



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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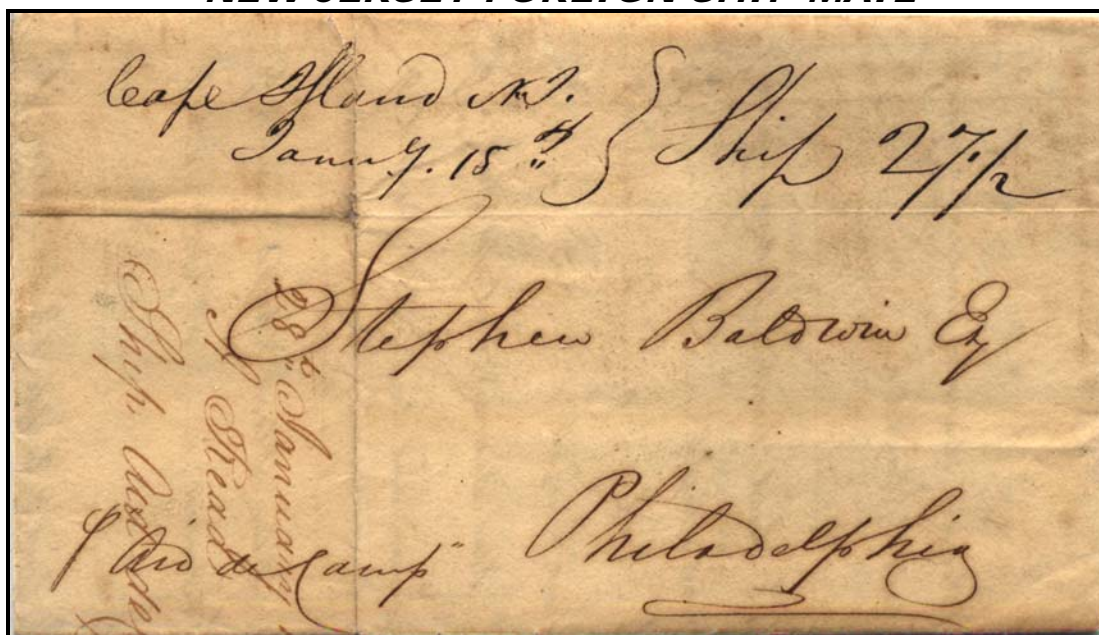
Vol. 34

No 4

Whole Number 164

November 2006

NEW JERSEY FOREIGN SHIP MAIL



Steven Roth shows an interesting ship letter which entered the US Mail stream at Cape Island, NJ in 1835 ~ see page 193

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2007 MEMBERSHIP DUES

Dues time again! Enclosed with this issue of *NJPH* is your Society membership dues notice for 2007. 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 2005 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.

PRESIDENT'S MESSAGE

With this issue of *NJPH*, we complete another successful year of publication of your Society's Journal. In a little over five years, *NJPH* has been transformed into **the** philatelic journal of record for New Jersey postal history. The Journal has grown in size, content and scholarship, this year receiving its first gold medal in World Series of Philately competition for Volume 33. Again, my grateful thanks goes to Jean Walton for all of her time and hard work in producing one of the very best State postal history journals in the country.

Your Society continues to grow. At a time when membership in many philatelic organizations has been slipping, the New Jersey Postal History Society has seen growth. Over a dozen Society members contributed to the Society's exhibit in Washington 2006. The Society has been invited to participate in a multi-State postal history competition at the Philadelphia Stamp Show in September, 2007. There will be more details forth coming in the next issue of *NJPH*, but it's not too early to begin thinking about putting together a single or a multi-frame exhibit for this show. And, we look forward to convening again at NOJEX in May in celebration of our Society's 35th anniversary.

All of this would not be possible without your continued interest and support. Because of the generosity of our membership and our 501(c)(3) tax status, your donations have permitted the Society to maintain its dues at the \$15 level for the last several years even as postage and printing costs have spiraled well over income from dues. With this issue of *NJPH*, you will find a **Dues Notice** for your continued membership in 2007. Please take the time to send it back with your dues payment and please consider making a tax deductible contribution to insure that we are able to continue to bring you a quality journal four times a year. My best to all for a Joyous Holiday Season!

ROBERT G. ROSE

COLUMBIAN HOBOKEN COVERS

By Robert G. Rose

Collectors of the Columbian issue are aware of its contemporaneous use in 1893 on high value, single stamp, overpaid covers to Europe. In two previous issues of *NJPH*,¹ the existence of a series of high value Columbians was reported on registered covers postmarked from Hoboken to Stettin, Germany, each on an identical preprinted envelope with a "John Pabst, Hoboken N.J." corner card. The most significant mailing of these Pabst covers took place on December 13, 1893, on which date individual uses of the 50 cent and the \$2, \$3, \$4 and \$5 Columbians are reported. In addition, a \$1 Columbian was reported on an identical registered Pabst cover with a November 15, 1893 postmark.

Two additional Pabst covers have recently come to light in an auction sale.² The sale includes a 15 cent use, illustrated in *Figure 1*.³ This cover is postmarked on November 10, 1893, earlier than all of the other reported Pabst cover uses.

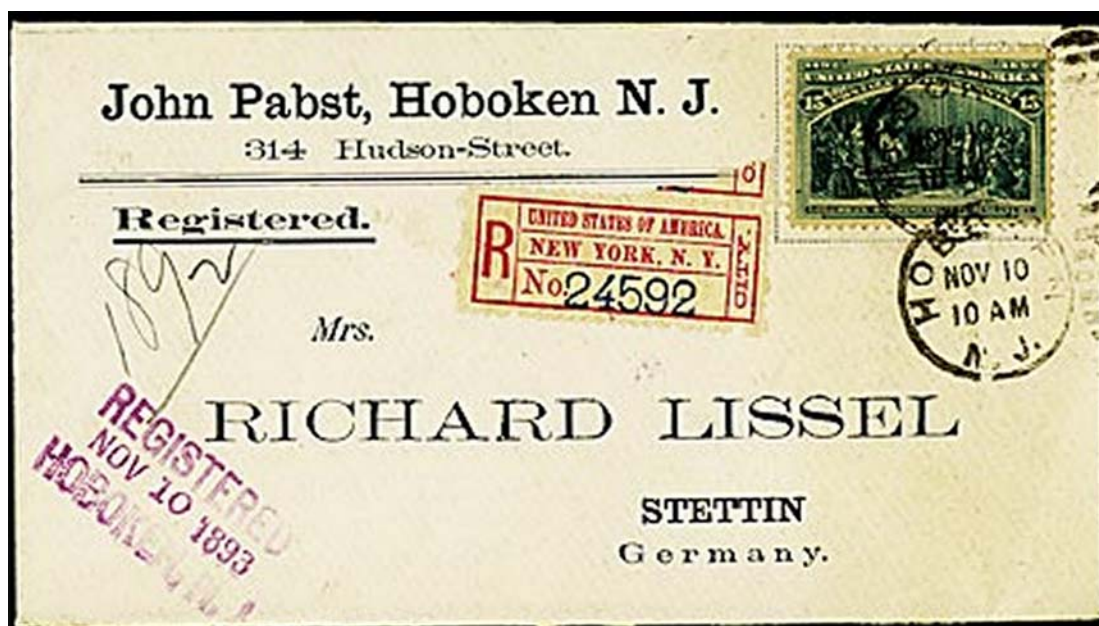


Figure 1.

The second cover, illustrated in *Figure 2*, is another 50 cent use on a registered cover, which, like the previously reported 50 cent Pabst cover, is postmarked on December 13, 1893.⁴



Figure 2.

With reported uses of Pabst covers on November 10 and 15, as well as December 13, 1893, there is the possibility that mailings of full sets of high value Columbians took place on each of those three dates.

ENDNOTES:

¹ "Columbian Dollar Value Hoboken Covers," *NJPH*, Vol. 29, No. 1 (March 2001), pp. 13-14; "More Columbian Hoboken Covers," *NJPH*, Vol. 30, No. 1, (March 2002), pp. 3-6.

² Nutmeg Stamp Sales, Mail Auction 128, November 20, 2006.

³ *Ibid*, lot 2739.

⁴ *Ibid*, lot 2742.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at PO Box 1945

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

HIRAM E. DEATS, HUNTERDON'S FARMER- PHILATELIST

By Jim Walker

New Jersey has been home to some very well-known and respected philatelists. Certainly the story of Hunterdon County's postal history would be incomplete without mentioning the county's premier philatelist, Hiram Edmund Deats. The highlights of Deats' philatelic life are best described in the eulogy delivered by Deats' contemporary dealer-collector Phillip Ward of Philadelphia, and printed in *The American Philatelist* of July 1963 and reprinted in the November of 1986 issue.¹ It is reprinted here in its entirety.

Hiram Edmund Deats, the last surviving founder of The American Philatelic Society, whose membership number was 36, died March 16, 1963, in the Union Forge Nursing Home near Stanton, N.J., where he had been a patient for two weeks. He was 92 years old, having been born in Stockton May 20, 1870. As a boy he lived at Pittstown and moved with his family in the late seventies to Flemington Junction, where he remained until the end. He was a philatelist, numismatist, farmer, businessman, banker, collector, historian and private citizen and did exceedingly well in each capacity. He was president of the A.P.S., then known as The American Philatelic Association (1904-05). His preacher spoke of him as "a man who espoused fellowship. You met him on the street and he always had a quip and a twinkle in his eye. And you all will remember the expressions for which he was so well known."

He graduated from Peddie Institute at Hightstown in 1891, was made a trustee the following year and held the honor until his retirement in 1962. He was also trustee of Bucknell University. In 1952 he was awarded an honorary Master of Arts degree from Rutgers University. The citation began: "Historian, philatelist, Educator, elevator of standards of rural living. For more than half a century you have given unstintingly of your time and talents to the betterment of agriculture, of culture, and indeed of every aspect of life in your home county of Hunterdon."

As to his philatelic activities, Mr. Deats started collecting when he was six years old, at which time he began to accumulate the stamps that came on the family mail. From that time on he retained every stamp, every cover, and put aside numerous items that he obtained from his post office as well as from friends. He made a very important collection of United States issues and part of this was exhibited at the Columbian Exposition in Chicago in 1893. This collection, which later included most of the United States varieties from the Postmasters on, was sold over 50 years ago by the New England Stamp Co. He, however, continued his interest in stamps and I met him for the first time at the A.P.S. convention in Atlantic City in August 1909.

I recall the date from several years ago, when I was making one of my frequent visits to his office in Flemington, he gave me a group photograph of the Atlantic City convention. In the picture we note John Luff, E. B. Sterling, Charlie Severn, Joseph Steinmetz, Percival Parrish, Henry Mudge, W. C. Stone, F.R. Cornwell, Gen. Coolidge and many more of our members who were in attendance. During the next ten to fifteen years I frequently met Mr. Deats, at the conventions, in New York, Philadelphia and elsewhere.

About 25 years back we were in New York and had lunch together, when he suggested that we should get together as he desired to dispose of his philatelic holdings. Frequent trips to his home then brought to light his numerous holdings. He had purchased the effects of Jos. R. Carpenter, the successor to Butler & Carpenter, who printed our revenues of the Civil War period. He also purchased ten carloads of waste paper from the Treasury Department around the turn of the century. He built eight or ten little two story houses on his farm to house his accumulations. When I started to dispose of his vast holdings I was able to acquire and place in his behalf his philatelic library, one of the largest in existence in private hands. This I sold to the Free Library of Philadelphia. He had about every philatelic book published, local and foreign, files of most of the publications, all of the early auction catalogues mostly priced, as well as numerous coin literature. In the early days he purchased two of most everything, so I acquired his duplicate library.

As he had put aside every cover with stamps that came his way, there were around ten to twenty thousand of these, strong in the Columbian issue. As he had hundreds of the 2 cent but few of the 3 cent, he started to put a 3 cent denomination on every envelope that he enclosed when he asked for information, consequently, he had an accumulation of this denomination as well as most of the higher values.

His collection of postals included numerous essays, proofs and the issued cards as well as complete sheets of several. He had possibly the finest collection of colonial, as well as the other early embossed revenues of the late 18th century and early 19th century, including those issued for use in England, many of the 1862-1870 revenues, among them thousands of the common varieties. He had acquired the Butler & Carpenter proof book of Match and Medicine as well as many of the federal varieties. He had a wonderful lot of the proofs and essays as well as the Tax Paid stamps. His collection of Tin Foil revenue stamps has never been equaled. Similar descriptions would apply to his Cotton revenues, his Lock Seals and his Hydrometer stamps. I placed or purchased several tons of covers and stamps, strong in revenues, containing many pieces that I had never seen before. Mr. Deats was fortunate in being able to dispose of practically everything philatelic while he was still active.

He, with George L. Toppan and Alexander Holland, produced in 1899 the Boston Book on Revenue Stamps of the United States, the most important publication ever issued on our revenue varieties.

He will be greatly missed by his numerous friends in all fields of activity.

Over the years I have collected many covers and items associated with Hiram Deats. These are illustrated below, and along with some pictures, give a hint of the breadth and depth of this New Jersey Philatelist.

[Other such biographies of New Jersey's historic philatelists are welcome. Ed].



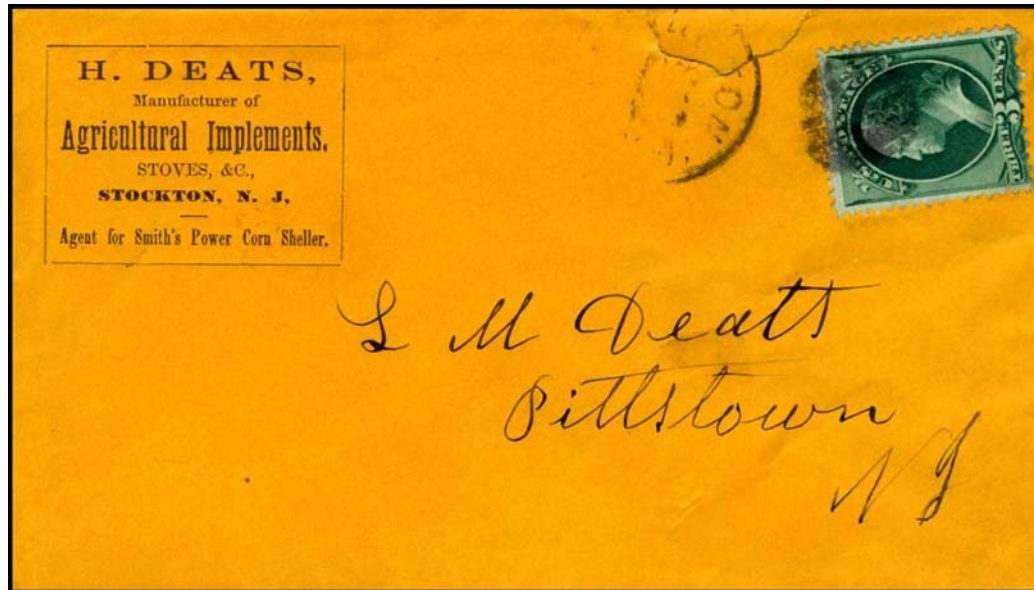


Fig. 1: Cover mailed from Deats' father to his step-brother in Pittstown, NJ.

Two covers with Hiram Deats, Sr. corner card mailed from Stockton at about the time of Hiram Jr.'s birth. The are addressed to L(emuel) M(adison) Deats at Pittstown. Lemuel, young Hiram's step brother, was running the Deats businesses when he died suddenly in July of 1879 leaving Hiram Jr. the last male heir of the Deats Family.

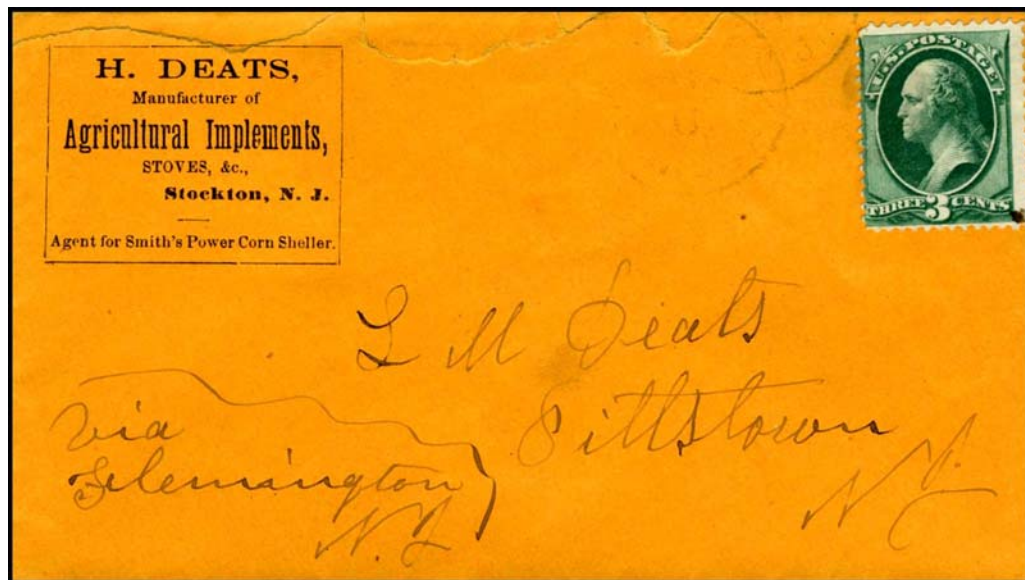


Fig. 2: A cover similar to the above, with the notation "via Flemington N.J."



Fig. 3: Minneakoning Farm built by Hiram Deats, Sr.

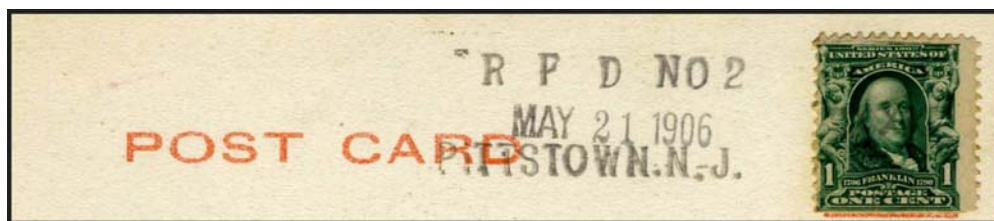


Fig. 3a: The reverse of the above card carries a nice RFD 2 cancel from Pittstown, NJ in 1906.

Minneakoning Farm would become the home of Hiram Jr. at about the age of 10 and remain so for the rest of his long life. It was located at Flemington Junction, so named for the railroad junction of the Lehigh Valley Railroad and its Flemington Branch. The farm was located to the northwest of the Flemington-White House Road. This location is presently an industrial park.

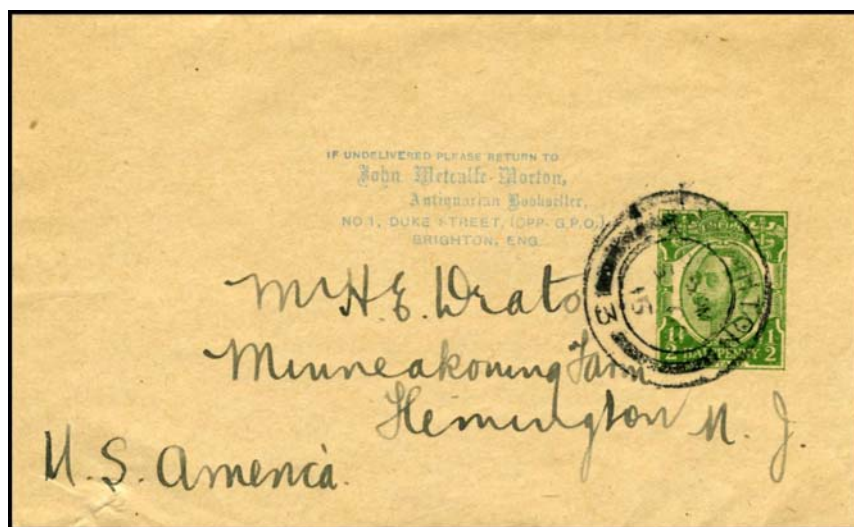


Fig 4. British postal stationery wrapper addressed to H. E. Deats at Minneakoning Farm dated 1915.

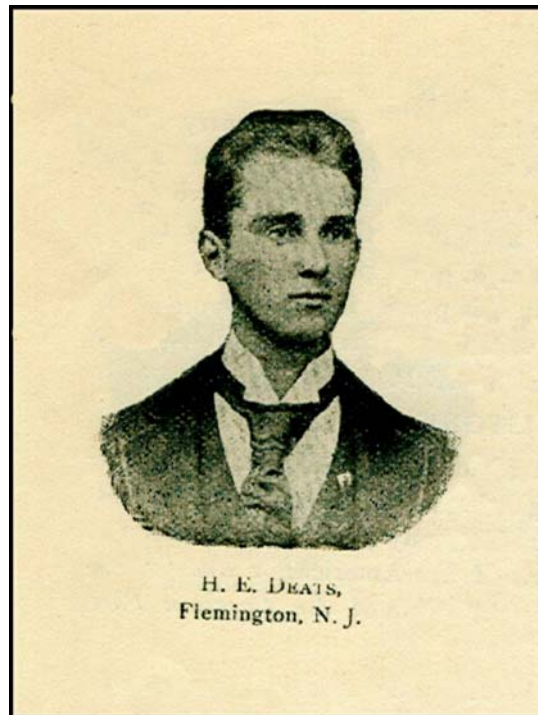


Fig. 5: Hiram E. Deats, age 23, on 1893 Columbian Exposition souvenir booklet.

H. E. Deats was already ranked among the world's most important stamp collectors when his picture appeared in a souvenir booklet of exhibitors at the Columbian Exposition at Chicago, Illinois in 1893, when he was 23 years old.

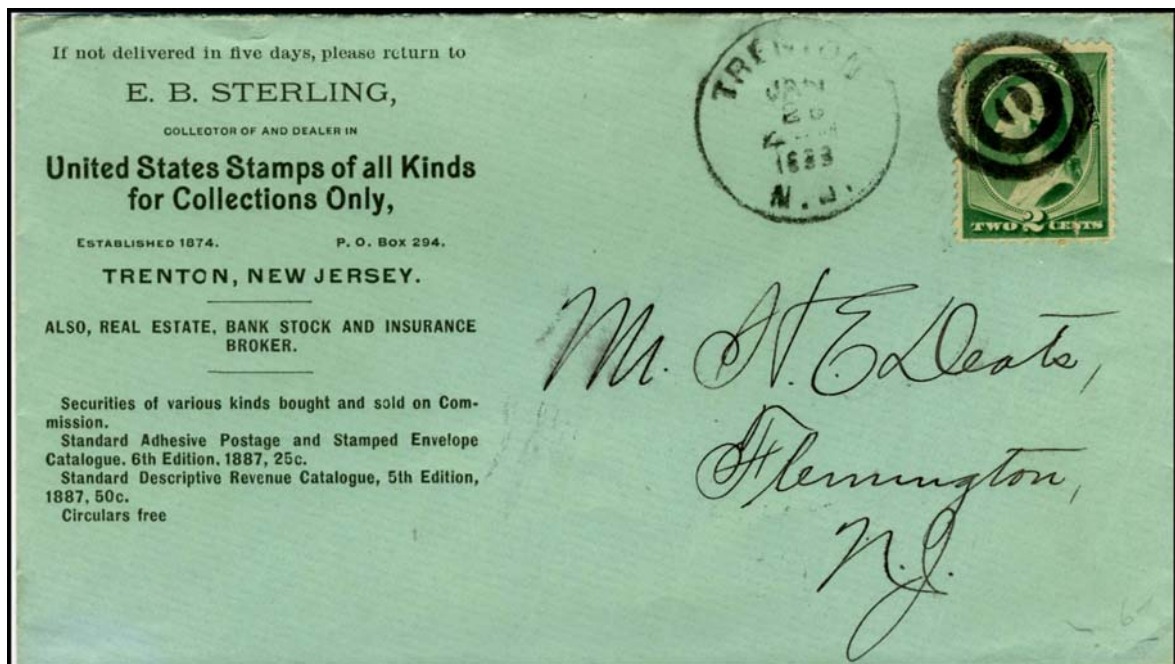


Fig. 6: H. E. Deats and E. B. Sterling of Trenton purchased a train load of unused security paper from the Treasury Department previous to 1900.

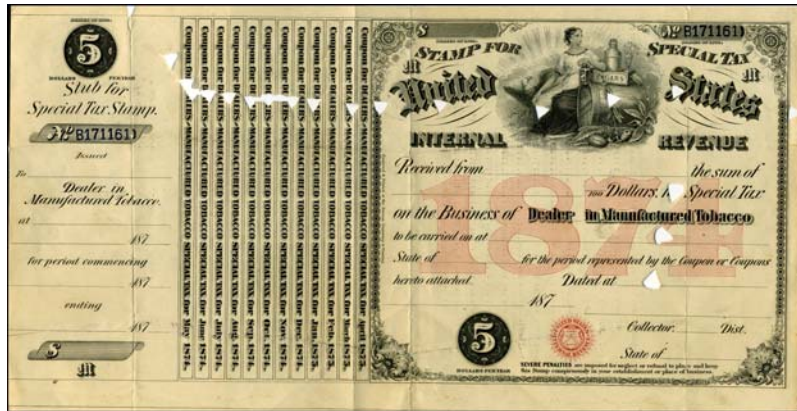
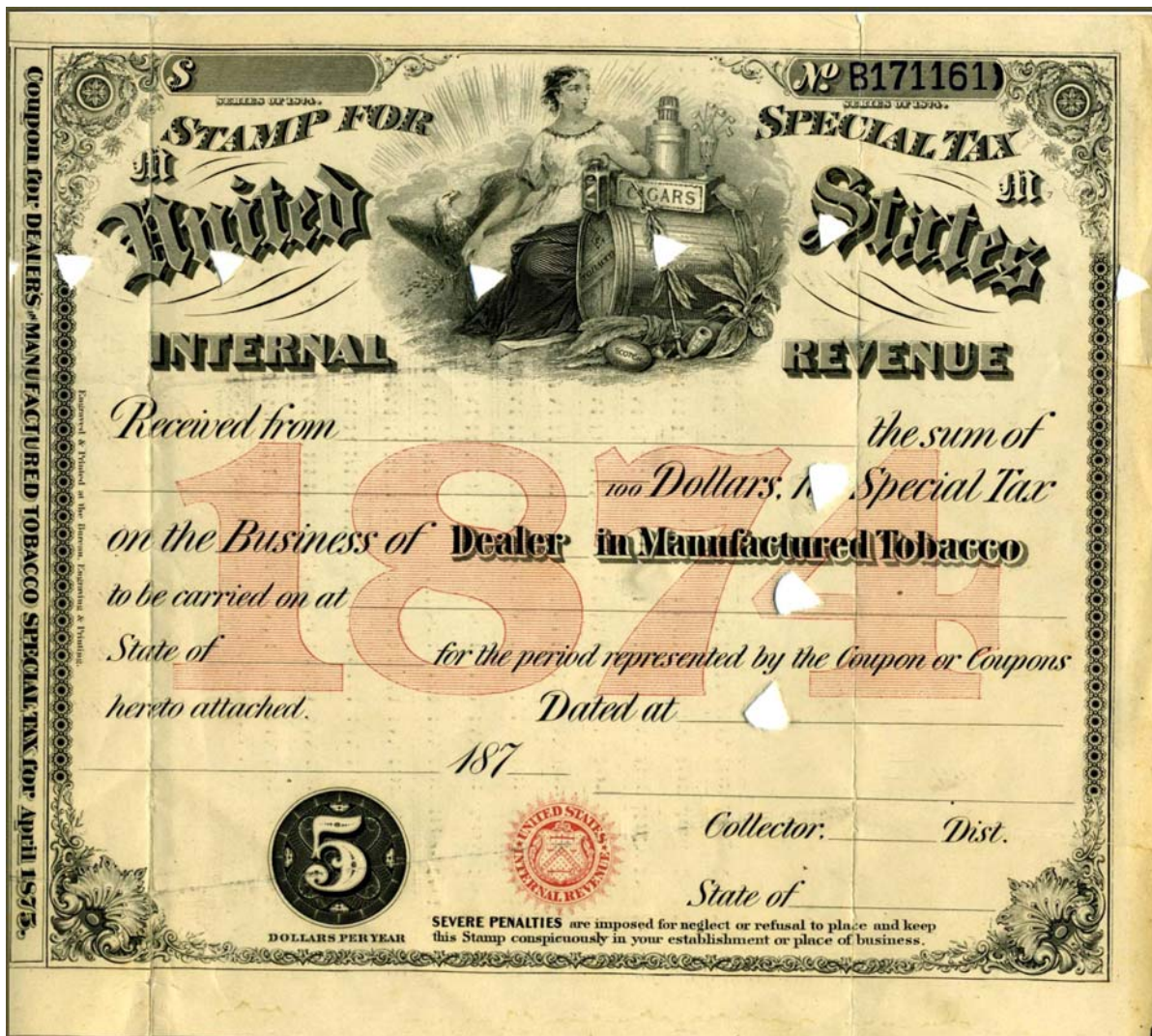


Fig. 7: 10 train carloads of revenue paper - such as this case special tax on manufactured tobacco dealers - was purchased by Sterling and Deats.. Detail is shown below.



Much of the unused U.S. revenue paper in collectors' hands today shows a punch cancel used by the Treasury Department to render it unusable. This material resulted in the "Boston Book," a reference of Revenue Stamps of the U.S., published in 1899. ²

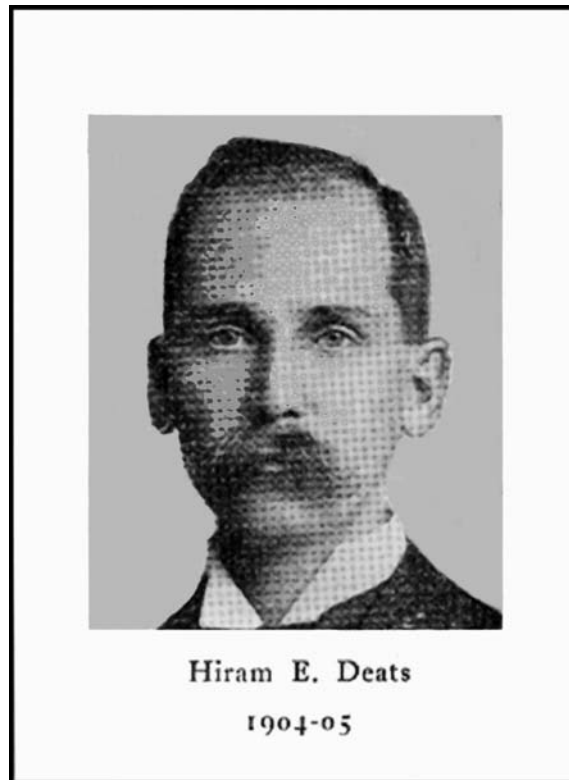


Fig. 8: This is the official photograph of H. E. Deats as president of the American Philatelic Association, now known as the American Philatelic Society. Deats served one term, 1904-05, when he was 35. In 1963, his name was added to the APS Hall of Fame.

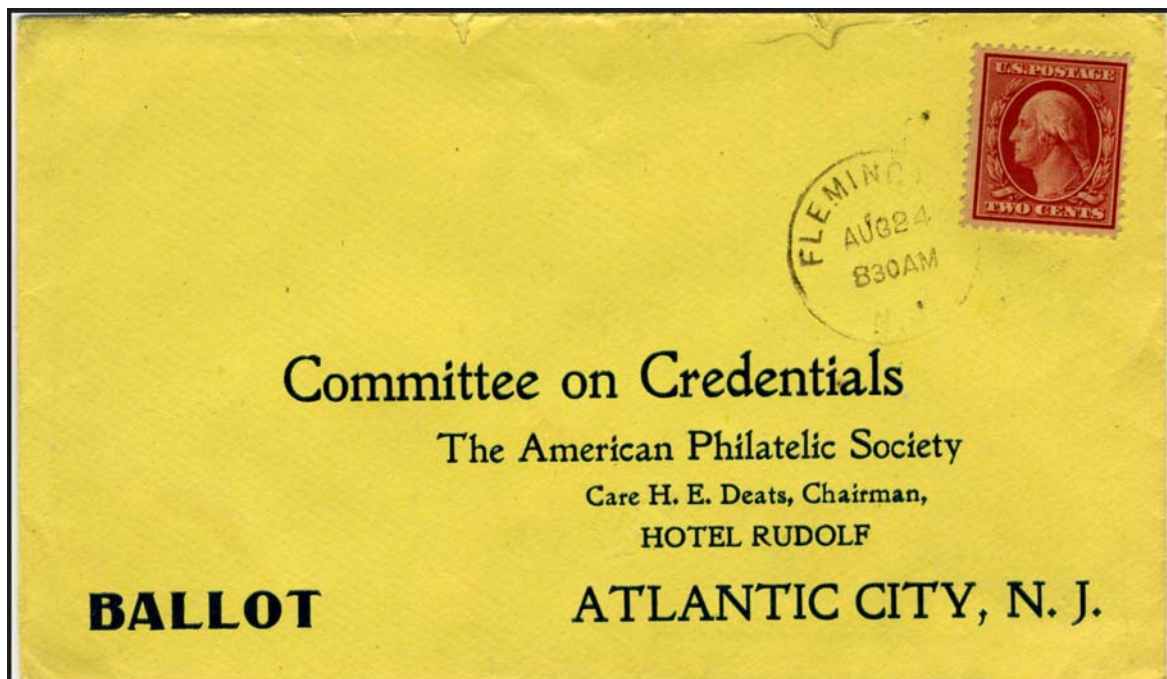


Fig. 9: This is an official ballot addressed to Deats and mailed from Flemington. He served on the credentials committee for the A.P.S. at their twenty-fourth annual convention, held at Atlantic City, N.J. in 1909.

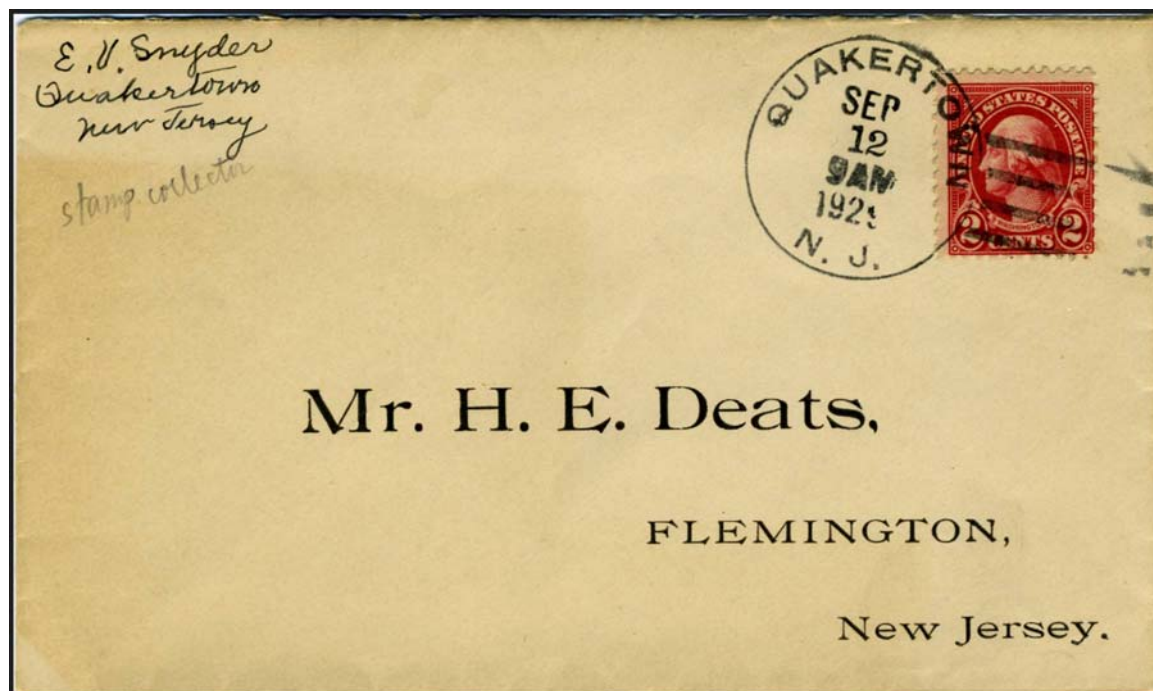


Fig. 10: Deats self addressed covers and postal cards are the result of his wide ranging correspondence. This cover was sent from Quakertown, N.J. in 1929.

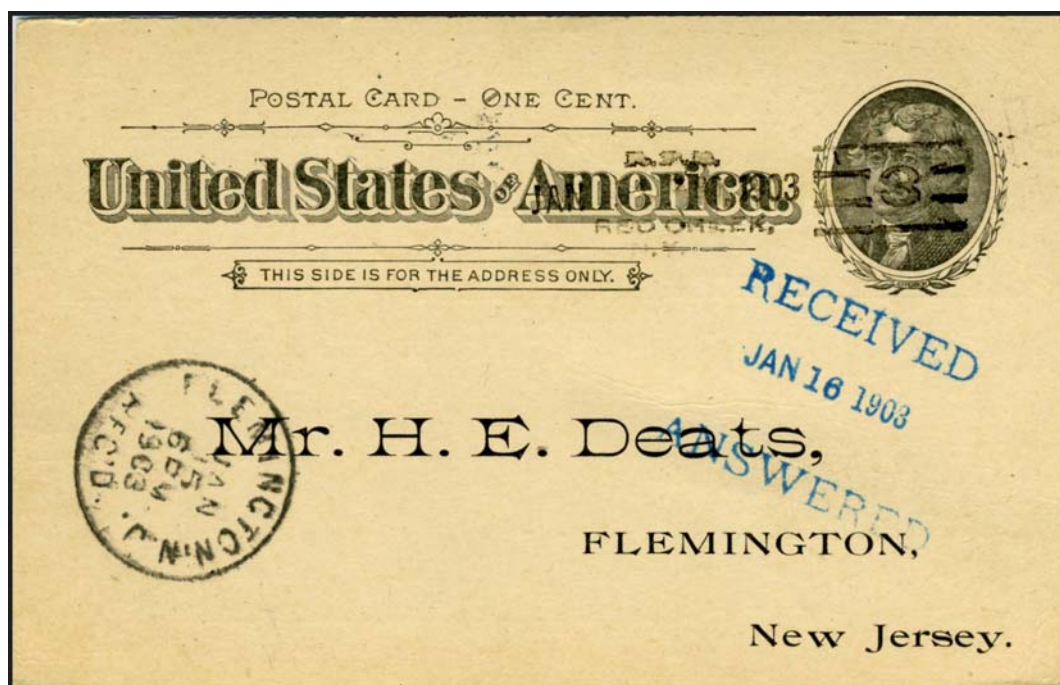


Fig. 11: Postal card UX12 with R.F.D. RED CREEK, N.Y. with Deats purple received hand stamp 1903.

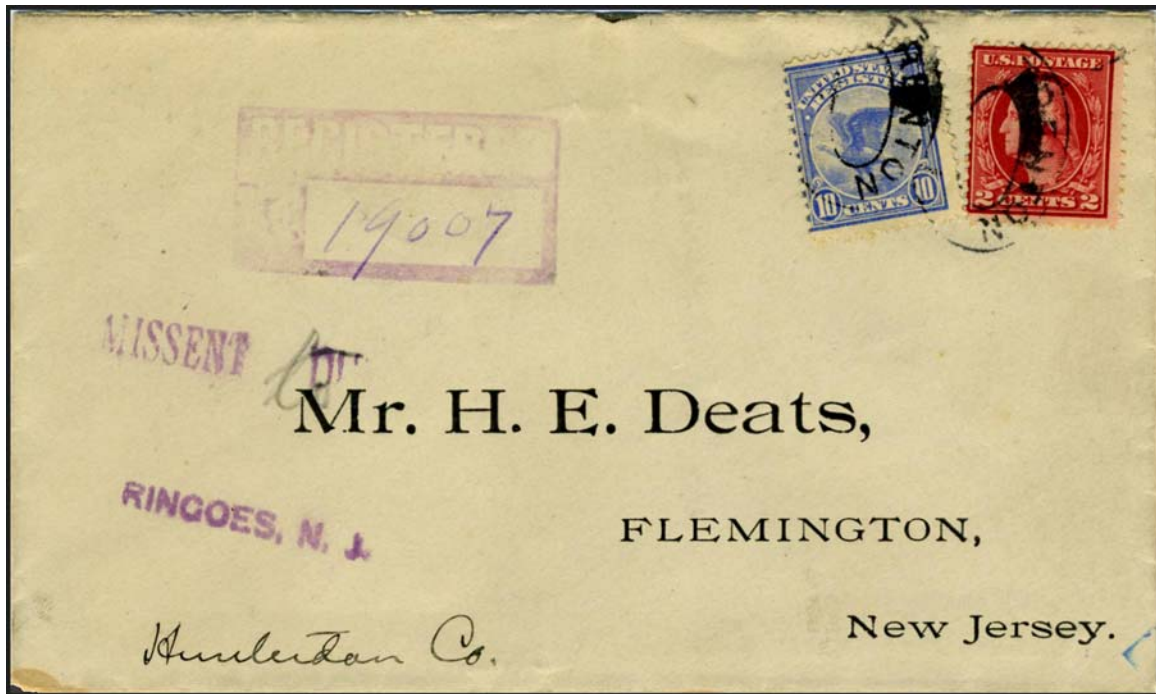


Fig. 12: Registered letter from Trenton, N.J. on a Deats self addressed cover franked with F1 Registration stamp in 1913, missent to Ringoes.



Fig. 13: Large red registered postal stationery envelope U351, a Columbian Exposition issue. H. E. Deats covers frequently turn up in philatelic auction sales.



Caption and photo from the Website of the Confederate Stamp Alliance³
Fig. 14: In 1935, Hiram Deats, an early president of the A.P.S. and avid Confederate collector meets August Dietz, Sr., founder of the Confederate Stamp Alliance.

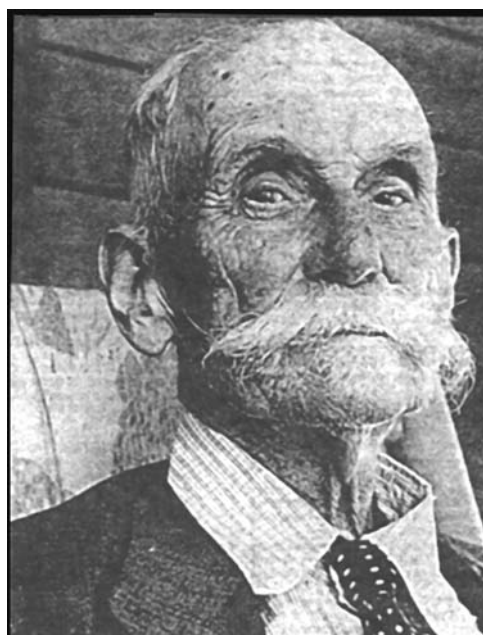


Fig. 15: Photo from The Hunterdon County Democrat at the age of 92 in 1963

ENDNOTES:

¹ Ward, Philip, in *The American Philatelist*, July 1963, reprinted November 1986.

² George L. Toppan, Hiram Deats and Alexander Holland, a Committee of the Boston Philatelic Society, compilers, *An Historical Reference List Of The Revenue Stamps Of The United States, Including The Private Die Proprietary Stamps*, Boston Philatelic Society, Boston, 1899. This work has been commonly known as The Boston Revenue Book.

³ History of the Confederate Stamp Society of the website of the same organization: <http://www.csalliance.org/csa-1.htm>, Oct. 14, 2006

CAPE ISLAND MANUSCRIPT SHIP COVER

By Steven M. Roth

I recently added the cover shown below to my holdings of New Jersey manuscript covers and New Jersey ship covers.

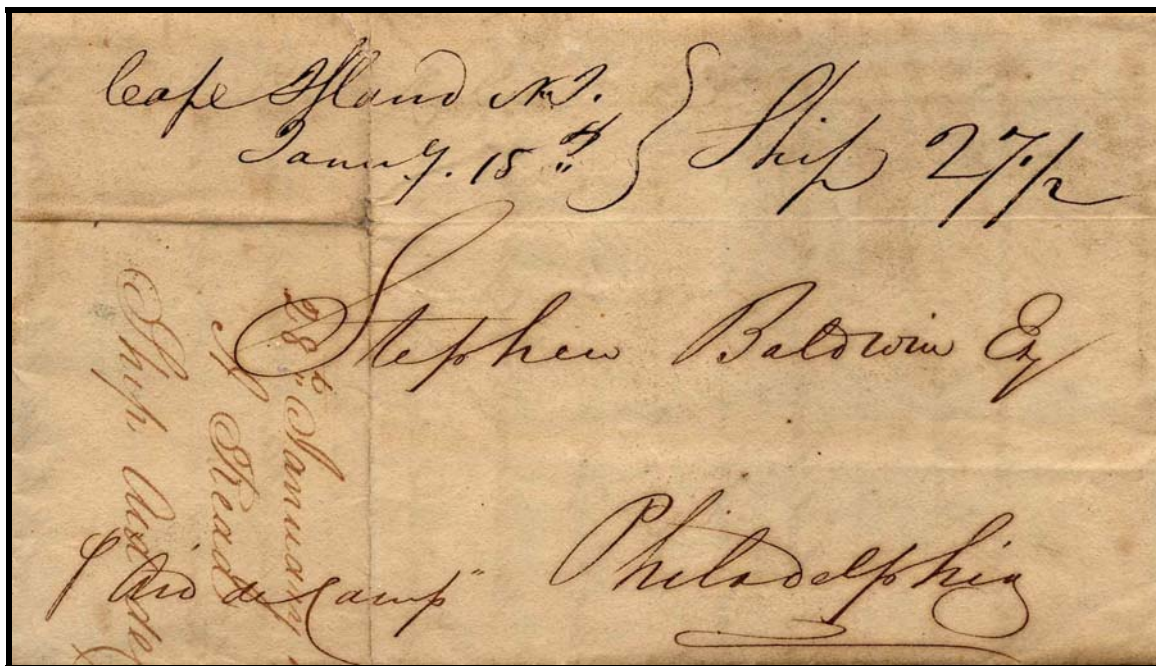


Fig. 1: A SFL from Great Britain and carried by the Ship "Aid de Camp," which entered the United States at Cape Island, NJ on January 15, 1835, addressed to Philadelphia.

The cover, datelined "Tunstall 10 Nov 1834", was carried on the ship "Aid de Camp" from Liverpool to Philadelphia via Cape Island. The stampless folded letter contained one enclosure – a banknote – hence the double rate postage, described below.

The SFL entered the U.S. mail at Cape Island where (i) the manuscript town marking and the date [January 15th] were applied, and (ii) the Cape Island Post Office rated the letter "Ship 27½" [¢]. This was calculated as follows: 12½ [x2] postage + 2¢ ship captain's fee¹. This represented the postage for the distance 80-150 miles per the Act of April 9, 1816 [eff. May 1] times 2 because of the enclosure,² plus the ship fee. The SFL was over-charged ½ ¢.

I also note the following with respect to this cover:

1. This is the second Cape Island manuscript cover I have recorded. It is the earliest. The other recorded cover is illustrated in Coles at page 18, and was dated February 05, 1840.
2. Although the ship fee [2¢] was charged to the addressee of the SFL, this fee would not have been paid to the captain of the ship since the vessel was a foreign vessel.³

3. The “*Aid de Camp*” was not registered in the United States according to my reference sources. I assume it was a British vessel although I do not know for sure. The letter refers to placing the letter aboard the ship *Aid de Camp*.
4. Stampless SHIP letters which entered the mails in New Jersey are scarce. The few New Jersey foreign mail incoming covers recorded typically entered the mails at New York City, then traveled to their New Jersey destinations via land transit. See, for example, Neufeld’s monograph for those few he recorded.⁴
5. It is a puzzle to me why this letter, addressed to Philadelphia, did not enter the mails at New York or, perhaps, at Philadelphia. How likely was it that the sender or the sender’s agent at Liverpool would find a vessel destined for Cape Island?

I would be interested in hearing about other early ship covers entering the U.S. at Cape Island, or other entry points in New Jersey, or any other information that would help explain this cover.

ENDNOTES:

¹ See, for example, for a reference to the ship letter fee, Act of May 1, 1832, Sections 18 and 158; INSTRUCTIONS TO POSTMASTERS, March 11, 1828, Instruction IV, 5.

² As a Ship letter not addressed to the port-of-entry, the SFL was rated for the distance from the port [Cape Island] to its destination [Philadelphia], but not for the distance the letter traveled from its place of origin [Liverpool] to the port-of-entry. The distance from Cape Island to Philadelphia was, in 1835, approximately 93 miles. For an explanation of the Ship letter rating method, see, S.M. Roth, “A Postal History Mystery: Charging the 2¢ Captain’s Fee to the Addressee of Prepaid Steamboat Mail After July 1, 1855”, CHRONICLE (Feb.2006), No.209, pp.21-26.

³ Ibid.

⁴ G. J. Neufeld, *New Jersey’s Foreign Mail*, New Jersey Postal History Society, NJ,1997.

MANUSCRIPT DATABASE REMINDER:

Looking for earliest and latest usages

Please remember to send your manuscript cancel scans or photocopies to Steve Roth for inclusion in his database of New Jersey Manuscript markings. A clear image of the cover with manuscript marking, and any date indicators, if not in the marking, such as dateline or contemporary docketing, are also requested. For more information, check your *NJPH* issue from Feb 2006 (Vol. 34 No. 1 Whole number 161). Send these to

Steven M. Roth
1280 21st St, NW, #209
Washington, DC 20036-2343
stevenroth@comcast.net

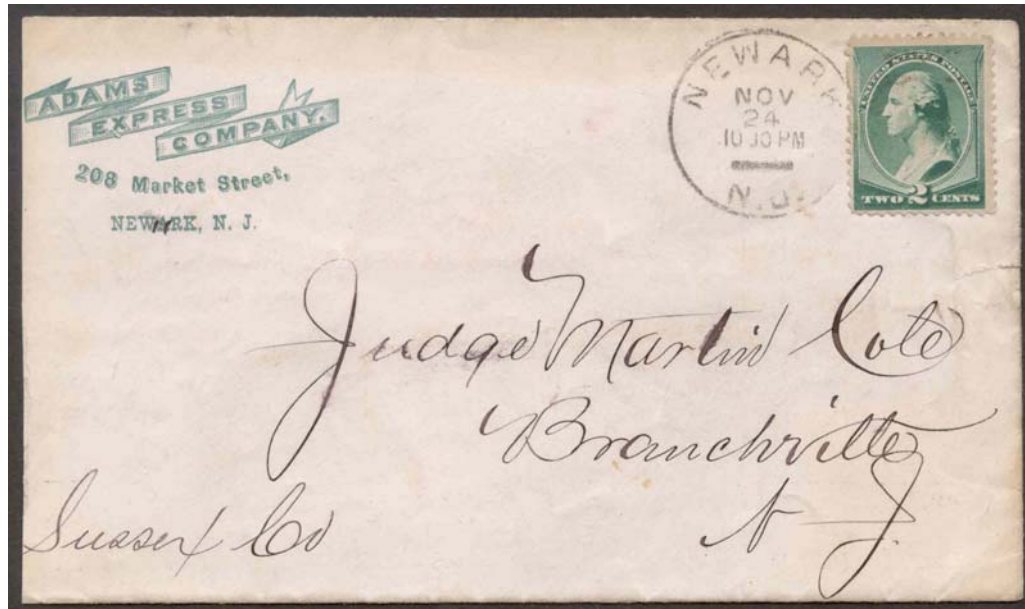
NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 9B: The Alvin Adams' Expresses

By Bruce H. Mosher

© 2006 Bruce H. Mosher

(Part 9 continued from the August 2006 issue. This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-9A can be found beginning in *NJPH*, May 2003 [Vol. 31, No. 2, Whole No. 150] through Part 9A, August 2006 [Vol. 34, No. 3, Whole No. 163].

The Adams Express cover shown in *Figure 9-13* contains a green printed corner-card from their Newark office at 208 Market St. The first Newark City Directory identification of that office address was found in the 1881 annual edition. The POD cancellation date is not year-dated, but the affixed stamp was issued no earlier than September 10, 1887. The succeeding two-cent, U.S. regular postage stamp (Scott 219D) was issued in February 1890, so perhaps the depicted cover was posted sometime between those dates.

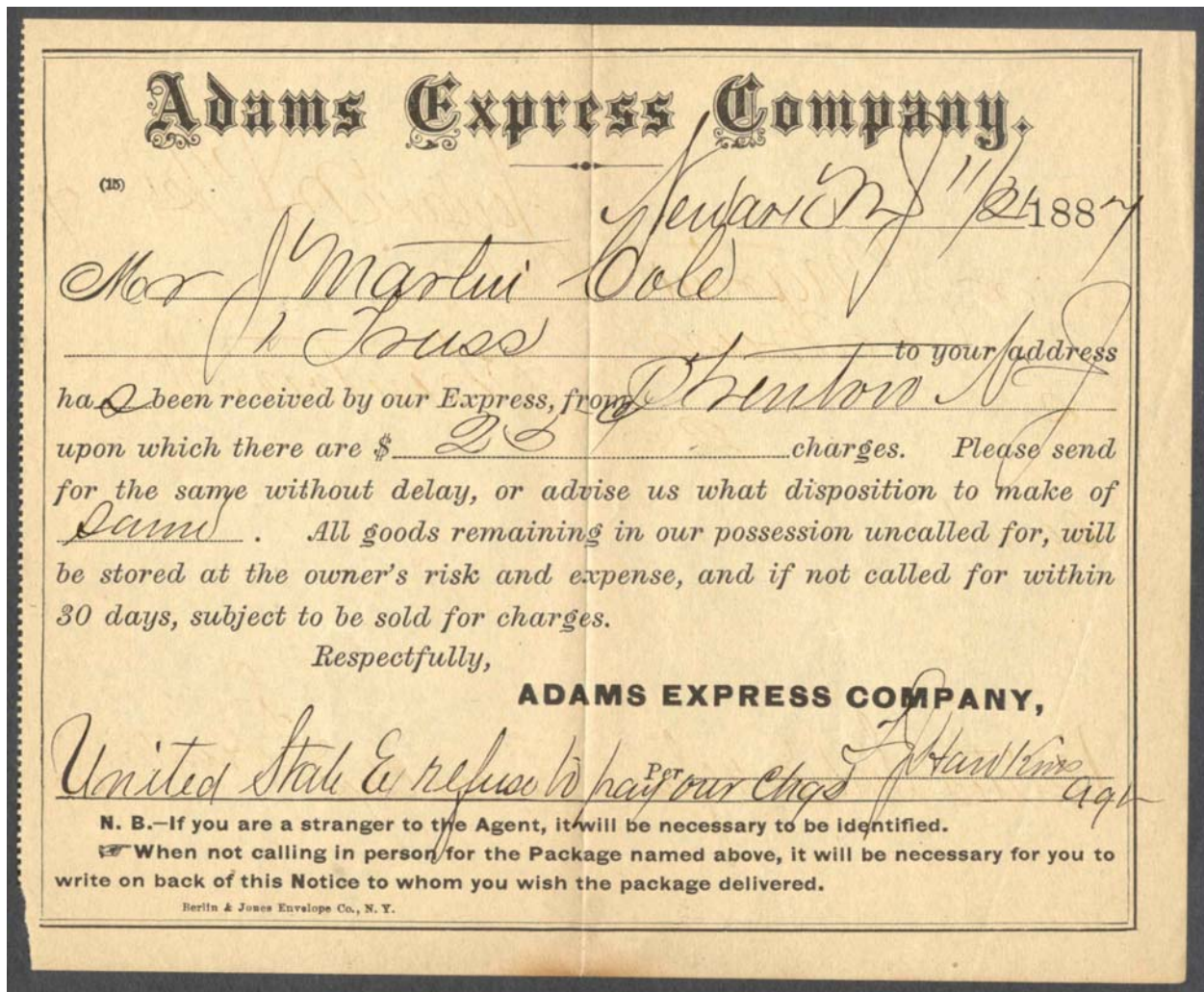


ADX-C77

Courtesy Bill Sammis

Fig. 9-13: Circa 1888 cover destined for Branchville, N.J.

The Adams Express notification document that is illustrated in *Figure 9-14* explained to J. Martin Cole, presumably from Newark or a nearby location, that the Company had received shipment of one (body?) truss for him from Trenton, N.J. He was told he could acquire this truss by paying the 25 cents in express charges that were assessed and due. This document was dated November 21, 1887 and further states that Mr. Cole would have been charged for the storage of his truss if he did not (promptly) come and get it. Although no deadline is quoted for his pending pickup, there probably was a generally understood (at least in the express community) 'grace' limit of maybe two to five days before storage charges were imposed by Adams Express. Finally, Adams Express states that if the truss is not picked up within 30 days, it will be sold (usually at a Company sponsored auction) to recover the express and storage charges.



Courtesy Bill Sammis

Fig. 9-14: 1887 Newark-received, express shipment notice and disposition request.

Another form of express receipt notification by the express companies utilized the U.S. postal services to mail the recipient a formatted postal card that contained the pertinent shipment arrival and retrieval information. An example of such is shown in Figure 9-15, and it was preprinted for use by the Adams Express office in Trenton, N.J. The printing is on the reverse side of a Scott UX-11 Postal Card (first issued in Dec. 1891), and the imprinted dateline reads "189_." Adams Express further stated they would deliver any received express shipment to a subsequently identified address (supplied by the cited recipient of a shipment or his designee), but the Company would also charge an extra fee for this disbursement service.

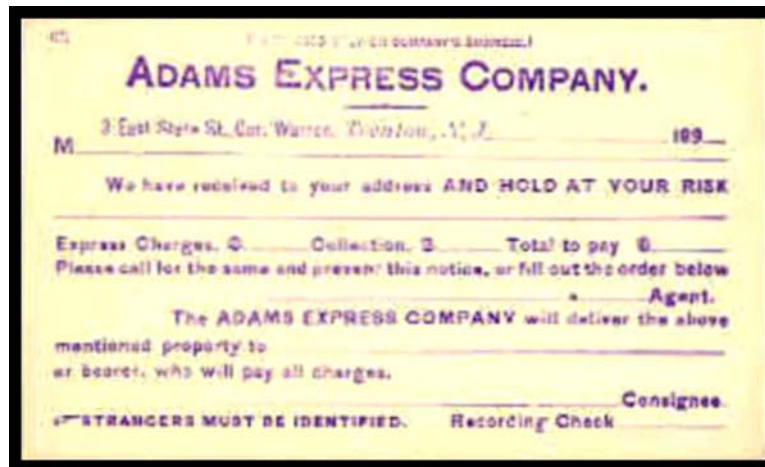
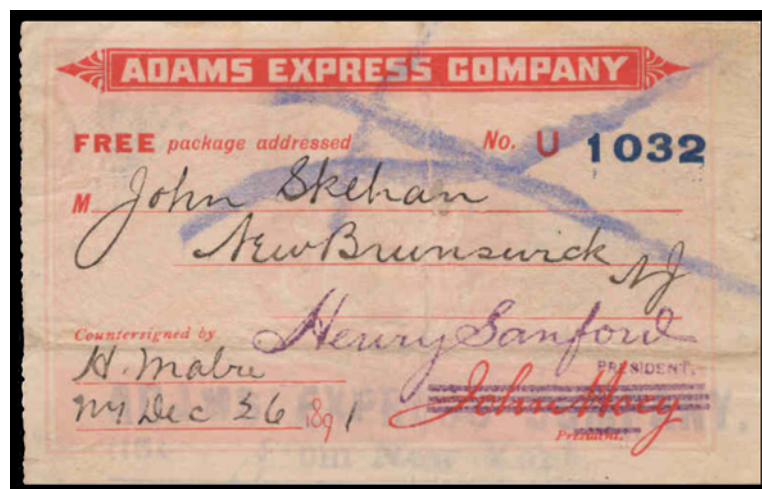


Fig. 9-15: Unused 189_ shipment pickup notification.

The free package pass shown in Figure 9-16 was given to John Skehan of New Brunswick, N.J. on December 26, 1891 by Adams Express agent, H. Malre in New York City. Mr. Skehan was allowed to use this pass just once in lieu of an express payment to send himself a package addressed to New Brunswick. Single use passes were given out by express companies as favors to individuals, perhaps as consoling awards when something went awry with an express shipment that the individual had consigned or that he had recently received. This particular pass exhibits a lavender, Henry Sanford overprint at lower right as he had recently succeeded John Hoey as the President of the Adams Express Co. Either insufficient time had elapsed since Hoey stepped down and newly printed pass forms were not yet available, or the Company was efficiently using up the old stock of passes that were on hand before changing over to the new issue with Sanford's name preprinted at lower right.



ADX-F16

Courtesy Bill Sammis

Fig. 9-16: 1891 free package pass for a single shipment to New Brunswick, N.J.

An 1895 feature article in *The Illustrated American* magazine provides an interesting discussion of the Company's handling of a typical express package that was consigned to Adams Express in New York City. The package's journey was traced across the Hudson River and into their Jersey City Depot and then onto a special railroad express-car bound for Chicago.¹ Interesting Jersey City and express oriented excerpts and illustrations from this article are reproduced below:²

The package, if prepaid, must be stamped with the name of the receiving clerk [in New York City], after which it is sent down a steel chute into a large room in the basement. It is carefully packed into a huge trunk, that is lifted onto a large wagon encased in a wire screen, which carries it to the freight and package shed on the pier at Jersey City immediately adjoining the Pennsylvania [RR] passenger station.



Fig. 9-17: Interior of a large Adams Express agency (probably in NYC).

The freight shed about eight in the evening is a sight that well repays a visit to Jersey City. A very large caravansary of commerce this ought to be called, instead of a shed; for it is nearly a fifth of a mile in length, and it has two parallel trains of cars in the northern part.



Fig. 9-18: Express freight and parcel shed in Jersey City.

The runway, however, with its twenty-five to seventy-five large wagons and superb, high-standing, spirited horses, backed up to the platform, is to many eyes a more impressive spectacle than the big string of [railroad] cars. The space between these two is occupied by an ever-shifting, intricate, apparently labyrinthine confusion, composed of a myriad packages of merchandise in transit.

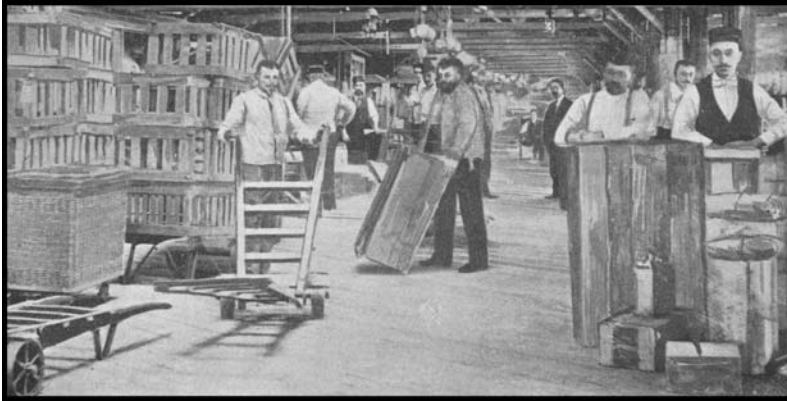


Fig. 9-19: Loading platform for nearby railroad express car.



Fig. 9-20: Adams Express wagons leaving the Jersey City freight shed.

Amid this apparently chaotic collection one sees darting hither and thither hundreds of seemingly mad creatures, shouting and working in a fashion that looks zig-zag and hap-hazard, but which in reality reveals itself, after a while, to the close observer as a very careful system, a superb method in apparent madness, while the wagons are unloaded and the cars, like gigantic, tame anacondas, absorb all the things on the platform and in the wagons.

The [package] meant for Chicagohas just arrived at this picturesque focus of seeming chaos in the trunk wherein it was packed. The trunk is taken into a large room at the end of the pier and opened for a reassortment of its multifarious contents.

The Chicago [package] after being weighed, is labeled and way-billed and then packed into another large trunk marked for Chicago, which carefully sealed, is put upon a [hand] truck and run up the platform to the Chicago car, where it is stowed away, never to be again handled till the car reaches Chicago twenty-four hours later.

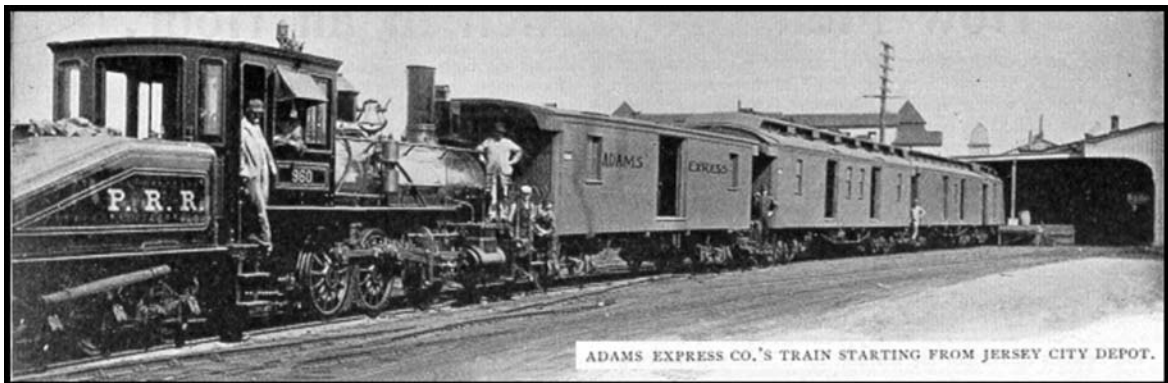


Fig. 9-21: Special Adams Express baggage car is connected in front of the PRR engine.

This brief outline of the handling of this parcel for Chicago applies to all shipments, whether delivered to any of the many offices of the Adams Express Company or to any of their drivers upon the numerous wagons which patrol the streets of New York [and some larger New Jersey cities] and which for visitors, and especially foreigners, constitute one of the sights of the city.

The above article does not mention the issuance of a receipt for the consigned package. Such a document was always completed by the receiving Adams Express clerk or agent, and was given to the consignor at the Agency office (see *Figure 9-17*). A typical express receipt, generated in New York City on October 22, 1898, is shown in *Figure 9-22*. It was issued to record the consignment of one package destined for Elizabeth, N.J. No express fee is indicated, so perhaps the shipper, Bernard, Frank & Co., maintained an open 'charge account' with Adams Express. A manuscript canceled, Sc. R163 (Roul. 5.5), one cent Documentary stamp is affixed to this receipt at upper right.

READ THE MUTUAL CONDITIONS OF THIS CONTRACT
to which the Shipper agrees by accepting this receipt containing the same.

ADAMS EXPRESS COMPANY.

180 A (NOT NEGOTIABLE) New York, 10/22/98 180

Received of **BERNARD, FRANK & CO.**

Marked **James H. Faulkner** Valued at \$

Elizabeth

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.

The care to be exercised in transporting property, and the reasonable compensation for its carriage, depend largely on its nature and value, and the Company's charges for forwarding are proportioned to the value of the property delivered to it to be forwarded and to some extent based on that value, which is an important element in fixing its charges.

It is part of the consideration of this contract, and it is agreed, that the said Express Company ARE FORWARDERS ONLY, and are not to be held liable or responsible for any loss or damage to said property while being conveyed by the CARRIERS to whom the same may be by said Express Company entrusted, or arising from the dangers of Railroads, 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 thereof demand beyond the sum of FIFTY DOLLARS, at which the above property 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 said Adams Express Company.

And if the same is entrusted or delivered to any other Express Company or Agent (which said Adams 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 Adams 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 Adams Express Company may entrust or deliver the above described property for transportation, and shall bind and limit the liability thereof for such other Company or person. It being understood that this Company relies upon the various Railroads and Steamship Lines of the country for its means of forwarding property delivered to it for forwarders, and it is agreed that this Company shall not be liable for any damage to said property caused by detention of any train of cars or upon any Steamboat, or when said property shall be placed for transportation, nor by the neglect or refusal of any Railroad or Steamboat Company to receive and forward the said property.

In no event shall the Adams 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 accordance 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 Shippers' 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 thereof, 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

FREIGHT,

SHIP RECEIVED SIDE.

Fig. 9-22: 1898 package consignment receipt for express delivery to Elizabeth, N.J.

A different style of Adams Express receipt that was issued in Camden, N. J. on April 27, 1899, is seen in *Figure 9-23*. This receipt documented the consignment by Mr. Love of one package that was destined for Mr. I. K. Moon in New York City. Mr. Love prepaid 30 cents for this express delivery as signified by the lower left "FREIGHT" annotation. A one-cent Sc. R163, Battleship revenue stamp is affixed at upper left and bears an Adams Express lavender April 27 1899, precanceled date on it. Interestingly, the presence of the siderographer's initials (JCD?) in the bottom margin of this stamp should allow identification of the printing plate position of this stamp. As seen on other express receipts of this type, "VALUE ASKED & NOT GIVEN" is handstamped in violet at the right above the value fill-in blank. This consignment-time entry by the Adams receiving agent protected the Company against liabilities exceeding \$50.00 had something bad befallen Mr. Love's package while it was in the possession of Adams Express.

RECEIPT

THE MUTUAL CONDITIONS OF THIS CONTRACT

which the shipper agrees by accepting this receipt containing the same.

ADAMS EXPRESS COMPANY.

Camden, N. J. 1899

Marked

Valued at \$

FREIGHT

For the Company.

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.

The care to be exercised in transporting property, and the reasonable compensation for its carriage, depend largely on its nature and value, and the Company's charges for forwarding are proportioned to the value of the property delivered to it to be forwarded and to some extent based on that value, which is an important element in fixing its charges.

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 sent Express Company entrusted, or arising from the dangers of Railroads, Ocean or River Navigation, Steam, Fire in Storms, 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 thereof demand beyond the sum of FIFTY DOLLARS, at which the above property 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 Adams Express Company.

And if the same is entrusted or delivered to any other Express Company or Agent (which said Adams 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 Adams 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 ensure to the benefit of each and every Company or person to whom the Adams Express Company may entrust or deliver the above described property for transportation, and shall define and limit the liability thereof for such other Company or person. It being understood that this Company relies upon the various Railroads and Steamboat lines of the country for the means of forwarding property delivered to it to be forwarded, it is agreed that this Company shall not be liable for any damage to said property caused by deviation of any train of cars or upon any Steamboat upon which, said property shall be placed for transportation; nor by the neglect or refusal of any Railroad or Steamboat Company to receive and forward the said property.

In no event shall the Adams 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 Shippers' 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 thereof, 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 Warehouseman only.

Fig. 9-23: 1899 package receipt written in Camden, N.J.

Additional research of the appropriate Bullinger's Guides provides identification of Adams Express services on New Jersey railroads during the early Twentieth Century. *Table 9-II* tabulates this information on an annual basis for 1900 through 1918. The 1918 cutoff is significant because the U.S. Government federalized the major express companies beginning July 1, 1918 as a consequence of World War I nationalization efforts. Adams Express (plus other large expresses) ceased independent express operations in the United States after that date.

Once again, the unlisted years in *Table 9-II* resulted from not being able to locate surviving Bullinger's Guides for those years. Alternatively, a 1914 Express Guide by W. H. Chandler and a 1916 Rand, McNally & Co., railroad map were consulted to obtain the express data that appears under those dates in the Table. The train routes of a few of the railroads cited in *Table II* have already been illustrated. Specifically, the New York & Long Branch Railroad and the main line of the Pennsylvania Railroad are shown in *Figure 9-11*. Also, the routes of the Atlantic City & Shore Railroad (formerly the Atlantic City Railroad), the Barnegat Railroad, the Philadelphia & Beach Haven Railroad, the Tuckerton Railroad, and the West Jersey & Seashore Railroad are depicted in *Figure 9-12*.

Table 9-II. Adams Express Service on Railroads in New Jersey (1900-18).

Hosting Railroad in N.J.	Railroad Operation	Jan. 1900	Jan. 1903	Jan. 1904	Jan. 1906	Jan. 1907	Jan. 1908	Jan. 1909	Jan. 1910	Jan. 1911	Jan. 1912	WHC 1914	Jan. 1915	1916 Map	Jan. 1917	Jan. 1918
Atlantic City & Shore RR	1905-19??	-----	-----	-----	-----	WJX	WJX	ADX	ADX	ADX	ADX	ADX & USX	ADX	N.L.	ADX	ADX
Barnegat RR	1909-23	-----	-----	-----	-----	-----	-----	-----	ADX	ADX	ADX	ADX & USX	ADX	N.L.	ADX	ADX
Delaware, Lacka- wanna & Western RR	1853-1960	USX	←	-----	-----	-----	-----	-----	-----	-----	USX	USX	ADX	ADX	ADX	ADX
Lehigh & New England RR	1895-1925	Note 1	Note 1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	ADX	ADX	ADX	ADX
Manahawkin & Long Branch Transportation Co.	1895-1909	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	-----	-----	-----	-----	-----	-----
New York & Long Branch RR	1864?- 1976	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & AMEX	ADX & AMEX	ADX & AMEX	ADX & AMEX
Pemberton & Hightstown RR	1968-1981	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	-----	-----	-----
Pennsylvania RR	1847-1968	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Pennsylvania & Atlantic RR	Unknown	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	ADX	ADX	ADX
Philadelphia & Beach Haven RR	1909-35	-----	-----	-----	-----	-----	-----	-----	ADX	ADX	ADX	ADX	ADX	N.L.	ADX	ADX
Tuckerton RR	1871-1936	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
West Jersey & Seashore RR	1896-1930	WJX	←	-----	-----	-----	WJX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX

NOTES:

1. Wells Fargo Co. Express and National Express Co. 2. Wells Fargo Co. Express and USX.

WHC = Chandler, W. H., "New Jersey," *Merchants' Parcel Post & Express Guide*, New York, 1914, 4 unnumbered pages.

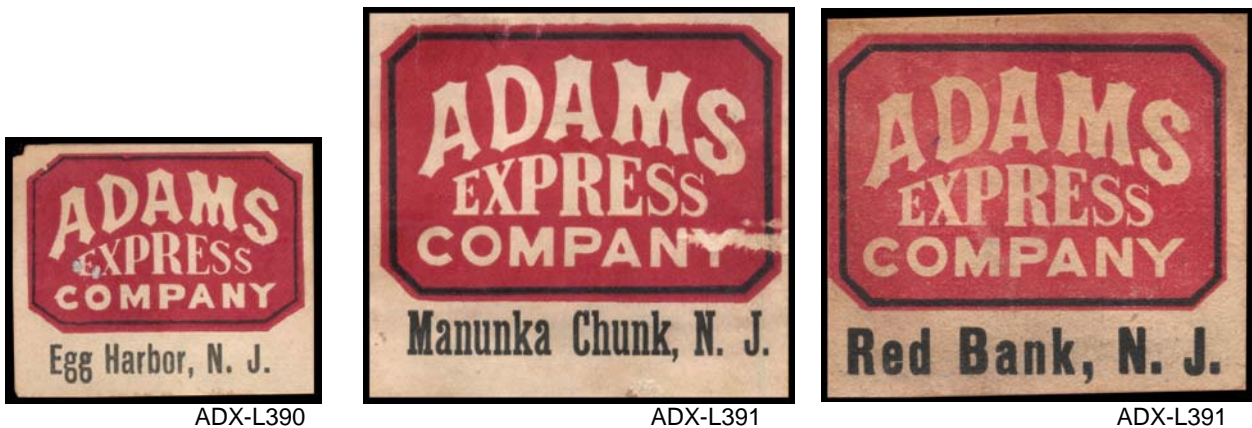
ADX = Adams Express Company. AMEX = American Express Co. N.L. = Not Listed. RR = Railroad. USX = United States Express Company.

WJX = West Jersey Express Co.

Italicized entries are estimated express services (no validating references have been found)

Adams Express' memorabilia produced in New Jersey during the Twentieth Century seem to be much scarcer than the pre-1900 items that have already been illustrated. The predominant surviving artifacts are express office labels, but even these are not found to be very common. Although devoid of dateable characteristics, the three labels shown in *Figure 9-24* were found in a scrapbook that contained many other labels reliably dating to the 1905–10 period. A red field with a black border surrounds "ADAMS EXPRESS COMPANY" on all three labels. The town names are printed black on white paper. The design and printing area of the smallest label measures 36 x 29 mm, while on the two larger ones it increases to 58 x 52 mm.

The Egg Harbor label was used on parcels transported by Adams Express on the Atlantic City Division (Camden to Atlantic City) of the West Jersey & Seashore Railroad. Historically, the Pennsylvania Railroad sold the West Jersey Express to Adams Express on October 1, 1908, so the Egg Harbor label was printed and used at some time after that date. The Manunka Chunk label was utilized on shipments assigned to trains on the Belvidere Division (Trenton to Manunka Chunk) of the Pennsylvania Railroad. The Red Bank label was used on parcels expressed via the New York & Long Branch Railroad and could have been used anytime from 1885 to 1918. However, this particular Adams Express label style is believed to have been put into use in the early 1900s (ca. 1905?) and may have been utilized until as late as 1918.



(courtesy Bobby McDearmon).

Fig. 9-24: Circa 1905 express office labels

The first known Shippers Guide listing for an express-stop at Davis, N.J. was in 1876 and express service was then provided by Adams.³ Davis was located in the western portion of Monmouth County, a few miles east of the junction of Mercer and Burlington Counties and south of Imlaystown. In 1876, Davis was just a train stop on the Pemberton & Hightstown Railroad (Amboy Division of the Pennsylvania Railroad) and there was no post office at that location. The Davis express stop was continuously listed to 1918 and beyond. The post office in Davis, N.J., was open from March 3, 1884 to March 31, 1919. We note that today there is no longer a town named Davis in western Monmouth County (according to MapQuest).

The blue-green Davis, N.J. office label shown at left in *Figure 9-25* is one of Adams' earlier styles and although no specific dating information is available for this type, we speculate this label was probably printed and used during the 1880s. The Adams' form number "69" appears at top center and the extremes of the rectangle on this label measure 68.5 x 36.5 mm.

The label depicted on the right side is easier to pinpoint because of its 191_ dateline inscription. That characteristic, plus the Adams Express' exclusive, "Trans. 73" form number at upper left, puts this label's probable usage at 1910 to 1912. In August 1912, the Interstate Commerce Commission (ICC) instituted nationwide regulations that required all express companies to use a standardized format for their Collect labels and further stipulated that they contain the standard form designation of "U-8" or "U-10" at upper left.



Similar to ADX-L354

Trans. 73		Adams Express Company		BLOCK 951 0	
FROM DAVIS, N. J.		Date 191...			
COLLECT					
Charges at Destination					
Weight	Waybill No.	Entry No.	On	Pieces	
Advances to Collect	Express Charges to Collect	TOTAL COLLECT		Paid in Part	
W-B'd to			Via		
Value \$					

Similar to ADX-L95

Fig. 9-25: Circa 1880s and 1910 express office labels (courtesy Bill Sammis).

One ICC influence that does appear on this label, is the "951 0" Block Number at upper right. The ICC assigned a unique block code number for all rail delivery places in the United States and this system was used to identify and promote a uniform express rate structure throughout the Nation. This COLLECT label is printed black on white paper and a 95 x 61 mm rectangle surrounds the label's printed information.

(This report will be continued in the next NJPH)

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

NOTE: The alphanumeric notations 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 Austin, Henry, "An Adams Express Package," *The Illustrated American*, October 5, 1895, New York, pp 444–446.

² Clarifying information inserted in brackets by the author.

³ Bullinger, Edwin W., *The Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*, etc., compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, 1876, pp 12, 61.

ADDRESSED TO WHERE? – THE STORY OF A LETTER AND COVER

By Craig Mathewson

Jean Walton has passed on to me for (attempted) analysis a Civil War era cover and a 4-page soldier's letter that was enclosed in the cover, along with a bit of preliminary research into the writer's military record. The cover and letter, taken together, seem to defy a positive analysis, but that is part of the fun of postal history research, so let's see what conclusions can be drawn.

First, the letter – it was from Isaac Smallwood to his father, William P. Smallwood. Isaac enlisted in the New Jersey Volunteer Company K, 4th Regiment, on January 5, 1864 and was mustered out July 9, 1865. The letter is datelined “Camp near Winchester [Va] January 13, 1864,” tells of camp life and speaks of coming home in about 8 months. From this, we can conclude that it was actually written Jan. 13, 1865. (Failing to change the year when writing letters written in January is a common mistake.) Of more importance is the use of phonetic spelling and incorrect words in many instances throughout the letter, as that related to the address on the cover.

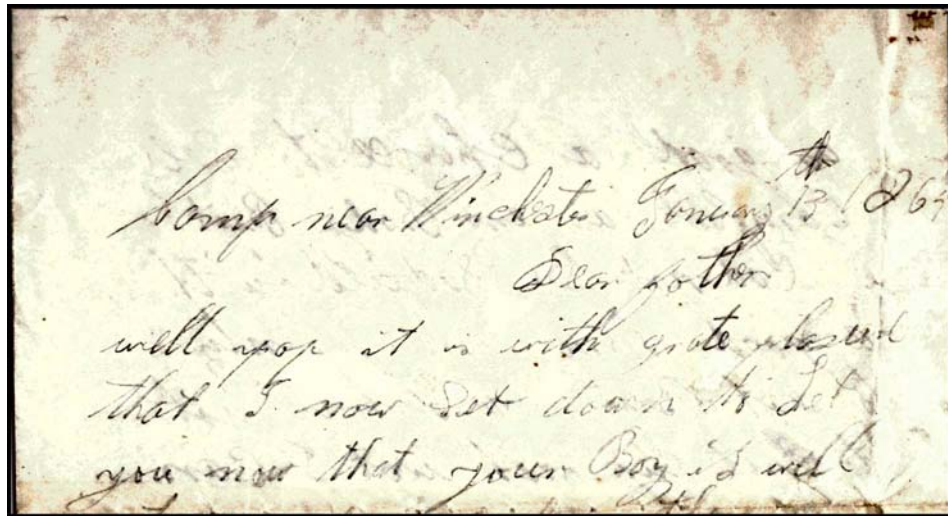


Fig. 1: Letter from Isaac Smallwood to his father on January 13, 1864 (1865) – The date, we conclude from the text, was incorrectly noted as 1864, a common mistake in the first month of a new year..

The text of the letter gives us some interesting insights into a soldier's life during this period. The text was written in pencil, and the message contains many phonetic spellings of words, which are preserved here in the transcription.

Camp near Winchester January 13th 1864 [1865]

Dear Father,

Well pop it is with grate plasure that I now sit down to let you know that your Boy is well at present and hope these few poor lines find all of you the same. I reseaved your very cind and welcome letter this morning and was glad to hear from hom and to now that all of you was well for I en[treat?] all of you to ceap well till I com home now it will pleas me to come home and things be like they was wonce. Before then we will see som comforts we never sean haf we might for I never noed wot was good for me. The time was wonce wen I had as good a chance to see comfort as eny Body But I cod not be sadfied with a good home and plenty to eat. But now I have got to put up with wot I can get som times I get anuf to eat and then I don't. But it don't make much diference if I am only spard to get home all right then I will tell you things that you never thought of, pop, of me and Fred is bidden our hut. But I havnt don much to day for I had the cramp colak last night. But I am beder to day only I feal sorry for I don't think I ever had such pain in all of my life while I had such pain I thought of if I was at home how quick mother wod get up to dow something for me. I never noed not a mother and father cod dow and you and mother was always redey to dow for me now I see the nead of father and mother wen I feal bad I have got to look out for my self. I hant got mother to get up in the cold and wate on me this winter. I never shall for get the morning that I left home wen mother and the childarn stod at the gate and look after me as long as they cod see me.

I hope wen my time is up I shall meet all of you a gane. I wont to see little Will and give him a goo cissin for I now he get it evr I get a holt of him and I think that I shall in a bout 8 months. That seams like a good wile to wate. But I cant help it that was wot I took such a Big Bounty for to turn to be a Solgar. Well pop I must close. Pop, you sed in your Letter that you had Licens to [cut?] in the Country, well. I would like to goe with you I think wen me and Fred gets home we will cech your lodds for you that will sut me. So no more at present. Give my love to mother, tell[her?] that I want to see her, give my love to all of the family and ceap a good share for your self. Write soon.

This is from I Isaac Smallwood to his cind old father and mother, William Smallwood and Rebecca Smallwood.

Now we turn our attention to the cover – the source of the title for this little critique. The only postmark is a Port Republic, N.J. Jan 1 cds. This small town in the northeast portion of Atlantic County has had a post office since 1840.

Because the cover is postmarked 12 days prior to the date of the letter, we can safely conclude that *this* letter did not originate in the cover. Perhaps once part of a family correspondence, it may have “migrated” from one envelope to another. Of interest is the absence of a postage stamp or other markings or notes of any kind on the front or back of the cover.

We now come to the most puzzling aspect of the cover – the address. It appears to be written in the hand of Isaac to his father. To my knowledge, Port Republic was never known as “New Town,” so it must have been written and posted from Port Republic to his father when William was away, perhaps visiting friends or relatives. Bearing in mind Isaac’s tendency to misspell as evidenced by the letter in question, I suggest that the intended address was Newtown, Middlesex County, Massachusetts; the year must have been 1864, 1866 or later. Can anyone out there come up with a different interpretation?

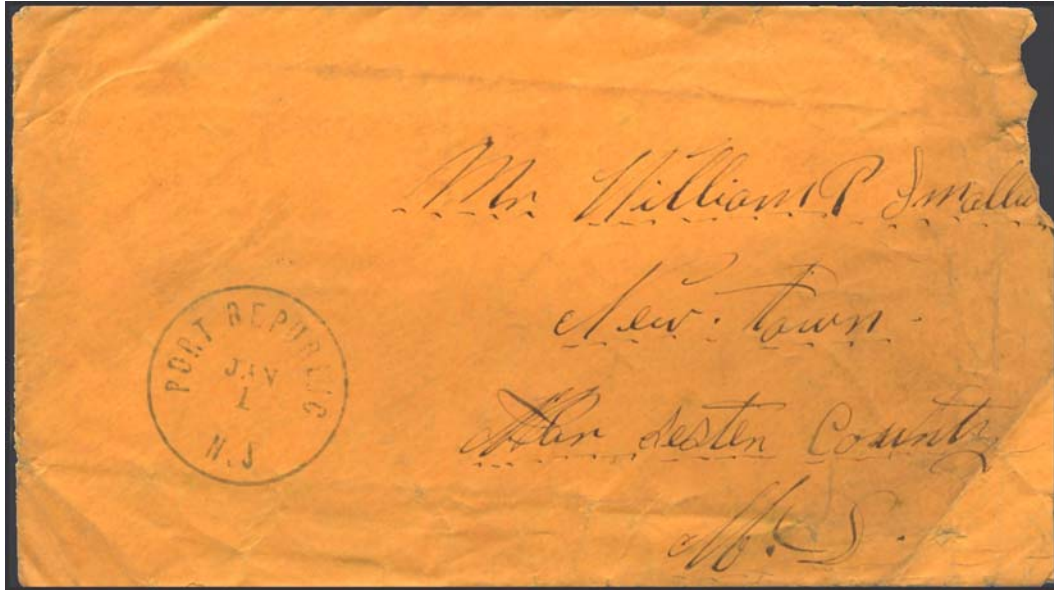


Fig. 2: The cover has a January 1 cancel from Port Republic, NJ – home of Isaac and William Smallwood – and it does not appear that any number is missing in the date. Hence it seems necessary to conclude that this was not the original envelope that enclosed the accompanying letter from Isaac. It is addressed to New Town, but the rest of the address is a puzzle. There are no markings indicating how the postage was paid nor any indication that a stamp was removed.

William P. Smallwood was born in New Jersey April 1, 1817, and married Rebecca Kindle on December 16, 1837. She was born March 4, 1817 in Port Republic. The Smallwoods had eight children, 4 sons and 4 daughters. Our subject, Isaac, was born October 29, 1844 and was 19 at the time of his enlistment.

Isaac's father, William P., bought a farm and eleven acres of land on Moss Mill Road at Wrangleboro Road in Port Republic in 1858, where he and Rebecca and the children had been living.

Isaac married and bought two acres of land on what is now Riverside Drive in Port Republic and running to Nacote Creek in 1874, where he settled and raised a family of four daughters, dying in 1924 at the then ripe old age of 80! He was buried in the Port Republic Methodist cemetery. His homestead remained in his family and until recently was still standing and owned by a grandson. In his lifetime, Isaac was involved in community activities, becoming a trustee of a local Beneficial Association which in 1914 sold a lot adjoining the Methodist property to the Port Republic Lodge No. 31, Independent Order of Mechanics.

When Isaac's mother, Rebecca, died, William P. later married Martha, and died in 1886. The eleven acre farm was sold by his estate in 1888.

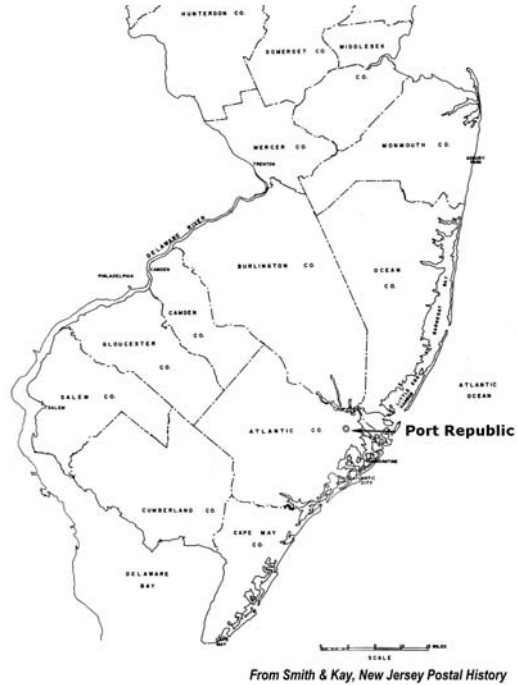
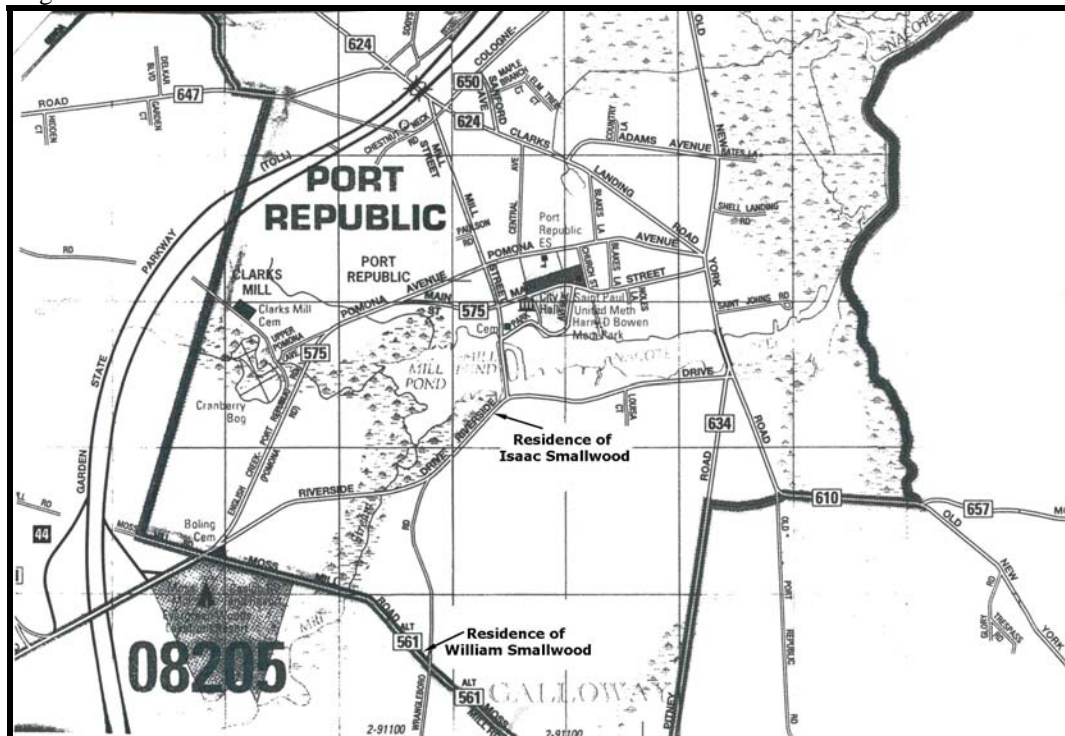


Fig. 3: Old map of Port Republic, Courtesy Atlantic Heritage Center.



Alexander Drafting Co., Alexandria, Va.

Fig. 3a: Modern map of Port Republic, indicating homesteads of Isaac and William Smallwood.

ENDNOTES:

Smallwood family research by Atlantic Heritage Center, Somers Point, NJ
 Records in Atlantic county Clerks Office, Mays Landing, NJ
 (current map) Alexander Drafting Co., Alexandria, Va. 2002

THE POST TOWNS OF BURLINGTON COUNTY: PART 8

By Jack Edge



[This series on Burlington County Post Offices is continued from the four issues of 2005 and three from 2006 (Vol. 33, Nos. 1-4 and Vol. 34, Nos. 1-3 - Whole Issue Nos. 157-163). More sections will follow in upcoming issues. We repeat the map here and refer you to the bibliography that accompanied the first segment of this study (February 2005, Vol.33, No.1).]

BURLINGTON COUNTY MAP WITH POST TOWNS



NEW GREтна POST OFFICE ~ Established August 6, 1850

New Gretna lies far down at the southern tip of present-day Burlington County. In 1850 the village was part of Little Egg Harbor Township. Some six miles west of Tuckerton, New Gretna stands along the western bank of the Bass River, approximately three miles from Great Bay on U.S. Route 9.

Formerly known as Harmony and Bass River Lower Bridge, New Gretna was the name used by Joseph B. Cramer in his application to Washington for a post office. The population to be served by the new office was listed as ninety families.

New Gretna eventually replaced the post office at Bass River Hotel, when the Tuckerton Stage Road was re-routed through here and then on to Wading River, bypassing the old hotel. (Politics, in old Burlington County).

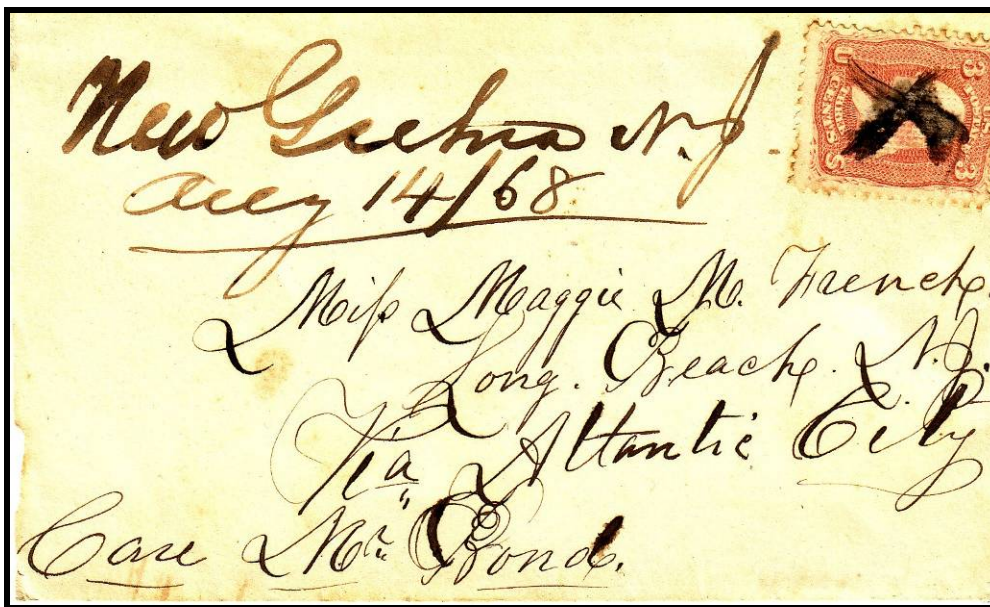


Fig. 74: New Gretna, N.J., postmarked Aug. 14, 1868 on a letter addressed to Long Beach, N.J., via Atlantic City, c/o Mr. Bond. It was necessary to sail to Long Beach Island then. Thomas Bond operated Bond's Beach House, an early resort hotel on the island.

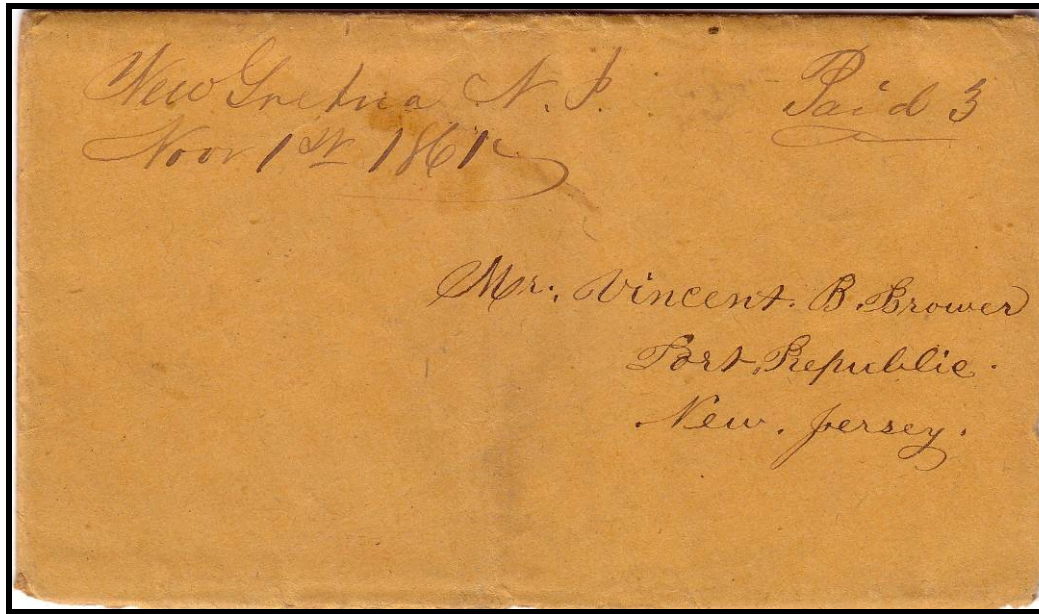


Fig. 75: New Gretna, N.J. cover posted Nov. 1st, 1861, Paid 3 (Cents).

August 6, 1850
Continues in service today

Post office opened



NEW LISBON POST OFFICE ~ Established February 10, 1834

Down along the edge of the great pine forests of Burlington County, at the southern terminus of the old Kinkora, Columbus and New Lisbon Railroad, sits the quiet village of New Lisbon. How the town adopted the Portuguese place name of Lisbon is lost in the passage of time. Earlier names of Lisbon Forge and Lisbon bespeak the same European influence.

Located on the North Branch of the Rancocas Creek at the fork created by the Shinn Branch tributary, the village is some three miles distant from Pemberton, southwesterly and four miles west of Brown's Mills. At the establishment of its post office, New Lisbon was part of old Northampton Township.

The village was settled prior to the American Revolution, by most accounts. Tradition tells us about Continental Soldiers stopping at the Lisbon gristmill, in 1778. Upon re-establishment of the post office here in 1851, Eayre Oliphant, Jr. became postmaster. He remained so for fifty years and eleven months!

BURLINGTON COUNTY POST TOWNS: PART 8 ~ Jack Edge

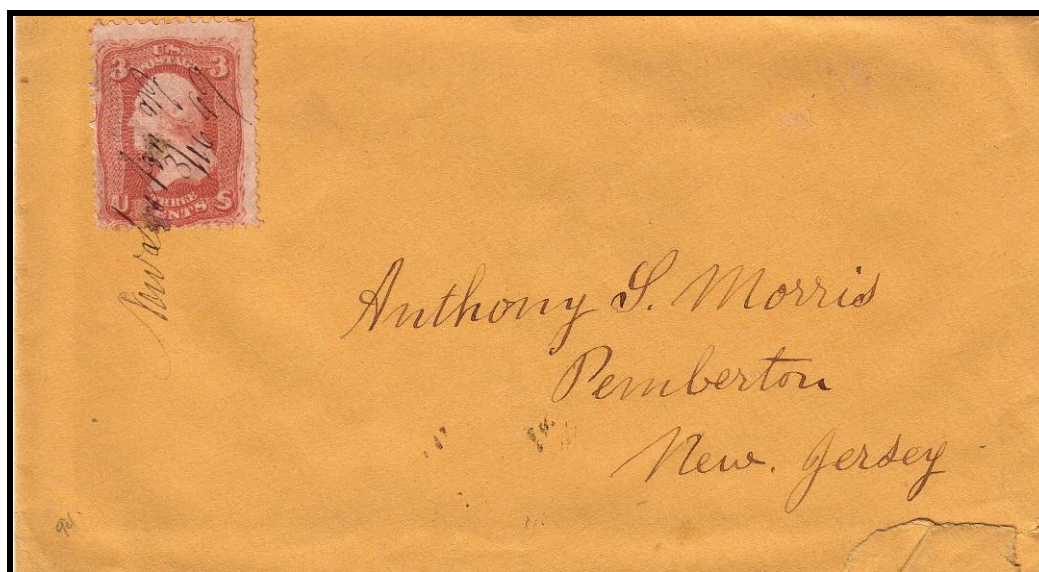


Fig. 76: New Lisbon, N.J. Mar. 16, 1869 manuscript postmark, tying an 1861 Issue 3 cent stamp to the envelope.

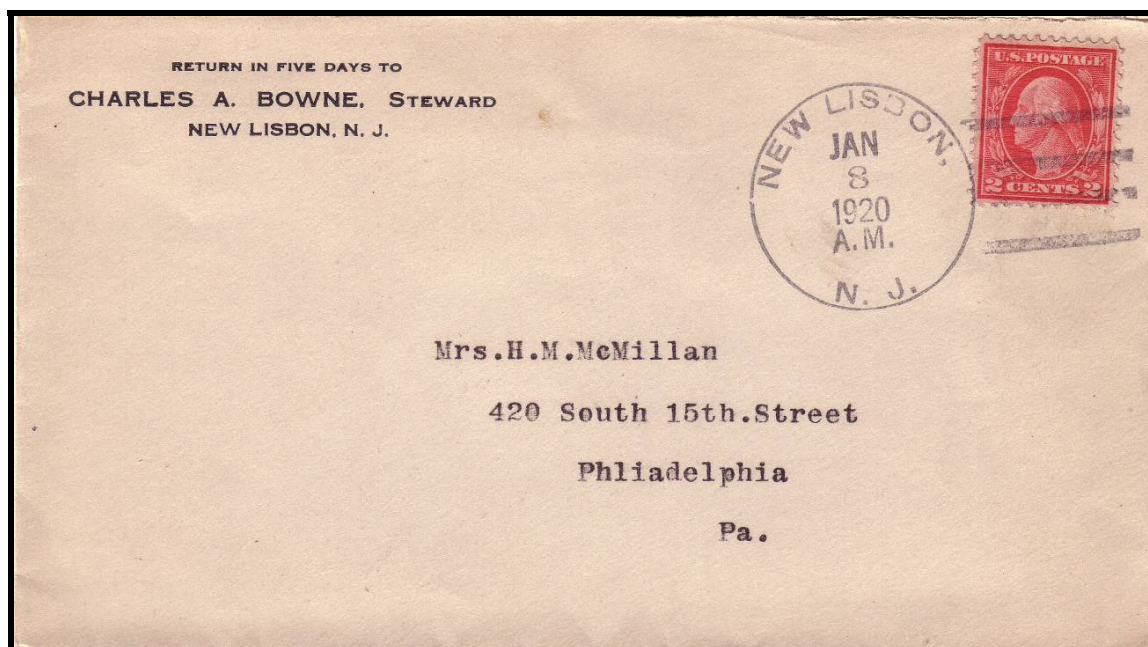


Fig. 76A: New Lisbon, N.J. cover postmarked Jan. 8, 1920.

February 10, 1834
 April 8, 1836
 February 26, 1851
 Continues in service today

Post office opened
 Post office discontinued
 Post office re-established

~ ☐ ☐ ☐ ~

NEW MILLS POST OFFICE ~ Established September 18, 1800

This early post office was opened in old Northampton Township. The village was originally called Hampton-Hanover, because it was physically located partly in both Northampton and New Hanover Townships.

After 1752, the town was know as New Mills and remained so until 1826 when it was renamed Pemberton, after James Pemberton, a revered early landowner and officeholder. The town is situated on the north branch of the Rancocas Creek, between it and Budd's Run, some six and one-half miles southeast from Mount Holly and four miles to the south of Juliustown.

September 18, 1800

Post office opened

March 10, 1827

Post office name changed to Pemberton



ORIENTAL POST OFFICE ~ Established November 27, 1891

A more incongruous name for a village located in the New Jersey Pine Barrens cannot be found. The image of a far-eastern presence at once comes to mind. Little evidence for this impression will be found near the environs of Oriental, however. This place some three and one-half miles south of Tabernacle, on the old Tuckerton Stage Road, was long known as Thompson's. A few dwellings and a store were all that stood to mark its location.

E. T. Thompson listed the population to be served by this post office as 125, in his application to Washington postal authorities. The post office name requested was Thompson, but this was crossed out and someone wrote in Orient. Postal authorities discouraged the use of landowner's or postmaster's names as part of a new office's name, by this point in time. Oriental was the name finally granted. Why? We may never untangle this one.

November 27, 1891

Post office opened

December 15, 1900

Post office discontinued; service to Medford



PAISLEY POST OFFICE ~ Established February 4, 1889

A hotel, known as White Horse Hotel, was located here prior to 1849. By 1889, the site was being called Sanitarium. A proposed venture, Pine Crest Sanitarium, was in the planning stages of construction. According to J. George Brooks, Paisley's first postmaster, the population of this place was 25, with a population of 100 living nearby.

BURLINGTON COUNTY POST TOWNS: PART 8 ~ Jack Edge

At the time of establishment, Paisley was located in Woodland Township, some five miles west of Shamong Post Office and six miles easterly from Tabernacle. The mail was to be left at Shamong Station on the New Jersey Southern Railroad and "Carried to Paisley at no expense to the Post Office Department."

The proposed sanitarium was never built, due to its benefactor's death. The land passed to other ownership, which promoted a real estate venture and renamed the place South Park in 1892. It failed, only to join many other ill-conceived land-speculation schemes in the not-so-friendly pine woods of Southern Burlington County.

February 4, 1889

Post office opened

February 16, 1892

Post office name changed to South Park

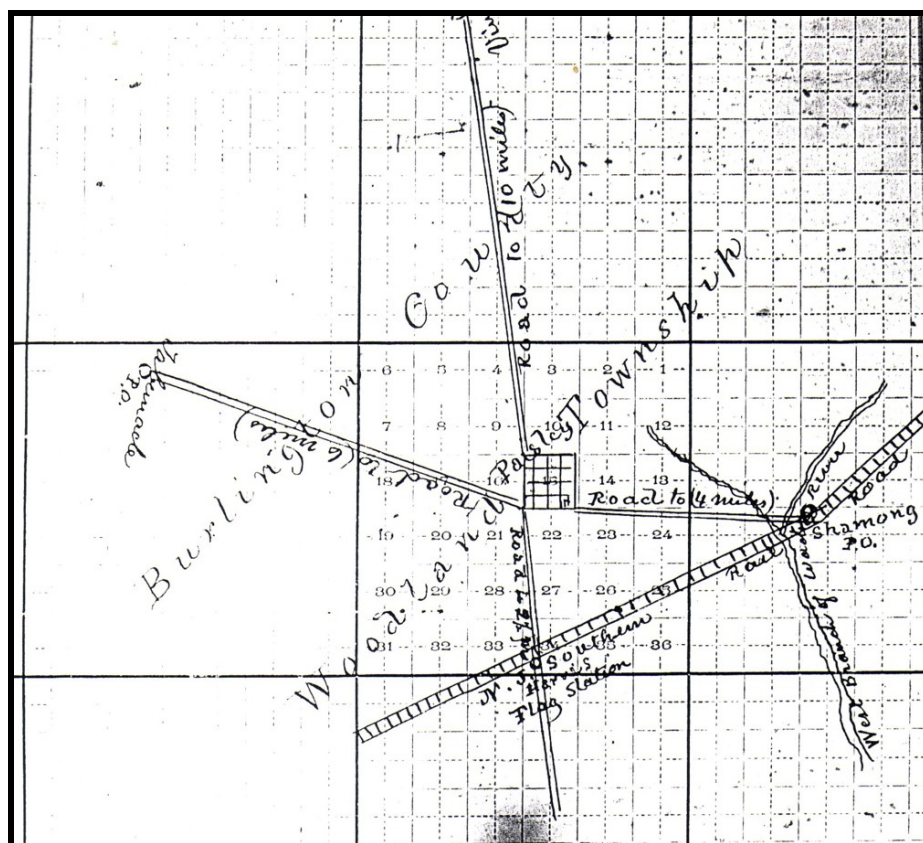


Fig. 76B: Map drawn by J. George Brooks, proposed postmaster for Paisley, N.J. Post Office, to show its location in 1889.

~ ☐ ☐ ☐ ~

PALMYRA POST OFFICE ~ Established August 4, 1851

Palmyra Post Office was part of Chester Township when opened in 1851. The town itself is situated in the extreme northwestern part of Burlington County. Palmyra lies bounded by the Delaware River on the north side and the Pennsauken Creek to the southwest.

Early names for the town were Brimstone Neck and Texas. Located directly on the old Camden and Amboy Railroad, Palmyra was another of the towns that sprang up along the new railroad. It prospered along with the very successful rail line. In 1860 it became a part of Cinnaminson Township, and by 1880, the population here was listed as 600.

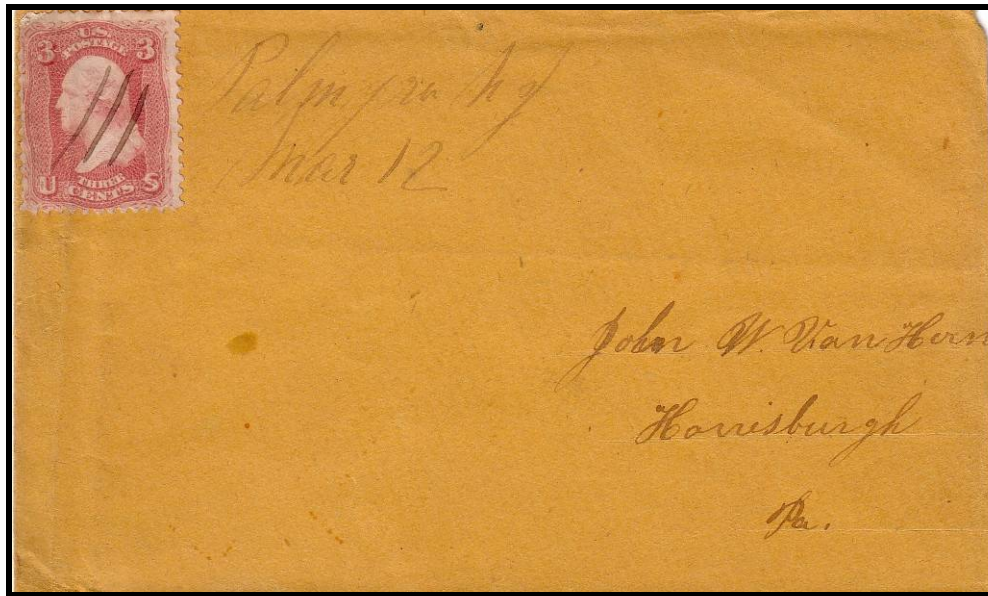


Fig. 77: Palmyra, N.J. postmark, in manuscript, on cover with an 1861 Issue U.S. stamp.

August 5, 1851

Post office opened

Continues in service today

~ ☐☐☐ ~

PARRY POST OFFICE ~ Established August 12, 1880

This post office, established in Cinnaminson Township, was located on the Old Burlington Turnpike (U.S. Route 130) along the eastern side of Pennsauken Creek. It was some one and one-half miles southwest from Palmyra. Some 600 persons were listed as living in the vicinity in 1880. This was probably exaggerated, unless the “vicinity” was stretched to include neighboring towns. Settled sparsely before 1795, this place was originally known as Parry Tavern, or Five Points. Later it was called North Pennsville, and was so designated on maps of the era.

BURLINGTON COUNTY POST TOWNS: PART 8 ~ Jack Edge

Timothy Morton, in his application to Washington, D.C. for this office, proposed the name Pennsauken. This name was denied by the Post Office Department because of the existence of a larger settlement across the creek in Camden County with the same name. The name was changed to Parry to honor William Parry, New Jersey Assemblyman, Common Pleas Court Judge, and prominent nurseryman from this village.

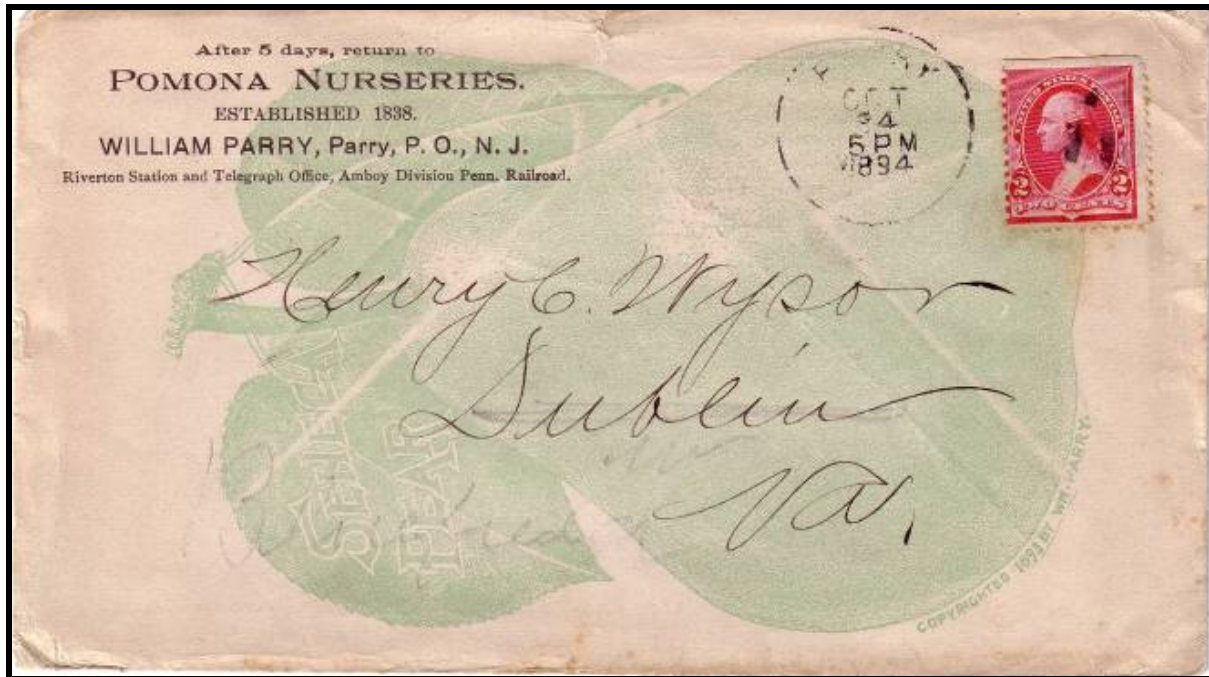


Fig. 78: Parry, N.J. advertising cover from 1894. Wm. Parry's Nurseries!

August 12, 1880
April 13, 1899

Post office opened
Post office discontinued; service to Palmyra

~ ☐☐☐ ~

PEMBERTON POST OFFICE ~ Established March 10, 1827

Prior to 1827, this post office was known as New Mills. In 1826, the town was renamed Pemberton, after James Pemberton, early settler and prominent citizen, and the post office soon followed suite. Located on the north branch of the Rancocas Creek, Pemberton was formerly the terminus of the Columbus, Kinkora and Springfield Railroad.

Completely surrounded by Pemberton Township, Pemberton Borough lies within the western portion of its neighbor. When established as Pemberton Post Office, it was a part of old Northampton Township. Pemberton became a borough at establishment in 1826. Pemberton Township was not formed until 1846.

In 1834 Gordon listed "100 dwellings" here, and by 1880 the population was counted at 799. Pemberton today has retained its identity as a nineteenth century town. Many fine residences dating to the early portion of that era are in well-preserved condition. Pemberton has kept its character and dignity, despite the encroachment of modern sameness and mindless sprawl so often encountered today.

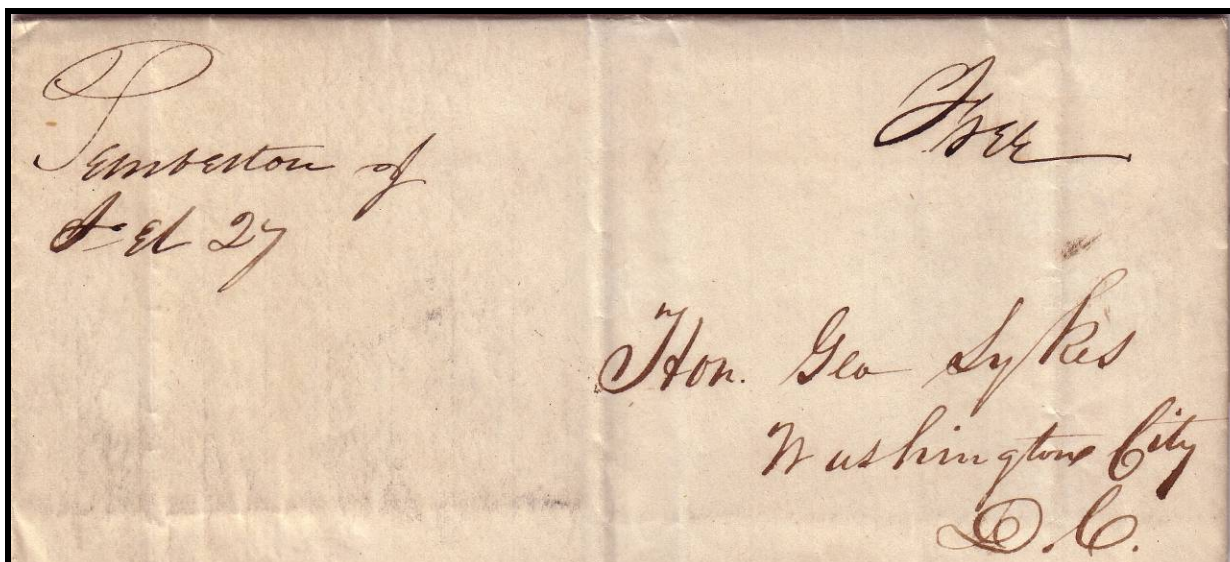


Fig. 79: Pemberton, N.J., folded letter, dated Feb. 27, 1846.



Fig. 80: 1876 view of Pemberton, N J.

BURLINGTON COUNTY POST TOWNS: PART 8 ~ Jack Edge



Fig. 81: Pemberton, N.J. postmark on cover with an 1861 Issue 3 cent stamp.

March 10, 1827
Continues in service today

Post office opened

~ ☐☐☐ ~

PINEWORTH POST OFFICE ~ Established February 23, 1912

Down below Chatsworth on the Green Bank and Chatsworth Road, in Washington Township there once stood the hamlet known as Pineworth. It lies between Hog Wallow and Speedwell, about half way.

Located on the postal route between Jenkins and Chatsworth, Pineworth was six and one-half miles south from Chatsworth and some three and one-half miles north of Jenkins Post Office.

The name, it has been said, was given this place by its early owners, brothers Jacob and George Worth. The town is gone and cranberries are grown in the vicinity. Little else is known about this pineland village. Solitude and silence greet the visitor in Pineworth today, if one is lucky enough to locate it.

February 23, 1912
October 14, 1916

Post office opened
Post office discontinued; service to Chatsworth

~ ☐☐☐ ~

POINTVILLE POST OFFICE ~ Established December 3, 1857

Deep in the western portion of the sprawling Fort Dix Military Reservation, a convergence of roads is noted on maps of today as Pointville. By 1834 a village long called Scrabbletown was established at this six-pointed meeting of rural roads.

Lying about four and one-half miles south of Wrightstown and some six miles to the northwest from Browns Mills, Scrabbletown would become Pointville by 1857. The intersecting roads led to Sykesville, Cookstown, Hanover Furnace, Browns Mills, Pemberton and Wrightstown.

The village counted “six or eight cottages and a tavern”, according to Gordon’s Gazetteer in 1834.¹ By 1880 the population had risen to approximately 150 with two stores and a hotel. Upon establishment of Fort Dix, this small hamlet was absorbed by the military base and lost its identity by 1925. No part of the original town exists today except its cemetery.



Fig. 82: Pointville, N.J., dated Feb. 28, 1863, in manuscript, on cover addressed to a Civil War soldier in Brook’s Division, N.J. Volunteers.

December 3, 1857
May 29, 1925

Post office opened
Post office discontinued; service to Browns Mills



PROGRESS POST OFFICE ~ Established December 22, 1854

Progress was a small village established along the Rancocas Creek at its juncture with the Delaware River. The proximity of the Camden and Amboy Railroad helped this optimistically named hamlet obtain substantial success.

Originally know as Goattown, the name was changed to Progress in 1851. Located directly across the Rancocas Creek from Delanco, the two towns were not connected by a pedestrian bridge until 1866.

In 1867 the population voted to change their town's name to Riverside. From only three families in 1846, the census in 1880 counted seven hundred and seventy-seven.



Fig. 83: Progress, N.J., posted in 1860, on cover with an 1857 Issue 3 cent stamp.

December 22, 1854
November 15, 1867

Post office opened
Post office name changed to Riverside

~ ☐☐☐ ~

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

ENDNOTES:

¹ Gordon, Thomas F., *Gazetteer and History of New Jersey*, Philadelphia, PA: Daniel Fenton, 1834

NEWARK POSTMARK GOES MISSING!

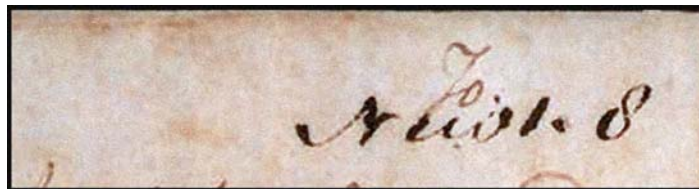
By Jean R. Walton

President Robert Rose was recently quoted in a *New York Times* article by Andrew Jacobs regarding a report on the closing of the Newark P&DC and the “loss” of Newark as a postmark, effective as of November 18, 2006. Certainly the proud postal history of the city deserves better, and Bob is quoted as noting that, “For collectors, it’s terrible news when the state’s largest city loses its postal identity.” You can access this article online at [Newark’s Mail Soon to Bear the Name of Another](http://www.nytimes.com/2006/11/09/nyregion/09postal.html)¹ or go to:

<http://www.nytimes.com/2006/11/09/nyregion/09postal.html>

Bob has written a number of articles in this journal on Newark’s early postmarks. One of those reported is a colonial Newark manuscript marking,² shown below in *Fig. 1*, which is the earliest documented use following the establishment of a Parliamentary post office in 1766.

In 1799 the Post Office Department in Washington distributed a standardized style of brass handstamp to a number of post offices in the young nation shown in *Fig. 2*. This was the first standardized postmark that was provided by Washington. Both Newark and Trenton received such a handstamp.



From the collection of William H. Johnson

Fig. 1: Earliest documented use of Newark postmark in 1771.³



From the collection of Robert G. Rose

Fig. 2: 1799 style Newark handstamp on an 1802 cover.

Another example of an early Newark postmark is the blue handstamped oval marking, illustrated below in *Fig. 3* that was used from 1813 to 1821.



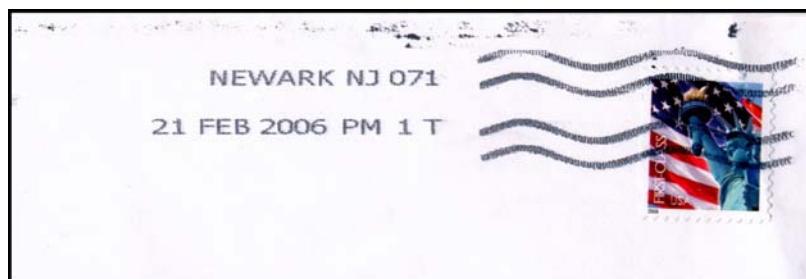
From the collection of Robert G. Rose

Fig. 2: Newark's oval handstamped postmark on a 1817 cover.⁴

NEWARK POSTMARK GOES MISSING! ~ Jean Walton

MEMBER NEWS: NEW MEMBERS

A more recent article by Vice-President Gene Fricks noted one of the latest of the Newark cancels, the sprayed on cancel shown below from the Newark P&DC. *Fig. 4* shows a cancel from the Newark Processing and Distribution Center [P&DC], using the current sprayed-on cancel, and it is this form of cancel from this facility that will disappear.



From the collection of Gene Fricks

Fig. 4: One of the last of the Newark P&DC cancels⁵

What does this really mean? It does mean that Newark's P&DC is closing and mail once sorted there, as of November 18, 2006, will now be sorted at the Kearny P&DC, and receive that cancel. And a number of postal employees will be commuting longer distances to jobs which will be relocated in other facilities. But will you still be able to walk into a post office in Newark and get your letters cancelled with a Newark canceller? George Flood, postal spokesman, indicates that this will still be an option. Newark, the State's largest city, has not quite yet become a DPO.

ENDNOTES:

- ¹ Jacobs, Andrew, "[Newark's Mail Soon to Bear the Name of Another](#)," NY Times, November 9, 2006.
- ² William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, p. 218 (Collectors Club of Chicago, 1983). No colonial markings from Newark are listed in either the *American Stampless Covers Catalog*, Vol. I, p. 223 (5th Edition, 1997) or Alex L. ter Braake, *The Posted Letter in Colonial and Revolutionary America*, II-61-68 (American Philatelic Research Library, 1975).
- ³ Rose, Robert G., "Discovery of a Newark Colonial Manuscript Postmark," *NJPH*, Vol. 32 No. 4 Whole number 156, November 2004.
- ⁴ Rose, Robert G. "New Variety of Newark Oval Handstamp," *NJPH*, Vol. 32 No. 2 Whole number 154, May 2004
- ⁵ Fricks, Gene, "New Jersey Sprayed-On Machine Markings," *NJPH*, Vol. 34 No. 2 Whole number 162, May 2006

MEMBER NEWS: NEW MEMBERS

NEW MEMBERS					
Joseph S.Chervenyak joecherv@yahoo.com	58 Stony Road	Edison	NJ	08817	19th century
Robert J. Jones	2605 39th St., #301	Washington	DC	20007-1215	Civil aviation 1930s-40s

MEMBER NEWS: TREASURER'S REPORT

By Andy Kupersmit

TREASURER'S REPORT: JANUARY 1, 2005 THROUGH DECEMBER 31, 2005**Balance brought forward****12/31/2004 \$7,665.84****Receipts**

	2005
Dues 2005*	1,635.00
Donations	445.00
Coles + Literature sales	161.00
Auctions	57.64

*One member paid for 3 yrs

Totals 2,298.64**Membership for 2005**

2005 dues paid as of Dec. 31, 2005 (A gain of 6 members)	107
Life Members	2
Membership as of Dec. 31, 2005	109

Expenditures

NJPH Journal Printing and Postage **	
Printing Feb, May & Aug 2005; Postage Aug & Nov 2004 and May & Aug 2005	1,962.95
Return of materials and money taken in at MERPEX	23.39
Bounced check & bank fee	27.00

Totals 2,013.34**Total Year End Balance****Journal Expenses By Issue**

	Printing	Mailing	Total
February	\$285.61	\$197.45	\$483.06
May	\$322.08	\$220.00	\$530.08
August	\$351.32	\$229.24	\$580.56

+285.30

12/31/2005 \$7,951.14**Submitted by Andy Kupersmit, Treasurer**

In 2004, certificates of deposit were cashed on their due dates and deposited in our account. These funds are still awaiting better interest rates before reinvestment. I personally donated \$45 to the Society in 2005 to replace the interest that would have been earned if the money had been reinvested at 2004 rates.

Obviously from the above, the only significant expense the Society incurs is the printing and mailing of the Journal. The average cost has risen from approximately \$400 per issue to approximately \$530 per issue for printing and mailing. This is the case despite the fact that many of our members have opted to receive the electronic version only. I would also like to add my gratitude for the expanding roster of talented writers for the Journal, who are doing such a good job it is getting larger – and therefore more expensive to print and mail! Keep up the good work!

Last year, I wrote, "Dues from members totaling \$1,500 plus donations received just barely covers the cost of 4 issues a year, so please note the importance of those donations to our breaking even." I thank the 36 Society members who contributed beyond their dues. Their contributions (not including my \$45) totaled \$400 and enabled us to post a small surplus – and hold dues at the reasonable price of \$15 per year

I will have the 2006 data for the February 2007 issue. Membership renewals for the coming year and now due and payable to the New Jersey Postal History Society, with contributions always welcome. Thank you.

Andy Kupersmit, Treasurer

PHILATELIC SHORTS

By Gene Fricks



ABRAM AMERMAN REGER, POSTMASTER, SOMERVILLE NJ

Abram Reger was born near North Branch Depot, New Jersey, July 29, 1865. At an early age, he was employed by the Raritan Woolen Mills, and subsequently employed for five years by the Central Railroad of New Jersey as the General Agent at Somerville. In 1893 he became associated with the First National Bank, later the Somerville Trust Co., by whom he was employed for thirteen years in various clerical capacities and as note teller. In 1906 he resigned to accept a position as assistant postmaster at Somerville, in which capacity he served until December 1917, when he was made acting postmaster. In January 1920 President Woodrow Wilson appointed him postmaster of Somerville, an appointment that was renewed by President Coolidge in January 1924 and President Hoover in January 1928. He was a trustee of the Somerville Savings Bank, and also associated with the Building and Loan Association, and took an active interest in many local civic affairs of that city. For many years he was an active member of the Second Reformed

Church of Somerville and had been a Freemason from 1892. He succumbed to a heart attack on February 18, 1928.

ONE MORE NEWARK MANUFACTURING COVER

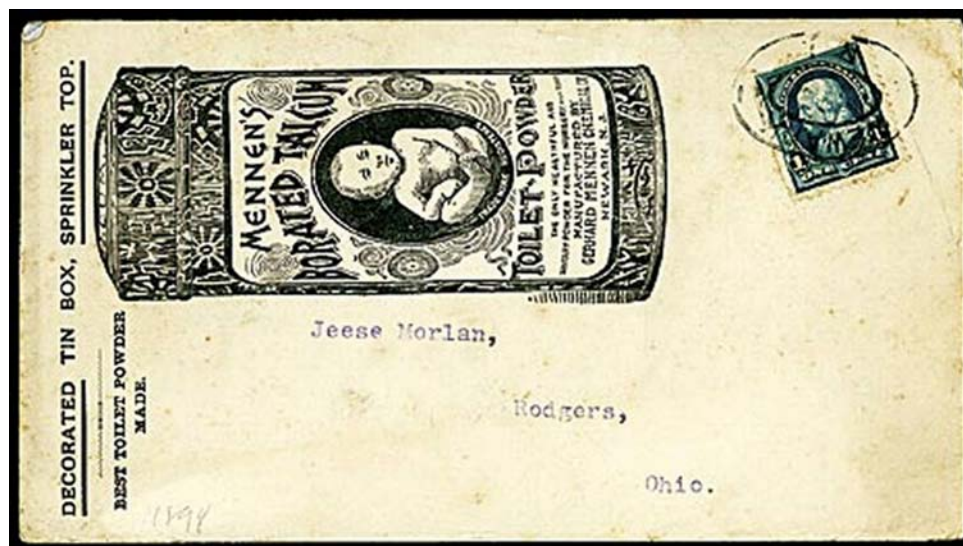


Fig. 1: Nice old cover from the Gerhard Mennen Chemical Company of Newark, NJ, circa 1898. It carries a double oval Newark cancel with no visible date. Note another interesting Newark cancel.

* See also Fricks, Gene, "Two Nice Newark Manufacturing Covers," *NJPH*, Vol. 34, No. 3, Whole No. 163, p. 170.

HUDSON COUNTY DPOs

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

Look for the following post offices:

Source: NJ DPOs by Brad Arch

Arlington
 Bergen
 Bergen Avenue Sta.
 Bergen Point
 Christie
 Constable Hook
 Greenville
 Guttenberg

Guttenberg Sta
 Harrison Br
 Harrison Sta
 Homestead
 Hudson
 Hudson Heights
 Jackson Sta
 Kearny Br

Kearny Sta
 La Fayette Sta
 Naval Supply Center Sta
 Naval Supply Depot Sta
 New Durham
 North Bergen Br
 Pavonia Br
 Saltersville

Secaucus Br
 Taurus
 Terminal Sta
 Van Buskirk
 Weehawken
 Weehawken Sta
 West Hoboken
 West New York

To print this out, go to the [NJPHS website](#) and click on [Word Puzzle](#) to download a printable copy. For solution, go to: [Hudson County DPO Solution](#) or return to the [NJPHS website](#) and click on [Solution](#).

MEMBER ADS

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

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

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852.

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

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

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

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

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

WANTED; NEW JERSEY MANUSCRIPT TOWN COVERS PRE-1861. Way covers and stage covers before 1860. All states including New Jersey. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036 or call 202/293-2563 or email stevenroth@comcast.net.

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

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

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

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

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

MEMBER ADS

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

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

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

FOR SALE: U.S. STAMPLESS COVERS including Transatlantics, mostly Boston usages. Contact Tim O'Connor, 16 Kenilworth Circle, Wellesley, Massachusetts 02453 or email timoconnor1@comcast.net.

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

WANTED: STAMPLESS COVERS, ANY STATE, F-VF STRIKES, sound covers. Send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401 or call 201/441-6777.

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

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

ALWAYS LOOKING FOR GLASSBORO OR GLASSBOROUGH COVERS. Send price desired and copy of cover to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWhit3@juno.com.

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

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

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

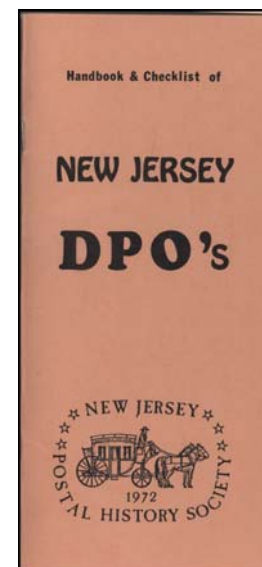
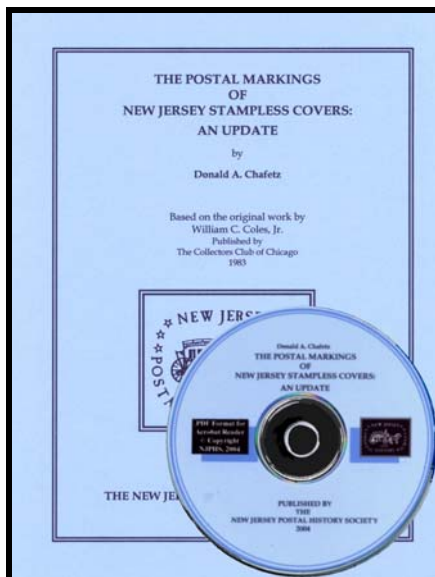
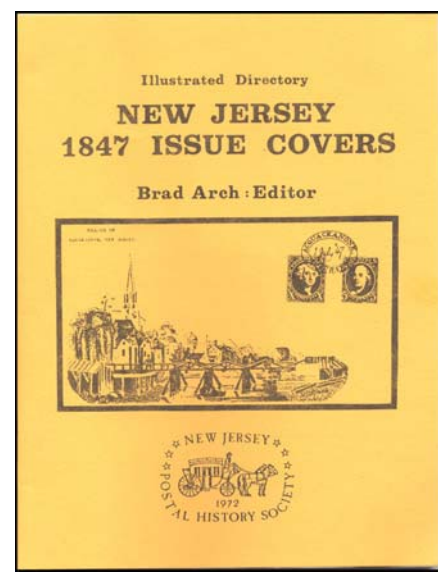
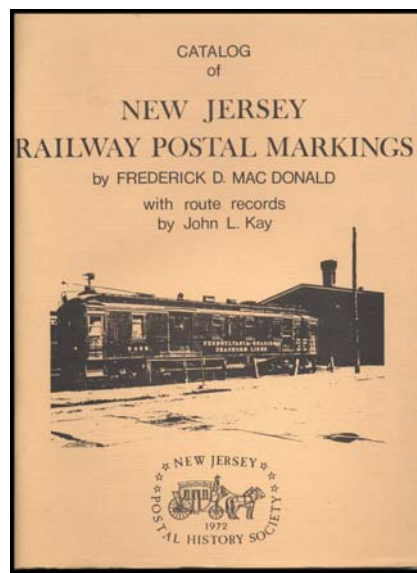
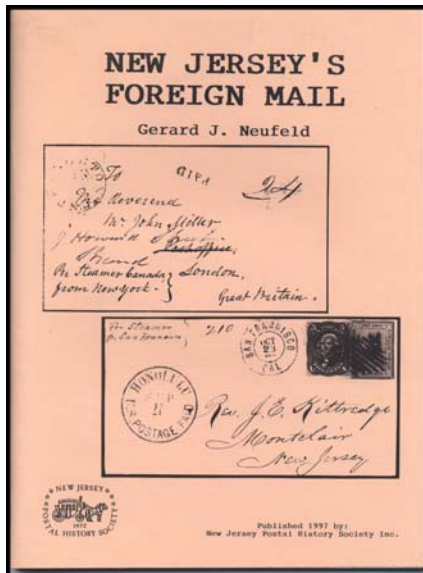
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FANCY KILLERS WITH COUNTY AND POSTMASTER POSTMARKS needed for exhibit. Skull and Crossbones, Kicking Mule, Postmaster Initials, U.S. Shields. Anything unusual. Photocopies first please. Contact Elliott Idoff, 332 Bleecker St. #G-20, New York, NY 10014, 718-853-5226, postalhistory184@aol.com.

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