card which needed only a signature, and which read "THE SHIP ON WHICH I SAILED HAS ARRIVED SAFELY OVERSEAS."



*Fig 3a and 3b: A Red Cross Sailors' Mail card with a Hoboken Eagle cancel, indicating safe arrival of a sailor abroad. The Soldiers Mail cancel appears to have been used on all arrival cards, whether soldier or sailor.*

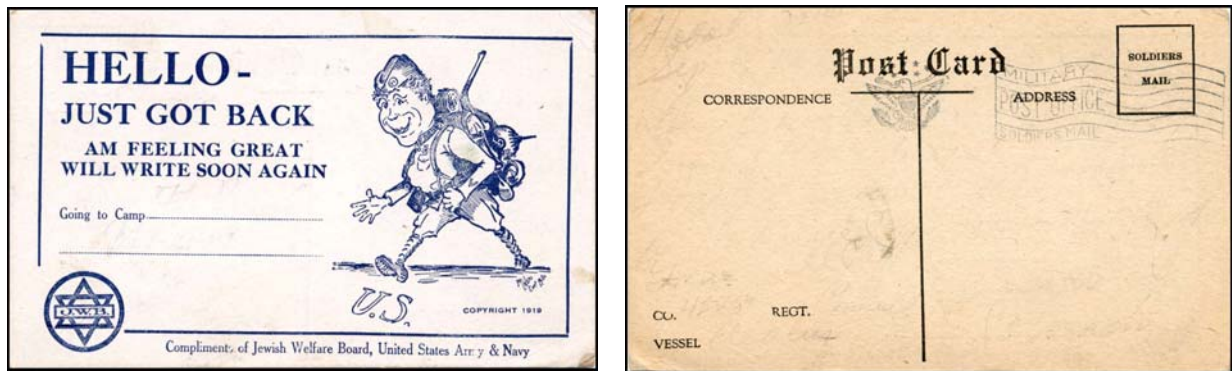


At the close of the war on November 11, 1918, similar cards were used to notify friends and family of safe return to the States. Cancels indicate that this mail continued to move through the Hoboken Post Office. The Salvation Army prestamped postal card below asked for a date to be filled in, and proclaimed “ARRIVED SAFELY TO-DAY” and promised to write soon, and represents a “returned home safely” or “returnee” card, noting that the soldier is being sent to Camp Mills on Long Island.



**Fig. 4: A Salvation Army “Welcome Home” card with a Hoboken Eagle cancel, dated Apr 18, 1919.**

The Jewish Welfare Board provided a slightly different side of the Hoboken Eagle... a cartoon, and the message, “HELLO - Just Got Back/ Am feeling great/ will write soon again.” Those from the generation after, who went to summer camp, may recall this same urgency to write home, impressed by counselors. Note that while the above card pays postage, this card has a “Soldiers Mail” imprint, with the implication that a postage stamp was not required.



**Fig. 5: Returnee card prepared by the Jewish Welfare Board, copyright 1919, for soldiers returning to the U.S. Note place to indicate camp to which deployed, and on reverse, a place to indicate unit and vessel. These cards may have been completed on board ship and mailed en masse upon arrival. The Hoboken Eagle, apparently a favor cancel here, indicates that this was still being done at least in part through the Hoboken Post Office.**

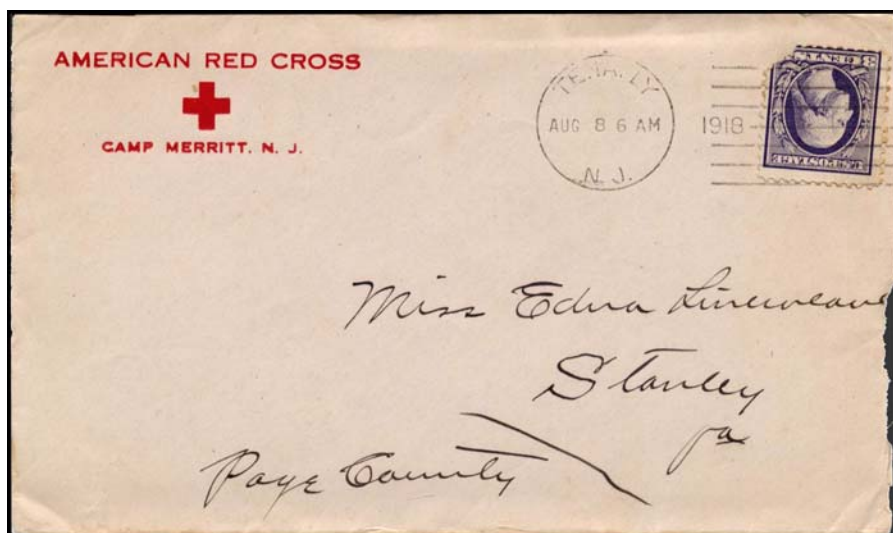
Other mail related to the military in this period can also be found. The main “preparation camp” or point of departure was Camp Dix, in New Jersey. (During the Second World War, military deployment for embarkation was changed to Camp Kilmer, which was serviced as a branch of the New Brunswick post office.) The card below shows the Dix Branch cancel on a Red Cross cover, used shortly after the close of the war.



*Fig. 5: Trenton, NJ, Dix Branch, dated Dec 12 1918.*

If you refer to the map of Burlington County on page 212 of this issue, you will see "Fort Dix" – during WWI, Camp Dix -an inch or so below and to the right of Bordentown.

At Camp Merritt, N.J., mail was usually processed through the Jersey City Post Office (Merritt Branch, Jersey City Post Office), but here is an odd duck ~ Tenaflly, N.J. Camp Merritt was between Jersey City and Hoboken; you'd have a hard time slipping a playing card between those two now-a-days.



*Fig. 6: A Camp Merritt cover sent out of the Tenaflly PO, instead of its usual routing through the Jersey City post office, cancelled August 8, 1918.*

Many of the fraternal and service organizations maintained offices in New Jersey and much of the material that survives from WWI bears their seals and shields. They were probably printed here in New Jersey, but the type of paper used has not led to high survival rates for many of these envelopes and stationery items. Among the organizations known to me who supplied such stationery are the Salvation Army, the Lutheran Brotherhood, the Jewish Welfare Board, the YMCA and the Knights of Columbus. Simple picture postcards were also used, as in *Fig. 7*.



Fig. 7: A picture post card with the message, "When you receive this, you will know I am safely across," and a Hoboken Eagle on the back.



Around and during WWI, various military mailing points or post offices are probable, such as the Cumberland County Soldiers Home in Vineland, the Picatinny Arsenal and Marine Barracks out of Dover, N.J.; Tuckerton, N.J. where there was a Radio Station; Military Post Offices at Jersey City [Merritt Branch]; Hospital #9 [Branch of Lakewood]; Long Branch; New Brunswick; Rahway; Trenton; Hospital #3 [Branch of Rahway] and Sandy Hook Proving Ground (Fort Hancock - Branch of Highlands). A few which might exist but haven't been seen are Beverly, N.J. and Finns Point, Salem County, N.J.; these sites have national cemeteries, and notices or other official mailings may have been sent out from them.

Some of the organizations you might look for in reference to WWI and New Jersey are the USO (United Service Organization); the VFW (Veterans of Foreign Wars); War Camp Services; and Christian Science War Relief. There are also several British-based organizations from which you may find stationery, but use in New Jersey is highly unlikely.



One item which you might find is a draft card such as this one from 1918, which was mailed at Boundbrook, New Jersey.

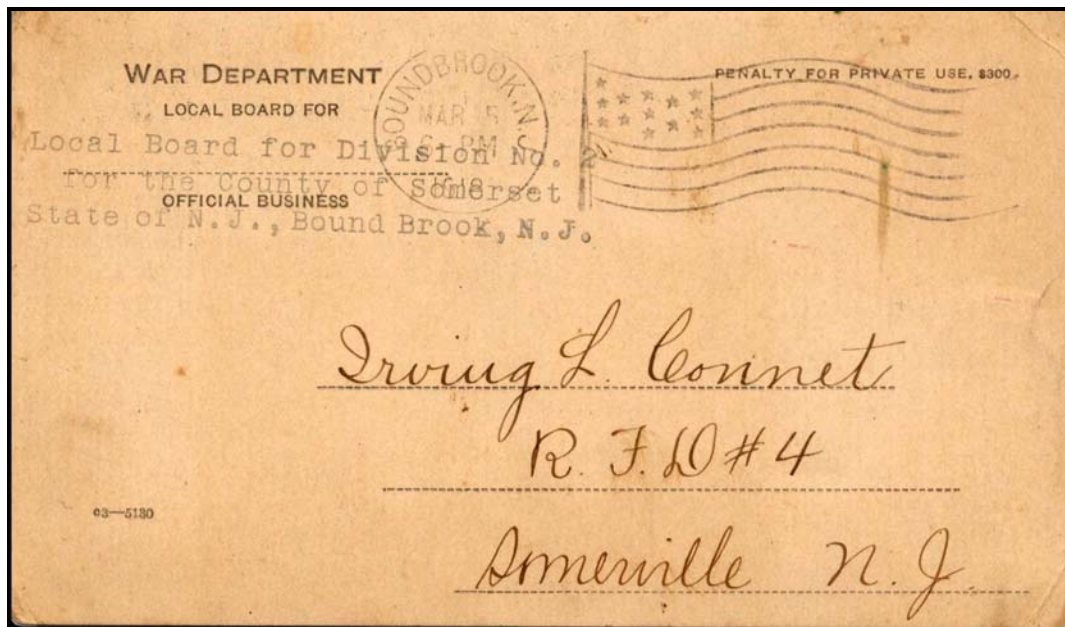


Fig. 8a: Draft card from March 15, 1918. It is cancelled at Boundbrook, NJ, March 15, 1918.

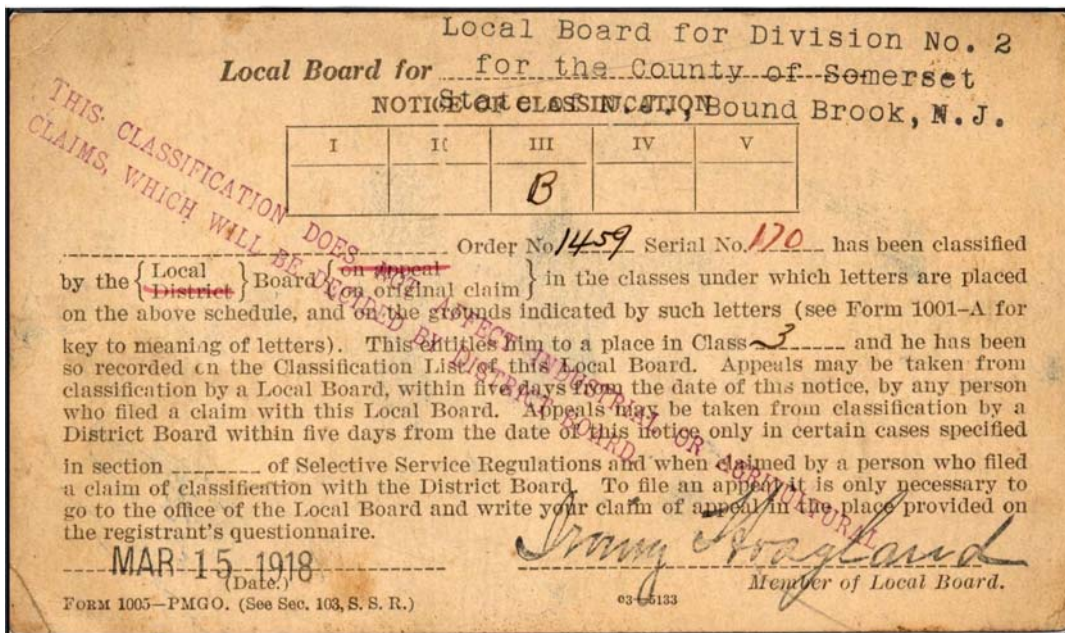
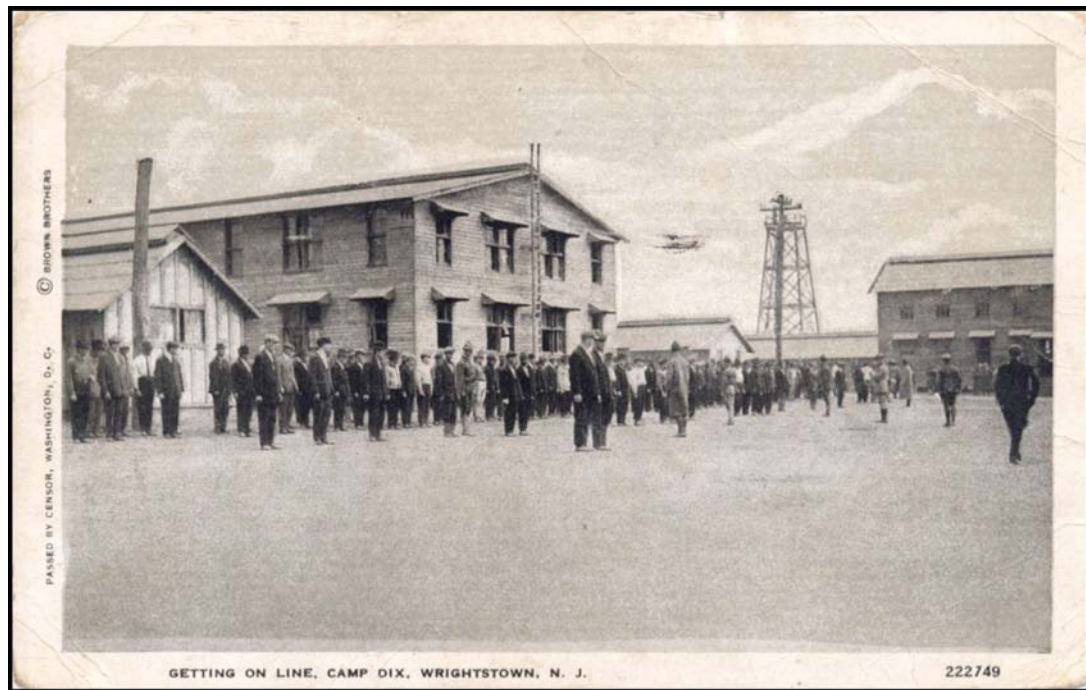


Fig. 8b: Draft card, reverse side. The line printed diagonally in red reads "This classification does not affect industrial or agricultural claims, which will be decided by district board."

Below are a couple of “camp” shots; one for Wrightstown, N.J which has a red censor stamp on the back with a Hoboken Eagle; and a Camp Merritt card with a post mark of December 5, 1917; the town is illegible but it is likely Cresskill.



*Fig. 9a: Camp Dix post card, Wrightstown, NJ.*



*Fig. 9b: Reverse of Camp Dix post card, with a Military Mail Censor cancel on top of a Hoboken Eagle cancel.*



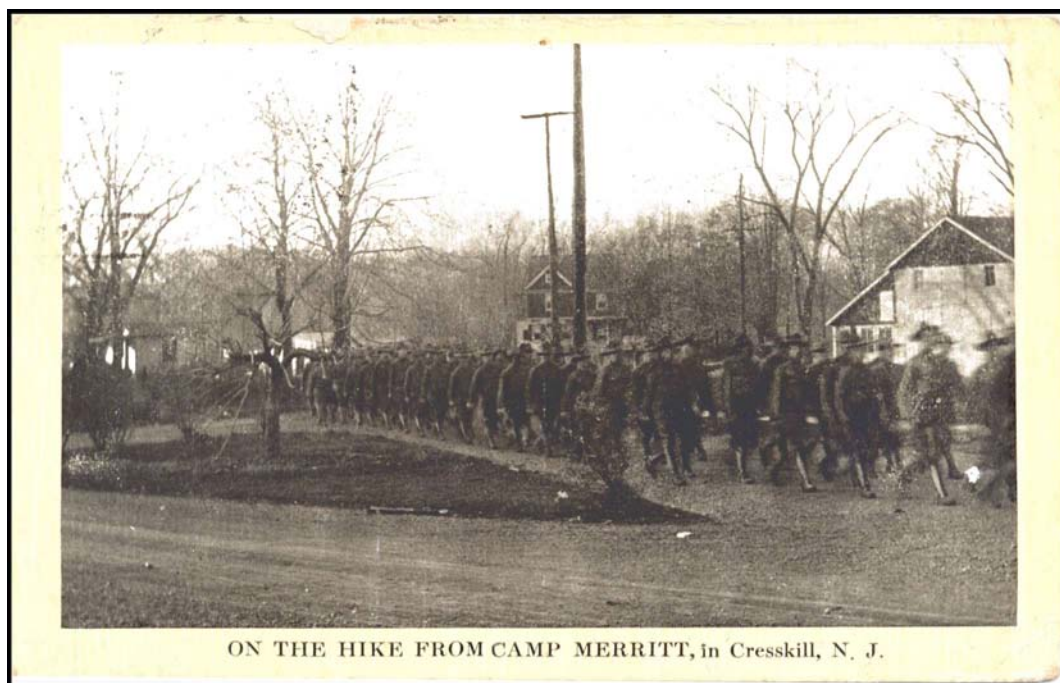


Fig. 10a: A Camp Merritt, Cresskill, NJ post card.



Fig. 10b: Reverse of the Camp Merritt, Cresskill, NJ post card.





**A TALE OF TWO COVERS AND THEIR CONTENTS, OR,  
"YOU CAN'T TELL A BOOK BY ITS COVER"**

**By Craig Mathewson**

Some time ago I acquired two covers with the original letters enclosed, dated June 23rd and Sept 9th, 1855 from Cape May Court House to Richard L. Thompson in Bordentown. They were part of a correspondence between the addressee and his father, Richard Thompson, a prominent resident of Cape May Court House and a Cape May County freeholder.<sup>1</sup>

The condition of the covers left much to be desired. The first, a stamped envelope from June 1855, had the corner torn off, the portrait cut out, and the remaining balance of the corner placed in the envelope. After purchase I reattached the remaining portion of the corner, restoring the complete handstamp, the first used by the Cape May Court House postmaster. On the other, from September of the same year, the recipient had cut out the corner of one envelope with the stamp, removing most of the handstamped postmark.



*Fig. 1 and 2: Covers in some disrepair, both from 1855, include some very interesting local history. The cancel on the June 1855 cover is the first Cape May Court House CDS.*



The primary value to the postal historian, however, is the very literate and highly legible content of the letters, adding to the record of local and regional happenings of interest. The June 23rd letter tells of the loss of the Brig Mary H. Chappell of Philadelphia bound for Mobile, abandoned at sea on June 14th in a sinking condition, the captain and crew being picked up by the Barque Wm. Larrabee. The letter narrates the details as reported in the newspapers, and also tells of local news - the building of a large store house in town, that steamboats have started running to Cape Island for the summer, etc. Thompson encloses to his son a five dollar bill of the Cumberland Bank at Bridgeton for "some change for the pocket." (This bank served the financial needs of Cape May County from the early 1800's until after the Civil War.)<sup>2</sup>

The Sept 9th letter tells of a planned trip to the City (Philadelphia) and indecision as to whether to go by steamboat or stage and railroad (this being before the 1863 completion of the railroad to Cape May). The letter also tells of a "terrible and most appalling" railroad accident reported in the newspapers, occurring on the Amboy Railroad about two miles north of Burlington, in which 25 passengers were said to have been killed and nearly 70 "fearfully wounded." Locally he reports that all of the visitors had left Cape Island and "returned to their happy homes." On the home scene - "little Em Leaming has just rocked over in the rocking chair and is making a sorrowful looking face in consequence of the fall." He enclosed with the letter a three dollar bank note on the Cumberland Bank (to provide, no doubt, some more pocket change). Full transcripts of the letters follow.

Are any other letters from this correspondence residing in members' collections?

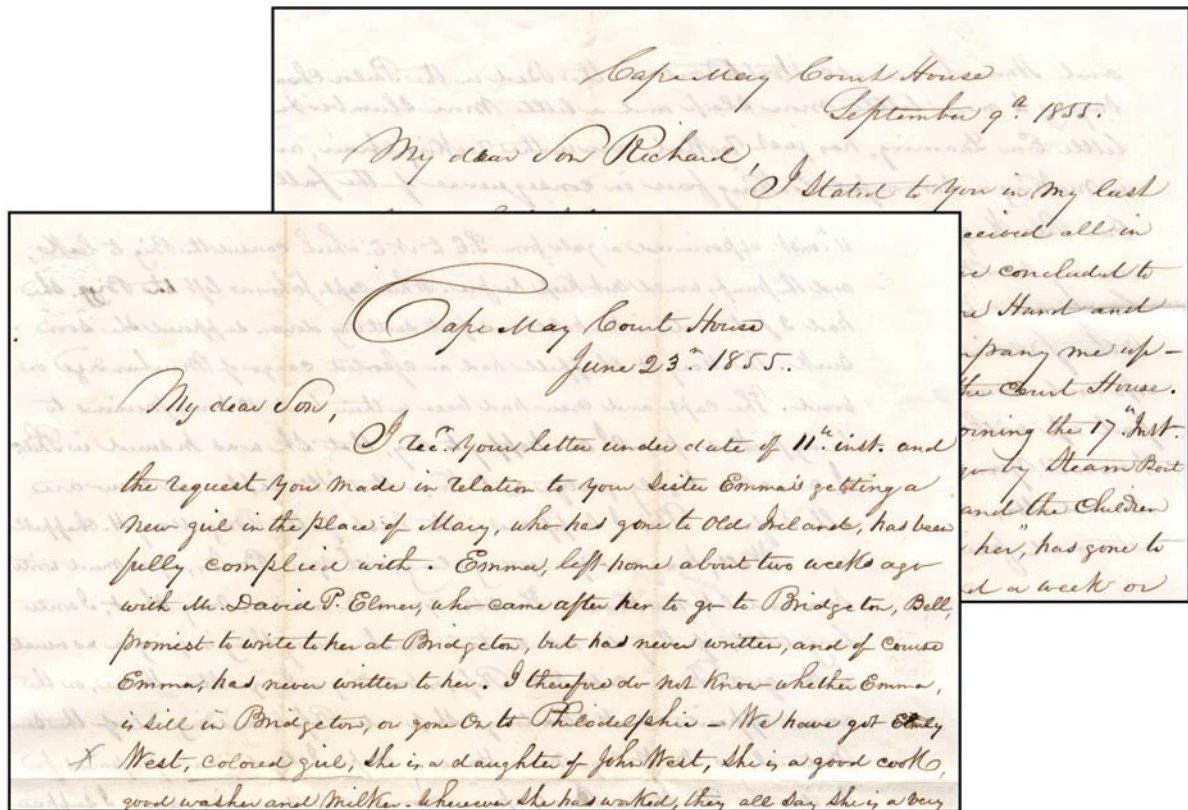


Fig. 3: The clear hand of Richard Thompson, Sr. to his son Richard in Bordentown, makes these letters a pleasure to read. Content gives a very nice picture of life in antebellum Cape May Court House.



Cape May Court House  
June 23, 1855

My Dear Son,

*I rec'd your letter under date of 11<sup>th</sup> inst. and the request you made in relation to your sister Emma's getting a new girl in the place of Mary, who has gone to Old Ireland, has been fully complied with. Emma left home about two weeks ago with Mr. David P. Elmer, who came after her to go to Bridgeton. Bell promist[sic] to write to her at Bridgeton, but has never written, and of course Emma has never written to her. I therefore do not know whether Emma is still in Bridgeton, or gone on to Philadelphia. We have got Emily West, colored girl. She is a daughter of John West. She is a good cook, good washer and milker. Wherever she has worked, they all say she is a very good girl, but will not stay long at any one place. I suppose she will not stay long with us, however we concluded to give her a trial. My own opinion is that she will stay with us during the summer months at least, and if she should do so, she may probably hold on until winter.*

*The Brig Mary H. Chappell is lost - she is reported in the North American and United States Gazette of June 19<sup>th</sup> as follows: Philadelphia vessel abandoned. The Brig Mary H. Chappell, of and from Philadelphia for Mobile, was abandoned at sea on the 14<sup>th</sup> of June, in a sinking condition. She sprung a leak in the gale of the 11<sup>th</sup> inst. and the water still gaining on her, on the 13<sup>th</sup> Capt. Johnson and crew took to their boats, and were shortly after pick [sic] up by the Barque Wm. Larrabee and brought in to New York. The Capt. of the barque reports as follows: on the 14<sup>th</sup> inst. Lat 35:52, Long 74 fell in with a boat from the Brig Mary H. Chappell, containing Capt. Johnson, his mate, and crew of the above Brig, and took them on board, who report that on the 11<sup>th</sup> inst. experienced a gale from S.E. to N.E. which caused the Brig to leak, and the pump would not keep her free. When Capt. Johnson left the Brig, she had 3 feet water in her hold and fast settling down, supposed she soon sunk [sic]. The Mary H. Chappell had an assorted cargo of Merchandise on board. The Capt. and crew had been in their boat 13 hours previous to being picked up. I am happy to say that she was insured in Phila. I am also highly gratified to know that the Capt. and crew are all safe. This I suppose is the last of the Brig Mary H. Chappell.*

*Well how are you getting along with your book, you must write soon and let me know. The letter you sent me was very short. I write long letters if they do not contain much, everything is going on as usual in this quite [sic] town. Capt. Wm. Ross is building a large storehouse on the corner opposite the McCartney Shop. Mr. Ross is building out of the same materials as Dr. Wiley's new house. Cape Island is all prepared for visitors. The Steam Boats have commenced running, and I suppose after the 4<sup>th</sup> of July all the boarding houses will be full to overflowing. I hope they will have a good season, as they had a very poor one last season. Mary Tindall and the children are all well; she said Richard had written to you; he is now going to school every day. I told Mary not to take him from his school for anything about the farm; she said that he delighted in his books, and that she would let him go all the time. I suppose you are in want of some change for the pocket. I have sent you a five dollar bill of the Cumberland Bank at Bridgeton. Write soon as I shall be looking for a letter from you - give my respect to Mr. Scovel and family, and believe me as ever, your affectionate father,*

*Rich. Thompson*

Cape May Court House  
September 9th, 1855

My dear Son Richard,

*I stated to you in my last letter, which I have no doubt but you received all in due time, Hannah and the children have concluded to hold on until I go the City - Bell, Jane Hand and Lizzie Hand, if nothing happens, will accompany me up. There will be a large company of us from the Court House. We expect to leave home on Monday morning the 17<sup>th</sup> Inst. We have not determined as yet, whether to go by Steam Boat, or stage and railroad. Mary Tindall and the children were here on Friday last, Sis, as they call her, has gone to Camden with Mr. Hale's daughter to spend a week or two. This is a very warm day here for this season of the year, how is it in Bordentown? I saw the published account of that terrible and most appalling rail road accident which occurred on the Amboy Rail Road, about two miles north of Burlington, N.J. It is said that some twenty five passengers were killed and nearly seventy fearfully wounded. The scene which must have ensued is beyond description. Oh! How they must have suffered.*

*We have nothing of much importance at Cape May Court House, all the visitors have left Cape Island, and returned to their happy homes. I shall be looking for a letter from you every stage, you will have to own up that Papa is the best about writing after all. I have enclosed a three dollar Bank Note on the Cumberland Bank at Bridgeton, which will answer you, I suppose, until I go up to the City. If not please let me know. Bell, Em, and Hannah are all stretched out on the Bed in the Parlor chamber, saying to me a little more sleep and a little more slumber, etc.; little Em Leaming has just rocked over in the rocking chair, and is making a sorrowful looking face in consequence of the fall.*

*Our black girl has left us, Bell told her that she was gone away so much that she could not put up with it any longer, and that she had better look out for some other place. She did not want to go, but Bell is right up and down, and gave her to understand that she would not put up with this every week. Write soon, I suppose however you have written before this time - give my respects to Mr. and Mrs. Scovel, and all the family, not leaving out my esteemed friend Hattie.*

*From your affectionate father,  
Rich. Thompson*

*NB. How long will it be before she will add the letter (L) to her name?*

## ENDNOTES

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<sup>1</sup> Dorwart, *Cape May County*, Rutgers University Press, New Brunswick, NJ 1992 pg., 80

<sup>2</sup> *Ibid.*, pg. 94

## THE BELVIDERE DELAWARE & FLEMINGTON RAILROADS

By Jim Walker

Hugging the east bank of the Delaware River, the Belvidere & Delaware Railroad had extended its line from Trenton to Phillipsburg by late 1854. The Flemington Railroad & Transportation Company, a separate company operated by the Bel-Del Railroad, was also ready for business. Financed by its Chairman of the Board, Charles Bartles of Flemington, and constructed by Ashbel Welch - the engineer who built the Bel-Del Railroad - this first auxiliary line extended from the Bel-Del line just north of the Lambertville city limits, running twelve miles through Ringoes and Copper Hill across what is now Route 12 to the west side of Flemington. Operations began December 4, 1854 with a daily run between Lambertville and Flemington.<sup>1</sup>

This article shows some of the route markings used by these early railroad companies. Since most of these covers still contained their letters and messages, and most concerned railroad business, we also gain some historical background.

Many of these letters were written by John A. Anderson, Assistant Superintendent to Ashbel Welch. The office was on the second floor of the station at Lambertville. Some are addressed to Charles Bartles at Flemington; as noted earlier Bartles was on the Board of the Flemington Railroad & Transportation Co. He was also a member of the Board of the Belvidere & Delaware Railroad Co. These companies were operated by a parent company, The Camden & Amboy Railroad, with some directors holding seats on all three boards.

The first cover was struck with two different route markings at Lambertville. The 32mm black cancel is listed in *MacDonald's Catalog Of Railway Postal Markings*,<sup>2</sup> as #242-S-5. The second marking is an unlisted 27mm cancel, also in black, BD&F RRs. This is the first reference to the combined companies.



*Fig. 1: Cover struck with two different route markings at Lambertville. The 32mm black cancel (top center, very light) is listed in MacDonald's Catalog Of Railway Postal Markings, as #242-S-5. The second marking is an unlisted 27mm cancel, also in black, BD&F RRs. Dated July 25, 1855.*



The cover carried a financial statement of the Flemington Railroad for its first seven months of operation, Dec. 1854 - June 30, 1855, with monthly receipts broken down by passengers and freight. In the report, Anderson notes that receipts were high the first month due to court being in session, Flemington being Hunterdon's county seat. Anderson further states that expenses are included with the Bel-Del Railroad expenses and cannot be separated until year's end. For some perspective, in 1855, a one way ticket from Flemington to Trenton cost 65 cents, from Flemington to Philadelphia it cost \$1.15, from Flemington to Lambertville cost 30 cent, and a ticket from Lambertville to Philadelphia cost 80 cents.

The second item is a postal stationery #U5 three cent envelope addressed to Reigelsville, N.J. canceled with the Flemington station agent marking Flemington, 2d line Flem. RR. *MacDonald's* states this 27mm marking #242-S-1 was in use from 1857 to 1861. It also bears a manuscript R.R.S. (Railroad Service) marking. There were no contents. This letter traveled to Lambertville, then north over the Bel-Del to Reigelsville.



**Fig. 2: 3¢ postal stationery envelope #U5, addressed to Reigelsville, N.J., with a Flemington station agent marking #242-S-1. *MacDonald's* states this 27mm marking was in use from 1857-61. It also bears a manuscript R.R.S. ( Railroad Service) marking.**

This next cover bears a marking listed in *MacDonald's* as # 242-S-3. Sent from the Bel-Del station office in Trenton, it is of the same size and type as the Flemington Railroad marking. It contained a note from John P. Stockton to Charles Bartles at Flemington, summoning him to a directors' meeting at Princeton in two days, dated July 12, 1858. Stockton was secretary and treasurer of the Bel-Del RR at this time. The cover is initialed by Stockton and instructs the train conductor to deliver the letter.

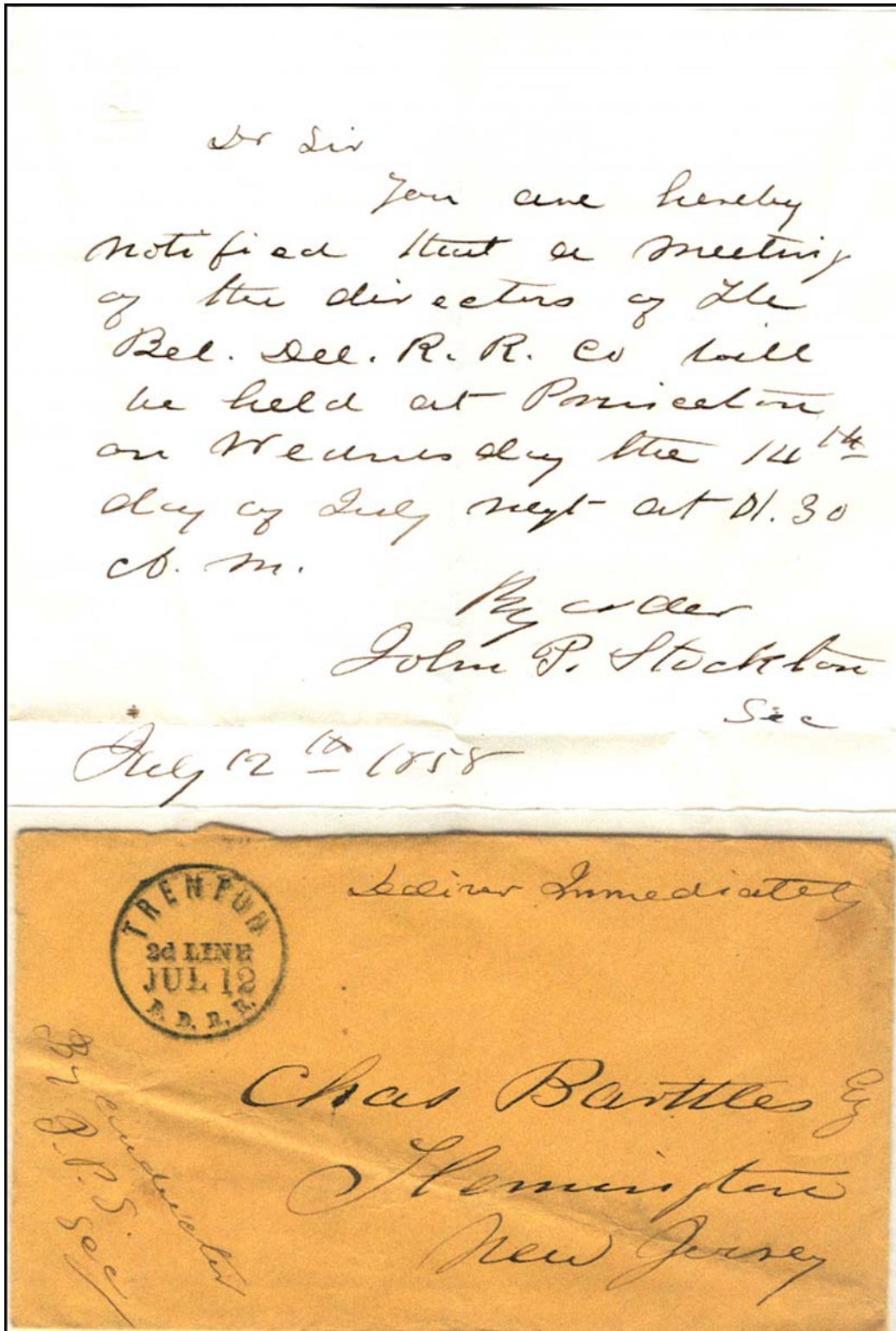
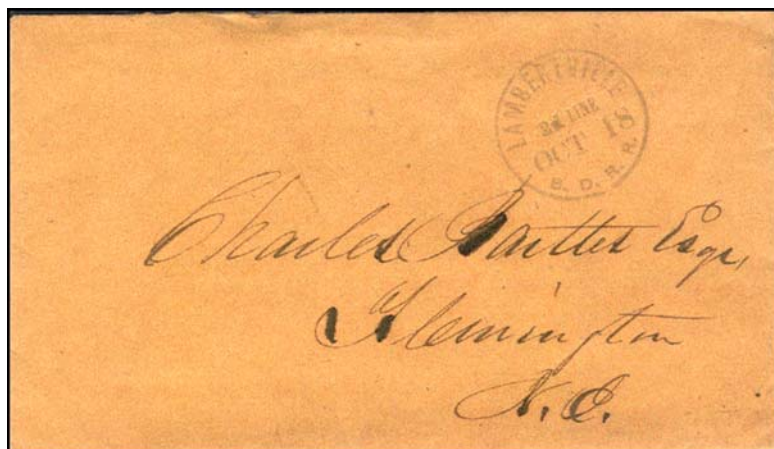


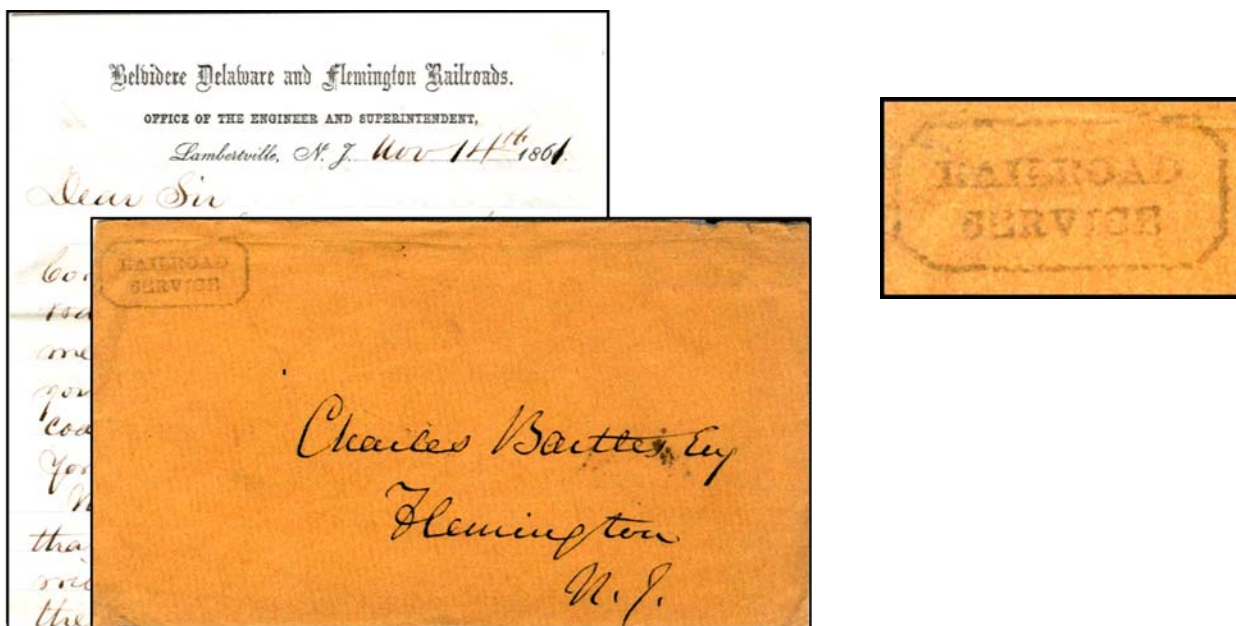
Fig. 3: Marking listed in MacDonald's as # 242-S-3. Sent on July 12, 1858 by John P. Stockton, Secretary-Treasurer of the Bel-Del RR at this time, from the Bel-Del station office in Trenton, to Bartles in Flemington.

The next cover carried a letter from Anderson in Lambertville to Bartles in Flemington, discussing the rate for shipping lumber by rail. The route marking on this cover is a 28mm black B.D.R.R. cancel, very similar to the Trenton and Flemington markings on the previous covers, but unlisted.



*Fig. 4: An unlisted 28mm black B.D.R.R. cancel, similar to the Trenton and Flemington markings on the previous covers. Enclosed letter dated Oct. 18, 1856.*

Two examples of the following marking are known, both applied at Lambertville.<sup>3</sup> It shows RAILROAD SERVICE in a black octagon box, 31x15mm. The letter in this cover, on B. D. & F. RR stationery, is again from Anderson. It is dated November 14, 1861 and discusses the price and quality of coats purchased for Capt. Angel, apparently to supply his company. That company, at this time, would be Company I, Fifth New Jersey, Captain Ashbel Angel commanding.<sup>4</sup> Angel would rise to the rank of Colonel by war's end and become postmaster at Lambertville in 1869.



*Fig. 5: Rare "Railroad Service" marking, with enclosed letter dated Lambertville, Nov. 14, 1861, on stationery of the combined Belvidere, Delaware, & Flemington RRs. Enlargement of cancel at right.*



The next cover has no route marking, but rather a colorless embossed corner card design from the superintendent's office of the combined companies at Lambertville. The letter, again on railroad stationery from Anderson, expresses concern that William Hopewell is using railroad property at Flemington. Bartles was just the man to handle this matter, since he and Hopewell were both on the board of directors of the new county bank at Flemington.

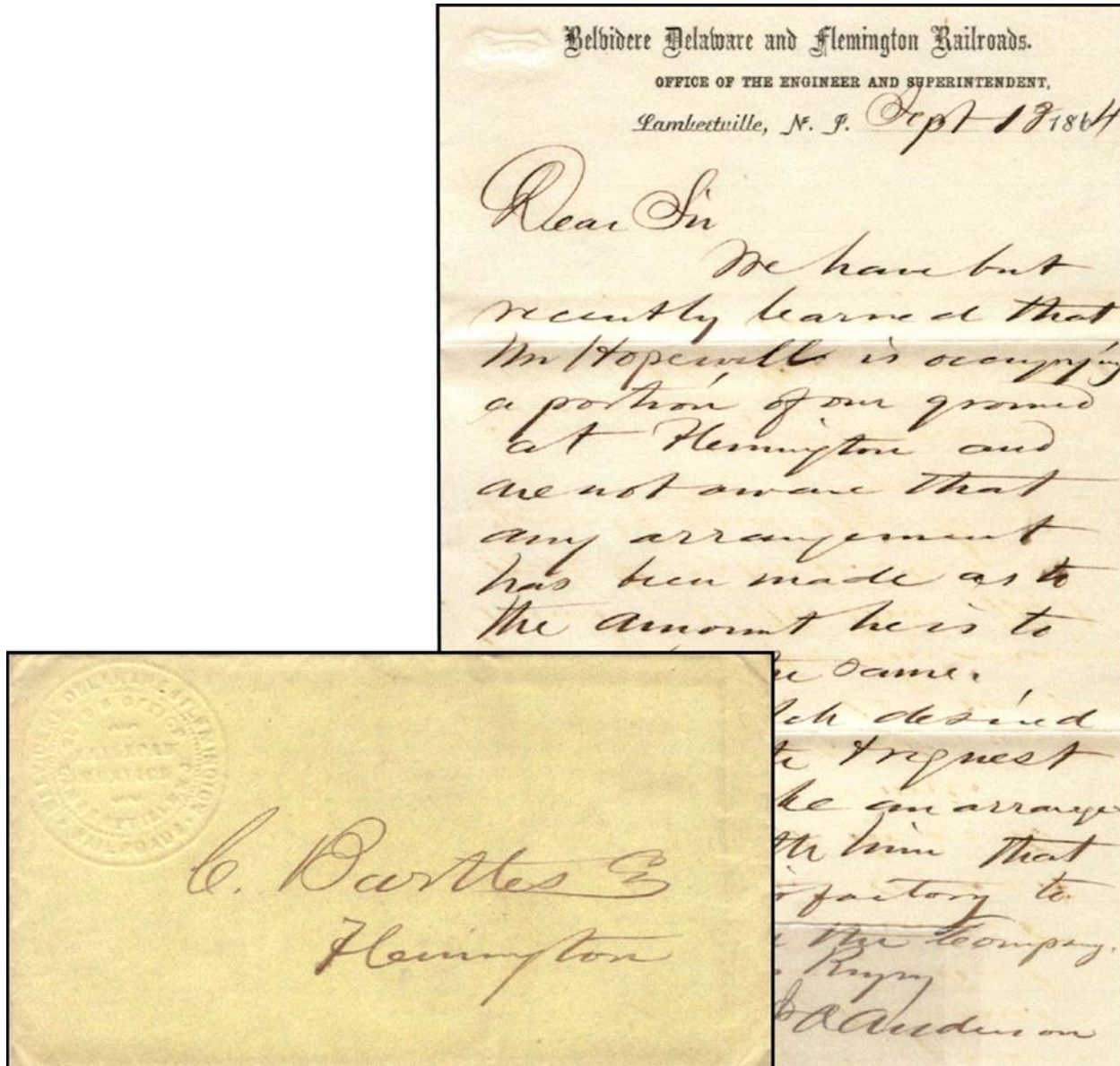


Fig. 6: Colorless embossed corner card design from the Superintendent's Office of the combined companies at Lambertville. The letter, on railroad stationery, is from Anderson to Bartles, dated Sept 18, 1864.

The large oval 50x30mm corner card on the envelope which follows is from the general ticket office at Lambertville, which was located on the first floor of the station. The note, dated May 8, 1865, was a confirmation of receipt of stock certificates.

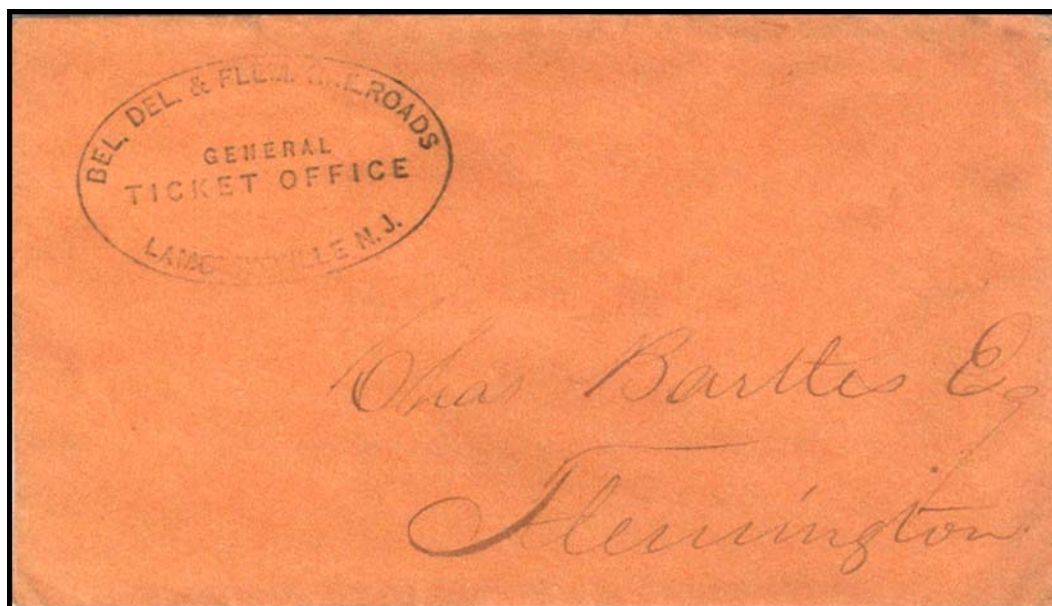


Fig. 7: Large oval 50x30mm corner card on envelope from the general ticket office at Lambertville. The note enclosed, below, is dated May 8, 1865.

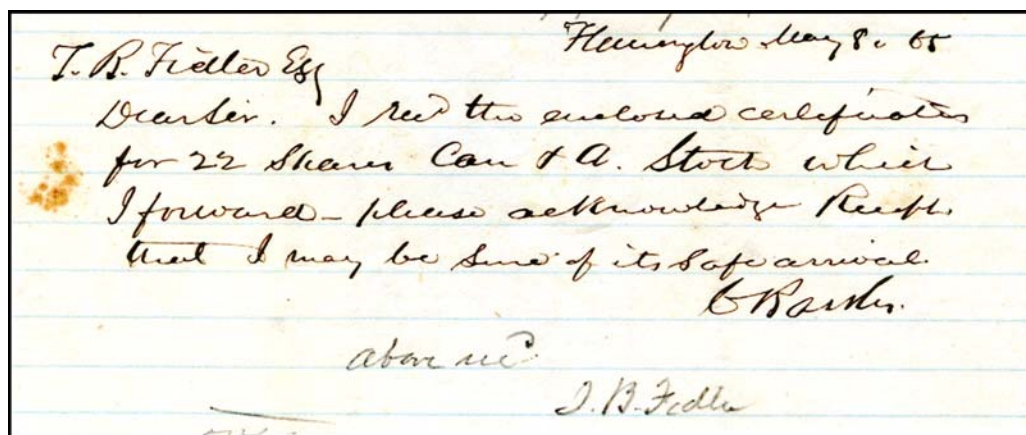


Fig. 7a: Note enclosed with above cover.

The fact that of all these interesting covers moved over the railroad without the benefit of postage stamps was not lost on the U.S. Post Office Department. Eventually the railroads were required to pay the postage on all internal mail carried on its system; the only exception would be letters directly concerning the train carrying it.

The cover below with a Camden & Amboy R.R. & Transportation Co. corner card, franked with a #65, and posted Philadelphia, May 9, 1865, most likely traveled the entire way to Bartles in Flemington by rail. This letter is from William Gatzmer, the railroad agent in Philadelphia.



Fig. 8: Camden & Amboy R.R. & Transportation Co. corner card, franked with a #65, and posted Philadelphia, May 9, 1865.



Still another Superintendent's Office marking, measuring 32mm in black, follows. This cover was mailed at the Lambertville post office in 1869 or '70; the stamp is a #114 with a steam engine as the central design. J.A. Anderson sent this cover to Elbert Kochersperger, who owned and operated Blood's Dispatch in Philadelphia. He was Anderson's brother-in-law.



*Fig. 9: Superintendent's Office, Bel-Del. & Flemington RR, Lambertville corner card, cancelled with a Lambertville, NJ, post office double circle of circa 1870 [13 Nov.].*

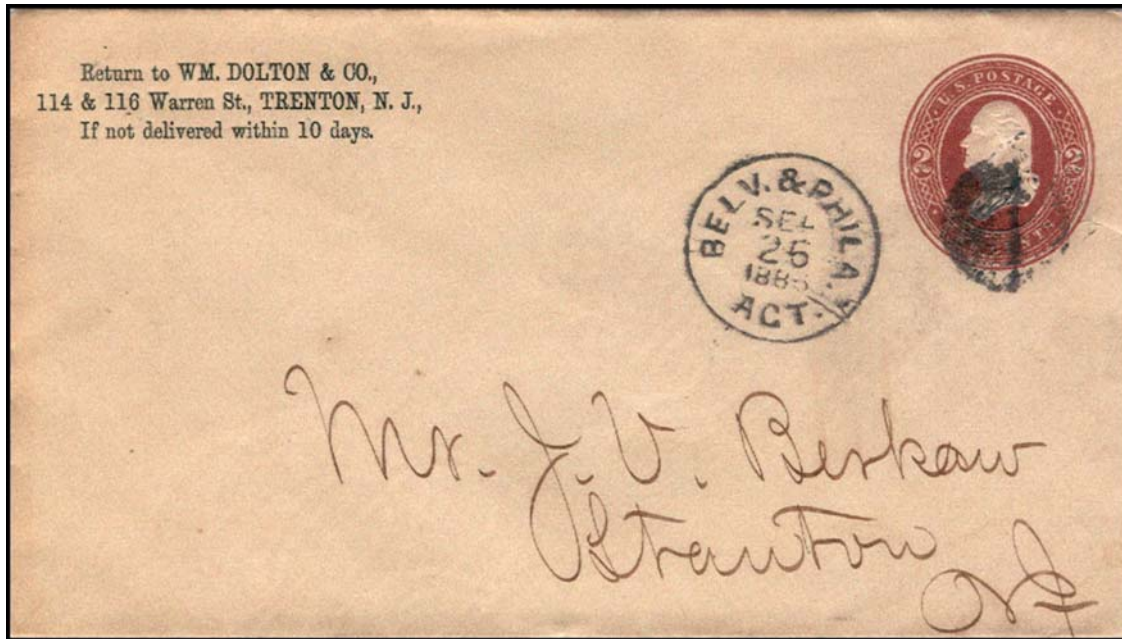
Here a manuscript cancel BEL DEL RR tying a #65 on a small Civil War patriotic cover, printed in red and blue with a shield on the reverse, was sent to the station at Holland just north of Milford, N.J.



*Fig. 10: BEL-DEL RR manuscript pencil cancel tying #65 to Civil War cover addressed to Holland, NY, a station on the Bel-Del north of Milford, NJ.*

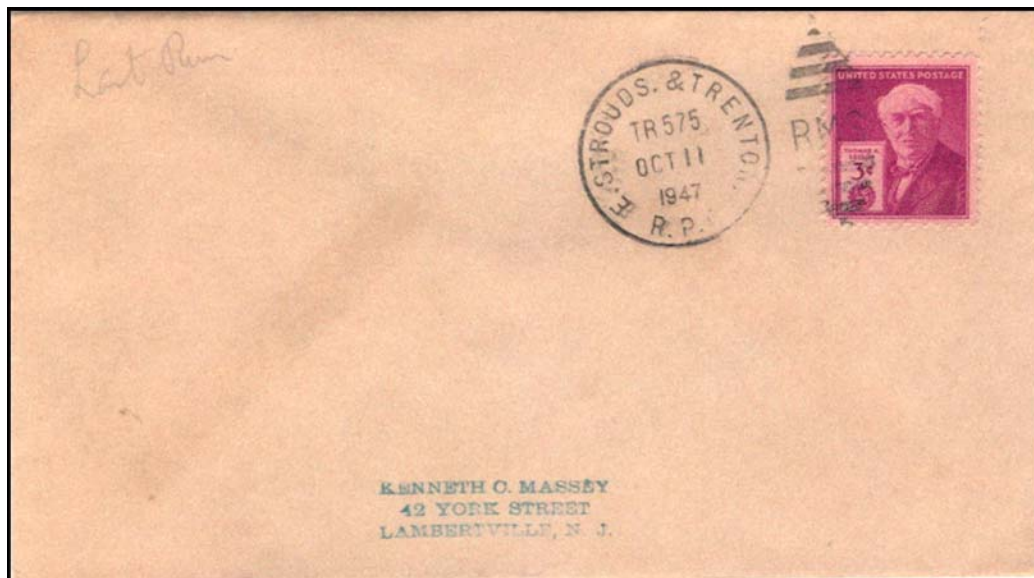
## THE BEL-DEL & FLEMINGTON RR ~ Jim Walker

The next cancel, BELV. & PHILA. AGT., is station agent cancel #242-B-1 on U62 postal stationery of 1884 issue.



*Fig. 11: BELV. & PHILA. AGT Station Agent Cancel, Belvidere and Philadelphia #242-B-1 on #U62 postal stationery envelope of 1884, cancelled Sept. 26, 1886.*

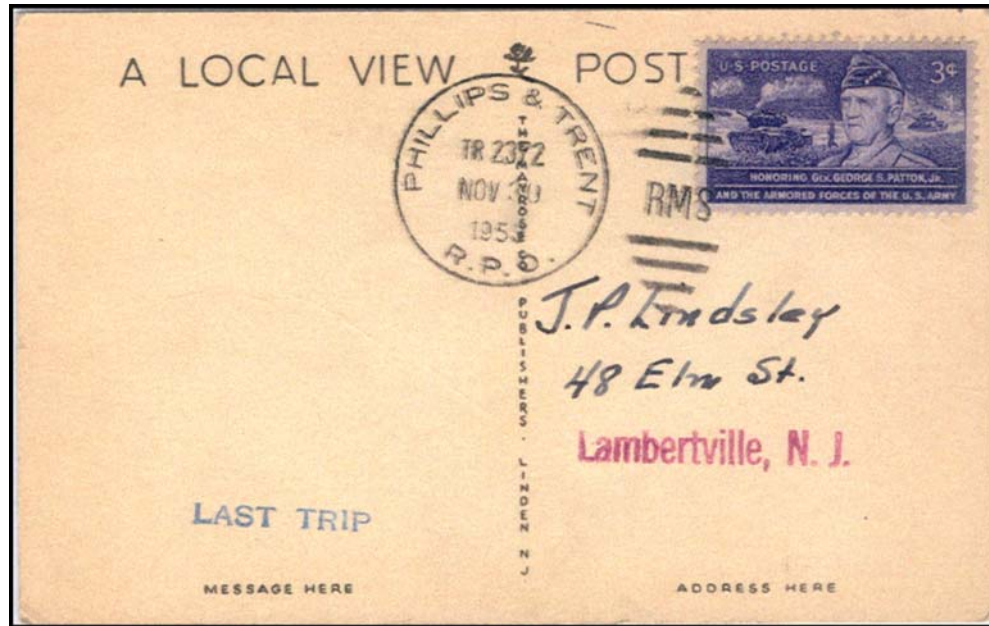
By the 1890s, most of the local railroad markings had been replaced by the Railway Post Office usages, and by the consolidation with the Pennsylvania Railroad system. Passenger service on the Flemington Branch ended April 30, 1931, and at Lambertville October 26, 1960. This next cover, mailed from Lambertville, traveled on the last run of the East Stroudsburg & Trenton Railway Post Office on the old Bel-Del line October 11, 1947.



*Fig. 12: Last run of the East Stroudsburg & Trenton Railway Post Office on the old Bel-Del line, October 11, 1947.*



The last cancel on a post card was carried on the last trip of the Phillipsburg & Trenton R.P.O., November 30, 1953.



*Fig. 13: Last trip of the Phillipsburg & Trenton Railway Post Office, November 30, 1953, on the northbound evening train #2372.*

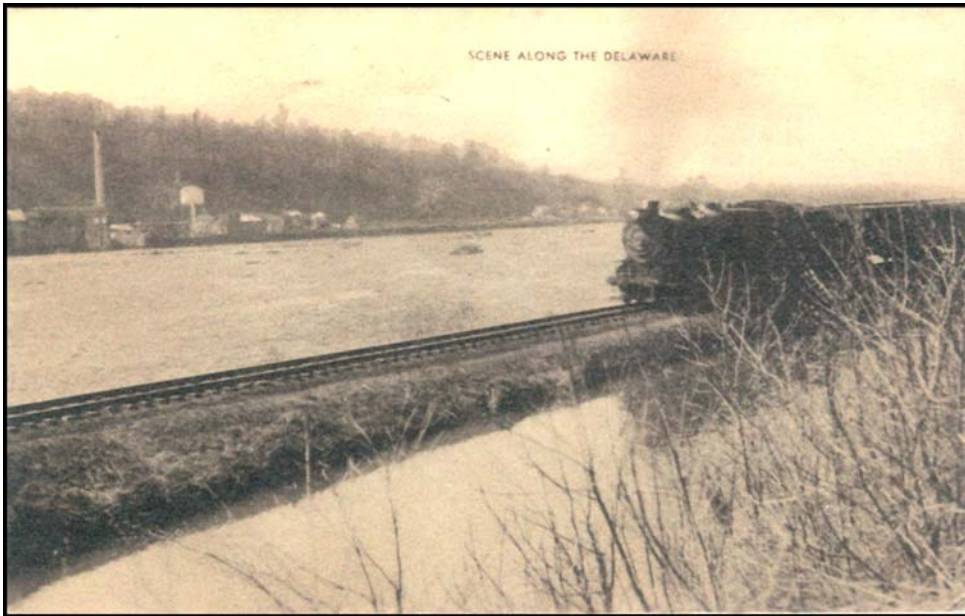
The last item, canceled B.D.R.R. SEP. 25, 1865 is a revenue stamp # R15, used to show taxes paid on a BEL-DEL R.R. document. Such stamps helped finance the Civil War.



*Fig. 14: B.D.R.R. cancel on revenue stamp #R15, used to show taxes paid on a Bel-Del. RR document, Sept. 25, 1865. Cancel enlarged at right.*



Once a major employer that operated for over a hundred years, all that is left today of the railroad are some restored stations, and a rail bed that acts as little more than a speed bump in many of the towns it serviced. The old Belvidere, Delaware, & Flemington Railroad lives on, however, through the rich postal history represented by covers such as these.



*Fig. 15: On the Belvidere Branch heading south from Lambertville, a last look.*

#### ENDNOTES:

- <sup>1</sup> Lee, Warren F., *Down Along The Old Bel-Del*, Published by Bel-Del Enterprises Ltd., Albuquerque, N.M., 1987, p. 11. Further background information used in this article also comes from this source.
- <sup>2</sup> MacDonald, Fred D., *MacDonald's Catalog Of Railway Postal Markings*, Published by the New Jersey Postal History Society, NJ, 1984.
- <sup>3</sup> Ibid, p. 58.
- <sup>4</sup> Stryker, William S. *Record of Officers And Men Of New Jersey In The Civil War 1861-1865* Published by John L. Murphy, Steam Book and Job Printer, Trenton, New Jersey, 1876.

## WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material  
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or [rrose@pitneyhardin.com](mailto:rrose@pitneyhardin.com)

## GOOD INTENT, NEW JERSEY

By Gene Fricks

Good Intent, in Gloucester County prior to the formation of Camden County in March, 1844, had a limited existence as both a community and a post office. Evidence of its existence in the form of covers has always been difficult to come by. Two examples of Good Intent covers were shown in the Coles sale<sup>1</sup> (lots 563, 564), the earlier from 1831 and the latter, with a forwarding or docketing notation from 1842. Kay and Smith show Good Intent in Gloucester County June 15 1831 to March 13, 1844, with John L. Cooper as postmaster. With the formation of Camden County, the Good Intent post office lasted until January 21, 1845 when it was closed and service moved a mile and a half away to Blackwoodtown.<sup>2</sup> The reason for the move may have been political as a large number of New Jersey postmasters were replaced about the same time.

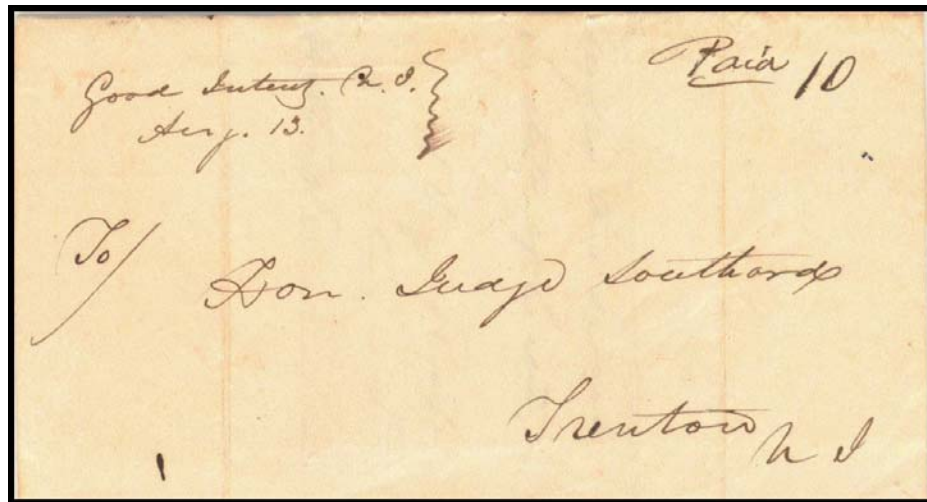
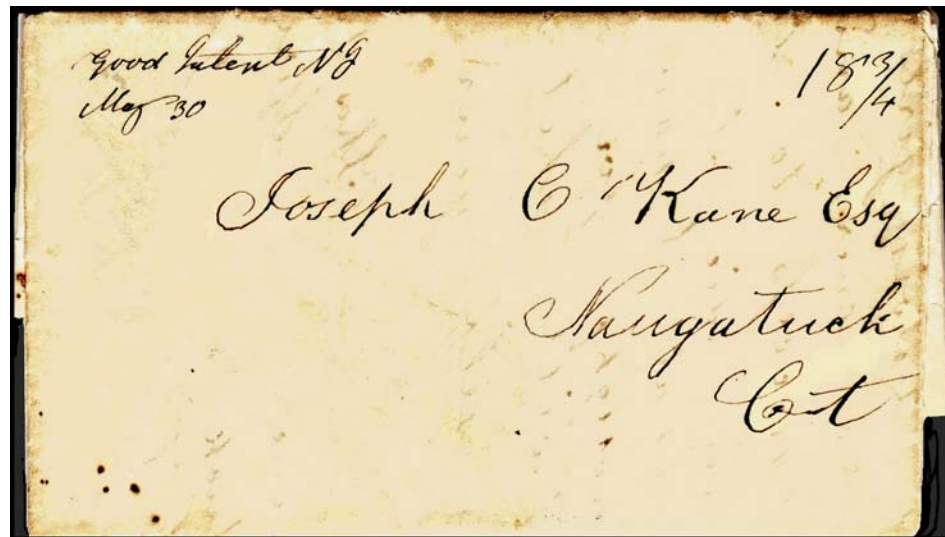


Fig. 1: A Good Intent, NJ manuscript cancel on letter from P.J. Gray to Judge Samuel L. Southard, dated Aug 13, 1831, originally in the Coles collection [Lot 563].<sup>3</sup>



Courtesy Ed Siskin

Fig. 2: Good Intent, NJ 1838 (GLO), Folded Letter datelined "Spring Mill May 1838," ms "Good Intent NJ, May 30," ms "18 3/4" to Naugatuck, Ct. Newsy letter

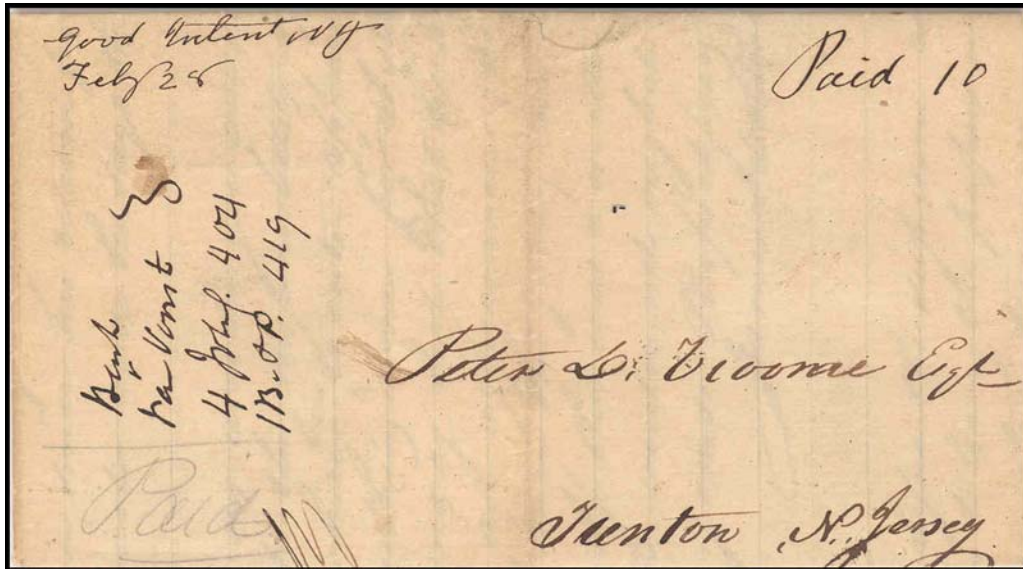


Fig. 3: Good Intent, NJ Feb 28, 1844 to Peter D. Vroom, former Governor of New Jersey.

Settlement along the Big Timber Creek dated from the mid 1700s. In the early 1900s, many of the old farms were sold for real estate redevelopment and the farmhouses were torn down. Luckily, the Chew-Powell House, on Good Intent Road less than a half mile from the main settlement, escaped that fate. It was originally owned by Richard and Charity Chew Powell (d. 1779), 17 of whose 20 sons served in the Revolutionary army.<sup>4</sup>



Chew-Powell House

Beck<sup>5</sup> mentions that Good Intent had a woolen mill, which Prowell describes as a fulling mill. In 1836 a landing at Good Intent permitted lumber to be imported by Carr & Lunt of Philadelphia, for the manufacture of shovel handles.<sup>6</sup> In 1829 Garrett Newkirk of Philadelphia erected a cloth mill, managed by Jonas Livermore.<sup>7</sup> This mill, in a three story building, suffered several fires but continued operation until the post-Civil War recession. By the mid 1870s, operations had ceased and the workforce living in several onsite buildings had drifted away.<sup>8</sup>

#### ENDNOTES:

- <sup>1</sup> The William C. Coles Collection," Robert G. Kaufmann Sale No. 33, Saddle Brook, NJ, March 8, 1984.
- <sup>2</sup> Kay, John L. and Smith, Chester M. Jr., *New Jersey Postal History, The Post Offices and First Postmasters 1776-1976*, Quarterman Publications, Lawrence MA, 1977, p. 45, 57, 66. Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983, p. 181.
- <sup>3</sup> This letter has appeared in *NJPH*, in Vol. 23, No. 5 [Whole No. 115] p.131 and Vol. 30, No.3 [Whole No. 147] p. 91.
- <sup>4</sup> Merkel, Helen B., *The History of Old Gloucester Township 1695*, Gloucester Twp NJ Bicentennial Committee, 1980?, pp. 15-16.
- <sup>5</sup> Beck, Henry Charlton, *More Forgotten Towns of Southern New Jersey*, Rutgers Univ. Press, New Brunswick, 1963. p. 45.
- <sup>6</sup> Prowell, George R., *The History of Camden County, New Jersey*, L.J. Richards & Co., Philadelphia, PA, 1886. p. 681.
- <sup>7</sup> Livermore appears frequently in the records of the Good Intent Mills. Merkel, *op. cit.*, p. 4.
- <sup>8</sup> Prowell, *op. cit.*, p. 684.





**Maps showing  
location of  
Good Intent, NJ**

Maps such as these, from MapQuest and Keyhole, and now Google's maps, are a wonderful service available on the Internet

## THE POST TOWNS OF BURLINGTON COUNTY: PART 4

By Jack Edge



*[This series on Burlington County Post Offices is continued from our last issues, February, May & August 2005 (Vol. 33, Nos. 1, 2 & 3. Whole Issue Nos. 157, 158 & 159). More sections will follow in upcoming issues. We repeat the map here and refer you to the bibliography that accompanied the first and second section of this article.]*

**BURLINGTON COUNTY MAP WITH POST TOWNS**



## DOBBINS POST OFFICE ~ Established April 23, 1887

This office was established at the Florence Station of the Pennsylvania Railroad, Amboy Division. It was about one and one-half miles southwest of Florence Post Office, and serviced the farming community of this part of Florence Township.

James D. Craig, the first postmaster, estimated some 250 people would benefit from the formation of a post office here and that the mail would be carried to the new office at no expense to the postal department. The post office building was located 200 feet from the railroad, on the northwestern side.



*Fig. No. 31: Dobbins, N. J. dated Sept. 9, 1907, on post card.*

April 23, 1887  
October 31, 1918

Post office opened  
Post office discontinued; service to Roebling

~ ☐☐☐ ~

## EDGEWATER PARK POST OFFICE ~ Established September 28, 1881

Charles Stokes, prominent landowner and surveyor, originally laid out Edgewater Park in 1853. His name for this planned village was Willington. The village was located in the northeastern portion of Beverly Township. It was a station of the Pennsylvania Railroad, Amboy Division, and was one and one-half miles above Beverly Post Office and some two and one-half miles south from Burlington City on the railroad line.



## BURLINGTON POST TOWNS: PART 4 ~ Jack Edge

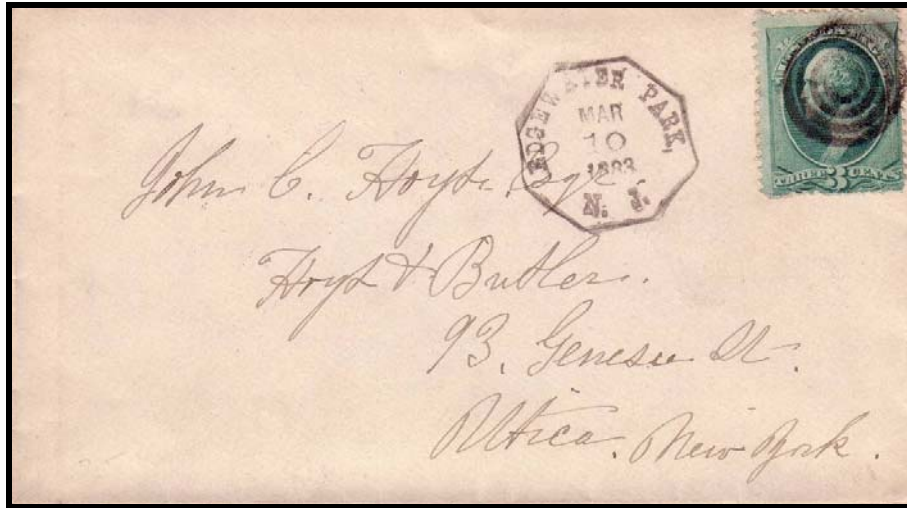
In 1881, the application for this office listed the population as 500. The census of 1880, however, counted just 169! Today, Edgewater Park covers 2.86 square miles. In 1924 fully half of old Beverly Township became the new Edgewater Park Township. In 1958 this post office was closed and serviced by Beverly Post Office.

September 28, 1881

March 31, 1958

Post office opened

Post office discontinued; service to Beverly



*Fig. No. 32: Edgewater Park , N. J. hexagonal postmark dated Mar. 10, 1883.*



*Fig. No. 33: Residence and greenhouses of Robt. Atkinson, circa 1876*

~ [ ] [ ] [ ] ~

## ESTLOW POST OFFICE ~ Established September 11, 1856

Deep in old Washington Township, along the Wading River, there was a village long known as Bridgeport. In 1856, John McKeen applied for a post office at this place. Bridgeport was the name of an office in Gloucester County at this time, and could not be used. Postmasters' names were also discouraged. McKeen chose Estlow, an old family name in these parts. Postal authorities were not aware of this, and the name was accepted. Undoubtedly, McKeen was either related to or indebted to the Estlow family.

The office was located some six miles northwest of New Gretna and seven miles northeasterly from Lower Bank. No mention is made of the population here in 1856, but not more than ten families called it home.

This office operated only fifteen months, but would re-open in 1858 as Wading River Post Office with John McKeen's wife, Catherine, as postmaster.

September 11, 1856  
December 22, 1857

Post office opened  
Post office discontinued

~ ☐☐☐ ~

## EVESBORO POST OFFICE ~ Established December 5, 1889

A tiny hamlet situated in Evesham Township, Evesboro was called at different times Bodines and Greentree (after local taverns). The surrounding area was completely agricultural. It was located two and one-half miles southeast of Fellowship and one and one-half miles to the north of Marlton.

Although settled well before the Revolutionary War, the population at the opening of this office in 1889 was listed as 100, although this was probably exaggerated in the postmaster's application. Not a single original dwelling is left standing today to mark the existence of Evesboro.

December 5, 1889<sup>1</sup>  
August 18, 1898

Post office opened  
Post office discontinued; service to Marlton

~ ☐☐☐ ~

## EVESHAM POST OFFICE ~ Established April 1, 1808

Evesham was settled about 1701 by members of the Society of Friends. The town was laid out by 1800, but was slow to grow. Known as Rising Sun and later Swains (after local taverns), it would adopt the township's name of Evesham in 1808. The Society of Friends completed a meetinghouse here in 1807 and referred to the place as Evesham Meeting. Evesham was sometimes mistaken as Evesboro, only one and one-half miles distant, which caused confusion with more than one historian.

The village was still referred to as Swains long after Evesham Post Office was established. It was not until 1845 that the town was renamed Marlton, and the post office followed suit. Agricultural marl<sup>2</sup> was dug here for a century, thus the town's new name, Marlton. Marlton lies six miles west of Medford and some five miles southeast from Moorestown. The population listed here in 1840 was 125 (approximately) and by the 1880 census it had risen to just 339.

It is interesting to note that as late as 1918, the road from Camden to Marlton, called Marlton Pike (Route 70), was described as an improved wagon road; likewise the road between Moorestown and Marlton (Church Road). An "improved" wagon road was periodically graded or covered with gravel or oyster shells in this rural section of Burlington County.



*Fig. No. 34: Evesham, N. J. dated Jan. 13, 1845 on a folded letter on Aug. 6, 1845. This office's name was changed to Marlton.*

April 1, 1808  
August 6, 1845

Post office opened  
Post office name changed to Marlton

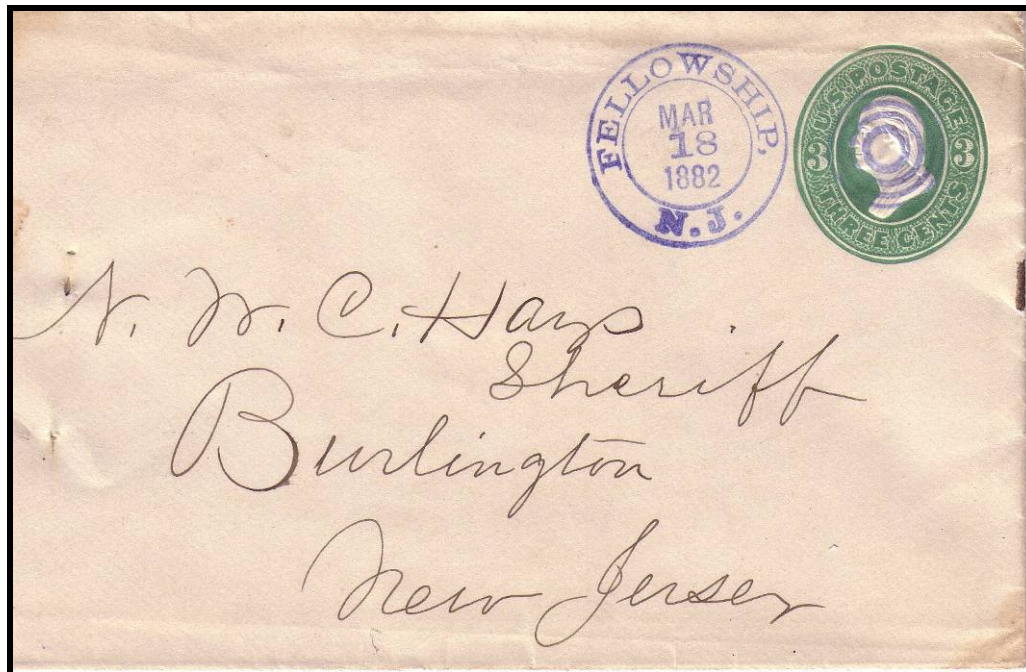
~ ☐ ☐ ☐ ~



## FELLOWSHIP POST OFFICE ~ Established January 13, 1849

This tiny hamlet was settled prior to 1800 by members of the Society of Friends and specifically by the Roberts Family. Fellowship Post Office, at its establishment, was a part of Evesham Township in 1849. Located close by the Pennsauken Creek, separating Camden and Burlington Counties, the village was approximately five and one-half miles west of Mount Laurel, and some three and one-half miles to the southeast of Maple Shade.

The WPA Guide to 1930's New Jersey<sup>3</sup> describes Fellowship as follows, "Pop. 150, originally a Quaker settlement, is a small village of a half dozen fine old farmhouses and a few more in dilapidated condition." The village is, for the most part, gone. The area today is a mix of manufacturing and commercial businesses, with little time or interest in its beginnings as a quaint old rural village that ran headlong into an unforgiving modern culture.



*Fig. No. 35: Fellowship, N. J., Mar. 18, 1882 strike on U. S. Government stamped envelope.*

January 13, 1849  
March 13, 1899

Post office opened  
Post office discontinued; service to Ellisburg,  
Camden County.



Fig. No. 36: Manuscript postmark, Fellowship, N. J., dated Feb. 5<sup>th</sup>, on cover with U. S. Issue 3 cent stamp.

~ ☐ ☐ ☐ ~

### IELDSBORO POST OFFICE ~ Established February 3, 1880

Fieldsboro, once known as White Hill, is the smallest incorporated borough (1850) in Burlington County. It is 3/10 of a square mile in size, and has a current population of 650.

Settled by 1695, White Hill stood high above the Delaware River on the road between Burlington and Bordentown. The Camden and Amboy Railroad established a station here by 1836 and the village became known as White Hill Station. In 1850 it became Fieldsborough; named for the Fields Family, prominent citizens of the town.

Thomas Gordon<sup>4</sup> notes that a ferry was in operation here in 1833, crossing the Delaware River. At its establishment in 1880, August Zeller, the proposed postmaster at Fieldsborough, listed a population of 600! The post office name was shortened to Fieldsboro in December of 1894.

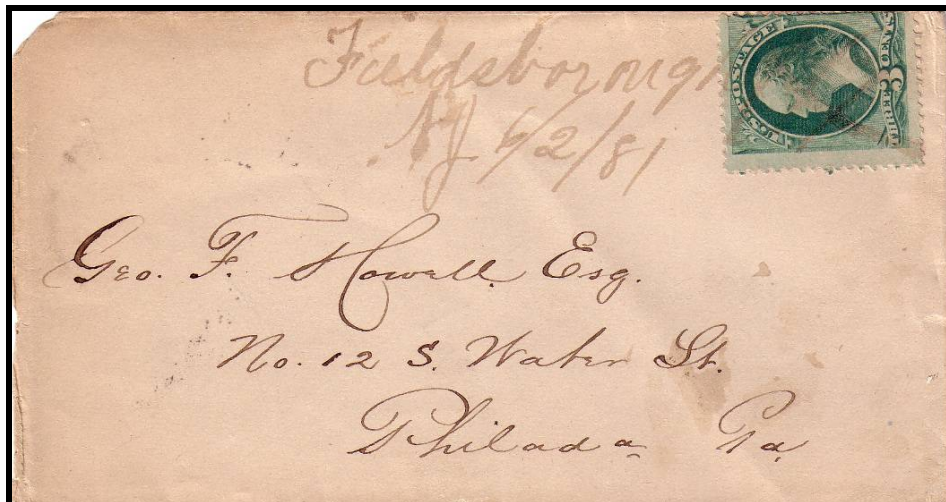


Fig. No. 37: Fieldsborough, N. J. dated 6/2/81 in manuscript on cover.

February 3, 1880  
December 1, 1894  
May 6, 1966

Post office opened as Fieldsborough  
Name changed to Fieldsboro  
Post office discontinued; service to Bordentown



*Fig. No. 38: A 1938 cover with 1½¢ postage, Fieldsboro, N. J.*

~ ☐☐☐ ~

### **FLORENCE POST OFFICE ~ Established April 6, 1854**

Laid out in 1849, Florence became another of Burlington County's handsome river towns. A very small hamlet existed here prior to the arrival of the railroad in 1834. Florence fronts the Delaware River, and stands some two miles west of Roebling and four and one-half miles easterly from Burlington City.

At its establishment, Florence Post Office was located within Mansfield Township. Prior to being named Florence, the village was known as High Banks.

J.D. Scott, in his 1876 Burlington County atlas,<sup>5</sup> states [Florence] "stands well up from the water, and has a very pleasant appearance on the river side." This can still be stated today, as Florence has retained this identity, these many years later.





Fig. No. 39: An early advertising cover, posted from Florence, N. J. in the 1880s.

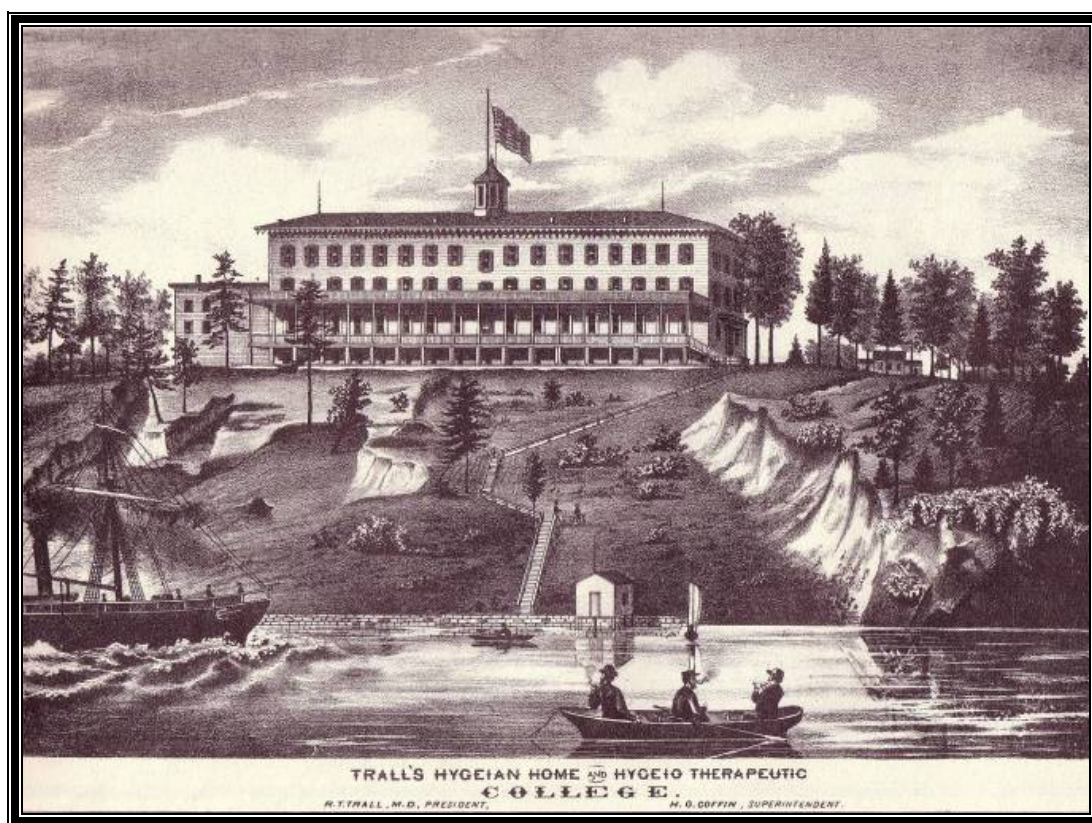


Fig. No. 40: Trall's Hygeian Home & Hygeio Therapeutic College, circa 1876 at Florence, N. J.



*Fig. No. 41: A view of Florence, N. J. from the Delaware River, circa 1875.*

April 6, 1854  
Continues in service today

Post office opened



**FORT DIX POST OFFICE<sup>6</sup> ~ Branch of Trenton Post Office (1917-1923, 1941 to present)  
Branch of Wrightstown Post Office (1935-41)**

In 1917, as thousands of inductees entered Camp Dix, it became necessary to establish a postal facility to accommodate them. World War I was raging in Europe and Americans answered the call to arms in unprecedented numbers, not seen since the Civil War.

Camp Dix opened its postal facility as a branch of Trenton Post Office. The original post office designation was “Military (Station Trenton)” from July 9, 1917 until August 15, 1917. The office was then named “Dix (Station Trenton)” August 15, 1917 to October 1, 1923. The camp was used to train troops for overseas service during World War I. After the Armistice, the base was a demobilization center and later trained members of the Civilian Conservation Corps, during the 1930s.

The post office here was reopened on November 15, 1935 as Camp Dix (Branch of Wrightstown). Designated by the Pentagon as a Fort in 1939, it became Fort Dix (Branch of Wrightstown) on March 16, 1939.



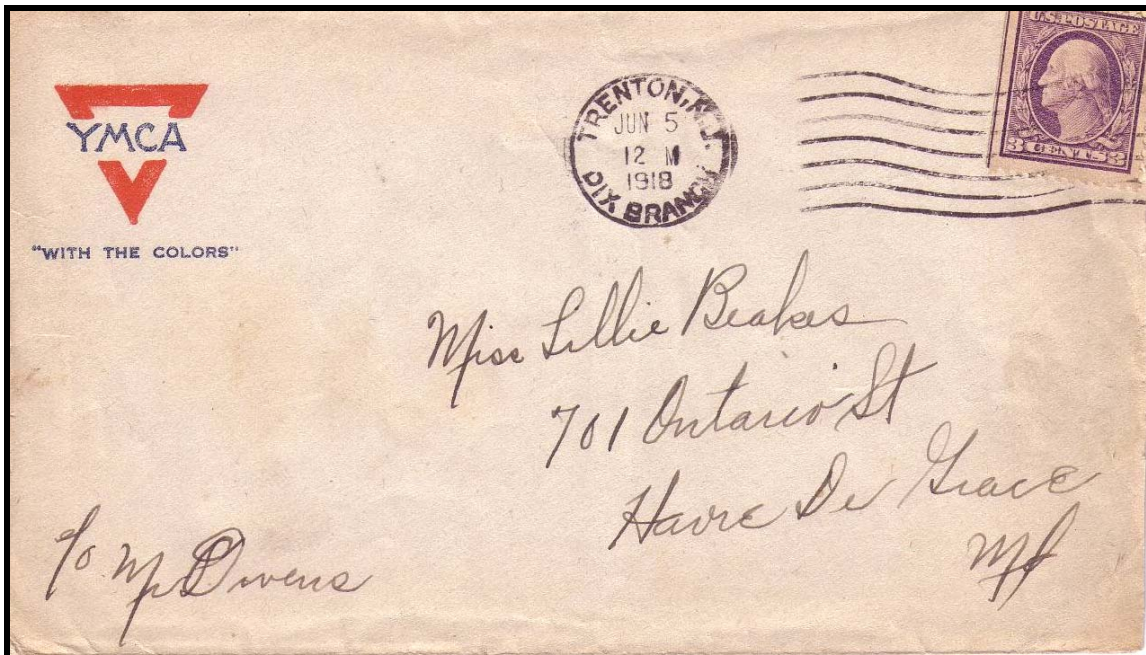
## BURLINGTON POST TOWNS: PART 4 ~ Jack Edge

Fort Dix again became a principal military training facility on the east coast as the war clouds began gathering in Europe and the Pacific. On May 4, 1941, the postal facility reopened as a Branch of Trenton Post Office. The number of trainees far exceeded that of 1917-18. This time, the postal facility lasted until January 25, 1948. On June 1, 1950 the office was reopened with the Korean Conflict imminent. It remains open today to accommodate trainees and permanent military personnel and civilian employees.

The Fort Dix Military Reservation reaches across Burlington County and over into Ocean County. It covers over 3,200 acres and spreads across parts of five townships. The base has absorbed many small hamlets and villages since 1917. Conversely, the facility has greatly added to the economy of the county through jobs and commerce.

Fort Dix was named for General John A. Dix, Union General-Civil War, U.S. Senator and Secretary of the U.S. Treasury.

July 9, 1917	Military (Station Trenton)
August 15, 1917	Dix (Station Trenton)
October 1, 1923.	Discontinued
November 15, 1935	Reopened as Camp Dix (Branch of Wrightstown)
March 16, 1939	Fort Dix (Branch of Wrightstown) changed to:
May 4, 1941	Branch of Trenton Post Office.
January 25, 1948	Post office discontinued
June 1, 1950	Reopened
Continues in service today.	



*Fig. No. 42: A June 5, 1918 YMCA envelope postmarked Trenton, N. J., Dix Branch.*





Fig. No. 43: A scene from 1918 at Camp Dix.

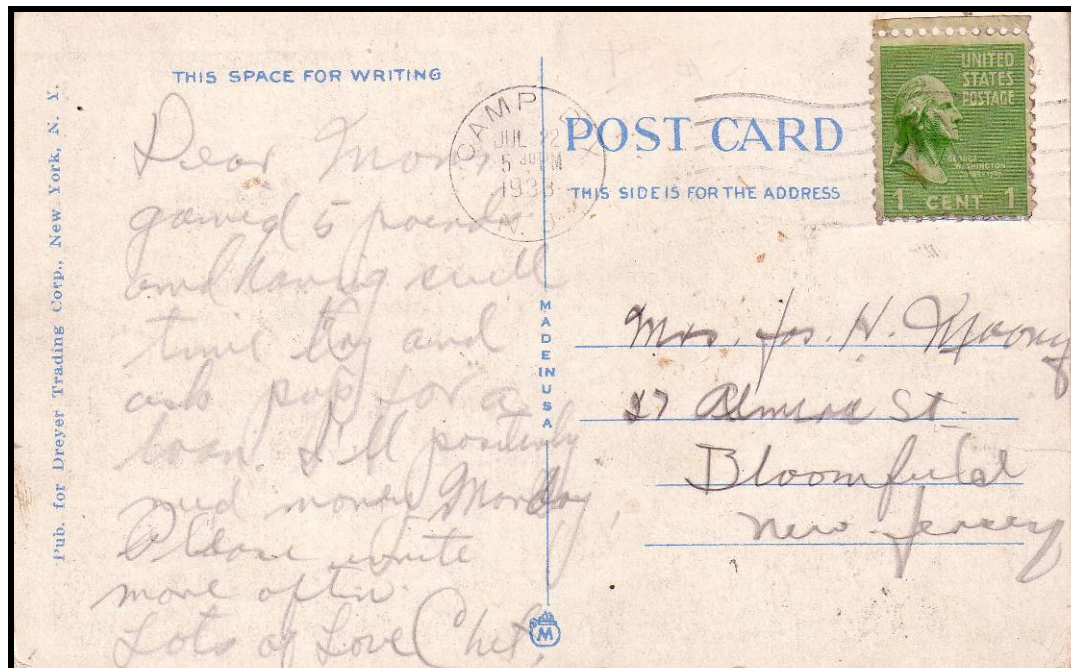


Fig. No. 44: Camp Dix, N. J. on a postcard dated July 22, 1938

~ [ ] [ ] [ ] ~

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

## ENDNOTES:

- <sup>1</sup> Note that Kay & Smith [Kay, John L. & Smith, Chester M., Jr., *New Jersey Postal History*, Quarterman Publications, Inc., Lawrence, MA, 1977] show this date as 1839. National Archives in Washington show this to be incorrect.
- <sup>2</sup> A type of soil which contains clay and calcium carbonate, used as a fertilizer. In the sandy soils of Burlington, clay helped to retain water.
- <sup>3</sup> Federal Writers Project, W.P.A., *New Jersey A Guide to It's Present and Past*, Viking Press, 1939.
- <sup>4</sup> Gordon, Thomas F., *Gazetteer and History of New Jersey*, Philadelphia, PA: Daniel Fenton, 1834.
- <sup>5</sup> Scott, J.D. *New Historical Atlas of Burlington County, New Jersey*. Theo. Hunter, Printer, Philadelphia, P.A.
- <sup>6</sup> Also called Camp Dix Post Office; Dix Post Office; Base Hospital and Military.

## MEMBER NEWS:

**CD OFFER FOR MEMBERS:** If you have enjoyed downloading *NJPH* in .PDF format, but would like to remove those large files from your computer, the *NJPH* 2005 issues on CD will be available in January 2005 for \$5 [to members only] on CD in Acrobat Reader format [Acrobat Reader included on CD]. If you have a computer but have never tried downloading these files, here is your opportunity to get the same files on a CD. This will allow you to see many covers and other items in color, to enlarge them on your computer screen, and to print them out in color yourself if you wish. The price covers the cost of production and mailing. We have added a line on the Membership Renewal sheet for this, if you would like to purchase this CD. 2004 issues are available on a second CD for \$5.00, or if purchasing both together, the combined price is \$8.00.

### WELCOME TO NEW MEMBER!

Bruce N. Stepash, 30 McMichael Ave., Somerdale NJ 08083...[mstepash@yahoo.com](mailto:mstepash@yahoo.com)

### CHANGE OF ADDRESS

Paul Jackson, 10 Brentwood Rd., Raritan, NJ, 08869 ~ remove P.O. Box in address if you have it.

## A FEW TIPS ON SCANNING FOR ARTICLES IN THE JOURNAL

By Jean Walton

Not all of us have the time to spend learning how to scan items on the computer and what the best way is to do this for articles submitted to *NJPH*. But since I do it on a regular basis, perhaps I can give you some tips, to help make your articles look their best.

How you scan depends on what you are scanning for. Images you see on websites look nice, and can be downloaded easily, but an Internet image will be a weak image, probably scanned at 72-100 dpi [dots per inch]. It looks fine on your monitor, and because it is not a big file, it appears quickly on your screen when you go from image to image online, and does not take up a lot of storage space on a website. But it is not sufficiently good for printing - at least not in a journal that hopes to present a respectable replication of a cover - and often need much care to make it useable. So downloading an image from Ebay or an auction site for an article leaves much to be desired, although it can be done when absolutely necessary. Your own scanned covers will do much better. Here are some suggestions for scanning your material:

## SCANNING TIPS, CONTINUED FROM PREVIOUS PAGE:

- Always scan your covers at 100% [full size] and at 300 dpi, in full color. This allows sufficient detail to print a nice clear image. If you can't find these settings on your scanner software, look for the advanced mode. If you have no advanced mode, choose "Print" instead of "Screen" or "Display" for type of image.
- Save your images as .jpgs [Note the "Save as file type" in the Save dialog box]; these can be easily sent by email, as they are smaller than .tiffs or .gifs. or .bmps. - BUT understand that that is so because they are compressed images, and each time you save, it compresses more. You can control this by going to "Options..." in the Save box, and being sure to choose "Least compression..." or "Best quality," or if there is a scale, no more than 15 on a scale of 100.
- Scan from the original whenever possible. An image scanned from a catalog is usually smaller than the original, and carries the screening used in printing. Much "diddling" has to be done to get rid of this pattern and turn it back into a smooth image. Sending me only a printout of your scan also creates problems. Rescanning a printed scan or a color photocopy, no matter how high the quality of the print or copy is, produces the same problem as above.
- Always remove items from plastic sleeves to scan. The sleeve darkens the original.
- Send scans digitally - that is, attach them to emails as a separate file if possible. If you paste them into an email, choose the full size, not an "optimized for sending" size, as this implies compression, which is losing information. If you cannot send them as attached files, put them on a CD if you have a CD burner, and be sure you make the disk readable in any computer - and send me the CD. Floppies work too, but you may need many, whereas a CD holds much more information.
- Do not embed your images in a document - or if you do [then I can see where and how you want them] - please also send them separately in their original form, as .jpgs. I cannot easily adjust an embedded image to improve it for printing [straighten it, lighten or darken it, change the borders, etc.]. You can, of course, send me the items themselves, and I will do the scanning and return them forthwith.

Digital images, when done right, work very well, but not just any digital image will work well. I know there are times when a less than perfect image is all that is available, and we will make do - but hopefully these guidelines will help produce a better journal.

\*\*\*\*\*

**NJPHS AUCTIONS ON EBAY:** Arne Englund conducted a very successful two-part auction on Ebay in July and August. We appreciate all he is doing. Our next auction is planned for next February; any material should be in Arne's hands by the end of January. Please communicate with Arne at [alenglund@aol.com](mailto:alenglund@aol.com) and send material to him at PO Box 57, Port Murray, NJ 0786.

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

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Look for the following post offices:

Anglesea  
Beesleys  
Beesleys Point  
Belle Plain  
Burleigh  
Cape Island  
Cedar Beach  
Clermont  
Cold Spring  
Dennis Creek:  
Dias Creek  
East Creek

Eldora  
Eldredge  
Erma:  
Fishing Creek  
Grassy Sound  
Holly Beach  
Naval Air Station  
Ocean Rest  
Ottens  
Palermo  
Peermont  
Petersburg

\* Source: New Jersey DPOs by Brad Arch

Pierces  
Sea Grove  
Seaville  
Swainton  
Townsend  
Townsend's Inlet  
Tuckahoe Bridge  
West Cape May  
White  
Wildwood Crest  
Wissahickon Barracks Br

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so you can print it out separately, if you wish. The solution is also available there.

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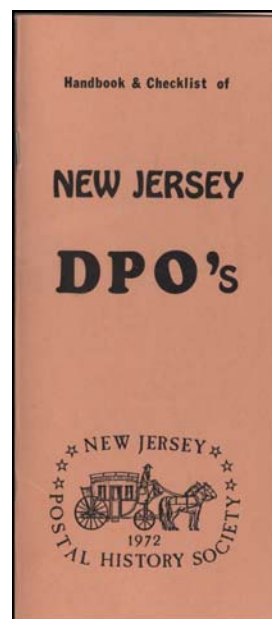
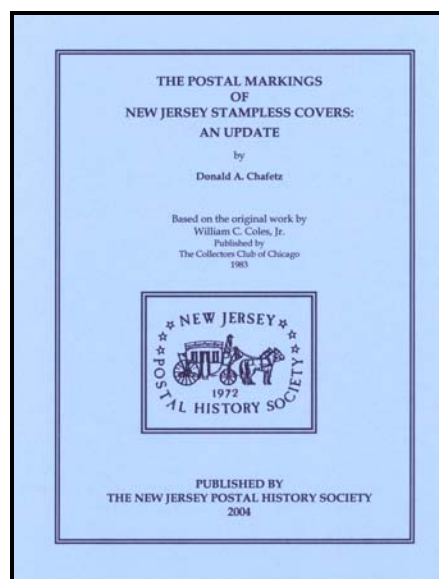
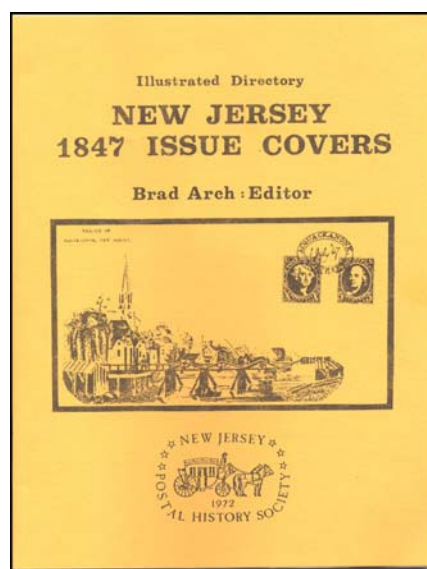
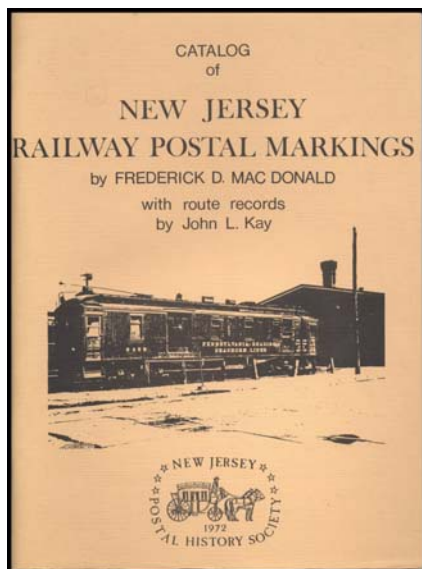
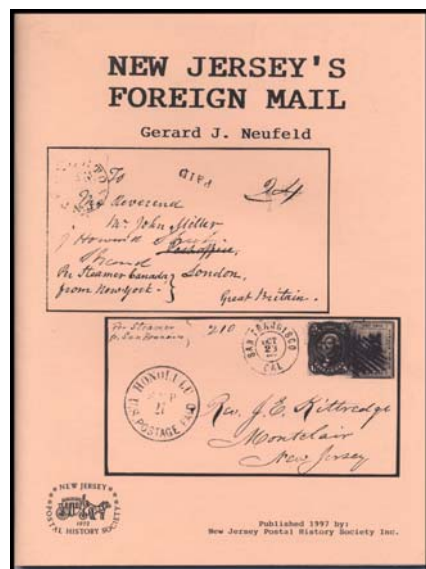
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